

**DAS LICENSE AGREEMENT**

This DAS License Agreement (“**Agreement**”), dated as of the latter of the signature dates below (the “**Effective Date**”), is made and entered into by and between City of Kansas City, Missouri, a municipal corporation of the State of Missouri (“**Licensor**”) and T-Mobile Central LLC, a Delaware limited liability company (“**Licensee**”). Each of Licensor and Licensee may be referred to as a “**Party**” and collectively as the “**Parties**”.

**WHEREAS**, Licensor owns and operates an airport including its related improvements, subject to federal, state and local laws, which is located at 1 Kansas City Blvd, Kansas City, Missouri 64153 and 1 International Square, Kansas City, Missouri 64153 (collectively, the “**Property**”); and

**WHEREAS**, Licensor will install and will operate a distributed antenna system (“**DAS**”) on the Property; and

**WHEREAS**, Licensee is in the business of providing wireless telecommunications services and Licensor desires that Licensee connect its equipment to the DAS to facilitate the provision of such services to Licensee’s customers and patrons of the Property.

**NOW THEREFORE**, for and in consideration of the mutual covenants and agreements contained herein and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Licensor and Licensee agree as follows:

No Warranty of Condition or Suitability. Licensee has inspected, analyzed, reviewed and evaluated the Property, is thoroughly aware of the condition of the Property, and accepts them in "as is" condition with all faults.

Except as otherwise expressly provided for in this Agreement, the Property and any other property or rights furnished or to be furnished under or in connection with this Lease are furnished "AS IS", "WHERE IS" AND WITH ALL FAULTS AND WITHOUT ANY REPRESENTATION OR WARRANTY OF ANY NATURE WHATSOEVER, EXPRESS, OR IMPLIED, ORAL OR WRITTEN, AND IN PARTICULAR, WITHOUT ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

**ARTICLE 1 – LICENSE**

- 1.1. Grant of License.** Licensor hereby grants to Licensee a license to (a) use certain spaces on and within the Property (such spaces being referred to as the “**Premises**”), as initially set forth on **Exhibit C**, necessary to design, install, operate, maintain, upgrade, inspect, replace and repair the equipment, lines, cables and related components (collectively, the “**Licensee’s Equipment**”) that will be connected to the DAS, and (b) connect the Licensee’s Equipment to the DAS to provide wireless services to Licensee’s customers and patrons of the Property. Licensee shall also have reasonable access to, over and across portions of the Property to enable Licensee to exercise its rights and obligations hereunder, including ingress, egress and telecommunication and utility connections to and from the Licensee’s Equipment.

- 1.2. **Access.** Licensors shall provide Licensee, its employees, agents and contractors reasonable access to the Premises during the Term (as defined below), in accordance with Part II, Section II(C.) of the Aviation Department Standard Lease Conditions.
- 1.3. **No Interference with Licensor Operations.** Construction of the Licensee's Equipment shall be done in a manner which does not unreasonably interfere with the safe and efficient operation of the Property or any requirement of law.
- 1.4. **Representations and Warranties.** Licensor represents and warrants to Licensee that: (a) Licensor owns the Premises; (b) Licensor has the right to enter into this Agreement; (c) and execution of this Agreement and the installation of Licensee's Equipment does not violate the terms of any agreements or policies regarding the Property; and (d) all consents or approvals for the installation and operation of Licensee's Equipment have been obtained.
- 1.5. **Removal of Licensee's Equipment.** Within sixty (60) days after the expiration or earlier termination of this Agreement, Licensee, at its sole cost, shall remove the Licensee's Equipment and repair any damage caused by such removal, ordinary wear and tear excepted.

## **ARTICLE 2 – TERM**

- 2.1. **Term.** The initial term of this Agreement is ten (10) years (the “**Initial Term**”) and shall commence on the date that the Licensee's Equipment is made operational for commercial use (the “**Commencement Date**”), which date shall be confirmed by a notice from Licensee to Licensor.
- 2.2. **Renewal Terms.** The Agreement shall automatically renew for two (2) additional and successive five (5) year terms (each, a “**Renewal Term**”) unless either Party elects not to renew by providing written notice to the other before the end of the then current Term. The Initial Term plus any Renewal Terms shall be referred to as the “**Term**”.

## **ARTICLE 3 – LICENSE FEES**

- 3.1. **Capital Contribution.** Licensee shall pay to Licensor a one-time capital contribution in the amount of Three Million, Seven Hundred Fifty Six Thousand Three Hundred Fifty Dollars and no cents (\$3,756,350) (the “**Capital Contribution**”), which shall be paid as follows: (i) 50% shall be due within 30 days following the execution of this Agreement; (ii) 25% shall be due within 30 days of completion of installation of the DAS and Licensee connecting the Licensee Equipment to the DAS; and (iii) 25% shall be due within 30 days following the Commencement Date. If

Licensee should opt at such later date to utilize any active C-Band components on the DAS, it will be required to pay to Licensor an additional capital contribution equal to the difference between the cost of the active C Band components, which will not otherwise increase the Access Fee.

- 3.2. Access Fee.** Upon the Commencement Date, Licensee shall pay Licensor an all-inclusive, gross access fee for use of the DAS and Premises (collectively the “Access Fee”) in the amount of One Hundred Eighteen Thousand, Two Hundred Ninety-Six Dollars (\$118,296.00) Dollars, to be paid in equal monthly installments of Nine Thousand, Eight Hundred Fifty-Eight Dollars (\$9,858.00). The first monthly Access Fee payment will be due within thirty (30) days after the Commencement Date, and subsequent payments will be due by the first day of each month. Notwithstanding anything to the contrary, the Access Fee will not be increased due to any future upgrades to and expansions of the DAS, including without limitation expansions to additional terminals and garage areas.
- 3.3. Escalation.** The Access Fee shall increase on each annual anniversary of the Commencement Date by an amount equal 2% of the rent due for the previous lease year. To the extent that the costs of MMR increase during the Term, Lessor shall provide Lessee with written notice, to include reasonable supporting documentation, of such increase and Lessee will commence paying the increased monthly amount within thirty (30) days of such written notice.

#### **ARTICLE 4 – PROVIDER’S EQUIPMENT AND OWNERSHIP OF DAS**

- 4.1. Utilities.** Licensee shall have the right to connect Licensee’s Equipment to an existing source of electrical power at the Property, and the cost for such power usage shall be borne solely by Licensor. At its sole cost and expense, Licensee shall have the right to connect the Licensee’s Equipment to existing optical fiber facilities on the Property at no additional cost. If upon initial installation or at any time during the Term, Licensee elects to have additional electrical, telephone, fiber optic, or other similar services to support the operation of Licensee’s communications equipment or elects to obtain such support services from a provider chosen by Licensee, Licensor may grant Licensee or any provider the right (which right may be granted through an easement, license or similar instrument) to install such support services if sufficient space exists at the time the request is made. The location of such additional support services, if any, shall be as reasonably designated by Licensor. Licensee or any provider may be permitted to upgrade such services and Licensor may agree to grant additional rights to Licensee or any provider if necessary. Licensor shall reasonably cooperate with Licensee’s efforts to obtain all necessary utilities necessary for the operation of the Licensee’s Equipment.
- 4.2. Ownership and Maintenance of DAS.** The DAS shall remain the personal property of Licensor, owned and controlled by Licensor at all times. Licensor shall, at its sole cost and expense, be responsible for the operation, maintenance, monitoring and repair of the DAS as set forth in the

terms and conditions of the **DAS Operations and Maintenance Services Summary** on **Exhibit D**. Licensor represents and warrants to Licensee that the service provided over the DAS will comply with the **DAS Operations and Maintenance Services Summary** on **Exhibit D**. Licensor further warrants that all services performed under this Agreement will be performed in accordance with industry standards and in a workmanlike manner.

- 4.3. **Construction.** Before installing the Licensee's Equipment, Licensee will obtain Licensor's prior written approval of the construction drawings for such installation, which approval will not be unreasonably withheld, conditioned or delayed, and Licensor's approval is deemed given as to the construction drawings attached as **Exhibit C**. Licensee will also obtain any other necessary governmental permits or approvals required for the installation and operation of the Licensee's Equipment.
- 4.4. **Modification.** After the initial installation of the Licensee's Equipment, Licensee may apply to Licensor to add to, upgrade or otherwise modify the Licensee's Equipment with no increase to the Access Fee. Subject to the Tenant Modification Requirement attached hereto as Exhibit E and hereby incorporated by reference, Licensee may replace and augment Licensee Equipment or portions thereof with similar or comparable equipment and modify any frequencies upon which such equipment operates as needed to provide in-building coverage subject to Licensor approval, which shall not be unreasonably withheld, conditioned or delayed. Notwithstanding the foregoing, no such notice or approval shall be required for the replacement of a malfunctioning or non-functioning network component that falls under a "break/fix" condition. In the event of a conflict between the Tenant Modification requirements and this Agreement, the terms of this Agreement shall control.
- 4.5. **Licensee's Frequencies.** Pursuant to one or more licenses acquired from the Federal Communications Commission ("FCC"), Licensee (directly, or through an affiliate) owns the sole and exclusive right to utilize the frequencies to be broadcast through Licensee's Equipment. The Parties agree that Licensor does not have, and will not acquire through this Agreement, any proprietary or ownership rights or interest in Licensee's frequencies, network and related components, or the public revenues associated with the services provided by Licensee. Licensee shall at all times have the unfettered right to control the operation of Licensee's frequencies.
- 4.6. **Confidentiality.** Notwithstanding anything to the contrary in this Agreement, to the extent allowed by law and unless pre-approved by the other Party in writing, neither Party shall disclose any information of any type relating to the operation and performance of the DAS or Licensee's Equipment, including, without limitation, information regarding system availability, coverage area, call statistics, data usage and data speeds, and all such information shall be deemed to be confidential ("**Confidential Information**"). Each Party will be responsible for any improper use or disclosure of any Confidential Information of the other by the receiving Party's officers,



partners, principals, employees, agents or independent contractors. Licensee acknowledges that Licensor is subject to the requirements of the Missouri “sunshine law” and shall comply with the same.

#### **ARTICLE 5 – ENVIRONMENTAL**

- 5.1. Pre-Existing Conditions.** Licensee shall have no responsibility for environmental conditions existing within the Premises prior to the Effective Date or any environmental conditions not arising out of the use and occupancy of the Premises by Licensee.
- 5.2. Environmental.** All environmental matters will be governed by the Part II Aviation Department Standard Lease Conditions, Section VIII.

#### **ARTICLE 6 – INSURANCE AND INDEMNIFICATION**

- 6.1. Insurance.** Licensee shall provide evidence of insurance in Licensor in accordance with Part 2, Section IX of the Aviation Department Standard Lease Conditions.:
- 6.2. Indemnification.** Indemnification shall be governed in accordance with Part 2, Section IX of the Aviation Department Standard Lease Conditions Licensor.

#### **ARTICLE 7 – ASSIGNMENT**

Assignments shall be governed in accordance with Part 2, Section 4 of the Aviation Department Standard Lease Conditions.

#### **ARTICLE 8 – DEFAULT**

In the event either party defaults in the performance of any of its covenants or obligations hereunder and such default shall be controlled by in accordance with Part 2, Section V of the Aviation Department Standard Lease Conditions.

#### **ARTICLE 9 – TERMINATION**

Licensee may terminate this Agreement immediately upon written notice to the Licensor if Licensee fails to obtain all necessary permits or other approvals required from any governmental authority, or any easements required from any third party to operate the DAS on the Premises, or if any such approval is canceled, expires or is withdrawn or terminated. Licensee agrees to diligently pursue such permits, approvals, and easements.

**ARTICLE 10 – NO INTERFERENCE**

Licensor represents that it will utilize commercially reasonable efforts to eliminate any interference from any other source if such interference is affecting the DAS, so long as doing so does not impact the safe and efficient operation of the Property and is not contrary to applicable law.

**ARTICLE 11 –CASUALTY AND CONDEMNATION**

**11.1. Separate Claims and Continued Operations.** In any condemnation proceeding, Licensor and Licensee shall have the right to present separate claims for their respective interest in the award or portions of any potential condemnation award. Each Party shall immediately notify the other of any notice regarding an actual or potential condemnation or taking of the Property or Premises. In the event of a partial condemnation, Licensor and Licensee shall work together in good faith to develop a continuation of operations plan that provides for the continued operation of the DAS in all then surviving portions of the Property, including plans for any additional installations required to continue operations.

**11.2. Condemnation or Casualty.** If (a) a condemnation of the Property or the Premises by a governmental authority or (b) total or partial damage or destruction of the Property or the Premises, in either event to an extent that precludes or prohibits Licensee from using the Premises for the purposes contemplated in this Agreement for more than sixty (60) days, then Licensee shall have the right to terminate this Agreement upon fifteen (15) days' written notice to Licensor.

**ARTICLE 12 – REPRESENTATIONS AND WARRANTIES**

**12.1 Representations and Warranties by Licensee.** Licensee represents that it has all corporate authority necessary to enter into this Agreement, that Licensee (or affiliates of Licensee) hold all required FCC licenses necessary under this Agreement and that it is in good standing with the FCC.

**12.2 Representations and Warranties by Licensor.** Licensor represents that Licensor has the right to grant the rights given in this Agreement.

**ARTICLE 13 – MISCELLANEOUS**

This Agreement consists of three parts: this Part I, Part II Aviation Department Standard Lease Conditions attached hereto and hereby incorporated by reference as **Exhibit A** and Part III Supplemental Terms and Conditions to All Airport Agreements attached hereto and hereby incorporated by reference as **Exhibit B**. These parts and the following attachments or exhibits are attached hereto and incorporated herein:

T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

1. **Exhibit C:** Provider's Site Plan / Construction Drawings
2. **Exhibit D:** DAS Operations and Maintenance Services Summary
3. **Exhibit E:** Tenant Modification Process

In the event that any of the terms and conditions in Part I, Part II and Part III or the aforementioned Exhibits of this Agreement conflicts, interpretation of this Agreement shall be according to the following priority, except as mandated by law, including City Ordinances:

1. **Part I**
2. **Part II**
3. **Part III**

**IN WITNESS WHEREOF**, the Parties have executed this Agreement as of the Effective Date.

**LICENSOR**

City of Kansas City, Missouri,  
a municipal corporation of the State of Missouri

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

**PROVIDER**

T-Mobile Central LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_



T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

**Exhibit A**

**Aviation Department Standard Lease Conditions**

## Part II

### **AVIATION DEPARTMENT STANDARD LICENSE CONDITIONS**

#### **I. Definitions.**

A. "Airport" means Kansas City International Airport and Downtown Airport, in accordance with the context of this License.

B. "City" means City of Kansas City, Missouri.

C. "Code" means Kansas City, Missouri Code of General Ordinances.

D. "Contract" includes any and all City of Kansas City, Missouri, Aviation Department contracts, agreements, leases, licenses, permits, concessions or other documents, however denominated that grant or convey a right or privilege on an Airport, and to which this Exhibit is annexed and made a part thereof.

E. "Contractor" means every lessee, licensee, permittee, concessionaire or other person, firm or corporation exercising a right or privilege on an airport pursuant to a contract, and includes Contractor's heirs, personal representatives, successors-in-interest and assigns.

F. "Director" means Kansas City, Missouri Director of Aviation.

G. "License" includes any and all City of Kansas City, Missouri, Aviation Department contracts, agreements, leases, licenses, permits, or other documents, however denominated that grant or convey a right or privilege on an Airport, and to which this Exhibit is annexed and made a part thereof.

H. "Licensee" means every lessee, licensee, permittee, concessionaire or other person, firm or corporation exercising a right or privilege on an airport pursuant to a contract, and includes Licensee's heirs, personal representatives, successors-in-interest and assigns.

I. "Premises" means the license-hold or site occupied by Licensee pursuant to the lease,

license or permit that is the subject of this License.

#### **II. Premises Use and Ownership.**

A. Use. The Premises will be used by Licensee only for the purposes set forth in the License.

B. Title. Unless otherwise provided in the License, title to the Premises and any improvements, whether existing or installed by Licensee as part of the License, shall remain and are at all times in the City.

C. Licensee's Access to Premises. Licensee is granted the right, for itself, its agents, employees, patrons, suppliers and other persons doing business with Licensee, of ingress and egress to and from the Premises over Airport roadways, including the use of common use roadways, and other common areas as reasonable necessary to use the Premises, subject only to law and to such reasonable rules and regulations governing the use of the Airport as the Director may establish, including the establishment of a fee or charge for the privilege of entry upon the Airport. "Common areas" shall mean those areas which are furnished in and about the Premises for the common and non-exclusive use of Licensee and City and their officers, agents, employees, customers, invitees and licensees.

D. Signs. No signs or advertising displays exposed to public view will be painted on or erected in any manner on the Premises without the prior written approval of the Director and in accordance with the City's standards with respect to wording, type, size, design, color and location. Upon termination, cancellation or expiration of the License, Licensee at its costs will remove, obliterate or paint out, any and all of its signs, advertising and displays as the Director may direct and restore the Premises to its original condition.

E. Permits/Licenses. Licensee will obtain, maintain and pay for all licenses and permits necessary or required by law for the conduct of its business and operations.

F. City's Right of Entry. City shall have the right to enter upon the Premises at all reasonable times to inspect the Premises; to observe the performance by Licensee of its obligations under the lease agreement or for doing any act or thing which City may be obligated or have the right to do under the License; to perform maintenance and make repairs in any case where Licensee is obligated, however, but has failed to do so, after City has given Licensee reasonable notice so to do (in which event, Licensee shall reimburse City for the reasonable cost thereof promptly upon demand); or otherwise. No abatement of fees and charges shall be claimed by or allowed to Licensee by reason of the exercise of such right. City shall not be obligated to inform Licensee that an inspection or observation is planned or in progress.

G. City's Exclusive Rights in Premises. City reserves exclusive rights to the following; provided, however that the City's use or exercise of those rights will not unreasonable interfere with Licensee's use of the Premises:

1. All gas, oil and minerals in and under the soil on the Premises;
2. All cemeteries, archeological findings and other historical sites on the Premises. City shall make all decisions as to the preservation, use or relocation of those findings or sites.
3. To grant, without compensation to Licensee, utility rights-of-way to itself and others, over, under, through, across or on the Premises.

### **III. Repair & Maintenance of Premises.**

#### **A. Provisions Applicable to All Licenses**

1. Licensee will keep the Premises and all improvements thereon in good repair and in a clean and orderly condition and appearance, all papers and debris picked up, and the areas immediately adjacent to the exits and entrances clean and orderly and free of obstructions. Licensee will not do or suffer any material waste or damage, disfigurement or injury to the Premises or any part thereof.

2. City reserves the right but shall not be obligated to Licensee to maintain and keep in repair all of the common areas of the Airport.

### **IV. Assignment, Sublease & Encumbrances.**

A. No Right to Assign, Sublease, and Encumber. Licensee has no right to assign, sublet, mortgage, encumber or otherwise affect this License or any interest therein, without the prior written consent of City in its sole and absolute discretion. However, upon written notice to Licensor, Licensee may assign the License to its principal, affiliates, subsidiaries or any entity which acquires all or substantially all of its assets in the applicable Federal Communications Commission license area by reason of a merger, acquisition or other business reorganization without the consent of City.

B. City Consent. City shall not be obligated to consent to a sublease or assignment. In the event of any proposed sublease or assignment, Licensee, not less than 30 days prior to the proposed effective date of such action, shall give notice to the City which includes the name, address and telephone number of the proposed assignee or sublessee and a fully executed original set of any and all documents being used to affect the proposed actions in a form acceptable to the City. All documents will clearly set forth that the sublease or assignment and assumption actions are subject to and conditioned upon the City's consenting thereto in writing. Any assignee or sublessee must have assumed all obligations of Licensee under this License and shall have specifically agreed to perform and observe the covenants and conditions contained in this License on Licensee's part to be performed and observed.

C. Transfer by Operation of Law. Any assignment or transfer of the lease by operation of law or any issuance, sale or transfer of a sufficient number of shares of stock in Licensee to result in a change in control of Licensee shall be deemed an assignment of this License for purposes of

this section; provided, however, that nothing in this section shall be deemed to require such consent solely as a result of issuance, transfer or sale of shares among the existing stockholders of Licensee; transfer of shares by devise or descent upon the death of any existing stockholder; merger of Licensee into any parent or subsidiary corporation of Licensee or sale of all of Licensee's stock to any such parent or subsidiary corporation.

## **V. Defaults & Remedies.**

A. Licensee Defaults. Each of the following will constitute a default by Licensee hereunder:

1. Licensee's failure to pay when due any rent, charges or any other payments of money required to be paid by Licensee hereunder;
2. Licensee's failing to perform or violation of any provision, covenant or condition of this License (other than payment of money) within thirty (30) days after written notice or, if the cure or performance thereof reasonably requires more than thirty (30) days to complete, Licensee's failing to begin cure or performance thereof within such thirty-day period and proceed diligently to cure or completion thereafter;
3. Use of the Premises for anything other than the use specified in the License;
4. Licensee vacates, abandons or deserts the Premises or fails to occupy the Premises for more than thirty (30) consecutive days;
5. The attempted assignment or assumption of this License by anyone without the prior written consent of City;
6. The suspension or revocation of any act, power, license, permit or authority that prevents Licensee from fully complying with all of the rights and obligations hereunder for any period;
7. The filing by the Licensee or its assignee or sublessee of a voluntary petition in bankruptcy or any assignment for benefit of

creditors of all or any part of Licensee's assets; or the adjudication of the Licensee or its assignee or sublessee as a bankrupt pursuant to any involuntary bankruptcy proceedings; or the taking, by a court of competent jurisdiction of Licensee's or its assignee's or sublessee's, assets pursuant to proceedings brought under the provisions of any federal reorganization act; or the appointment of a receiver or trustee of the Licensee's or its assignee's or sublessee's assets by a court of competent jurisdiction or a voluntary agreement with Licensee's creditors;

8. The levy of any attachment or execution of any process of a court of competent jurisdiction which does or, as a direct consequence of such process, will interfere with its operations under the License, and which is not enjoined, vacated, dismissed or set aside within a period of 30 days.

B. City Defaults. Each of the following will constitute a default by City hereunder:

1. Except as provided in Section V.B.2 hereof, City's failing to perform or violation of any provision, covenant or condition of this License within thirty (30) days after written notice or, if the cure or performance thereof reasonably requires more than thirty (30) days to complete, City's failing to begin cure or performance thereof within such thirty-day period and proceed diligently to cure or completion thereafter;
2. The lawful assumption by the United States government, or any authorized agency thereof, of the operation, control or use of the Airport, or any substantial part thereof, in such manner as to materially restrict Licensee from operating thereon for a period of at least thirty (30) days.

C. City's Remedies. Upon default by Licensee of this License, City may do any one or more of the following:

1. Terminate the License upon three (3) days written notice to Licensee;
2. Re-enter the Premises and every part thereof on the effective date of termination

of the License without further notice of any kind, remove any and all persons therefrom and regain and resume possession either with or without the institution of summary or legal proceedings. Such re-entry, however, shall not in any manner affect, alter or diminish any of the obligations of Licensee under the License;

3. Upon termination of the License or upon re-entry, regaining or resumption of possession of the Premises, occupy the Premises and have the right in the name of the City to relet and permit any person, firm or corporation to enter the Premises and use the same for such term and on such conditions as City may determine; and

4. Perform, on behalf and at the expense of Licensee, any obligation of Licensee under this License which Licensee has failed to perform and of which City have given Licensee notice, the cost of which performance by City, together with interest thereon from the date of such expenditure, shall be deemed Additional Rent and shall be payable by Licensee to City upon demand. Notwithstanding the provisions of this clause and regardless of whether a default shall have occurred, city may exercise the remedy described in this clause without any notice to Licensee if City, in its good faith judgment, believes it would be materially injured by failure to take rapid action or if the unperformed obligation of Licensee constitutes an emergency; and

5. Any other remedy that City may have under law or equity.

D. Licensee Remedies. Upon default by City of this License, Licensee may cancel the License in its entirety after 30 days prior written notice to the City.

## **VI. Termination of License.**

A. No Notice to Quit Possession. No notice to quit possession at the expiration date of the term of this License shall be necessary. Licensee agrees that at the expiration date of the term of this License, or at the earlier termination thereof, it shall peaceably surrender possession of the Premises in good condition, reasonable wear and tear

and acts of God excepted. City shall have the right to re-enter and take possession of the Premises at that time with or without process of law.

B. Holding Over. Should Licensee hold over the use of or continue to occupy the Premises or any part thereof after the termination of the letting, the holding over shall be deemed merely a tenancy from month to month upon a monthly rental in an amount equal to the rate existing at the end of the License term (subject, however, to reappraisal or CPI-U increases).

C. Waiver. No acceptance by City of the rent and charges or other payments specified herein, in whole or in part, and for any period or periods, after a default of any of the terms, covenants and conditions to be performed, kept or observed by Licensee, other than the default in the payment thereof, shall be deemed a waiver of any right on the part of City to cancel or terminate this License on account of such default. No waiver by City at any time of any default by Licensee shall be or be construed to be a waiver at any time thereafter by City of any other or subsequent default in performance of any terms, conditions, covenants and no notice by City shall be required to restore or revive time as of the essence hereof after waiver by City of default in one or more instances.

D. Waiver of Redemption and Damages. Licensee hereby waives any and all rights or redemption granted by or under any present or future law or statute arising in the event it evicted or dispossessed for any cause or in the event City obtains or retains possession of the Premises in any lawful manner. Licensee further agrees that in the event the manner or method employed by City in reentering or regaining possession of the Premises gives rise to a cause of action in Licensee for damages or in forcible entry and detainer under the laws of the State of Missouri, then the total amount of damages to which Licensee shall be entitled to in any such action shall be the sum of One Dollar (\$1.00) and Licensee agrees that the provisions of this section may be filed in any such action as its stipulation fixing the



amount of damages to which it would be entitled therein.

E. Termination from Taking. If during the term of this License there shall be a taking of the whole or substantially all of the Premises, this License shall terminate and expire on the date of such taking and the rent payable hereunder shall be equitable apportioned and paid to the date of such taking. "Substantially all of the Premises" shall be deemed to have been taken if the untaken part of the premises shall be insufficient for the economic and feasible continued operation of the Licensee's business in connection therewith.

F. Personal Property not Removed. Any personal property of Licensee which shall remain in or on the Premises after the termination of this License may, at the option of City, be deemed to have been abandoned by Licensee and either may be retained by City as its property or be disposed of, without accountability, in such manner as City may see fit, or if City shall give written notice to Licensee to such effect, such property shall be immediately removed by Licensee at Licensee's sole cost and expense.

### **VII. Quiet Enjoyment.**

Upon payment by Licensee of the rents herein provided, and upon the observance and performance of all the covenants, terms and conditions on Licensee's part to be observed and performed, Licensee shall peaceably and quietly hold and enjoy the Premises for the term demised without hindrance or interruption by City or any other person or persons lawfully or equitable claiming, by, through or under the City, subject, nevertheless, to the terms and conditions of the lease.

### **VIII. Environmental Requirements.**

A. Licensee hereby covenants and agrees to comply in all material respects with all-applicable Environmental Laws and Regulations in connection with its use and occupancy of the Premises, or its operations of the facilities. For purposes of this License, "Environmental Laws" shall mean and include all federal, state and local

statutes, ordinances, regulations and rules relating to environmental quality, health, safety, contamination and clean-up, including, without limitation, the Clean Air Act, 42 U.S.C. §7401 et seq.; the Clean Water Act, 33 U.S.C. §1251 et seq., and the Water Quality Act of 1987; the Federal Insecticide, Fungicide, and Rodenticide Act ("FIFRA"), 7 U.S.C. §136 et seq.; the Marine Protection, Research, and Sanctuaries Act, 33 U.S.C. §1401 et seq.; the Noise Control Act, 42 U.S.C. §4901 et seq.; the Occupational Safety and Health Act, 29 U.S.C. §651 et seq.; the Resource Conservation and Recovery Act ("RCRA"), 42 U.S.C. §6901 et seq., as amended by the Hazardous and Solid Waste Amendments of 1984; the Safe Drinking Water Act, 42 U.S.C. §300f et seq.; the Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA"), 42 U.S.C. §9601 et seq., as amended by the Superfund Amendments and Reauthorization Act, the Emergency Planning and Community Right to Know Act, and the Radon Gas and Indoor Air Quality Research Act; the Hazardous Material Transportation Act, 49 U.S.C. §9601 et seq.; the Toxic Substance Control Act ("TSCA"), 15 U.S.C. §2601 et seq.; the Atomic Energy Act, 42 U.S.C. §2011 et seq.; and the Nuclear Waste Policy Act of 1982, 42 U.S.C. §1010 et seq.; all Missouri State environmental protection, superlien and environmental clean-up statutes, with implementing regulations and guidelines and all local laws, regulations and ordinances insofar as they are equivalent or similar to the federal laws recited above or purport to regulate Hazardous Materials.

B. Review of Environmental Documents. Licensee, at request of City, shall make available for inspection and copying upon reasonable notice and at reasonable times, any or all of the documents and materials Licensee has prepared pursuant to any environmental law or submitted to any governmental regulatory agency; provided, that such documents and materials relate to environmental issues or environmental laws and are pertinent to the Airport or the Premises. If any environmental law requires Licensee to file any notice or report

of a release or threatened release of Hazardous Materials on under or about the Premises or the Airport, Licensee shall provide a copy of such report or notice to City and, to the extent practicable, shall receive the approval of City prior to submitting such notice or report to the appropriate governmental agency.

C. Access for Environmental Inspection. City shall have access to the Premises to inspect the same in order to confirm Licensee is using the Premises in accordance with all of environmental laws. Any tests shall be conducted by qualified independent experts chosen by Licensee and subject to City's approval. Licensee shall provide copies of reports from any testing to City upon receipt.

D. Environmental Noncompliance. If Licensee fails to comply with any applicable environmental laws, City, in addition to its rights and remedies provided elsewhere within this Agreement, may enter the Premises and take all reasonable and necessary measures, at Licensee's expense, to insure compliance with environmental laws.

E. Written Authorization Necessary to Store, Use or Dispose of Hazardous Materials. Licensee shall not store, use or dispose of any Hazardous Materials on the Premises unless Licensee first secures the written authorization of City and complies with any conditions City may impose, including the submission to City of all Material Safety Data Sheets for the materials to be stored.

F. Duty to Notify City. In the event of a release or threatened release of Hazardous Materials or other contaminants into the environment relating to or arising out of Licensee's use or occupancy of the Premises or in the event any claim, demand, action or notice is made against Licensee regarding Licensee's failure or alleged failure to comply with any environmental laws, Licensee shall notify City, in writing, and shall provide City with copies of any written claims, demands, notices, or actions so made.

G. Environmental Remediation. Licensee shall undertake such steps to remedy and remove any Hazardous Materials and any other environmental contamination that arises out of Licensee's use of the Premises that are necessary to protect the public health and safety and the environment from actual or potential harm and to bring the Contaminated Premises into compliance with all environmental laws. Such work shall be performed at Licensee's sole expense, after Licensee submits to City a written plan for completing such work and receives the prior written approval of City. City shall have the right to review and inspect all such work at any time using consultants and representatives of its choice. Licensee shall pay the cost of such review and inspection. Specific cleanup levels for any environmental remediation work shall be designed to meet all of the applicable environmental laws.

H. National Emission Standards for Hazardous Air Pollutants. Licensee warrants that all planning, design, fabrication, installation, construction, start-up, testing, maintenance and repair work performed pursuant to this Agreement shall be performed in accordance with any applicable National Emission Standards for Hazardous Air Pollutants (NESHAP), 40 C.F.R. 61.145.

I. Duty to Correct Hazardous or Potentially Hazardous Conditions. If City reasonably determines that a condition of the Premises or other City property caused as a result of Licensee's use of the Premises is hazardous or potentially hazardous to persons or property, it may direct Licensee, in writing, to correct the condition, and Licensee, at its expense, shall immediately comply with such directive.

J. Environmental Indemnification. **In addition to any indemnification set forth herein, Licensee hereby indemnifies and agrees to defend and hold harmless City, its agents, partners, officers, representatives and employees, from all costs, claims, demands, actions, liabilities, complaints, fines, citations, violations or notices of violation**

**(“Claims”) arising from or attributable to (i) the presence due to Licensee’s handling, generation, manufacturing, processing, treating, storing, using, reusing, refining, recycling, reclaiming, blending or burning for energy recovery, incinerating, accumulating speculatively, transporting, transferring, disposing or abandoning of Hazardous Materials (“Management”) at the Airport or the subsurface thereof or the violation of any environmental laws due to Licensee’s Management, including, without limiting the generality thereof, any cost, claim, liability or defense expended in remediation required by a governmental authority, or by reason or any actual or threatened spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing of Hazardous Materials into the environment (as environment is defined in CERCLA), due to Licensee’s Management at the Airport or violation of any environmental laws), or (ii) any breach by Licensee of any of its warranties, representations or covenants in this Section. Licensee’s obligations hereunder shall survive the termination or expiration of this Agreement and shall not be affected in any way by the amount of or the absence in any case of covering insurance or by the failure or refusal of any insurance carrier to perform any obligation on its part under insurance policies affecting the Airport or any part thereof.**

K. Definitions. For purposes of this Section, the term “Hazardous Materials” shall mean and include the following, including mixtures thereof; any hazardous substance, pollutant, contaminant, waste, by-produce or constituent as defined in any environmental law; oil and petroleum products and natural gas, natural gas liquids, liquefied natural gas and synthetic gas usable for fuel; pesticides regulated under the FIFRA; asbestos and asbestos-containing materials, PCBs and other substances regulated under the TSCA; source material, special nuclear material, by-produce material and any other

radioactive materials or radioactive wastes however produced, regulated under the Atomic Energy Act or the Nuclear Waste Policy Act; chemicals subject to the OSHA Hazard Communication Standard, 29 C.F.R. §1910.1200 et seq.; any “Hazardous Waste” as defined by the Missouri Hazardous Waste Management Law, Mo.Rev.Stat. §§260.350 to 260.480; and industrial process and pollution control wastes, whether or not hazardous within the meaning of RCRA.

#### **IX. General Indemnification.**

A. For purposes of this Section 1 only, the following terms shall have the meanings listed:

1. **Claims** means all claims, damages, liability, losses, costs and expenses, court costs and reasonable attorneys’ fees, including attorneys’ fees incurred by the City in the enforcement of this indemnity obligation.

2. **Lessee's Agents** means Lessee's officers, employees, sublessees, subcontractors, successors, assigns, invitees, and other agents.

3. **City** means City, its Agencies, its agents, officials, officers and employees.

B. Lessee's obligations under this Section with respect to indemnification for acts or omissions, including negligence, of City, shall be limited to the coverage and limits of insurance that Lessee is required to procure and maintain under this Contract. Lessee affirms that it has had the opportunity to recover all costs of the insurance requirements imposed by this Contract in its contract price.

C. Lessee shall defend, indemnify and hold harmless City from and against all claims arising out of or resulting from all acts or omissions in connection with this Contract caused in whole or in part by Lessee or Lessee's Agents, regardless of whether or not caused in part by any act or omission, including negligence, of City. Lessee is not obligated under this Section to indemnify City for the negligence of City.

D. In no event shall the language in this section constitute or be construed as a waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections as provided by the federal and state constitutions or by law.

#### **X. Insurance.**

A. Contractor shall procure and maintain in effect throughout the duration of this Contract insurance coverage not less than the types and amounts specified in this section. In the event that additional insurance, not specified herein, is required during the term of this Contract, Contractor shall supply such insurance at City's cost. Policies containing a Self-Insured Retention are unacceptable to City unless City approves in writing the Contractor's Self-Insured Retention.

(1) Commercial General Liability Insurance: with limits of \$1,000,000 per occurrence and \$2,000,000 aggregate, written on an "occurrence" basis. The policy shall be written or endorsed to include the following provisions:

- (a) Severability of Interests Coverage applying to Additional Insureds
- (b) Per Project Aggregate Liability Limit or, where not available, the aggregate limit shall be \$2,000,000.
- (c) No Contractual Liability Limitation Endorsement.
- (d) Additional Insured Endorsement, ISO form CG20 10, or its carrier equivalent.

(2) If applicable, Workers' Compensation Insurance, as required by statute, including Employers Liability with limits of:

Workers' Compensation Statutory Employers Liability \$100,000 accident with limits of:

- \$500,000 disease-policy limit
- \$100,000 disease-each employee

(3) Commercial Automobile Liability Insurance: with a limit of \$1,000,000 written on an "occurrence" basis, covering owned,

hired, and non-owned automobiles. If the Contractor owns vehicles, coverage shall be provided on an "any auto" basis. If the Contractor does not own any vehicles, coverage shall be provided on a "hired autos" and "non-owned autos" basis. The insurance will be written on a Commercial Business Auto form, or an acceptable equivalent, and will protect against claims arising out of the operation of motor vehicles, as to acts done in connection with the Agreement, by Contractor.

(4) If applicable, Professional Liability Insurance with limits per claim and annual aggregate of \$1,000,000.

B. The Commercial General Liability Insurance specified above shall provide that City and its agencies, officials, officers, and employees, while acting within the scope of their authority, will be included as additional insureds for the services performed under this Contract. Contractor shall provide to City at execution of this Contract a certificate of insurance showing all required endorsements and additional insureds. The certificates of insurance will contain a provision stating that should any of the policies described in the certificate be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions.

C. All insurance coverage must be written by companies that have an A.M. Best's rating of "A-V" or better, and are authorized or approved by the State of Missouri to do business in Missouri.

D. Contractor's failure to maintain the required insurance coverage will not relieve Contractor of its contractual obligation to indemnify the City pursuant to Sections 1 and 2. If the coverage afforded is cancelled or its renewal is refused, Contractor shall give at least thirty (30) days prior written notice to City. In the event of Contractor's failure to maintain the required insurance in effect, City may order Contractor to immediately stop work, and upon ten (10) days notice and an opportunity to cure, the City shall have the right to terminate this License.

E. In no event shall the language in this Section constitute or be construed as a

waiver or limitation of the City's rights or defenses with regard to sovereign immunity, governmental immunity, or other official immunities and protections as provided by the federal and state constitutions or by law.

F. Full Replacement Cost Insurance on all of the improvements on the Premises (now or hereafter existing) or used in connection therewith against any loss or damage by fire, flood, earthquake and other or any casualties or peril, and all other perils as are included within what is commonly known as "all risk coverage" for any improvements on the Premises with full replacement cost insurance, in amounts sufficient to prevent City from being or becoming a co-insurer within the terms of the policy or policies in question and in no event less than the full replacement cost value thereof, exclusive of the cost of foundations, excavations, and footings below the lowest basement floor, and without any deduction being made for depreciation. The replacement cost value shall be determined from time to time, but not more frequently than once in any 12 consecutive calendar months at the request of City, by an appraiser, architect and/or contractor, such change to insurance requirement herein shall be mutually agreed upon by the parties by amendment and be appropriately adjusted upon the agreed terms. All property insurance proceeds shall promptly be deposited with the City.

#### **XI. Improvements and Modifications.**

A. Tenant Modification Agreement. No improvements, structures, facilities, alterations or additions to the Premises will be made by Licensee without prior written approval of the Director. This approval shall be in the form of a separate Tenant Modification Agreement through the Aviation Department's Engineering Division signed by City and Licensee. The Tenant Modification Agreement may have requirements for payment and performance bonds, prevailing wage, Minority/Women's Business Enterprise participation, and Federal Aviation Administration review, among other conditions.

B. Mechanic's/Materialman's Liens. Licensee will not permit any mechanic's or

materialman's or any other lien to be placed upon the Premises or the leasehold, or the equipment or facilities thereon, by reason of any work or labor performed or materials furnished by any mechanic or materialman.

C. Removal of Fixtures. If Licensee is allowed to remove any fixtures or improvements when this License terminates, it will do so at its expense and will restore the Premises to its original condition prior to installation of the fixtures or improvements.

#### **XII. City Requirements.**

A. Gratuities and Kickbacks. The provisions of City's Code Section 2-1765, prohibiting gratuities to City employees, and kickbacks by subcontractors, and Code Section 2-1770 and 2-1771, imposing sanctions for violations, shall apply to this License. (Code § 2-1765)

1. Gratuities. Licensee certifies that it has not and will not offer or give any city employee or officer a gratuity or an offer of employment in connection with any decision, approval, disapproval, recommendation or preparation of any part of a contract requirement or purchase request, influencing the content of any specification or procurement standard, rendering of advice, investigation, auditing or in any other advisory capacity in any proceeding or application, request for ruling, determination, claim or controversy, or other particular matter, pertaining to any contract or subcontract, or to any solicitation or proposal therefor.

2. Kickbacks. Licensee certifies that no payment, gratuity, offer of employment or benefit has been or will be made by or on behalf of or solicited from a subcontractor under a contract to Licensee or higher tier subcontractor or any person associated therewith as an inducement for the award of a subcontract or order.

B. Conflicts of Interest. The provisions of City Charter Section 472 and City's Code Sections 2-1015 and 2-1764, prohibiting city officers and employees from having a financial or personal interest in any contract

with City, and Code Sections 2-1016 and 2-1770, imposing sanctions for violations, shall apply to this License. Licensee certifies that no officer or employee of City has, or will have, a direct or indirect financial or personal interest in this License, and that no officer or employee of City, or member of such officer's or employee's immediate family, either has negotiated, or has or will have an arrangement, concerning employment to perform services on behalf of Licensee in this License.

C. Prohibition Against Contingent Fees. The provisions of City's Code Section 2-1766, prohibiting the retention of persons to solicit contracts for contingent fees, and Sections 2-1770 and 2-1771, imposing sanctions for violations, shall apply to this License. Licensee certifies that no person or selling agency has been employed or retained to solicit or secure this License upon an agreement or understanding for a commission, percentage, brokerage or contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by Licensee for the purpose of securing business. For breach or violation of this warranty, City shall have the right to annul this License without liability or, at its discretion, to deduct from the License price or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage or contingent fee. (Code § 2-1766)

D. If in this License the City is committed to the expenditure of \$5,000 or more in return for goods or services, then Licensee shall comply with City Code Chapter 46, Noise Control. (Code § 46-92).

E. Earnings Tax/Occupational License Clearance. As a condition precedent to approval of this License if over \$131,000, Licensee shall furnish the City sufficient proof from City's Commissioner of Revenue, dated not more than 60 days before the date furnished to the City, that it is not delinquent for any City earnings or occupational license taxes, including withholdings from its respective employees.

F. Records/Audit. The City Auditor, City's Director of Human Relations and the Aviation Department shall have the right to audit this License and all Licensee's books, documents and records relating thereto and such books, documents and records will be made available on thirty (30) days written notice. Licensee agrees to maintain its books, records and documents relating to this License during the License term and for three (3) years thereafter.

### **XIII. Miscellaneous Provisions.**

A. Headings; Construction of License. The headings of each section of this License are for reference only. Unless the context of this License clearly requires otherwise, all terms and words used herein, regardless of the number and gender in which used, shall be construed to include any other number, singular or plural, or any other gender, masculine, feminine or neuter, the same as if such words had been fully and properly written in that number or gender.

B. Merger. This License, including any referenced Attachments or Exhibits, constitutes the entire agreement between City and Licensee with respect to this subject matter, and supersedes all prior agreements between City and Licensee with respect to this subject matter, and any such prior agreement shall be void and of no further force or effect as of the date of this License.

C. Governing Law. This Contract shall be construed and governed in accordance with the laws of the State of Missouri without giving effect to Missouri's choice of law provisions. The City and Contractor: (1) submit to the jurisdiction of the state and federal courts located in Jackson County, Missouri; (2) waive any and all objections to jurisdiction and venue; and (3) will not raise forum non conveniens as an objection to the location of any litigation.

D. Americans with Disabilities Act. Licensee agrees to comply, during the course of this Agreement, with all provisions of the Americans with Disabilities Act, Public Law 101-336 as well as 28 CFR Parts 35 and 36 and 29 CFR Part 1630, as

applicable and as amended from time to time.

E. Rights & Remedies Cumulative. All rights and remedies granted to City herein and any other rights and remedies which City may have at law and in equity are hereby declared to be cumulative and not exclusive, and the fact that the City may have exercised any remedy without terminating this License shall not impair City's rights thereafter to terminate or to exercise any other remedy herein granted or to which City may be otherwise entitled.

F. Modification.

1. Unless stated otherwise in this License, no provision of this License may be waived, modified or amended except by written amendment signed by City and Licensee.

2. No act, conversation or communication with any officer, agent or employee of City, either before or after the execution of this License, shall affect or modify any term or terminology of this License and any such act, conversation or communication shall not be binding upon City or Licensee.

G. Severability of Provisions. Except as specifically provided herein, all of the provisions of this License shall be severable. In the event that any provision of this License is found by a court of competent jurisdiction to be unconstitutional or unlawful, the remaining provisions of this License shall be valid unless the court finds the valid provisions of this Contract are so essentially and inseparably connected with and so dependent upon the invalid provision(s) that it cannot be presumed that the parties to this License could have included the valid provisions without the invalid provision(s); or unless the court finds that the valid provisions, standing alone, are incapable of being performed in accordance with the intentions of the parties.

H. Binding Effect. This License shall be binding upon City and Licensee and their successors in interest.

I. Representations and Warranties. City and Licensee each certify that it has the

power and authority to execute and deliver this and to perform this License in accordance with its terms.

J. Compliance With Laws. Licensee shall comply with all federal, state and local laws, ordinances and regulations applicable to this License. Licensee, at its own expense, shall secure all occupational and professional licenses and permits from public or private sources necessary for the fulfillment of its obligations under this License.

K. Force Majeure. Neither party shall be liable to the other for any failure, delay or interruption in the performance of any of the terms, covenants or conditions of this Agreement due to causes beyond the control of that party including, without limitation, strikes, boycotts, labor disputes, embargoes, shortages of material, acts of God, acts of the public enemy, action of superior governmental authority, weather conditions, floods, riots, rebellion, sabotage or any other circumstance for which such party is not responsible or which is not in its power to control.

L. Interpretation. The language of this License shall be construed according to its fair meaning, and not strictly for or against either City or Licensee.

M. No Personal Liability. No councilman, director, officer, employee or other agent of either party shall be personally liable under or in connection with this License.

N. Time of the Essence. Time is of the essence of this License.

O. Affirmative Action. If applicable, Licensee shall establish and maintain for the term of this License an Affirmative Action Program in accordance with the provisions of Chapter 3 of the City's Code, the rules and regulations relating to those sections, and any additions or amendments thereto. Licensee shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry or national origin, sex, disability, age, or sexual orientation, in a manner

prohibited by Chapter 3 of the City's Code, then such failure shall be deemed a total breach of this License and this License may be terminated, canceled or suspended, in whole or in part, and Licensee may be declared ineligible for any further contracts funded by the City for a period of one (1) year. This is a material term of this License.



T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

**Exhibit B**

**Supplemental Terms and Conditions to All Airport Agreements**

**Part III**

**SUPPLEMENTAL TERMS AND  
CONDITIONS TO ALL AIRPORT  
AGREEMENTS**

**I. Assurances.**

A. Licensee shall furnish its services on a fair, equal and not unjustly discriminatory basis to all users of the Airport.

B. Licensee shall charge fair, reasonable and not unjustly discriminatory prices for each unit or services; provided that, Licensee may be allowed to make reasonable and non-discriminatory discounts, rebates or other similar types of price reductions to volume purchasers. Non-compliance with this requirement shall be a material breach of this License for which the City shall have the right to terminate this License and any estate created herewith, without liability therefor; or, at the election of the City or the United States, either or both of said governments shall have the right to judicially enforce said requirement.

C. Licensee warrants that no person shall, on the grounds of race, creed, color, national origin, sex, age or handicap, be excluded from participating in any activity conducted on or from the Premises, or otherwise be excluded from the benefits offered by Licensee to the general public.

D. As part of the consideration of this License, Licensee does hereby covenant and agree that in the event facilities are constructed, maintained, or otherwise operated on the Premises for a purpose for which a DOT program or activity is extended for another purpose involving the provision of similar services or benefits, Licensee shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Code of Federal Regulations, Title 49, DOT, Subtitle A, Office of the Secretary of Transportation, Part 21-Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights of 1964, as said regulations exist and may be amended from time to time.

In this License, the Covenant is hereby made a covenant running with the land for the term of the License, and is judicially enforceable by the United States.

E. As part of the consideration of the License, Licensee does hereby covenant and agree that:

1. No person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities; and
2. In the construction of any improvements on, over or under such Premises and the furnishing of services thereon, no person on the grounds of race, color or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination.
3. That the Licensee will use the premises in compliance with all other requirements imposed by or pursuant to the List of discrimination Acts and Authorities.

In this License, the Covenant is hereby made a covenant running with the land for the term of the License, and is judicially enforceable by the United States.

F. The foregoing discrimination covenants are a material part of this License and for breach thereof the City shall have the right to terminate this License and to reenter and repossess the Premises and facilities thereon, and hold the same as if said License had never been made. This provision does not become effective until the procedures of 49 CFR Part 21 are followed and completed, including expiration of appeal rights.

G. Licensee agrees to insert the foregoing six provisions (A-F) in any License by which Licensee grants a right or privilege to any person, firm or corporation to render accommodations and/or services to the public on or from the Premises.

H. Licensee agrees that it will undertake an **affirmative action plan** in conformance with 14 CFR Part 152, Subpart E, to insure that no person shall on the grounds of race, creed, color, national origin or sex be excluded from participating in any employment, contracting or leasing activities covered in 14 CFR Part 152, Subpart E. Licensee assures that no person will be excluded on such grounds from participating in or receiving the services or benefits of any program or activity covered by Subpart E. Licensee further agrees that it will require its covered suborganizations to provide assurances to Licensee that they similarly will undertake affirmative action programs and that they will require like assurances from their suborganizations, as required by 14 CFR Part 152, Subpart E.

I. The City reserves the right, but is in no way obligated to Licensee, to develop or improve the landing area of the Airport as it deems appropriate, without regard to Licensee, and without interference or hindrance from Licensee.

J. The City reserves the right, but is in no way obligated to Licensee, to maintain and keep in repair the landing area of the Airport and all publicly owned facilities of the Airport, together with the right to direct and control all activities of Licensee in this regard.

K. Licensee acknowledges that this License is subordinate to any existing or future agreement between the City and the United States concerning the development, operation or maintenance of the Airport.

L. The License is subordinate to the reserved right of the City its successors and assigns, to occupy and use for the benefit of the public the airspace above the Premises for the right of flight for the passage of aircraft. This public right of flight shall include the right to cause in said airspace any noise inherent in the operation of any aircraft through said airspace or in landing at or taking off from, or operation on an Airport.

M. Licensee agrees to comply with the notification and review requirements of

Federal Aviation Regulation Part 77 in the event future construction of a structure is planned for the Premises, or in the event of a planned modification of a structure on the Premises. Licensee covenants for itself, its successors and assigns that it will not erect or permit the erection of any structure or permit the growth of any tree, on the Premises above the mean sea level elevation that is defined as an object that effects navigable airspace as defined in Federal Aviation Regulations Part 77. As a remedy for the breach of said covenant the City of Kansas City, Missouri, reserves the right to enter upon the Premises and remove the offending structure or cut the offending tree, all at the expense of Licensee.

N. Licensee, by accepting this License, covenants for itself, its successors and assigns that no use will be made of the Premises that might in any manner interfere with the landing and taking off of aircraft from the Airport, or otherwise constitute a hazard to air navigation. As a remedy for the breach of said covenant, the City reserves the right to enter upon the Premises and cause the abatement of such interference, all at the expense of Licensee.

O. Licensee acknowledges that nothing contained in this License shall be construed to grant or authorize the granting of an exclusive right within the meaning of 49 U.S.C. Section 40103(e).

P. This License and all provisions hereof are subordinate to whatever rights the United States now has or in the future may acquire affecting the control, operation, regulation and taking-over of the Airport, or the exclusive or non-exclusive use of the Airport by the United States during a time of war or national emergency.

## **II. Right to Amend.**

In the event that the Federal Aviation Administration or its successors requires modifications or changes in this Agreement as a condition precedent to the granting of funds for the improvement of the Airport, or otherwise, the Licensee agrees to consent to such amendments, modifications, revisions,

supplements, or deletions of any of the terms, conditions, or requirements of this Agreement as may be reasonably required.

### **III. Immigration Reform and Control Act of 1986.**

Licensee understands and acknowledges the applicability of the IRCA to it. Licensee agrees to comply with the provisions of IRCA as it applies to its activities under this License and to permit the City to inspect its personnel records to verify such compliance.

### **IV. Disadvantaged Business Enterprise Requirements.**

To the extent that this License is covered by 49 CFR Part 23, Subpart F, Licensee agrees that this License is subject to the requirements of the U.S. Department of Transportation Regulations at 49 CFR Part 23, Subpart F. Licensee agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award, or performance of any License covered by 49 CFR Part 23, Subpart F.

Licensee agrees to include the foregoing statement in any subsequent License that it enters and cause those businesses to similarly include said statement in further agreements.

### **V. Restricted Areas/Security.**

Licensee will comply with any and all applicable present and future rules, regulations, restrictions, ordinances, statutes, laws and/or orders of any federal, state or local governmental entity regarding airfield security. Licensee shall fully comply with applicable provisions of the Code of Federal Regulations (CFR) Title 49: Transportation. Licensee shall fully comply specifically with 49 CFR Part 1540 – Civil Aviation Security; 49 CFR Part 1542 – Airport Security; 49 CFR Part 1544 – Aircraft Operator Security: Air Carriers and commercial Operators (if Licensee is an air carrier); and 49 CFR Part 1546 – Foreign Air Carrier Security (if Licensee is a foreign air carrier). City has adopted a Security Plan for the Airport approved by the Transportation

Security Administration (TSA) pursuant to Department of Transportation (DOT) TSA CFR 49 1542. Licensee agrees to be bound by and follow the Airport Security Plan. Any access to the Airport granted to Licensee shall not be used, enjoyed or extended to any person, entity or vehicle engaged in any activity or performing any act or furnishing any service for or on behalf of the Licensee that Licensee is not authorized to engage in or perform under this License unless expressly authorized in writing by the Director in accordance with TSA CFR 49 1542. In the event Licensee, its officer, employees, invitees or Licensees cause or contribute to unauthorized persons or vehicles entering the air operations areas of the Airport, or otherwise violate the Security Plan or any laws, regulations, rules, etc. governing airport security, and in addition to any other remedies available hereunder, Licensee shall be liable to City for an amount equal to any civil penalty imposed on City for such violations and hereby agrees to indemnify City for any such federal civil penalties, provided City shall promptly notify Licensee in writing of any claimed violations so as to permit Licensee an opportunity to participate in any investigation or proceedings.

### **VI. General Civil Rights Provisions.**

The Licensee agrees that it will comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the Licensee from the bid/RFP solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

If, Licensee transfers its obligation to another, the transferee is obligated in the same manner as the Licensee. This provision obligates the Licensee for the period during which the property is owned, used or possessed by the Licensee and the airport remains obligated to

the Guidelines for Contract Provisions for Obligated Sponsors and Airport Improvement Program Projects Issued on June 19, 2018 Page 13 Federal Aviation Administration. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

## **VII. Civil Rights-Title VI Assurances.**

### Title VI Solicitation Notice:

The City, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises or airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

### Compliance with Nondiscrimination Requirements

During the performance of this contract, the Licensee, for itself, its assignees, and successors in interest (hereinafter referred to as the "Licensee") agrees as follows:

1. Compliance with Regulations: The Licensee (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Statutes and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Non-discrimination: The Lessee/ Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Lessee/ Contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.

3. Solicitations for subcontractors, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Nondiscrimination Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. Information and Reports: The Licensee will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the City or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts and Authorities and instructions. Where any information required of a Licensee is in the exclusive possession of another who fails or refuses to furnish the information, the Licensee will so certify to the City or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. Sanctions for Noncompliance: In the event of a Licensee's noncompliance with the Non-discrimination provisions of this contract, the City will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
  - a. Withholding payments to the Licensee under the contract until the Licensee complies; and/or
  - b. Cancelling, terminating, or suspending a contract, in whole or in part.

6. Incorporation of Provisions: The Licensee will include the provisions of paragraphs one through seven in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The Licensee will take action with respect to any subcontract or procurement as the City or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Licensee becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Licensee may request the City to enter into any litigation to protect the interests of the City. In addition, the Licensee may request the United States to enter into the litigation to protect the interests of the United States.
7. For persons with Limited English Proficiency (LEP), please contact KCAD Airport Communications Center (ACC) at 816-243-4000 for help to obtain interpreters of many different languages.

**VIII. TITLE VI LIST OF PERTINENT NONDISCRIMINATION ACTS AND AUTHORITIES** During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination In Federally-Assisted Programs of The Department of Transportation— Effectuation of Title VI of The Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of

persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration’s Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Guidelines for Contract Provisions for Obligated Sponsors and Airport Improvement Program Projects Issued on June 19, 2018 Page 23
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

**IX. Additional Records Requirements.** In addition to the requirements related to Records in Part II of this Contract, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives shall have a right to examine or audit all Records and Contractor shall provide access to them of all Records upon ten (10) days written notice.

**X. Clean Air and Water Pollution Control.** Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC § 740-7671q) and the Federal Water Pollution Control Act as amended (33 USC § 1251-1387). The Contractor agrees to report any violation to the City immediately

upon discovery. The City assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration. Contractor must include this requirement in all subcontracts that exceeds \$150,000.

**XI. Texting When Driving.** In accordance with Executive Order 13513, “Federal Leadership on Reducing Text Messaging While Driving”, (10/1/2009) and DOT Order 3902.10, “Text Messaging While Driving”, (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.

In support of this initiative, the City encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding \$3,500 that involve driving a motor vehicle in performance of work activities associated with the project.

**XII. ENERGY CONSERVATION REQUIREMENTS** Contractor and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 USC 6201et seq).

**XIII. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)** All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage,

overtime pay, recordkeeping, and child labor standards for full and part time workers. The contractor has full responsibility to monitor compliance to the referenced statute or regulation. The contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division

#### **XIV. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970**

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Contractor must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Contractor retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Contractor must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.



T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

**EXHIBIT C**

**PROVIDER'S SITE PLAN / CONSTRUCTION DRAWINGS**

**SEE ATTACHED**



SITE NAME  
**KCI AIRPORT**  
SITE NUMBER:  
**KCYH003A**  
SITE ADDRESS  
**I INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153**  
PROJECT TYPE

**T-Mobile**  
12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317

**NEW EQUIPMENT INSTALLATION**

DRAWING INDEX	
G.0.00	COVER SHEET
G.1.00	GENERAL NOTES
G.1.01	GENERAL NOTES
A.0.00	SITE PLAN
A.1.00	EXISTING HEAD-END ROOM PLAN
A.1.01	FINAL HEAD-END ROOM PLAN
A.2.00	CABLE RACK PLAN
A.2.01	CABLE RACK DETAILS
T.0.00	EQUIPMENT RACK ELEVATIONS
T.0.01	TYPICAL RACK CONNECTION DETAILS
T.1.00	EQUIPMENT RACK SPECIFICATIONS
T.2.00	EQUIPMENT SPECIFICATIONS
T.3.00	EQUIPMENT SPECIFICATIONS
T.4.00	EQUIPMENT SPECIFICATIONS
T.5.00	EQUIPMENT SPECIFICATIONS
T.6.00	EQUIPMENT SPECIFICATIONS
T.7.00	RDFS SHEETS
T.7.01	RDFS SHEETS
E.0.00	UTILITY PLAN
E.1.00	UTILITY DETAILS
E.2.00	GROUNDING PLAN
E.2.01	EQUIPMENT RACK GROUNDING ELEVATIONS
E.3.00	GROUNDING DETAILS

**PROJECT CONSULTANT TEAM**



1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# E2019038761  
www.FullertonEngineering.com



12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317

**PROJECT SUMMARY**

SITE NAME: KCI AIRPORT  
SITE NUMBER: KCYH003A  
SITE ADDRESS: I INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153  
COUNTY: PLATTE COUNTY  
JURISDICTION: KANSAS CITY  
PARCEL NUMBER: 17-8.0-28-000-000-001.000  
OCCUPANCY: UTILITY AND MISC GROUP U  
ZONING: -  
CONSTRUCTION TYPE: 2B

COORDINATES SOURCE: (GOOGLE EARTH)  
LATITUDE: N 39.29583334° (NAD 83)  
LONGITUDE: W 94.71888889° (NAD 83)  
GROUND ELEVATION: 991' (AMSL)

**PROPERTY OWNER:**  
PROPERTY OWNER: KCI AIRPORT  
ADDRESS: 7 N ROME CIR  
KANSAS CITY, MO 64153  
CONTACT PERSON:  
PHONE:  
EMAIL:


- SCOPE OF WORK**
- ALL NEW MATERIAL SHALL BE FURNISHED AND INSTALLED BY CONTRACTOR UNLESS NOTED OTHERWISE.
- (5) NEW T-MOBILE EQUIPMENT RACKS
  - (1) NEW ASIB CARD
  - (1) NEW ASIK CARD
  - (2) NEW ABIA CARDS
  - (2) NEW ABIL CARDS
  - (1) NEW AMIA
  - (1) GPS SYNCHRONIZATION KIT
  - (2) AHFB RADIOS
  - (2) AHIB RADIOS
  - (3) AWHHF AIRSCALE MICRO RRH 4T4R N41 80W RADIOS
  - (1) CSR IXRE V2 (GEN2)
  - (1) 250A DELTA POWER PLANT
  - ALL CABLING AND CONDUITS AS REQ'D TO SUPPORT SYSTEM

**FULLERTON**

1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# E2019038761  
www.FullertonEngineering.com

#	DATE	DESCRIPTION	INT.
	07/19/2022	LEASE EXHIBIT	DV
	07/28/2022	90% CD	DV
I	08/24/2022	ADDRESS UPDATE	RW

**VICINITY MAP**



NO SCALE

**APPLICANT**  
APPLICANT: T-MOBILE  
ADDRESS: 1400 OPUS PLACE, SUITE 600  
DOWNERS GROVE, IL 60515  
ARIN WOODSON  
(913) 707-1639  
EMAIL: arin.woodson@t-mobile.com

**A & E FIRM:**  
ENGINEER/ARCHITECT: FULLERTON ENGINEERING CONSULTANTS, LLC  
CONTACT MANAGER: CHRIS JAMES  
PHONE: (847) 908-8465  
EMAIL: cjames@fullertonengineering.com  
PROJECT CONTACT: IRYNA YANYSHYN  
PHONE: (847) 908-8543  
EMAIL: IYanyshyn@fullertonengineering.com

**APPLICABLE CODES**

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES.

**BUILDING CODE:**  
INTERNATIONAL BUILDING CODE 2018 (IBC 2018)

**ELECTRICAL CODE:**  
2017 NATIONAL ELECTRICAL CODE (NEC)  
NFPA 70

**MECHANICAL CODE:**  
INTERNATIONAL MECHANICAL CODE 2015 (IMC 2015)


**PLUMBING CODE:**  
INTERNATIONAL PLUMBING CODE 2015 (IPC 2015)

**ACCESSIBILITY REQUIREMENTS:**

- FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. ADA ACCESS REQUIREMENTS ARE NOT REQUIRED.
- THIS FACILITY DOES NOT REQUIRE POTABLE WATER AND WILL NOT PRODUCE ANY SEWAGE.

**SITE DIRECTIONS:**

SCAN QR CODE FOR LINK TO SITE LOCATION MAP



**UTILITIES SERVICES:**

POWER COMPANY: BUILDING PROVIDED

FIBER COMPANY: BUILDING PROVIDED

**APPROVALS**

REAL ESTATE: \_\_\_\_\_

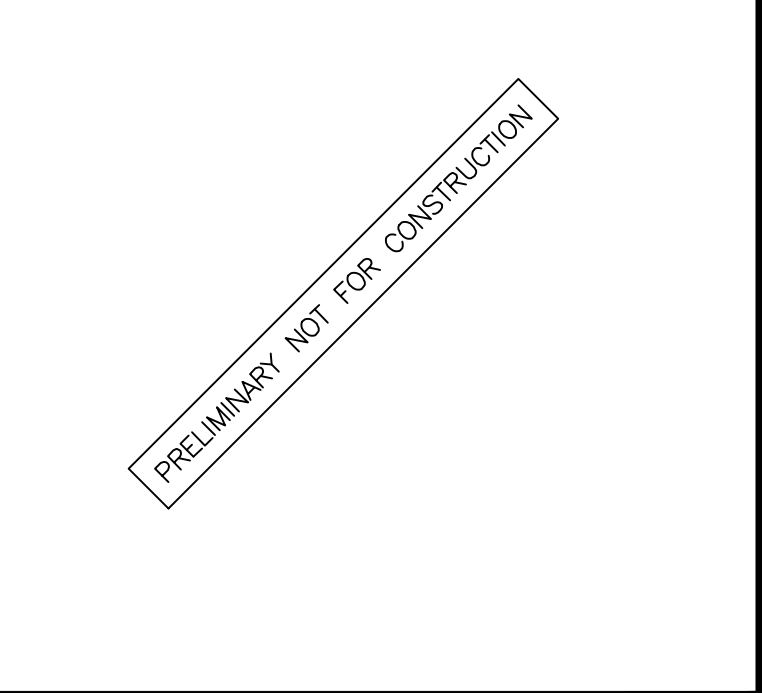
RF: \_\_\_\_\_

CONSTRUCTION: \_\_\_\_\_

OPERATIONS: \_\_\_\_\_

FACILITIES: \_\_\_\_\_

EQUIPMENT ENGINEERING: \_\_\_\_\_



SITE NAME:  
**KCI AIRPORT**

SITE NUMBER:  
**KCYH003A**

SITE ADDRESS:  
I INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153

SHEET NAME:  
**COVER SHEET**

SHEET NUMBER:  
**G.0.00**

DRAWING SCALED TO 24"x36"



**ABBREVIATIONS:**

ε	CENTERLINE	DL	DOWNLINK	ICIC	INTER-CELL INTERFERENCE COORDINATION	O.C.	ON CENTER	SI	SYSTEM INFORMATION
ϕ	PLATE	DL-SCH	DOWNLINK SHARED CHANNEL	IDFT	INVERSE DISCRETE FOURIER TRANSFORM	OE/OT	OVERHEAD ELECTRIC/TELCO	SI-I	SYSTEM INFORMATION MESSAGE 1
A/D	ANALOG-TO-DIGITAL	DPM	DOMINANT PATH MODEL	IEEE	INSTITUTE OF ELECTRICAL & ELECTRONICS ENGINEERS	OLOS	OBSTRUCTED LINE OF SIGHT	SIB	SYSTEM INFORMATION BLOCK
AAS	ADAPTIVE ANTENNA SYSTEM	DRA	DYNAMIC RESOURCE ALLOCATION	IETF	INTERNET ENGINEERING TASK FORCE	OPSS	OPERATIONS SYSTEM SUPPORT	SIMO	SINGLE INPUT MULTIPLE OUTPUT
AAV	ALTERNATE ACCESS VENDOR	DRX	DISCONTINUOUS RECEPTION	IFFT	INVERSE FAST FOURIER TRANSFORM	PAN	PERSONAL AREA NETWORKS	SINR	SIGNAL TO INTERFERENCE PLUS NOISE RATION
AC	AUTHENTICATION CENTER	DS	DIRECT SPREAD	IMEI	INTERNATIONAL MOBILE EQUIPMENT IDENTITY	PAPR	PEAK-TO-AVERAGE POWER RATIO	SIP	SESSION INITIATION PROTOCOL
ACK	ACKNOWLEDGE OR ACKNOWLEDGEMENT	DSCP	DIFFERENTIATED SERVICE CODE POINT	IMS	IP MULTIMEDIA SUBSYSTEM	PBCH	PHYSICAL BROADCAST CHANNEL	SIR	SIGNAL-TO-INTERFERENCE RATIO
ACPR	ADJACENT - CHANNEL POWER RATIO	DTCH	DEDICATED TRAFFIC CHANNEL	IMSI	INTERNATIONAL MOBILE SUBSCRIBER IDENTITY	PCCH	PAGING CONTROL CHANNEL	SISO	SINGLE-INPUT/SINGLE-OUTPUT
ADC	ANALOG - TO - DIGITAL CONVERTER	DWVG	DRAWING	IPSEC	INTERNET PROTOCOL SECURITY	PCH	PAGING CHANNEL	SM	SPATIAL MULTIPLEXING
AFF	ABOVE FINISHED FLOOR	ECM	EPS CONNECTION MANAGEMENT	ISUP	INTERNET PROTOCOL VERSION 4	PCRF	POLICY AND CHARGING RULE FUNCTION	SMS	SHORT MESSAGE SERVICE
AGL	ABOVE GRADE LEVEL	EGB	EQUIPMENT GROUND BAR	ITU	INTERNATIONAL TELECOMMUNICATION UNION	PCS	PERSONAL COMMUNICATIONS SERVICE	SN	SERVICE NODE
AM	ACKNOWLEDGED MODE	EIRP	EFFECTIVE ISOTROPIC RADIATED POWER	KBPS	KILO-BITS PER SECOND	PDCCH	PHYSICAL DEDICATED CONTROL CHANNEL	SNR	SIGNAL-TO-NOISE RATIO
AMBR	AGGREGATE MAXIMUM BIT RATE	ELEC	ELECTRICAL	KHZ	KILO HERTZ	PDCP	PACKET DATA CONVERGENCE PROTOCOL	SOM	SYSTEM OPERATING MARGIN
AMC	ADAPTIVE MODULATION AND CODING	ELEV	ELEVATION	LHCP	LEFT-HAND CIRCULARLY POLARIZED	PDN	PACKET DATA NETWORK	SQE	SIGNAL QUALITY ESTIMATOR
AMPS	ADVANCED MOBILE PHONE SYSTEM	EM	ELECTROMAGNETIC	LI	LAWFUL INTERCEPT	PDP	PACKET DATA PROTOCOL	SRNC	SERVING RADIO NETWORK CONTROLLER
AMSL	ABOVE MEAN SEA LEVEL	EMC	ELECTROMAGNETIC COMPATIBILITY	LMR	LAND MOBILE RADIO	PDP	POLICY DECISION POINT	STC	SPACE TIME CODING
AN	ACCESS NETWORK	EMM	EPS MOBILITY MANAGEMENT	LOS	LINE OF SIGHT	PDSCH	PHYSICAL DOWNLINK SHARED CHANNEL	STL	STEEL
APN	ACCESS POINT NAME	EMT	ELECTRICAL METALLIC TUBING	LTE	LONG TERM EVOLUTION	PEL	PLANE EARTH LOSS	TA	TRACKING AREA
APPROX	APPROXIMATE	ENB	E-UTRAN NODE B	MAC	MEDIUM ACCESS CONTROL	PHICH	PHYSICAL HYBRID ARQ INDICATOR CHANNEL	TAL	TRACKING AREA IDENTIFIER
ARP	ADDRESS RESOLUTION PROTOCOL	EPC	EVOLVED PACKET CORE	MAPL	MAXIMUM ACCEPTABLE PATH LOSS	PHY	PHYSICAL LAYER	TDD	TIME DIVISION DUPLEX
ARP	ALLOCATION AND RETENTION PRIORITY	EPS	EVOLVED PACKET SYSTEM	MAX	MAXIMUM	PLMN	PUBLIC LAND MOBILE NETWORK	TDM	TIME DIVISION MULTIPLEXING
ARQ	AUTOMATIC REPEAT REQUEST	EQUIP	EQUIPMENT	MBMS	MULTIMEDIA BROADCAST MULTICAST SERVICE	PMCH	PHYSICAL MULTICAST CHANNEL	TDMA	TIME DIVISION MULTIPLE ACCESS
AS	APPLICATION SERVER	ESP	ENCAPSULATING SECURITY PAYLOAD	MBR	MAXIMUM BIT RATE	PMP	PROXY MIP	TEID	TUNNEL ENDPOINT IDENTIFIER
ASP	APPLICATION SERVICE PROVIDER	EV-DO	EVOLVED UMTS TERRESTRIAL RADIO ACCESS	MBSFN	MBS SINGLE FREQUENCY NETWORK	PN	PSEUDO-RANDOM NOISE	TFT	TRAFFIC FLOW TEMPLATE
ATM	ASYNCHRONOUS TRANSFER MODE	EXISTING	EXISTING	MCC	MULTICAST CONTROL CHANNEL	PRACH	PHYSICAL RANDOM ACCESS CHANNEL	TM	TRANSPARENT MODE
AWG	AMERICAN WIRE GAUGE	EXT	EXTERIOR	MCH	MULTICAST CHANNEL	PRB	PHYSICAL RESOURCE BLOCK	TTI	TRANSMISSION TIME INTERVAL
AWS	ADVANCED WIRELESS SERVICES	FA	FOREIGN AGENT	MCM	MULTI-CARRIER MODULATION	PRI	PRIMARY RATE INTERFACE	TX	TRANSMIT OUT
BCCH	BROADCAST CONTROL CHANNEL	FDD	FREQUENCY DIVISION DUPLEX	MCP	MEASUREMENT CAMPAIGN PLAN	P-RNTI	PAGING RADIO NETWORK TEMPORARY IDENTITY	TYP	TYPICAL
BCH	BROADCAST CHANNEL	FDM	FREQUENCY DIVISION MULTIPLEXING	ME	MOBILE EQUIPMENT			UCI	UPLINK CONTROL INFORMATION
BER	BIT ERROR RATE	FDMA	FREQUENCY DIVISION MULTIPLE ACCESS	MFR	MANUFACTURER			UDP	USER DATAGRAM PROTOCOL
BLDG	BUILDING	FEC	FORWARD ERROR CORRECTION	MGB	MASTER GROUND BAR			UE	USER EQUIPMENT
BLER	BLOCK ERROR RATE	FFT	FAST FOURIER TRANSFORM	MGC	MEDIA GATEWAY CONTROL FUNCTION			UE/UT	UNDERGROUND ELECTRIC/TELCO
BPSK	BINARY PHASE SHIFT KEYING	FMC	FIXED MOBILE CONVERGENCE	MGW	MEDIA GATEWAY			UHF	ULTRA HIGH FREQUENCY
BSC	BASE STATION CONTROLLER	FNBW	FIRST-NULL BEAMWIDTH	MHZ	MEGA HERTZ			UL	UPLINK
BSS	BASE STATION SYSTEM / SUBSYSTEM	FND	FOUNDATION	MIB	MASTER INFORMATION BLOCK			UL-SCH	UPLINK SHARED CHANNEL
BTS	BASE TRANSMISSION STATION	FSL	FREE SPACE LOSS	MIMO	MULTIPLE INPUT MULTIPLE OUTPUT			UM	UNACKNOWLEDGED MODE
BW	BANDWIDTH	FT	FOOT (FEET)	MIN	MINIMUM			UMA	UNLICENSED MOBILE ACCESS
C/(N+I)	CARRIER-TO-NOISE PLUS INTERFERENCE	GA	GAUGE	MIS	MOBILE STATION			UMTS	UNIVERSAL MOBILE TELECOMMUNICATIONS SYS
C/I	CARRIER-TO-INTERFERENCE RATIO	GALV	GALVANIZED	MISO	MULTIPLE INPUT SINGLE OUTPUT			UNO	UNLESS NOTED OTHERWISE
CAD	COMPUTER AIDED DESIGN	GBR	GUARANTEED BIT RATE	MMD	MULTIMEDIA DOMAIN			UPPTS	UPLINK PILOT TIME SLOT
CDMA	CODE DIVISION MULTIPLE ACCESS	GGSN	GATEWAY GPRS SUPPORT NODE	MME	MOBILITY MANAGEMENT ENTITY			UPTS	UPLINK TIME SLOT
CE	CYCLIC EXTENSION	GHZ	GIGAHERTZ	MMEGI	MME GROUP IDENTITY			UWB	ULTRA WIDE BAND
CFI	CHANNEL FORMAT INDICATOR	GI	GUARD INTERVAL	MMS	MULTIMEDIA MESSAGING SERVICE			VHF	VERY HIGH FREQUENCY
CLR	CLEAR	GND	GROUND	MS	MOBILE STATION			VIF	VERIFY IN FIELD
CN	CORE NETWORK	GP	GUARD PERIOD	MSC	MOBILE SWITCHING CENTER			VOLP	VOICE OVER INTERNET PROTOCOL
CND	CONDUIT	GPRS	GENERAL PACKET RADIO SERVICE	MTCH	MBMS TRAFFIC CHANNEL			VPLMN	VISITED PLMN
COA	CARE OF ADDRESS	GPS	GLOBAL POSITIONING SYSTEM	MW	NEGATIVE ACK			VRB	VIRTUAL RESOURCE BLOCKS
COL	COLUMN	GSM	GLOBAL SYSTEM FOR MOBILE COMMUNICATION	NACK	NEGATIVE ACK			VSWR	VOLTAGE STANDING WAVE RATIO
CONC	CONCRETE	GT	GUARD TIME	NAS	NON-ACCESS STRATUM			W	WITH
CP	CIRCULARLY POLARIZED	GTP	GPRS TUNNELING PROTOCOL	NBM	NON-BEAMING NETWORK BASED MOBILITY			WCDMA	WIDEBAND CODE DIVISION MULTIPLE ACCESS
CPICH	COMMON PILOT CHANNEL	GTP-U	GTP USER PLANE	NLOS	NON LINE OF SIGHT			WI-FI	WIRELESS FIDELITY
CQI	CHANNEL QUALITY INDICATOR	GUMMEI	GLOBALLY UNIQUE MME IDENTITY	NTS	NOT TO SCALE			XFMR	TRANSFORMER
CRC	CYCLIC REDUNDANCY CHECK	GUTI	GLOBALLY UNIQUE TEMPORARY UE IDENTITY						
C-RNTI	CELL RADIO NETWORK TEMPORARY IDENTITY								
CS	CIRCUIT-SWITCHED								
CSCF	CALL SESSION CONTROL FUNCTION								
CS-CN	CIRCUIT SWITCHED CORE NETWORK								
CSI	CHANNEL STATE INFORMATION								
CW	CONTINUOUS WAVE								
DAS	DISTRIBUTED ANTENNA SYSTEM								
DB	DECIBEL								
DBD	DECIBEL REFERENCED TO DIPOLE ANTENNA								
DBI	DECIBEL REFERENCED TO ISOTROPIC ANTENNA								
DBM	DECIBEL POWER RELATIVE TO 1 MILLIWATT								
DBW	DECIBEL POWER RELATIVE TO 1 WATT								
DCCH	DEDICATED CONTROL CHANNEL								
DCI	DOWNLINK CONTROL INFORMATION								
DFT	DISCRETE FOURIER TRANSFORM								
DHCP	DYNAMIC HOST CONFIGURATION PROTOCOL								

**SYMBOLS:**

CENTERLINE	---
PROPERTY LINE	----
LEASE LINE	-----
EASEMENT LINE	-----
FENCE	
CHAIN LINK	X X
WOOD	□ □
WROUGHT IRON	○ ○
ELECTRIC	E E
OVERHEAD	—OE—
UNDERGROUND	-----OT-----
ELECTRIC & FIBER	
OVERHEAD	—OE/OF—
UNDERGROUND	-----UE/UF-----
ELECTRIC & TELEPHONE	
OVERHEAD	—OE/OT—
UNDERGROUND	-----UE/UT-----
FIBER	F F
OVERHEAD	—OF—
UNDERGROUND	-----UF-----
TELEPHONE	T T
OVERHEAD	—OT—
UNDERGROUND	-----UT-----
DC POWER	—DC—DC—
COAX	—COAX—
144-STRAND FIBER	—144—
12-STRAND FIBER	—12—
GAS	—G—
SEWER	—S—
STORM	—SS—
WATER	—W—
SECTION REFERENCE	L A

12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317

1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# E2019038761  
www.FullertonEngineering.com

#	DATE	DESCRIPTION	INT.
	07/19/2022	LEASE EXHIBIT	DV
	07/28/2022	90% CD	DV
I	08/24/2022	ADDRESS UPDATE	RW

**GROUNDING SYMBOLS**

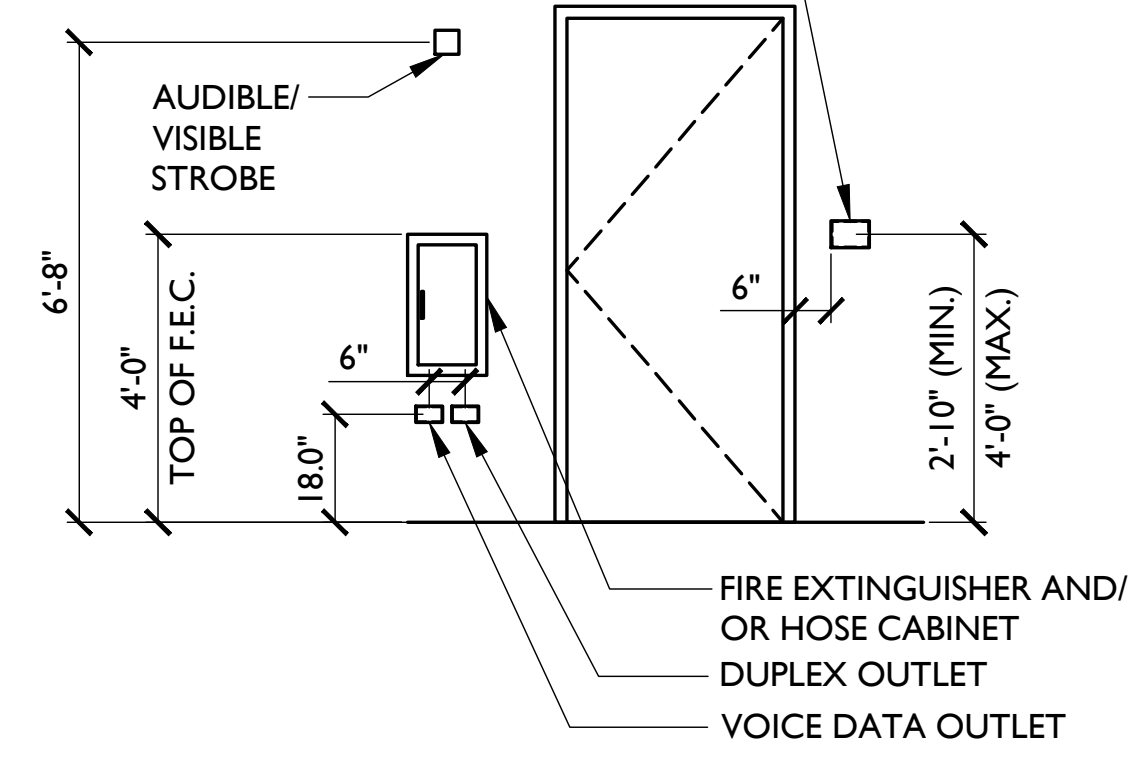
GROUND ROD	⊕
GROUND ROD WITH ACCESS	⊕
EXOTHERMIC CONNECTION	○
MECHANICAL CONNECTION	■
EXOTHERMIC OR MECHANICAL CONNECTION	▲
GROUND RING/HALO	-----
GROUND CONNECTION	-----

PRELIMINARY NOT FOR CONSTRUCTION

**STANDARD MOUNTING HEIGHTS**

ALL DIMENSIONS TO CENTERLINE OF DEVICES. SEE PLANS FOR SPECIFIC LOCATIONS, DIMENSIONS ON INDIVIDUAL SHEETS WILL TAKE PRECEDENCE OVER DIMENSIONS HERE. IF VARIANCE WITH EXISTING CONDITIONS OR BUILDING CONSULTANT ARCHITECT OF RECORD.

LOCATION FOR: LIGHT SWITCH, DIMMERS, EGRESS BUTTON, CARD READER - SEE PLAN FOR EXACT CLUSTER. USE GANG-TYPE COVER PLATE FOR MORE THAN ONE DEVICE OF THE SAME TYPE



**REQUIRED SIGNAGE**

			RF REQUIRED SIGNAGE
			HAZARDOUS MATERIAL SIGNAGE
	REQUIRED NFPA SIGNAGE	EMERGENCY CONTACT SIGNAGE	IN CASE OF EMERGENCY CALL 1-866-400-6040

**ELECTRICAL SYMBOLS**

DUPLEX	⊕
QUADPLEX	⊕
TELE/DATA	▶
DATA	▷

**REFLECTED CEILING**

1'x4' LIGHT FIXTURE	□
2'x4' LIGHT FIXTURE	□
2'x2' LIGHT FIXTURE	□
2'x2' SUPPLY DIFFUSER	⊗
2'x2' RETURN DIFFUSER	⊙
SPRINKLER HEADS SCHEMATICALLY SHOWN. LOCATION TO BE DETERMINED BY SPRINKLER CONTRACTOR	⊙
BATTERY POWERED EXIT SIGN, ONE SIDED (ARROW INDICATES DIRECTION)	⊗
BATTERY POWERED EXIT SIGN, ONE SIDED (ARROW INDICATES DIRECTION)	⊗
BATTERY POWERED EXIT SIGN, TWO SIDED (ARROW INDICATES DIRECTION)	⊗
WALL MOUNTED EMERGENCY LIGHT WITH BATTERY BACK-UP	⊕
SMOKE DETECTOR	⊕
SMOKE DETECTOR	⊕
EXHAUST FAN	⊕
SINGLE POLE SWITCH	⊕
TWO WAY SWITCH	⊕
THREE WAY SWITCH	⊕

SITE NAME:  
**KCI AIRPORT**

SITE NUMBER:  
**KCYH003A**

SITE ADDRESS:  
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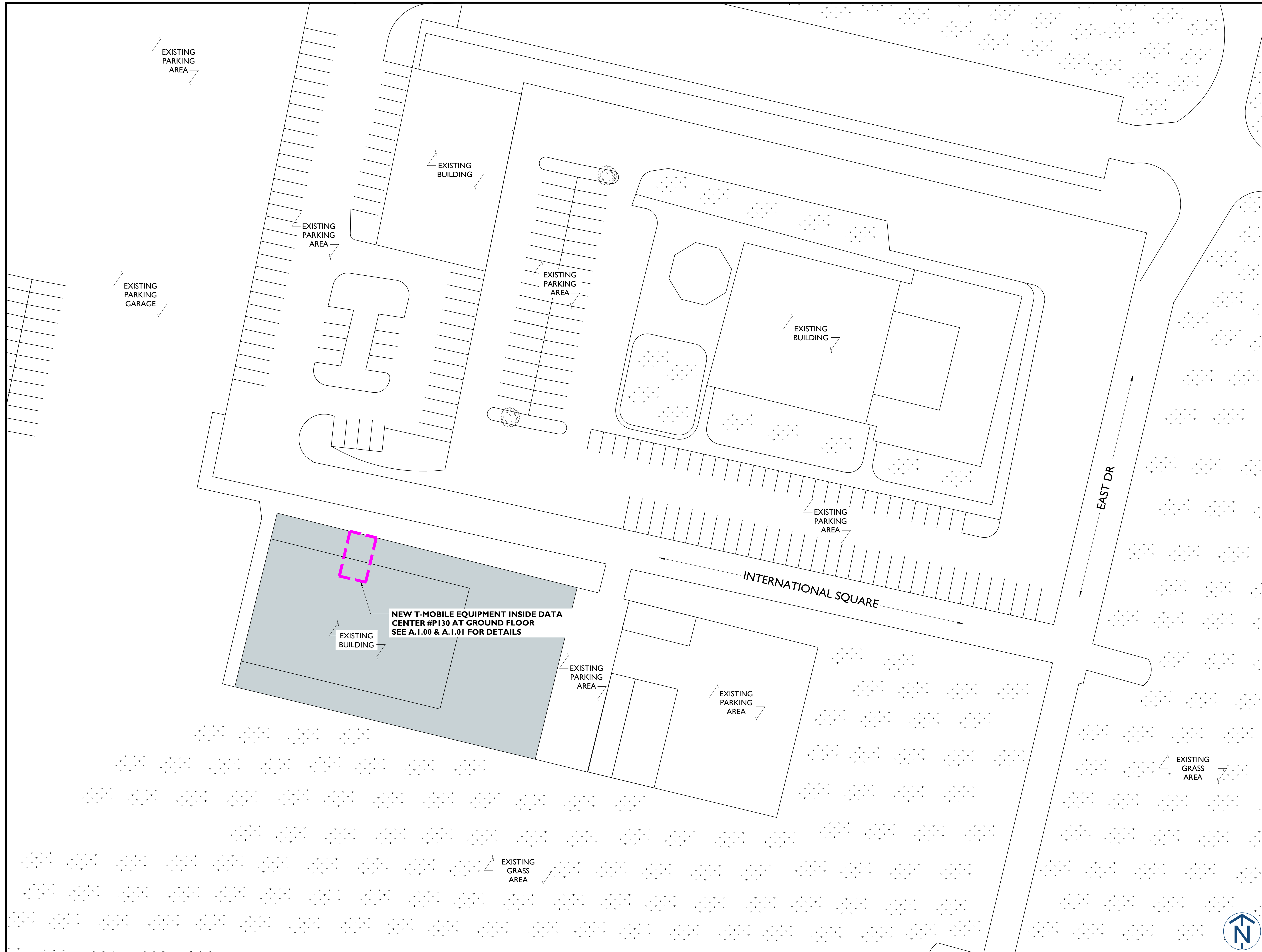
SHEET NAME:  
**GENERAL NOTES**

SHEET NUMBER:  
**G. I.00**









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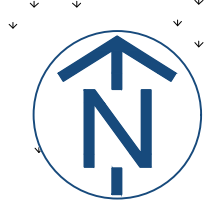
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SITE NUMBER:  
**KCYH003A**

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SHEET NAME:  
**SITE PLAN**

SHEET NUMBER:  
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**KCYH003A**

SITE ADDRESS:

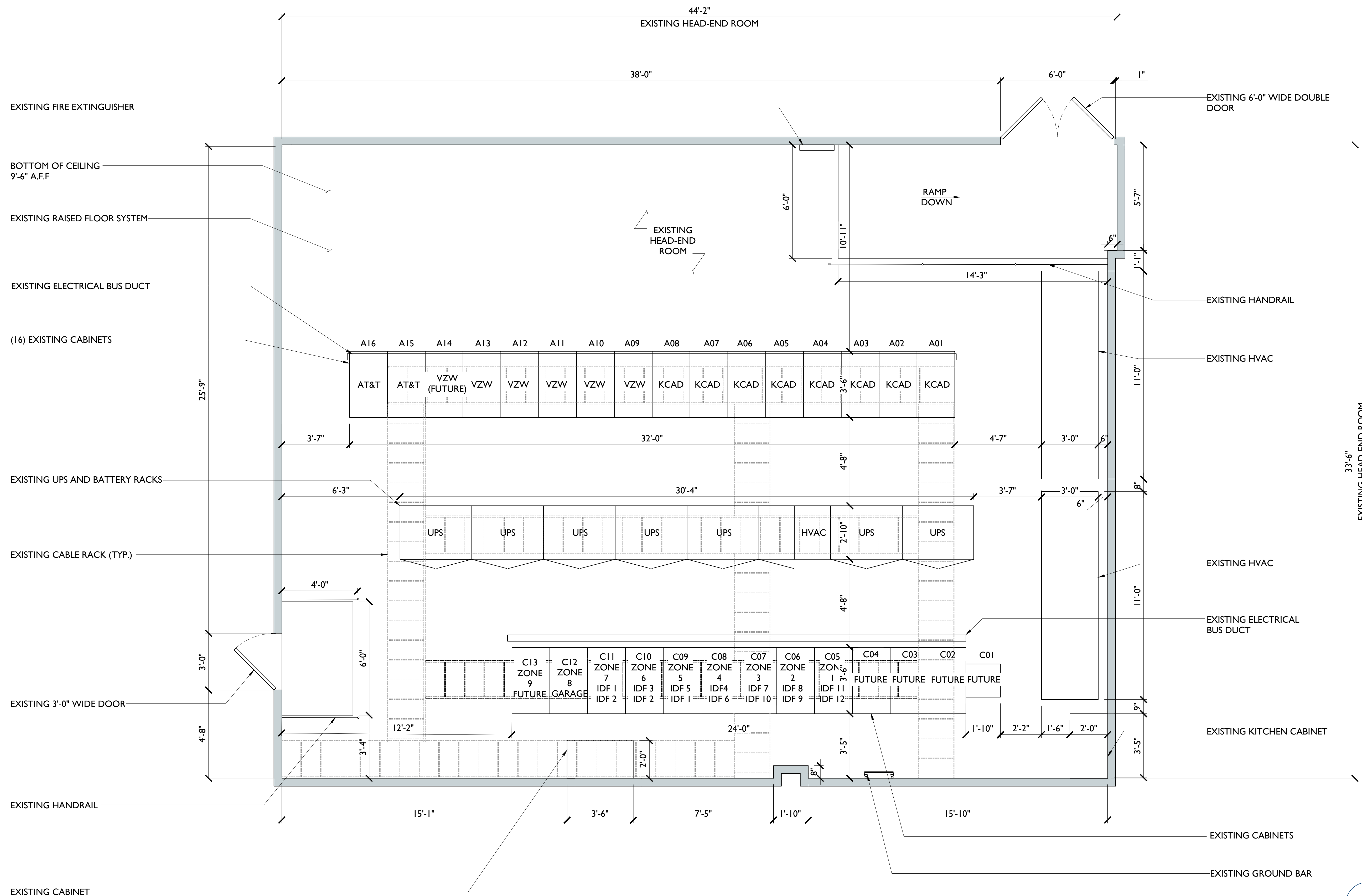
1 INTERNATIONAL SQUARE  
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SHEET NAME:

**EXISTING HEAD-END ROOM PLAN**

SHEET NUMBER:

**A.1.00**



**EXISTING HEAD-END ROOM PLAN**

SCALE: 3/8" = 1'-0" |





**NOTES:**

1. CONTRACTOR TO CONDUCT INTERNAL EXAMINATION OF WALLS UTILIZING GROUND PENETRATING RADAR (GPR) OR WALL PENETRATING RADAR (WPR) SCANNING PRIOR TO PENETRATIONS.
2. CONTRACTOR TO X-RAY/ SCAN THE FLOORS BEFORE CORING.
3. CONTRACTOR TO SLOW DRILL SO AS NOT TO CUT ANY FLOOR/WALL REBAR.
4. CONTRACTOR TO ENSURE WATER TIGHTNESS AT ALL WALL AND FLOOR PENETRATIONS.
5. FILL ANY EXISTING WALL AND FLOOR OPENINGS W/SEALANT.
6. ALL NEW WALL PENETRATIONS MUST BE FILLED W/FIRE STOPPING MATERIAL.

**NOTE:**

T-MOBILE TO UTILIZE EXISTING GPS ANTENNA AND CABLING.



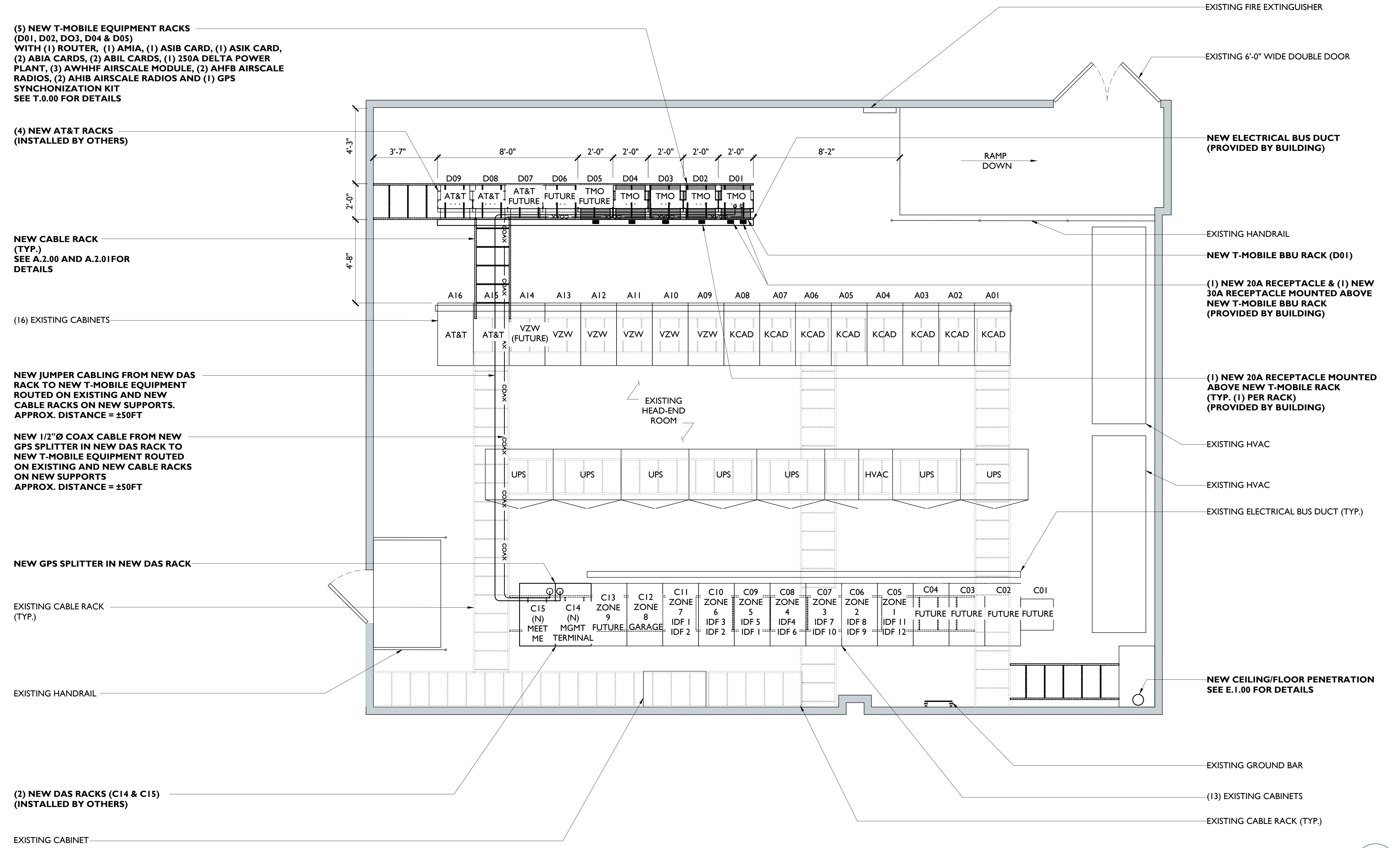
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(5) NEW T-MOBILE EQUIPMENT RACKS (D01, D02, D03, D04 & D05) WITH (1) ROUTER, (1) AMIA, (1) ASIB CARD, (1) ASIK CARD, (2) ABIA CARDS, (2) ABIL CARDS, (1) 250A DELTA POWER PLANT, (3) AWHHF AIRSCALE MODULE, (2) AHFB AIRSCALE RADIOS, (2) AHIB AIRSCALE RADIOS AND (1) GPS SYNCHRONIZATION KIT SEE T.0.00 FOR DETAILS

(4) NEW AT&T RACKS (INSTALLED BY OTHERS)

NEW CABLE RACK (TYP.) SEE A.2.00 AND A.2.01 FOR DETAILS

(16) EXISTING CABINETS

NEW JUMPER CABLING FROM NEW DAS RACK TO NEW T-MOBILE EQUIPMENT ROUTED ON EXISTING AND NEW CABLE RACKS ON NEW SUPPORTS. APPROX. DISTANCE = ±50FT

NEW 1/2"Ø COAX CABLE FROM NEW GPS SPLITTER IN NEW DAS RACK TO NEW T-MOBILE EQUIPMENT ROUTED ON EXISTING AND NEW CABLE RACKS ON NEW SUPPORTS APPROX. DISTANCE = ±50FT

NEW GPS SPLITTER IN NEW DAS RACK

EXISTING CABLE RACK (TYP.)

EXISTING HANDRAIL

(2) NEW DAS RACKS (C14 & C15) (INSTALLED BY OTHERS)

EXISTING CABINET

EXISTING FIRE EXTINGUISHER

EXISTING 6'-0" WIDE DOUBLE DOOR

NEW ELECTRICAL BUS DUCT (PROVIDED BY BUILDING)

RAMP DOWN

EXISTING HANDRAIL

NEW T-MOBILE BBU RACK (D01)

(1) NEW 20A RECEPTACLE & (1) NEW 30A RECEPTACLE MOUNTED ABOVE NEW T-MOBILE BBU RACK (PROVIDED BY BUILDING)

(1) NEW 20A RECEPTACLE MOUNTED ABOVE NEW T-MOBILE RACK (TYP. (1) PER RACK) (PROVIDED BY BUILDING)

EXISTING HVAC

EXISTING HVAC

EXISTING ELECTRICAL BUS DUCT (TYP.)

NEW CEILING/FLOOR PENETRATION SEE E.1.00 FOR DETAILS

EXISTING GROUND BAR

(13) EXISTING CABINETS

EXISTING CABLE RACK (TYP.)





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SHEET NAME:

CABLE RACK PLAN

SHEET NUMBER:

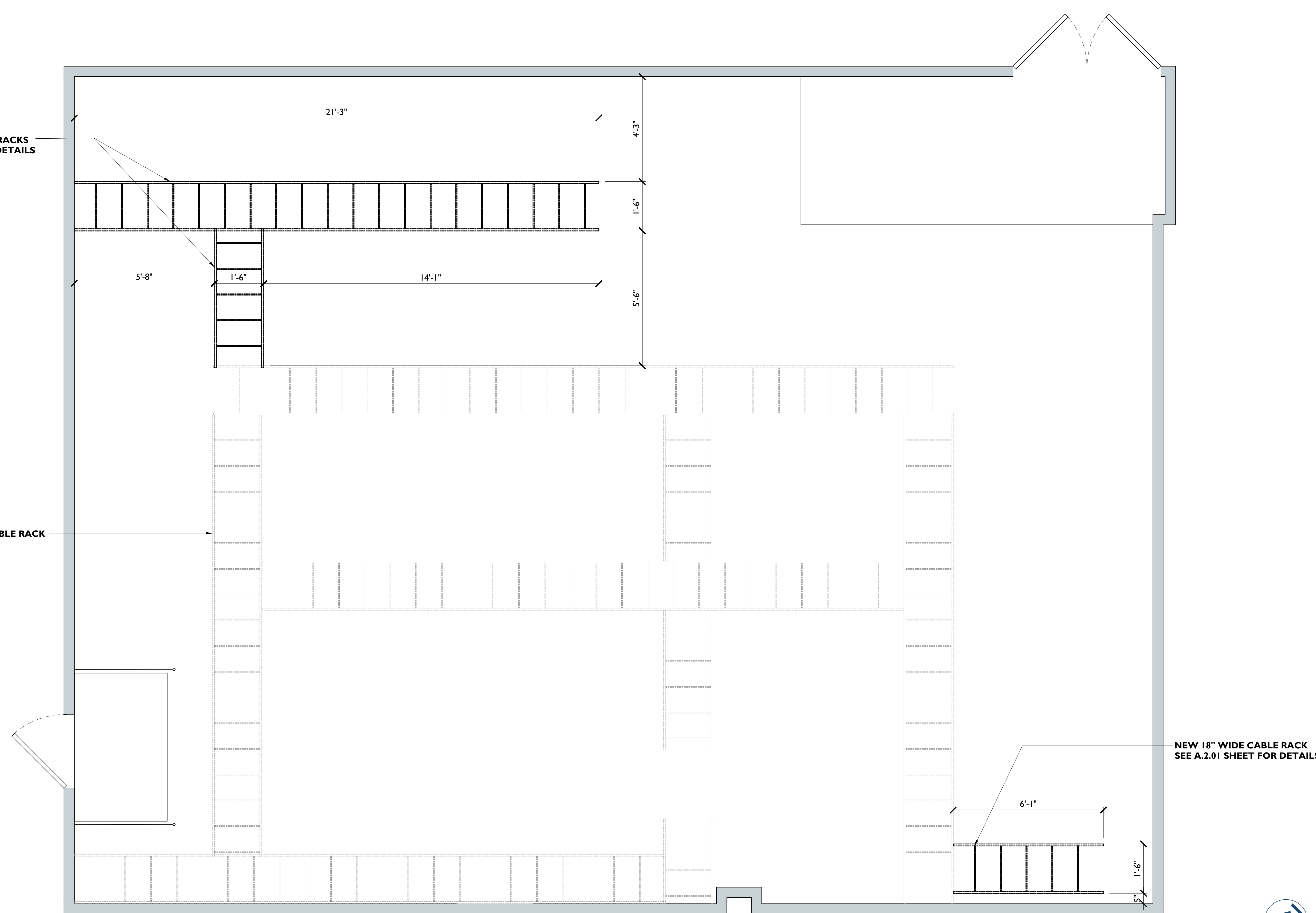
A.2.00

PROJECT# 2022.0006.0023

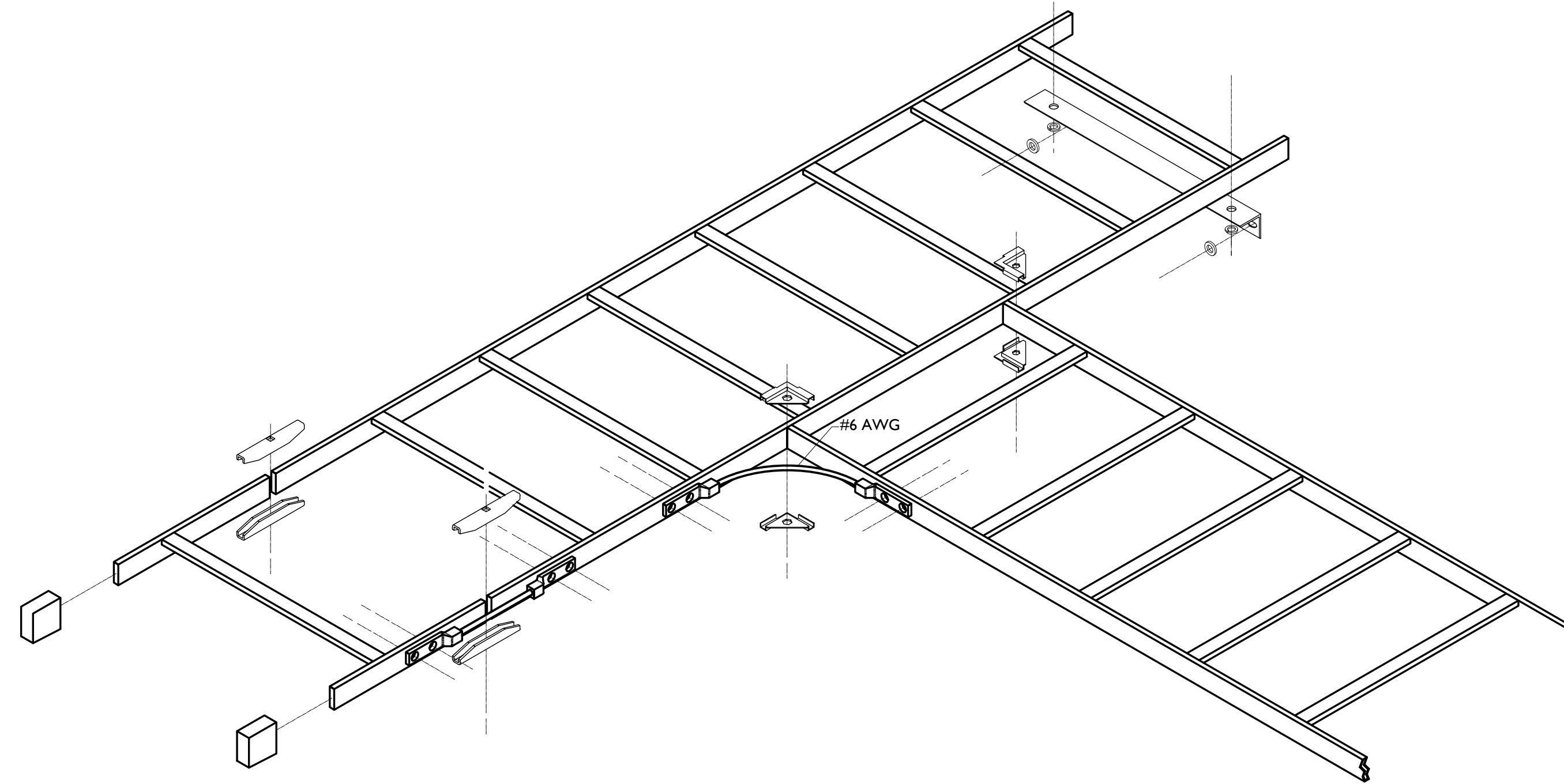
NEW 18" WIDE CABLE RACKS  
 SEE A.2.01 SHEET FOR DETAILS

EXISTING 18" WIDE CABLE RACK  
 (TYP.)

NEW 18" WIDE CABLE RACK  
 SEE A.2.01 SHEET FOR DETAILS







TYPICAL MOUNTING FOR CABLE RACK

**FOR REFERENCE ONLY**

**NOTES:**

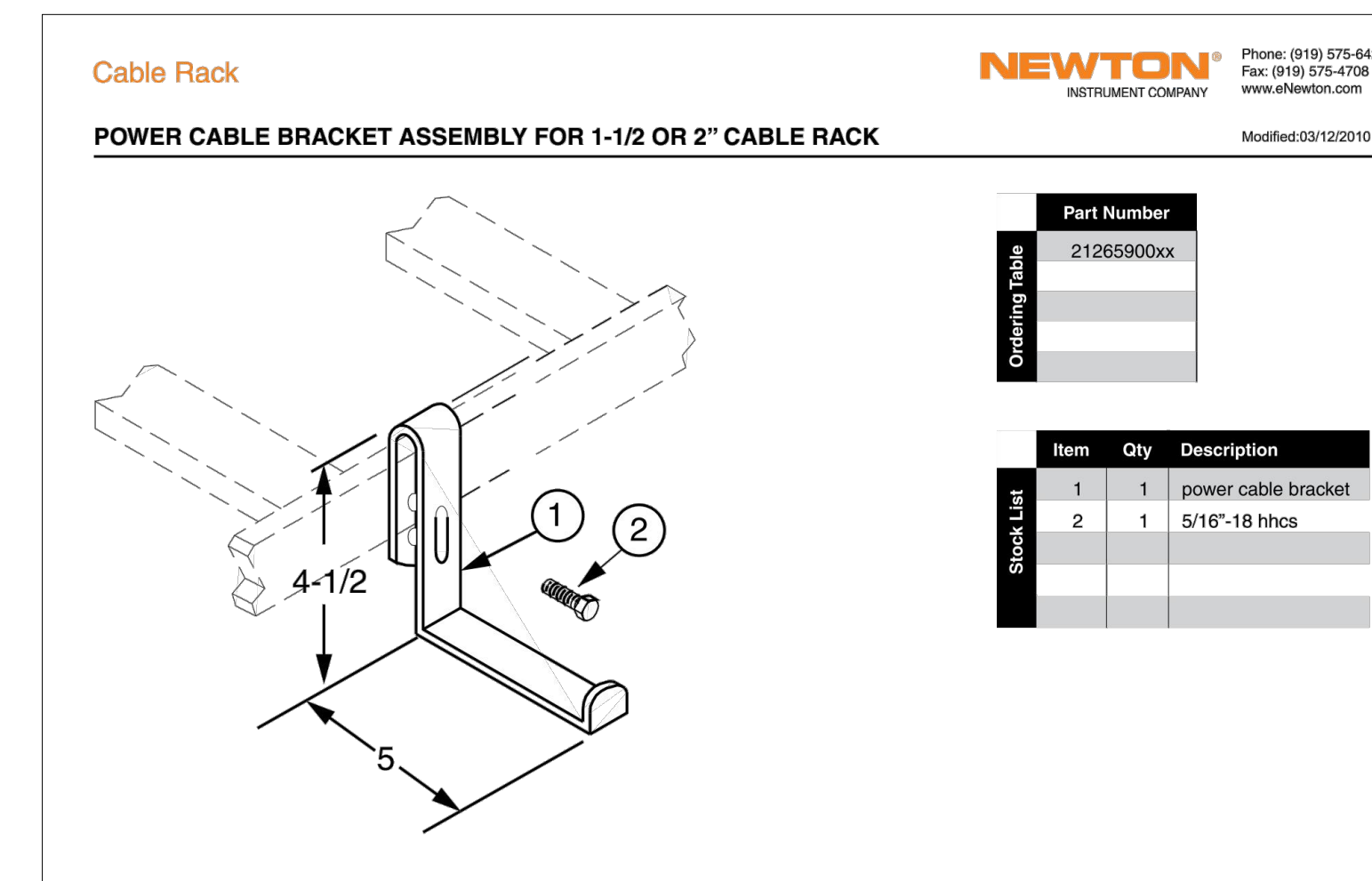
1. ALL CABLE RACK MEASUREMENTS ARE ACCURATE WITHIN  $\pm 1/4"$
2. BOTTOM OF CABLE RACK TO BE MOUNTED @ 8'-0" AFF
3. ALL DETAILS MAY NOT APPLY TO CABLE RACK LAYOUT
4. CABLE RACK CORNER CLAMPS SHALL BE INSTALLED AS SHOWN. CORNER CLAMPS MAY BE MOVED TO OPPOSITE SIDE IF NEEDED DUE TO OBSTRUCTIONS
5. CABLE RACK MAY BE MOVED  $\pm 3"$  WHEN AND ONLY WHEN ITEMS ALREADY MOUNTED, SUCH AS CONDUIT, BOXES, LIGHTS, WIREWAY, ETC., INTERFERE WITH THE MEASUREMENT ON THE PRINT
6. THE POSITIONS FOR THE CABLE RACK SPLICE CLAMPS THAT ARE SHOWN ON THE PRINT ARE FOR ILLUSTRATION. THE BEST POSITION SHOULD BE DETERMINED WHEN LAYING OUT THE CABLE RACK IN THE BUILDING TO GET THE OPTIMUM USE OF THE CABLE RACK.
7. CONTRACTOR TO CONTACT A&E COMPANY FOR FASTENING METHOD

**MOUNT WITH METAL FRAMING CHANNEL (OPTIONAL):**

1. CHANNEL MAY HAVE THEIR MEASUREMENT VARIED BY 2'-0" WITH NO MORE THAN 6'-0" BETWEEN CHANNELS. PARAMETERS FOR MOVING THE CHANNEL ARE AS FOLLOWS: LIGHTS, CONDUIT, ELECTRICAL BOXES, RACKS AND VARIOUS EQUIPMENT MOUNTED ON CABLE RACK THAT ARE IN THE WAY. INCOMPATIBLE PRINT LAYOUTS ARE ALSO A PARAMETER FOR MOVEMENT
2. CHANNEL MEASUREMENTS ARE ACCURATE WITHIN  $\pm 2"$  WHEN MOVEMENT IS REQUIRED TO MISS TRIM, CABLE RACK RUNGS, CONCRETE RIBS IN WRONG LOCATION, ETC. CONSIDERATION OF THE PREVIOUS CHANNEL MOVEMENT SHOULD BE TAKEN INTO ACCOUNT

WIDTH:  
6", 12", 15", 18" or 24" - REFER TO CABLE RACK PLAN/ THIS SHEET FOR CABLE RACK WIDTH

FINISH:  
YELLOW ZINC (YZ)  
FLAT BLACK POWDER COAT (FB)  
TELCO GRAY POWDER COAT (TG)



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SHEET NAME:

CABLE RACK  
DETAILS

SHEET NUMBER:

A.2.01

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SITE NUMBER:

**KCYH003A**

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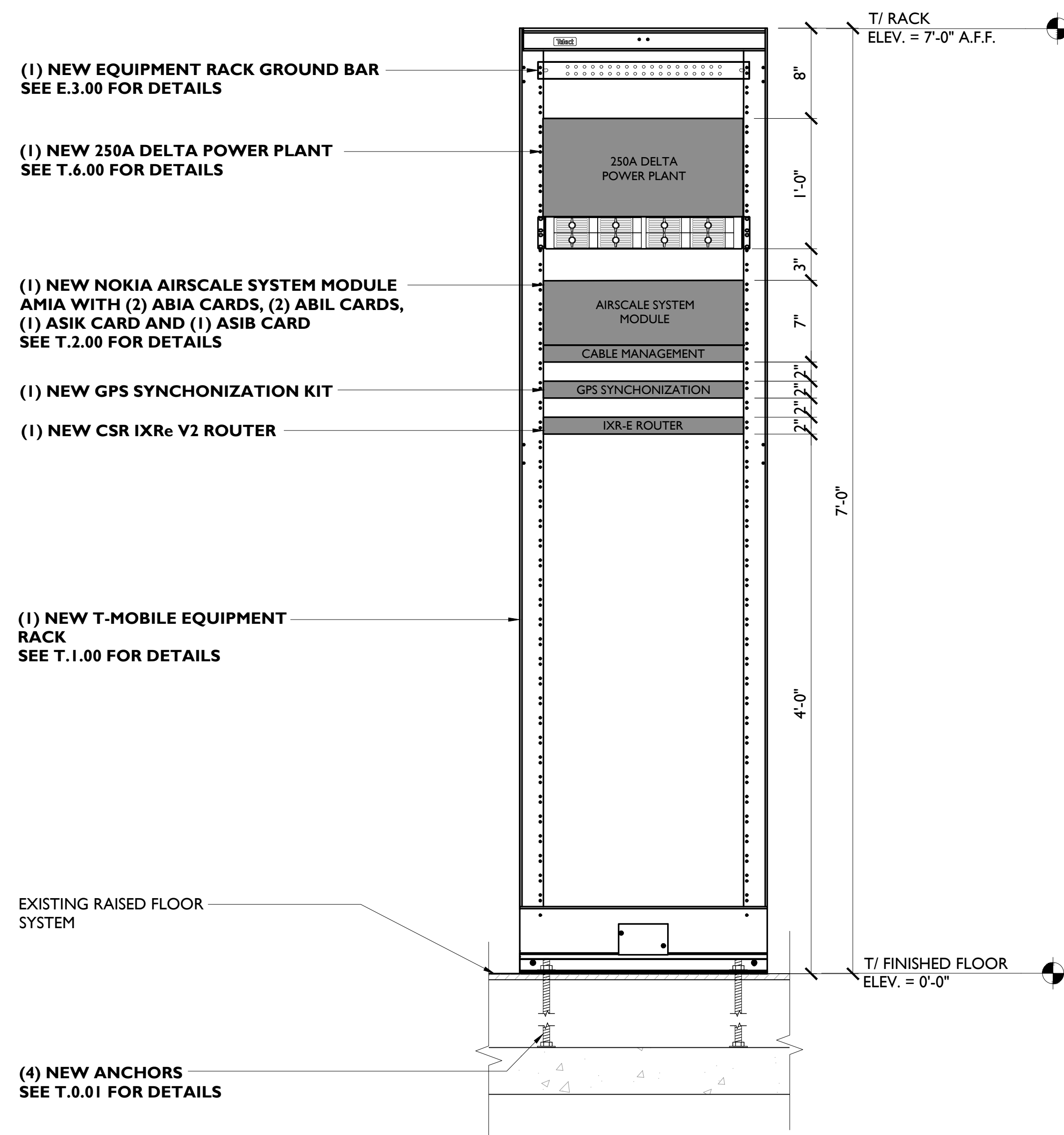
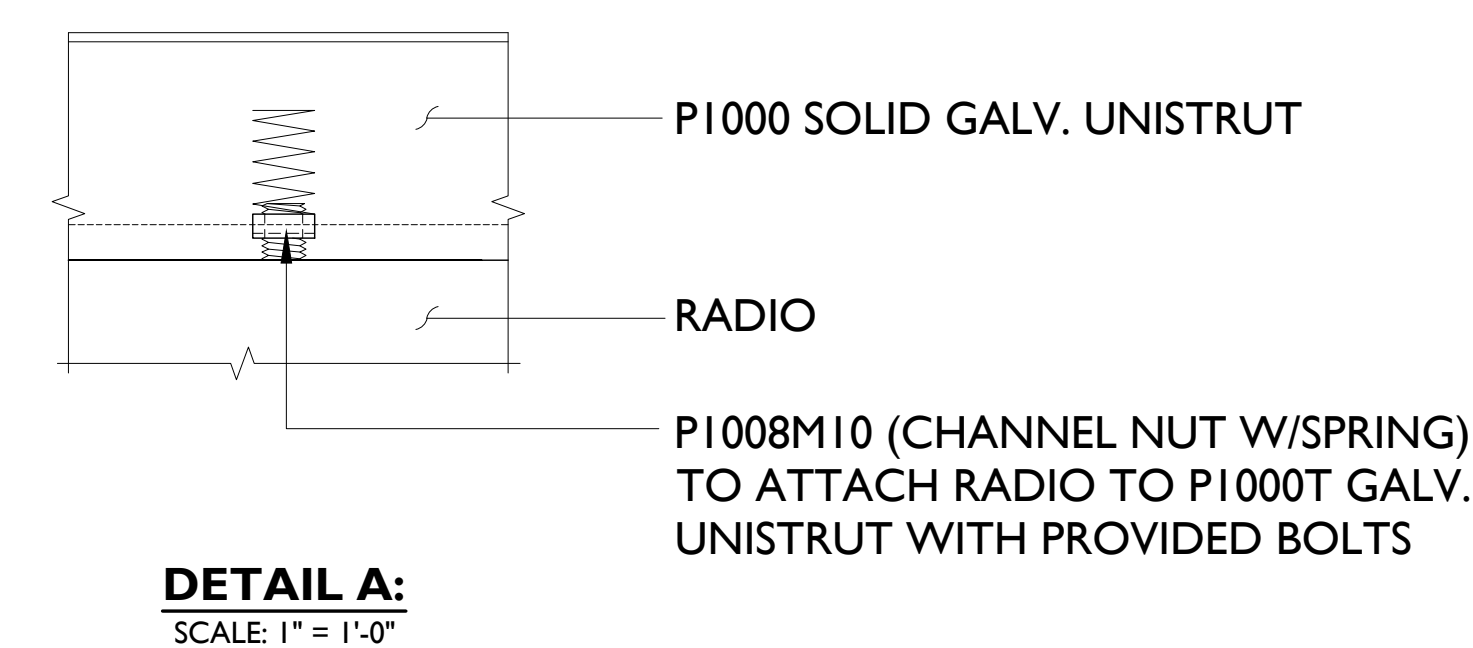
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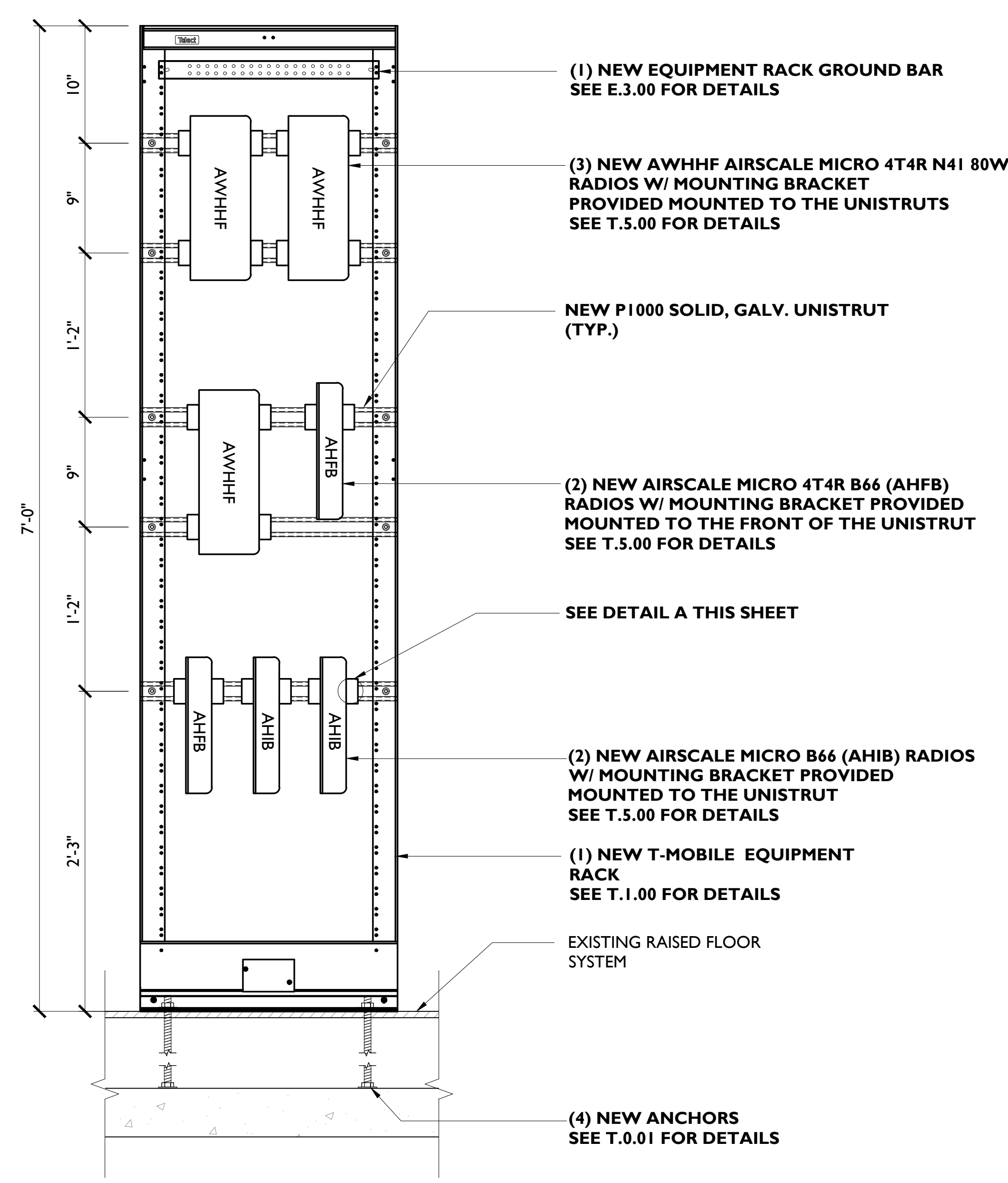
**EQUIPMENT RACK  
ELEVATIONS**

SHEET NUMBER:

**T.0.00**



**RACK D01  
FRONT VIEW**



**RACK D02  
FRONT VIEW**



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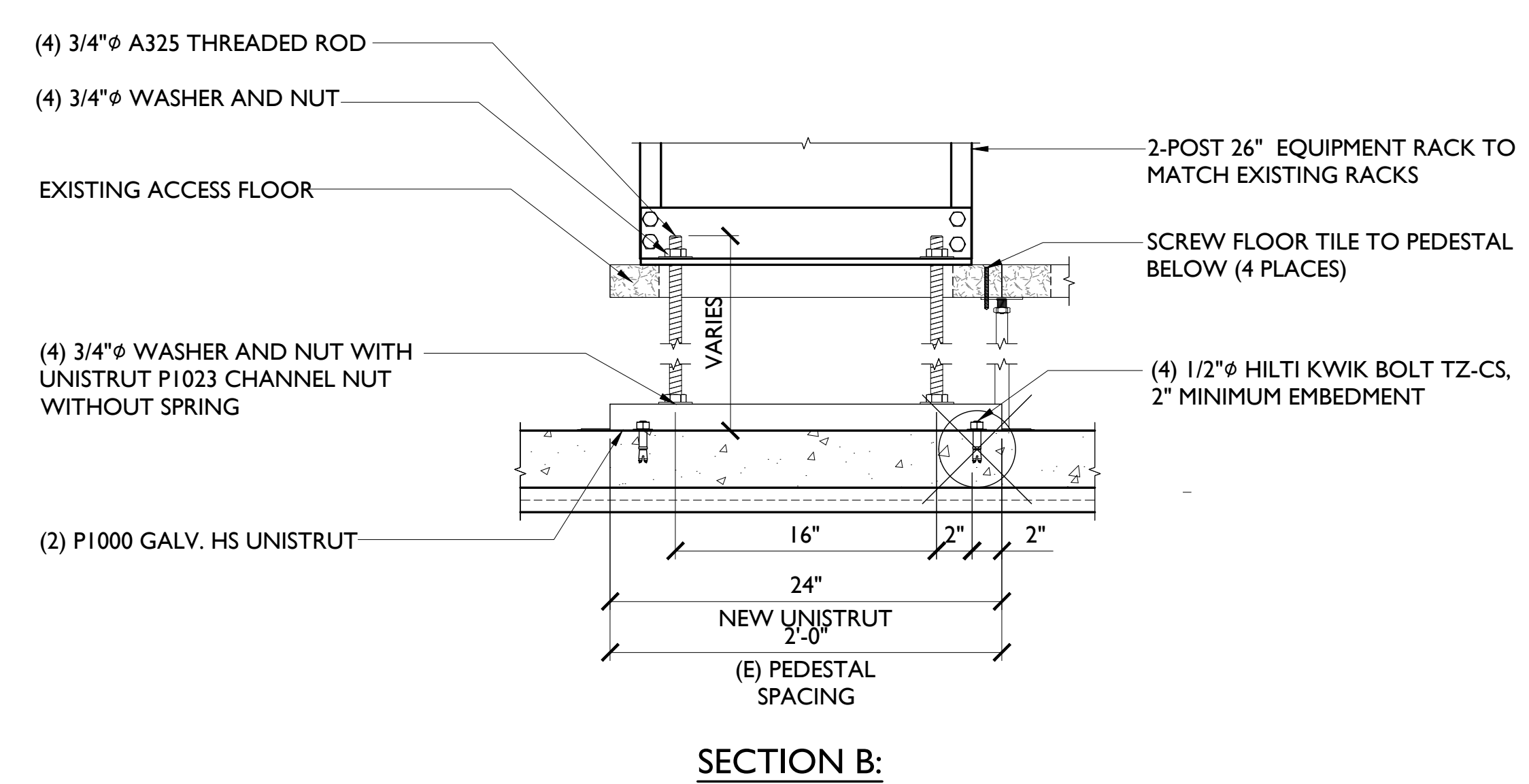
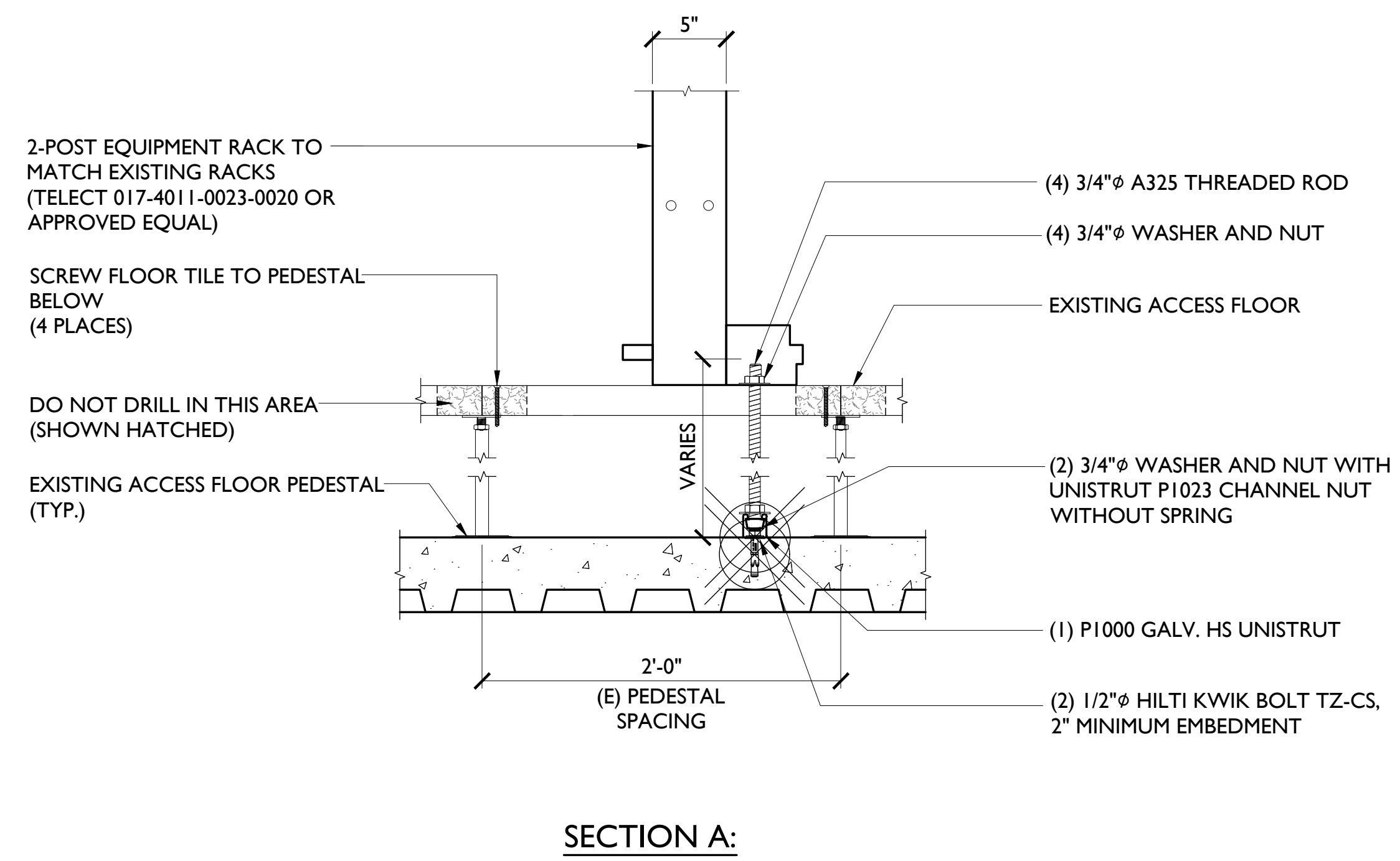
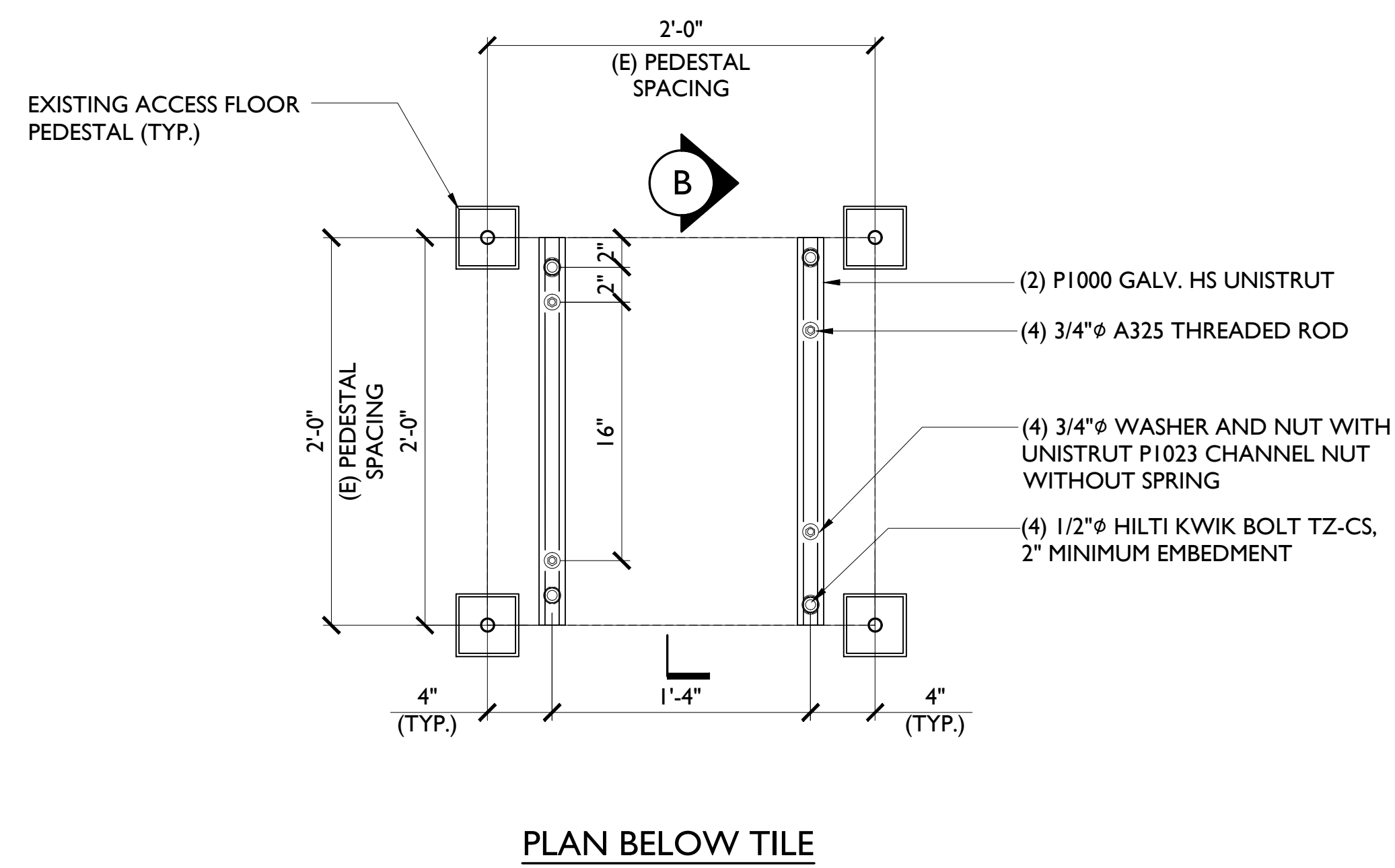
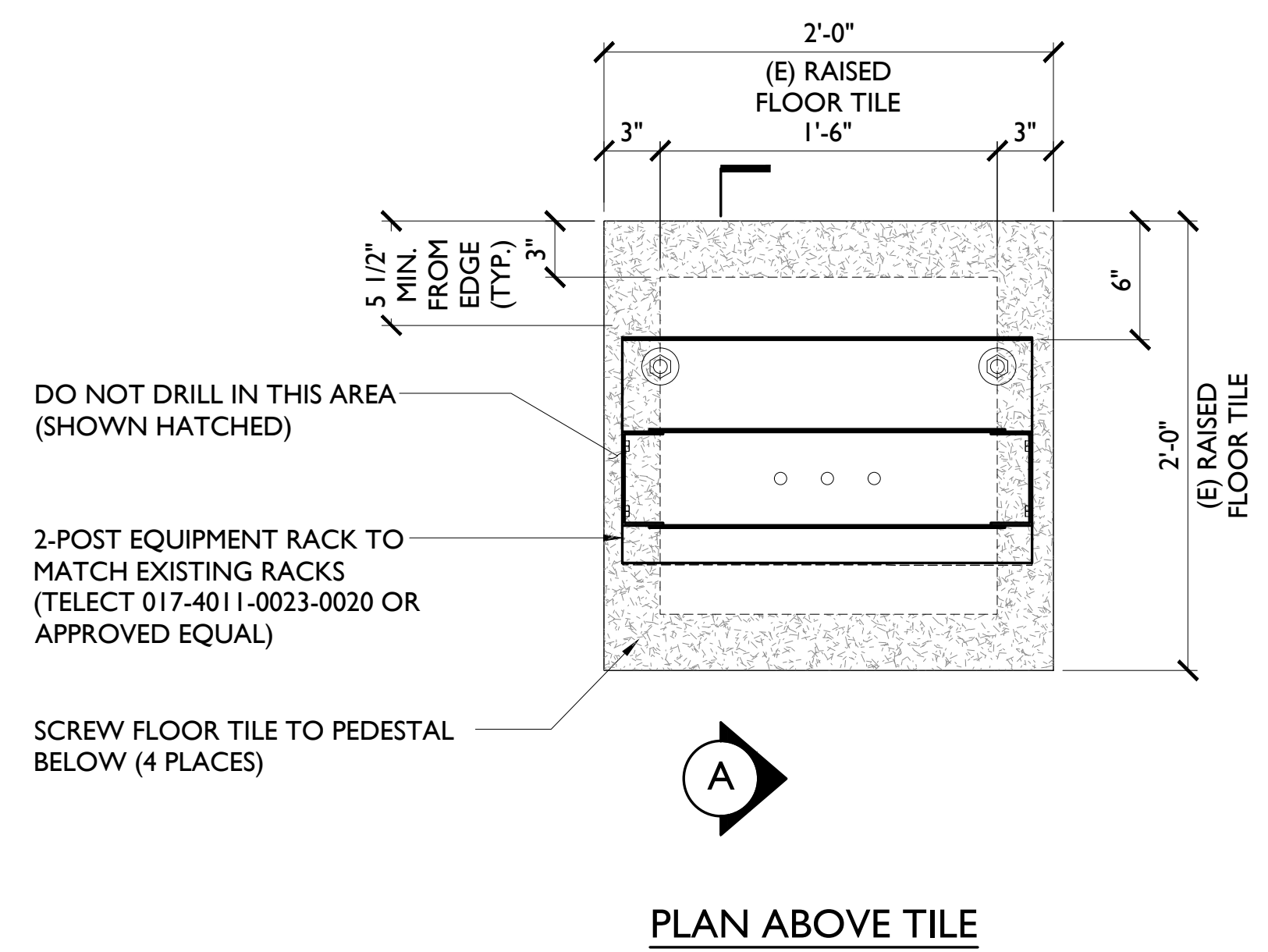
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SHEET NAME:

**TYPICAL RACK  
CONNECTION  
DETAILS**

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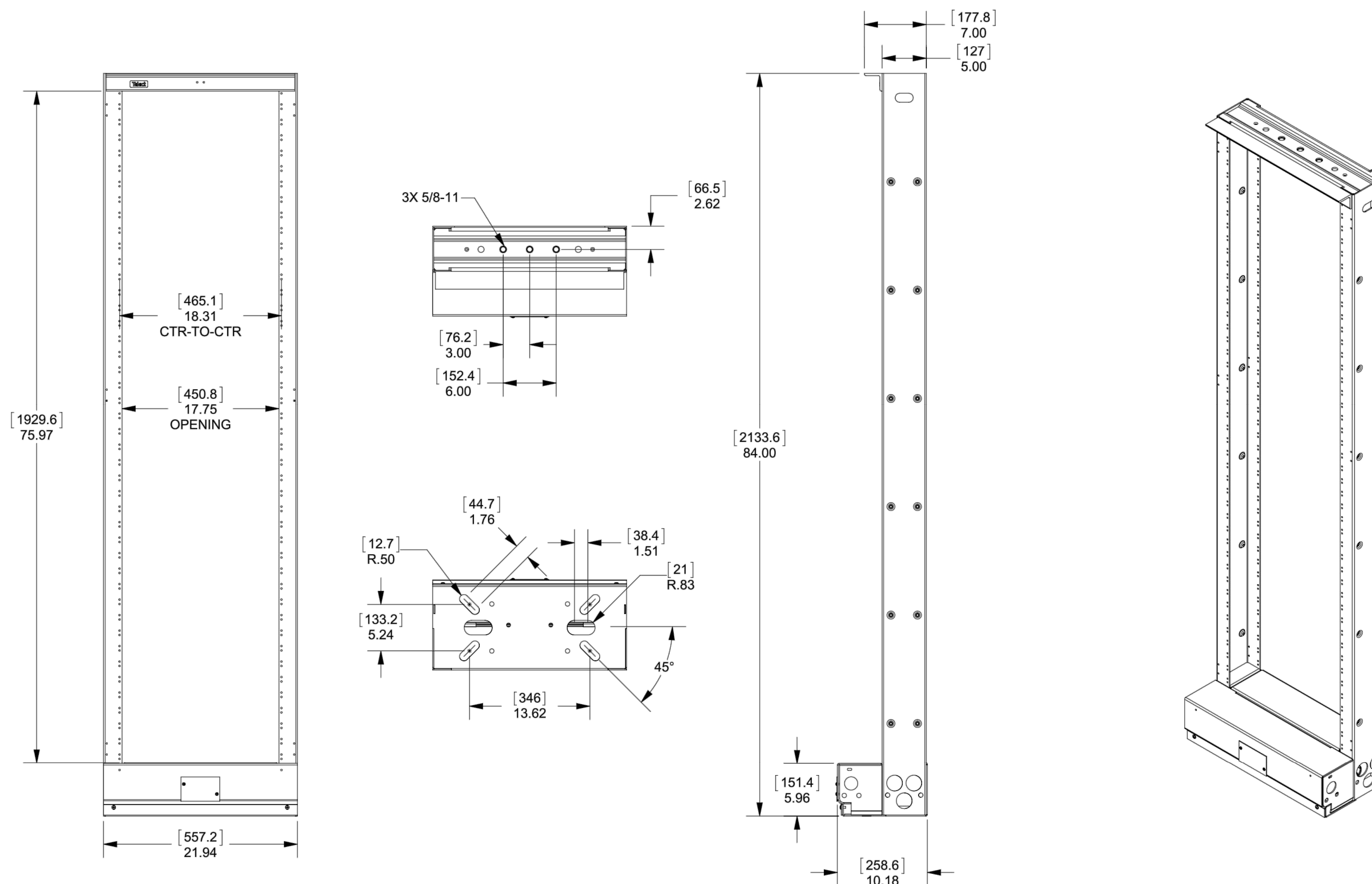
SHEET NAME:

EQUIPMENT RACK SPECIFICATIONS

SHEET NUMBER:

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REV	ECO	DESCRIPTION	DATE	BY
A2	TEX4098	RESTRUCTURED BOM, ADDED GUARD BOX COVERS	1/2/2014	TMT
A1	-	UPDATED DRAWING VIEWS AND RACK DESCRIPTION	5/2/2013	MJA

drawing no	customer drawing	rev	units	designed by	date	tolerances (unless otherwise specified)	sheet	sheet size	scale	project	projection
12545-300	EIA COMPLIANT RACK, UEF BASE, 17.75" OPENING	A2	inch	PACO	6/23/1995	.X ±.060 .XX ±.020 .XXX ±.010	1 of 1	B	NTS	R126	
				M. AMATO	6/13/2012	hole size: ±.005 angularity: ±1°					



# AirScale RRH Module Specifications

## AHFB – B25 and AHIB – B66

Specification	Details
FDD LTE Access	Band 25, UL: 1850 – 1915MHz DL: 1930 – 1995MHz Band 66, UL: 1710 – 1780MHz DL: 2110 – 2180MHz
RF Output Power	Up to 4x5W per TX path (min 50mW)
LTE Carriers	Up to 5
Capacity	OBW up to 80MHz, 200MHz IBW
Channel Bandwidth	1.4, 3, 5, 10, 15, 20MHz
Physical Size	Weight: 12.8lbs Size: 11.6 x 2.2 x 9.6 in (HxDxW)
Synchronization	CPRI
Interfaces	2 – Optical CPRI (2x9.8Gbps) 1 – RJ45 LMT 4 – Antenna ports (Next-10)
Antenna	Config: 4T4R or 2T2R MIMO Type: External or Integrated Panel
Operating Temperature	-31°F to +122°F
Mounting Options	Wall, Pole, Strand, Shroud
Ingress Protection	IP65
Power Consumption	90W Typical, 130W Max
Input Power	DC: -40.5V to -57V AC: 80V to 276V (AC/DC converter)

## AirScale Micro RRH



8 Confidential & Proprietary to T-Mobile - Not to be shared beyond the intended internal audience 4/24/2017

# AirScale System Module

## AirScale System Module AMIA



Specification	Details
Function	Baseband Chassis and backplane
Max Cards Supported	2 – ASIA, 6 – ABIA
eNBs Supported	2 logical or 1 High Capacity
Dimensions	5.2 (3RU) x 17.6 x 15.7in (H x W x D)
Weight Min Config/Max Config	22.3 lbs / 51.8 lbs
Power Consumption	1 ASIA + 1 ABIA: Typ 210W 1 ASIA + 3 ABIA: Typ 420W 2 ASIA + 6 ABIA: Typ 840W Typical max ~195W (all fans at highest speed) Cold start ~375W (heater On 360W + internal fans at low speed)
Operating Temperature	23°F - +131°F

Logical eNB-1		Logical eNB-2	
ABIA – B3	ABIA – B6		
ABIA – B2	ABIA – B5		
ABIA – B1	ABIA – B4		
ASIA – C1	ASIA – C2		

Cell Type	Max # of Cells			
	BW/MHz	TX/RX	Per Cell Set (BB Pool)	Per ABIA / Per eNB
5/10	2/2	8	16	96
15/20	2/2	6	12	72
5/10 + 15/20	2/2	4 +4	8 +8	96
5/10	4/4	4	8	48
15/20	4/4	3	6	36



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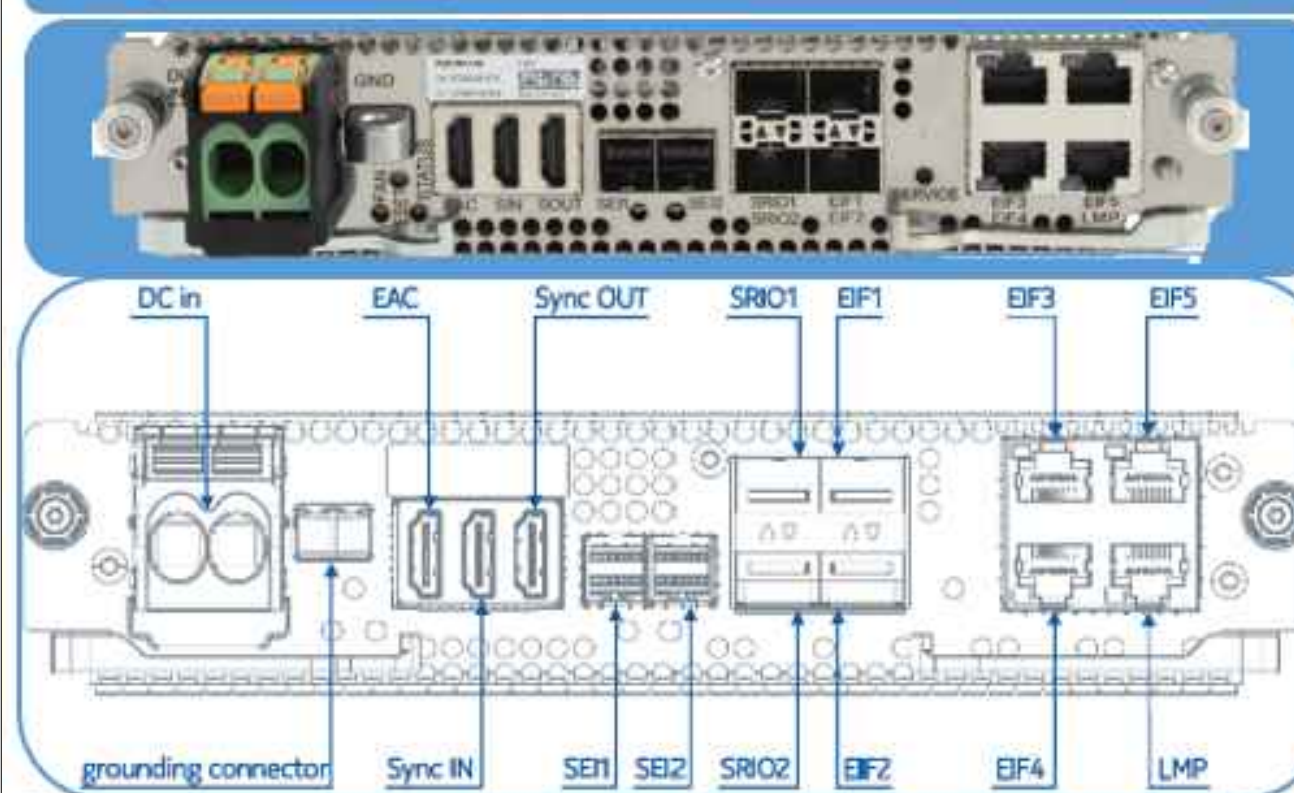
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## AIRSCALE RRH MODULE SPECIFICATIONS

## AIRSCALE BTS SPECIFICATIONS

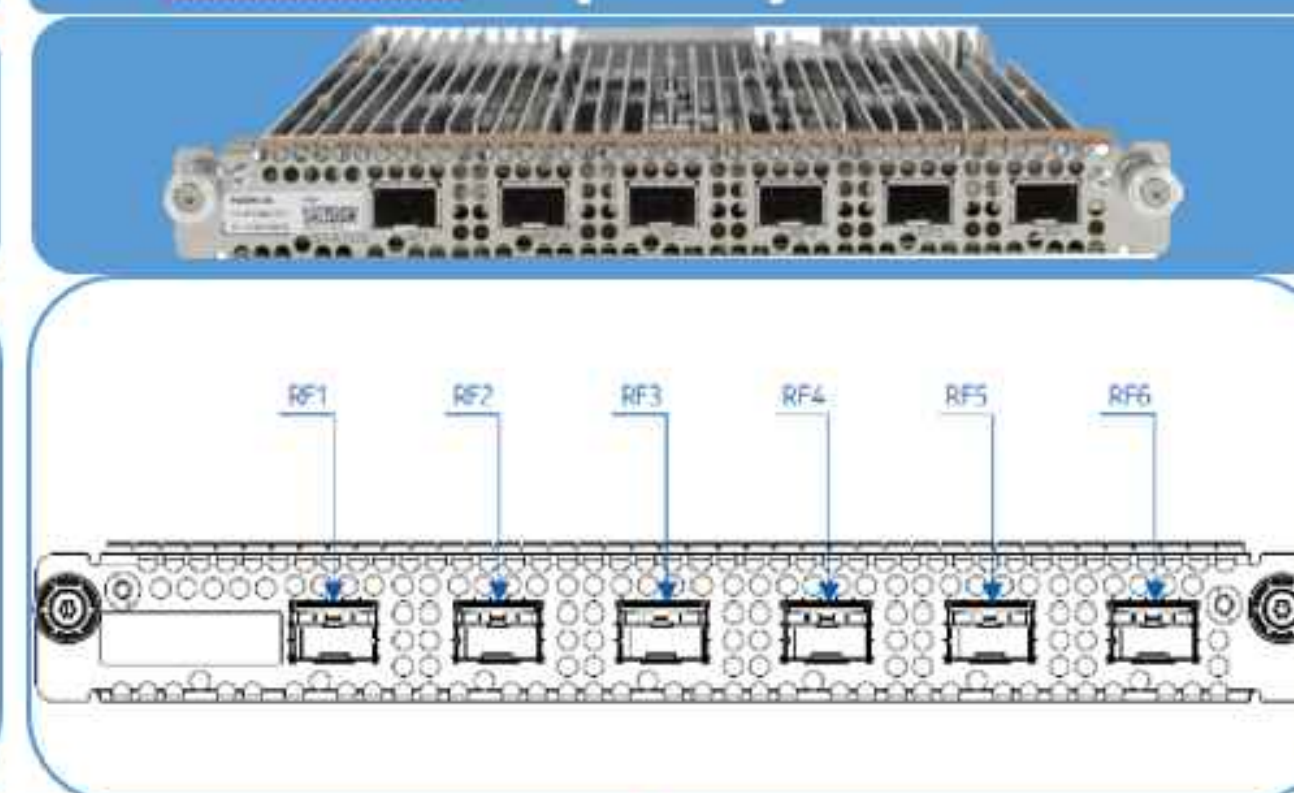
# AirScale System Module Cards

## AirScale Common ASIA Card



Specification	Details
Function	Transport, centralized control processing
Number of Cards in AMIA	Up to 2
Interfaces	EAC: 1 – HDMI (External Alarms) SIN: 1 – HDMI, SOUT: 1 – HDMI SEI: 2 – MINI HDMI (2x10GE) SRIO: 2 – SFP+ (Multi Radio 10) EIF1-2: 2 – SFP+, EIF 3-5: RJ45 LMP: 1 – RJ45 (Local Mgmt)
Dimensions / Weight	1.7 x 8.6 x 14.2 in (H x W x D) / 6.6 lbs

## AirScale Capacity ABIA Card



Specification	Details
Function	Cell specific baseband processing
Number of Cards in AMIA	Up to 6
Interfaces	6 x CPRI (9.8Gbps)
Dimensions	1.1 x 8.6 x 14.2 in (H x W x D)
Weight	4.4 lbs

## ASIA CARD AND ABIA CARD SPECIFICATIONS

## ABIL CARD SPECIFICATIONS

Nokia AirScale System Module Product Description

Figure 18: AirScale Capacity ABIL interfaces

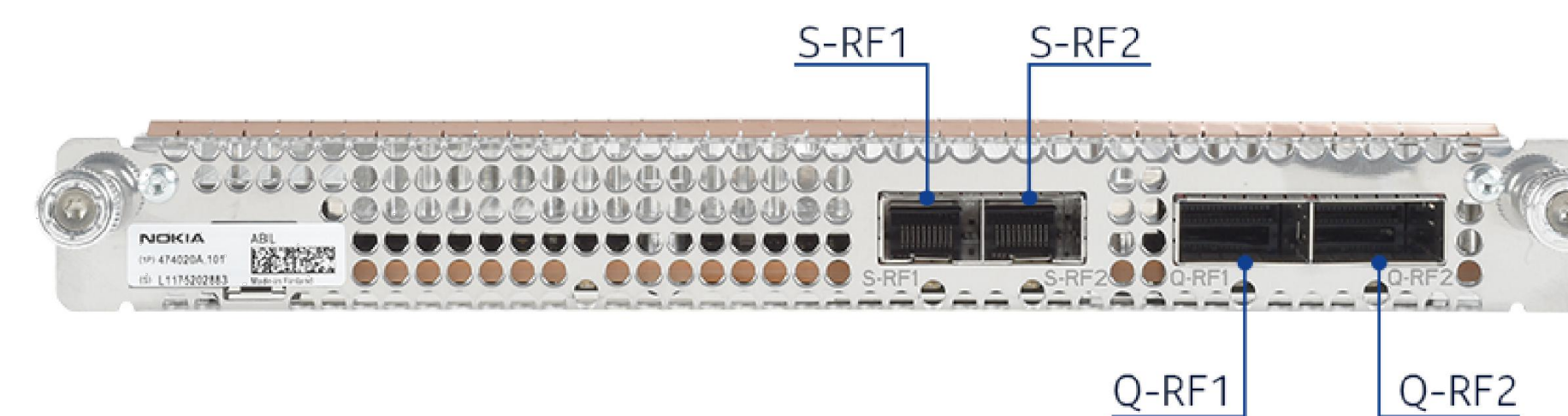


Table 23: ABIL interfaces

Label	Function	Connector type	Additional information
S-RF1, S-RF2	Fronthaul CPRI interfaces to radio units	SFP+/SFP28	CPRI line rate: 9.83 Gbps eCPRI line rates: 10.31 Gbps or 25.78 Gbps
Q-RF1, Q-RF2	Fronthaul CPRI interfaces to radio units 10/25 GE Ethernet	QSFP+/QSFP28	CPRI line rate: 9.83 Gbps eCPRI line rates: 10.31 Gbps or 25.78 Gbps

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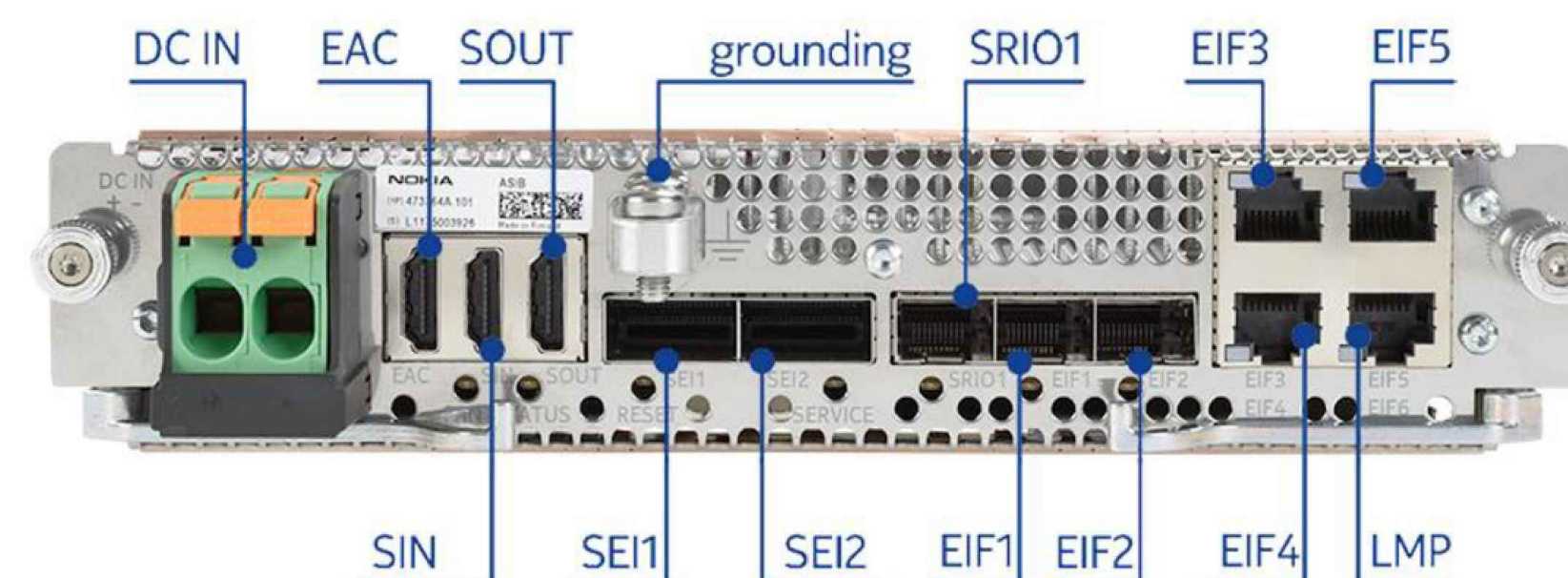
EQUIPMENT  
SPECIFICATIONS

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PROJECT# 2022.0006.0023





**NOKIA - ASIB UNIT**

DIMENSIONS (HxDxW):  
 WEIGHT (UNIT ONLY):

1.7" x 8.6" x 14.2"  
 6.6 Lbs

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ASIB SPECIFICATIONS

I

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**EQUIPMENT  
 SPECIFICATIONS**

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2



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**EQUIPMENT  
SPECIFICATIONS**

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**NOKIA**

Nokia 7250 IXR-e series Interconnect  
Routers

Release 21

Routers in the Nokia 7250 Interconnect Router (IXR)-e series<sup>1</sup> are used for access and aggregation and as 5G multi-access edge computing (MEC) leaf nodes. They are ideal for IP anyhaul and fixed-mobile convergence.

Ready for growth

The 7250 IXR-e series features high system throughput and a variety of interfaces. 100GE ports used for high-speed uplinks enable cost-effective 100GE ring architectures.

5G mobile and telco cloud infrastructures are moving toward 25GE interfaces. On the 7250 IXR-e series, the native 25GE ports are capable of supporting 1GE,<sup>2</sup> 10GE or 25GE transceivers. Combined with support for GE SFPs in all SFP+ cages, the 7250 IXR-e allows for seamless migrations from 1GE to 10GE to 25GE rates without the need to replace the router.



7250 IXR-e 2QSFP28 8SFP28 24SFP+



7250 IXR-e 14SFP+ 4RJ45



7250 IXR-e 6SFP+ 20SFP 4RJ45

Compact and power saving

The 7250 IXR-e's compact (1RU) size and extended temperature range make it ideal for outside cabinet applications. It is ETSI 300-mm compliant, with all-up-front access and side-to-side air flow. A fan filter and redundant fans increase system lifetime and reduce maintenance costs.

7250 IXR-e systems consume approximately 20-25 percent less power than equivalent competing systems. Mass deployments for 5G will benefit significantly from this green design.

Differentiated service support

The 7250 IXR-e series supports low-latency applications while providing a large buffer memory for delay-tolerant applications. Very granular per-service and per-forwarding class policing and queuing features support differentiated quality of service (QoS), making the 7250 IXR-e series ideal for any-G aggregation and fixed-mobile network convergence.

<sup>1</sup> The 7250 IXR-e series is part of the 7250 IXR product family. Additional data sheets are available for other models in the product family.  
<sup>2</sup> Future software deliverable

**NOKIA**

Standards compliance<sup>3</sup>

Environmental specifications

- ATIS-0600015.03
- ATT-TP-76200
- ETSI EN 300 019-2-1; Storage Tests, Class 1.2
- ETSI EN 300 019-2-2; Transportation Tests, Class 2.3
- ETSI EN 300 019-2-3; Operational Tests, Class 3.2, 3.3
- ETSI EN 300 753 Acoustic Noise Class 3.2
- GR-63-CORE
- GR-3108-CORE
- VZ.TPR.9203 (CO)
- VZ.TPR-9205

Safety

- AS/NZS 60950.1/62368.1
- IEC/EN 60825-1
- IEC/EN 60825-2
- IEC/EN/UL/CSA 60950-1 Ed2
- IEC/EN/UL/CSA 62368-1 Ed2

Electromagnetic compatibility

- AS/NZS CISPR 32 Class A
- BSMI CNS13438 Class A
- BT GS-7
- EN 55024
- EN 55032 Class A
- EN 55035
- ETSI EN 300 132-2
- ETSI EN 300 132-3
- ETSI EN 300 336
- ETSI ES 201 468

<sup>3</sup> System design intent is according to the listed standards. Certifications vary on different models. Refer to product documentation for detailed compliance status.  
<sup>4</sup> Applicable to specific models  
<sup>5</sup> Certification pending

- FCC Part 15, Class A
- FTZ 1 TR9 (Deutsche Telekom)
- GR-1089-CORE
- ICES-003 Class A
- IEC CISPR 24
- IEC CISPR 35<sup>4</sup>
- IEC CISPR 32 Class A
- IEC/EN 61000-3-2, 3-3
- IEC/EN 61000-6-2, 6-4
- IEC/EN 61000-4-2 ESD
- IEC/EN 61000-4-3 Radiated Immunity
- IEC/EN 61000-4-4 EFT
- IEC/EN 61000-4-5 Surge
- IEC/EN 61000-4-6 Conducted Immunity
- IEC/EN 61000-4-11 Voltage Interruptions
- ITU-T K.20
- KCC Korea-Emissions & Immunity (in accordance KN32/KN35)
- VCCI Class A

Power utility substations<sup>4</sup>

- IEC 61000-6-5<sup>5</sup>
- IEC 61850-3<sup>5</sup>
- IEEE 1613 / 1613.1<sup>5</sup>

Railway<sup>4</sup>

- EN 50121-4<sup>5</sup>
- IEC 62236-4<sup>5</sup>

Directives, regional approvals and certifications

- DIRECTIVE 2011/65/EU Restriction of the use of certain Hazardous Substances in Electrical and Electronic Equipment (Recast) Directive (RoHS2)
- DIRECTIVE 2012/19/EU Waste Electrical and Electronic Equipment (WEEE)

**NOKIA**

- DIRECTIVE 2014/30/EU Electromagnetic Compatibility (EMC)
- DIRECTIVE 2014/35/EU Low Voltage Directive (LVD)
- MEF CE 3.0 certified
- NEBS Level 3
  - Australia: RCM Mark
  - China RoHS: CROHS
  - Europe: CE Mark
  - Japan: VCCI Mark
  - South Korea: KC Mark

Other certifications

- MEF CE 3.0 certified

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**LTE3429: Nokia AirScale Micro 4T4R B25 20 W (AHFB)**

AHFB technical specifications

**Functional description**

Table: AHFB functional specification

Property	Value
Output power	4x5 W
QAM modulation	256QAM (DL), 64 QAM (UL)
Number of TX/RX	4T4R
Outdoor installation	Yes
SW supported technology	FDD-LTE
TX frequency range	1820 - 1995 MHz
RX frequency range	1850 - 1915 MHz
DL instantaneous bandwidth	85 MHz
UL instantaneous bandwidth	85 MHz
DL filter bandwidth	85 MHz
UL filter bandwidth	85 MHz
Supported bandwidths	1.4, 2, 5, 10, 15, 20 MHz
Number of carriers per pipe	Up to 4

**Interfaces**

Figure: AHFB interfaces

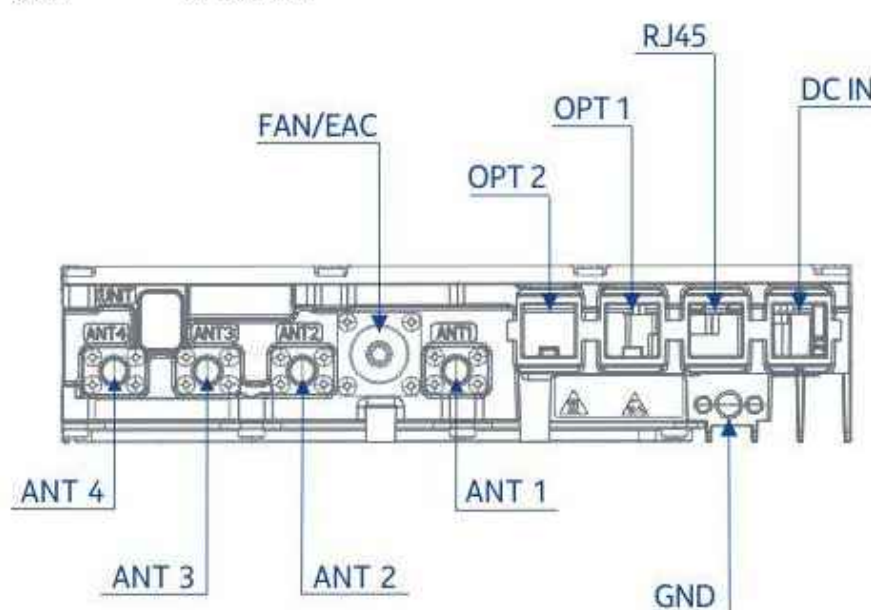
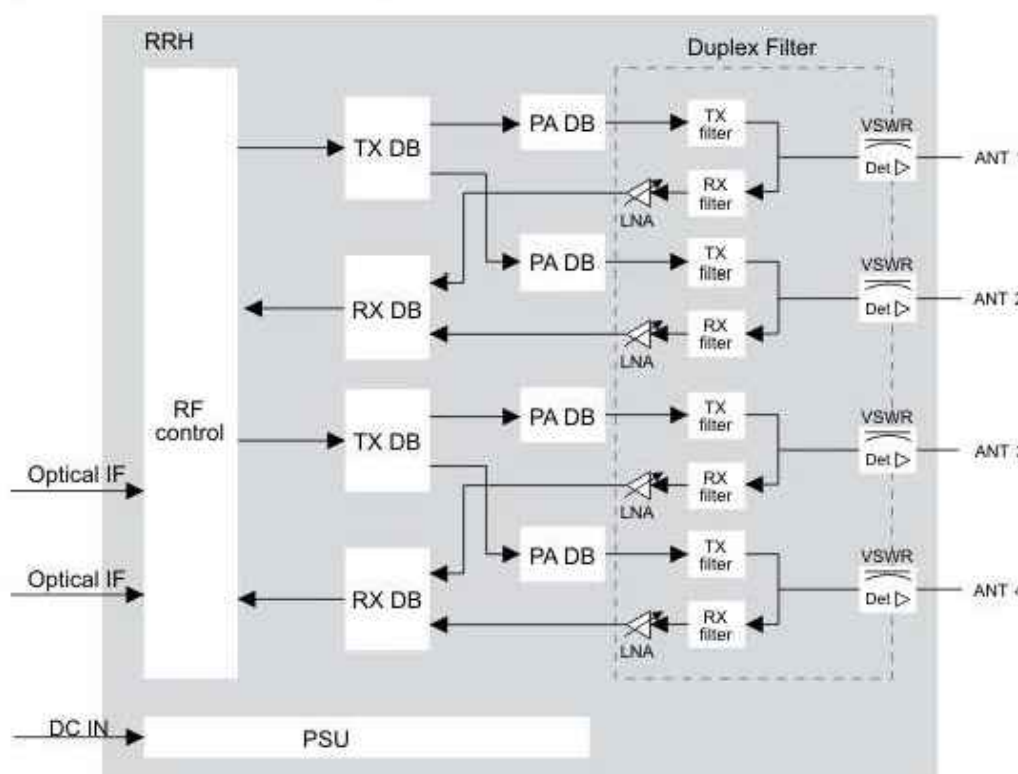


Table: AHFB interfaces

Interface	Label on the HW	Number of interfaces	Connector type	A dditional info
Power Connector	DC IN	1	Octix Plug Kit	Hot insert not supported
Antenna connector	ANT	4	NEX10	-
External Alarm Connection/Fan	FAN/EAC	1	CIRC 9F IP97 Flange	Hot insert not supported
Optical interface	OPT	2	OCTIX Plug Kit SFP/SFP+	9.8 Gbps, CPRI
Ethernet	RJ	1	RJ45	Separate feature required to enable this interface
Ground		1	M6 or dual M5 screws	-

**Functional block diagram**

Figure: AHFB functional block diagram



**Electrical specifications**

Table: AHFB electrical specifications

Property	Value
Nominal supply voltage	-60.0 V DC
Nominal input voltage range	-60.5 V DC to -57.0 V DC

**Power consumption**

**LTE3431: Nokia AirScale Micro 4T4R B66 20 W (AHIB)**

AHIB technical specifications

**Functional description**

Table: AHIB functional specification

Property	Value
Output power	4x5 W
QAM modulation	256QAM (DL), 64 QAM (UL)
Number of TX/RX	4T4R
Outdoor installation	Yes
SW supported technology	FDD-LTE
TX frequency range	2110 - 2200 MHz
RX frequency range	1710 - 1780 MHz
DL instantaneous bandwidth	70 MHz
UL instantaneous bandwidth	70 MHz
DL filter bandwidth	90 MHz
UL filter bandwidth	70 MHz
Supported bandwidths	5, 10, 15, 20 MHz

**Interfaces**

Figure: AHIB interfaces

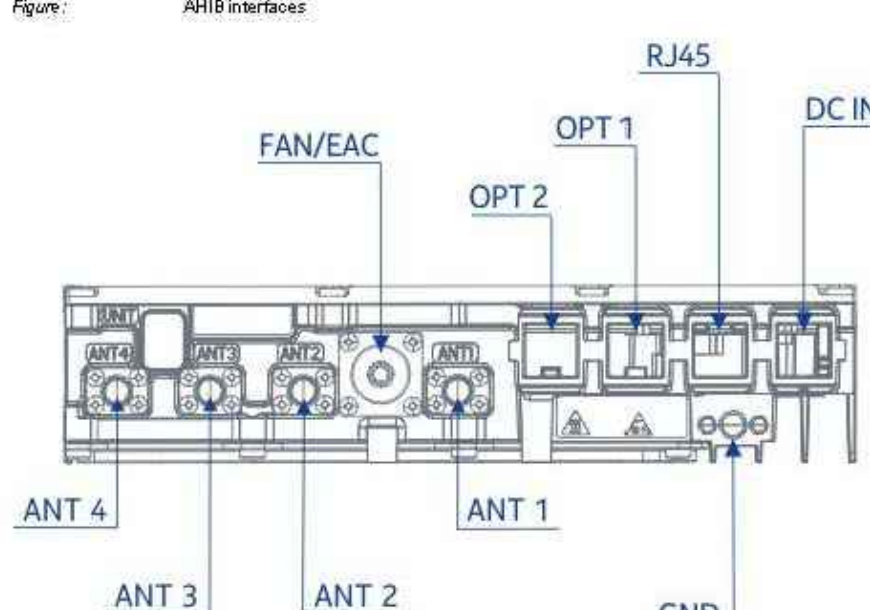
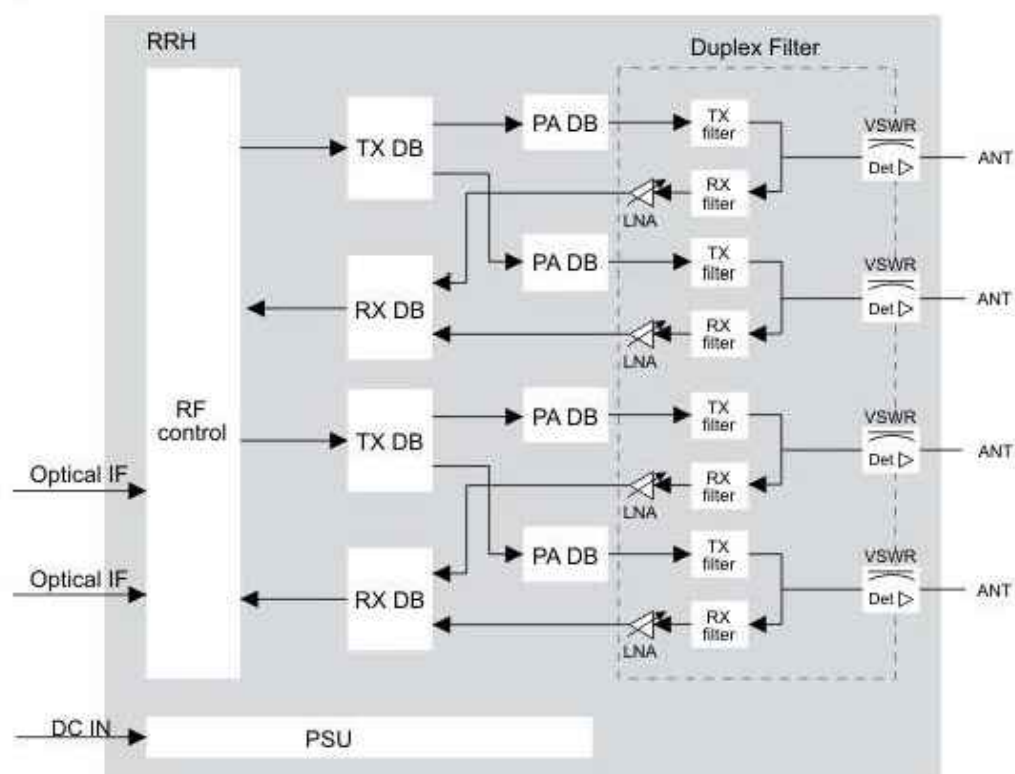


Table: AHIB interfaces

Interface	Label on the HW	Number of interfaces	Connector type	A dditional info
Power Connector	DC IN	1	Octix Plug Kit	Hot insert not supported
Antenna connector	ANT	4	NEX10	-
External Alarm Connection / Fan	FAN/EAC	1	CIRC 9F IP97 Flange	Hot insert not supported
Optical interface	OPT	2	OCTIX Plug Kit SFP/SFP+	9.8 Gbps, CPRI
Ethernet	RJ	1	RJ45	Separate feature required to enable this interface
Ground		1	M6 or dual M5 screws	-

**Functional block diagram**

Figure: AHIB functional block diagram



**Electrical specifications**

Table: AHIB electrical specifications

Property	Value
Nominal supply voltage	-60.0 V DC
Nominal input voltage range	-60.5 V DC to -57.0 V DC

**Power consumption**

**1 Introduction**

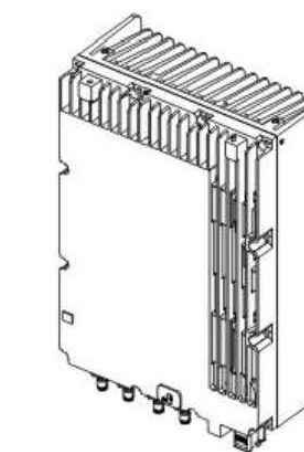
**1.1 Nokia AirScale Micro 4T4R 5G n41/B41 80 W AWHHF**

**1.1.1 Description**

5GC001707/LTE5304: Nokia AirScale Micro 4T4R 5G n41/B41 80 W AWHHF feature in release 5G19A/SRAN19A introduces the new Nokia AirScale Multiband Remote Radio Head with four transmitters and four receivers for 5G n41 / B41 enabling it to support one sector and 5G/TD-LTE at 2.5 GHz.

The AWHHF radio is to be used in Small Cells application for the purpose of utilizing the new 2.5 GHz spectrum available which gives additional capacity and enhancing the user experience with 5G technology.

The AWHHF is a 4TX/4RX RRH for 5G n41 and TD-LTE at 2.5 GHz. There are four antenna ports on the RRH – each port has a 20W Power Amplifier (PA) supporting up to 4CC on 5G and up to 8CC on TD-LTE.



The AWHHF RRH Module has the following main features:

- Frequency range: 2496 - 2690 MHz
- Modulation schemes support: 256 QAM (DL) and 64 QAM (UL)
- Number of TXRX: 4T4R
- Max output power per TX path: 20 W (Total Power is 4 x 20 W = 80 W)
- Output power of the cell per TX: 30 to 43 dBm
- DL/UL BW: 194 MHz (IBW) / 160 MHz (OBW)
- Supported bandwidths: 5G: 20, 40, 50, 60, 80, 100 MHz \*/ TD-LTE 20 MHz / NR + TD-LTE \*\*
- IP65 protection with -40°C (-40°F) to +55°C (131°F) ambient temperature (in the shade or in the sun). Maximum indoor temperature 45°C (113°F)
- Optical interfaces: 3 x 9.8 Gbps CPRI SFP
- To operate the radio, the Nokia AirScale Baseband requires Phase Sync Mode from GPS

**Notes:**

- \* 5G Carrier BW availability is SW release dependent. See BW and SW release targets below:
  - o 5G19A: 40MHz BW
  - o 5G20A: 60 / 100MHz BW
  - o 5G20B: 20 / 50 / 80MHz BW

\*\* Concurrent Support of TD-LTE and n41: 5G20A / SRAN20B

**1.1.6 Dimensions and Weight**

Property	Value	Dimensions orientation
Height	345 mm (13.58 in.)	
Width	Core RRH (DC version): 245 mm (9.65 in.) RRH with an AC adapter (AC version): 270 mm (10.63 in.)	
Depth	130 mm (5.12 in.)	
Weight	Core RRH (DC version): 13.0 kg (28.66 lb) RRH with an AC adapter (AC version): 14.5 kg (31.97 lb)	

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EQUIPMENT SPECIFICATIONS

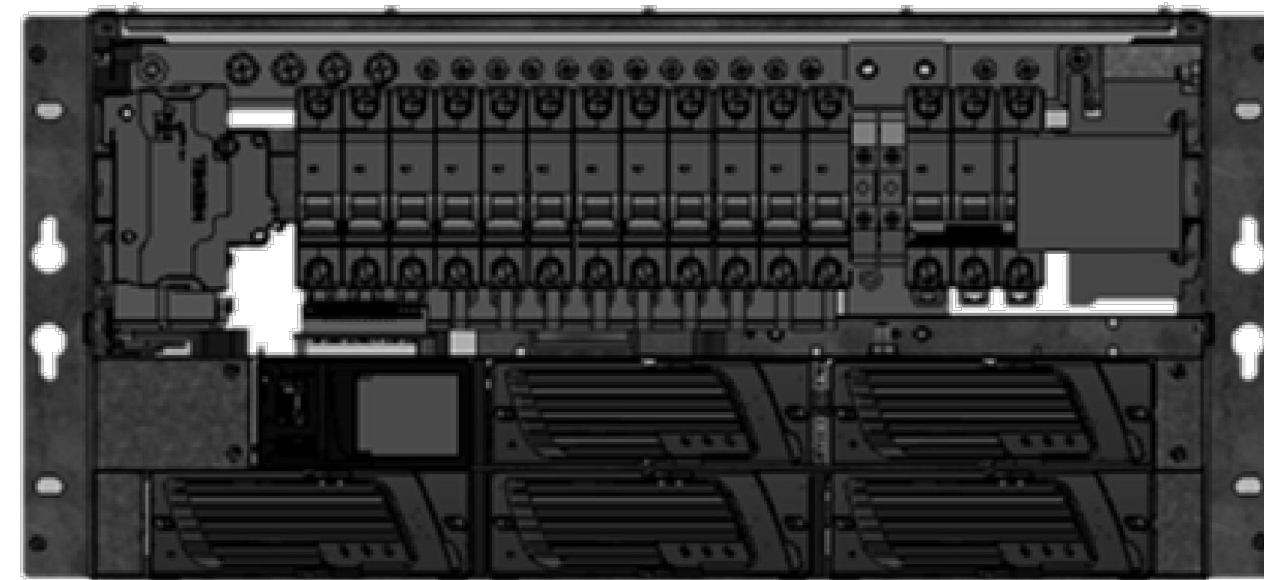
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T.5.00



# ESAA250-HAA Series

## DC Power System



ESAA250-HAA Series is the power system playing the leader role in Telecom industry and Data center application with 250A of the power for 48V system. It is modular, expandable and can be easily installed in 19-inch enclosure, also with high cost-performance ratio and gorgeous efficiency all rolled into one, that is, your one of a kind energy core.

To maintain all aspects of the power performance, working perfectly at extremely high efficiency up to 96.4% and keeping low consumption, not to mention the ultra-leading power ESAA250-HAA series the extraordinary green design and the savior of reducing CO<sub>2</sub>.

Relying on the advanced real time monitoring mechanism and comprehensive battery management, ensuring prevention before problems and lengthening the battery life can reach each component's full potential in a compact 5U shelf and generate savings in OPEX.

### Key Features

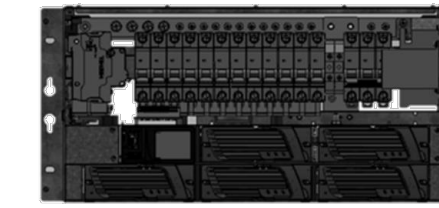
- Perfect Integration with Delta Outdoor Enclosure
- Compact Design 5U System
- Leading Efficiency 96.4%

### Applications

- 3G / 4G / 5G
- Fixed Line
- Datacom



# ESAA250-HAA Series



### INPUT

Voltage (nominal)	Three phase; V <sub>L-L</sub> : 380V <sub>AC</sub> ; V <sub>L-N</sub> : 220V <sub>AC</sub> ; 5W (L1, L2, L3, N, PE)
Voltage (range)	V <sub>L-L</sub> : 380/400/415 (±20%); V <sub>L-N</sub> : 220/230/240 (±20%)
Frequency	45 - 65Hz
Connections	AC Breaker 3 x 1P 40A with AC SPD (type II)

### OUTPUT

Voltage (nominal)	-48V <sub>DC</sub>
Voltage (default)	-54V <sub>DC</sub>
Voltage (adjustable range)	-43 to -58V <sub>DC</sub> (Compatible with most lithium battery)
Maximum Power @ nominal Input	15kW (48V / 250A)
Power Distributions	PL: 50Ax2, 32Ax1, 16Ax3 NPL: 50Ax4, 32Ax1, 16Ax1 Battery: 100A x3
LVDS	LVBD: 250A x1 (LVD disconnect / closing voltage is user adjustable - 40Vdc ~ 58Vdc) LVLD: 250A x1 (LVD disconnect / closing voltage is user adjustable - 40Vdc ~ 58Vdc)

### CONTROL AND MONITORING

Operating Voltage	18 – 60V <sub>DC</sub>
Input Power	Typical 5W, Maximum 15W
Security Access	Password Protected Levels
User Interface	Color LCD display; touch panel; WLAN (option)
Remote Access	Ethernet (SNMP optional)
Digital Input / Alarm Output	DI x3 / Dry Contact x6 (Mapping of alarms to dry-contact is user-programmable)
Event Logs	10,000
Basic Alarms	AC Mains Fail; Rectifier Module Fail; AC/DC SPD Fail; Voltage Abnormal (High); Breaker Trip; Temperature Abnormal; LVD Trip; Uneven Load Sharing (User programmable names for extended alarms)
Alarm Level	Urgent / Non Urgent
Rectifier Management	Soft Start; Current Limit Control; Rectifier Information; Optional: Redundancy Check; Remote On/Off (Settable System Boot Delay Time, System Reset)
Battery Management	Temp Compensation; Charge Current Limit; Capacity Setting; Monitoring: Volt/Curr/Temp; Boost Charge; Float/Equalized Charge; Optional: Battery Test (auto/manual); Lifetime Prediction; Battery Stolen Alarm

### MECHANICAL

Dimensions (W x H x D)	480.6 x 222.1 x 341.4mm (18.92 x 8.74 x 13.44in)
Weight	approx. 26kg (57.32lb) (without rectifier)

### ENVIRONMENTAL

Operating Temperature	-40 to +65 °C (-40 to +149 °F)
Storage Temperature	-40 to +70 °C (-40 to +158 °F)
Altitude	0 to +4000m
Related Humidity	0 – 95 % RH non-condensing
Acoustic Noise	≤ 60dBA @ 1M

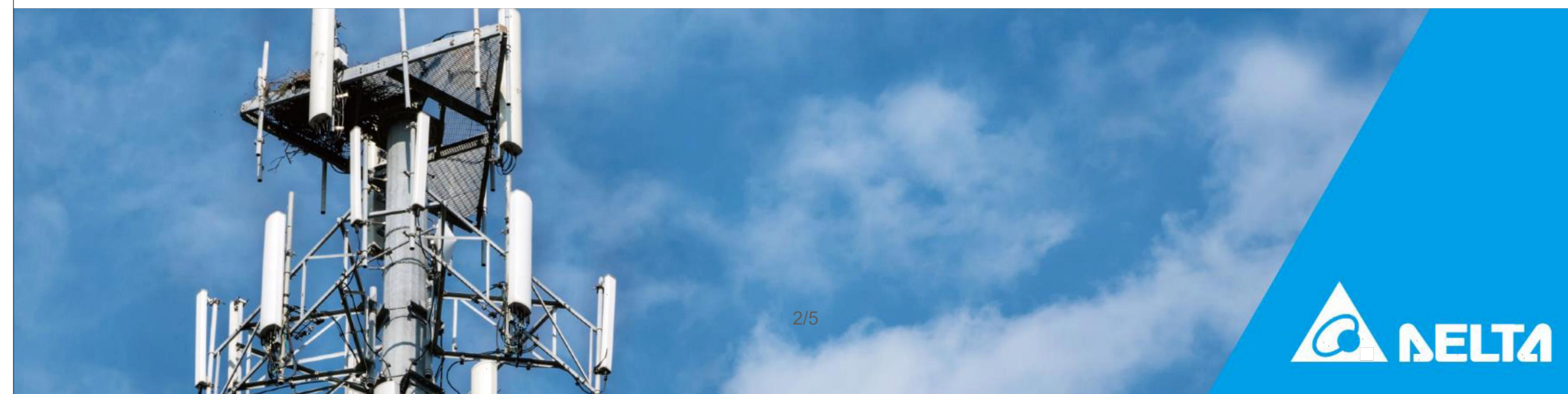
### STANDARDS

Safety	Delta Standard (IEC62368-1)
EMC	CE, TUV/UL (rectifier)
Environment	RoHS

### ORDERING INFORMATION

ESAA250-HAA Series	15kW Front Access DC Power System
--------------------	-----------------------------------

\* All specifications are subject to change without prior notice.



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BELLEVUE, WA 98006  
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KCYH003A

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EQUIPMENT  
SPECIFICATIONS

SHEET NUMBER:

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**KCI AIRPORT**

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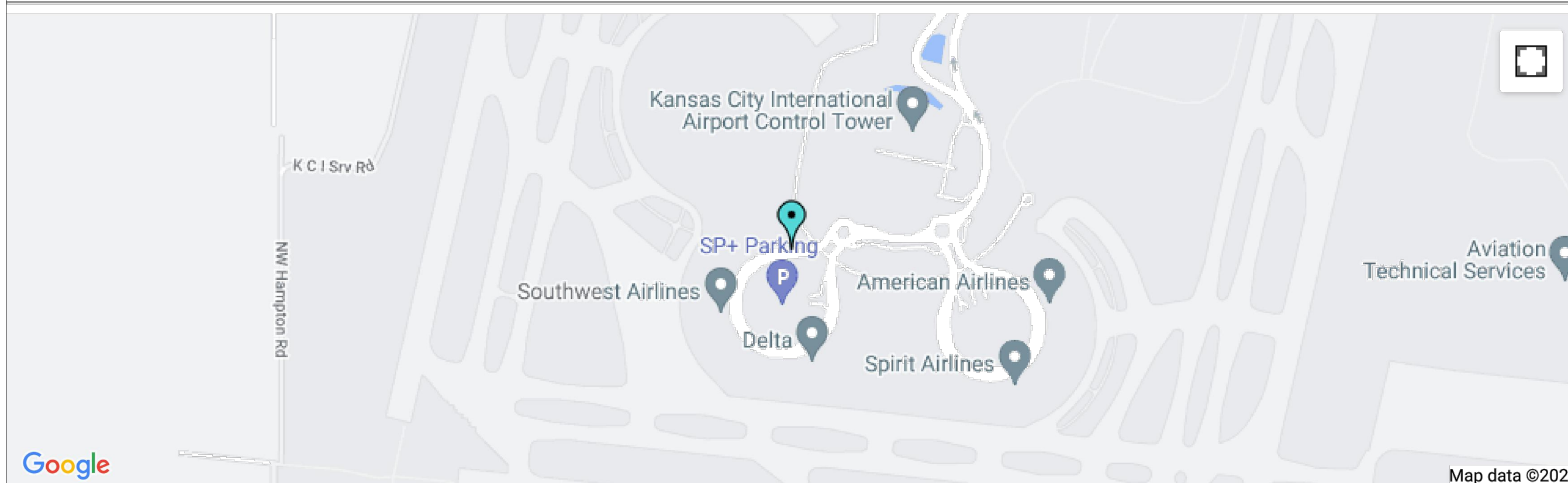
SHEET NAME:

**RFDS SHEETS**

SHEET NUMBER:

**T.7.00**

**Cluster Information**



**Legend**

- Macro
- Hub
- Node
- Undecided

<b>Cluster Name</b>	KCYH003A KCI Airport	<b>Region</b>	CENTRAL
<b>Vendor</b>	Nokia	<b>Market</b>	KANSAS CITY KS
<b>Created On</b>	6/14/22 8:10:54 PM +00:00	<b>Cluster Type</b>	DAS
<b>Created By</b>	EDWARD.CAVERLY@T-MOBILE.COM		

RAN Template: A&L Template: KCYH003A\_DAS\_1  
Print Name: Standard  
PORs: Venue ACS\_New Build

**Section 1 - Site Information**

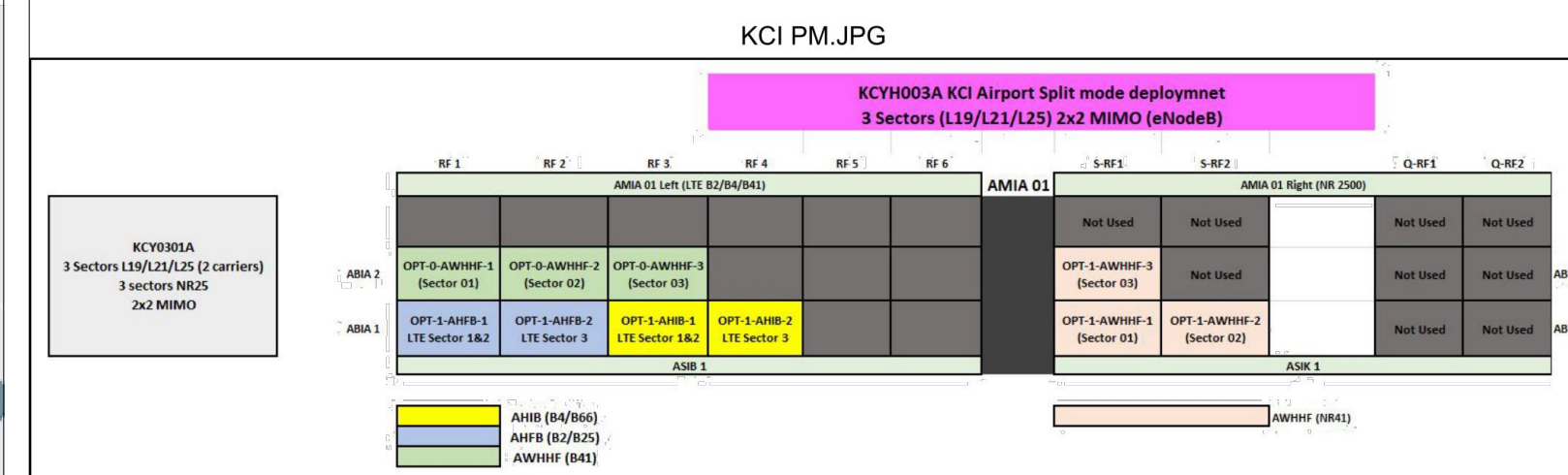
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<b>Status:</b> Final	<b>Site Class:</b> In-Building HUB	<b>Longitude:</b> -94.71888889
<b>Version:</b> 1	<b>Site Type:</b> Engineering DAS	<b>Address:</b> 7 Rome Cir
<b>Project Type:</b> DAS	<b>Plan Year:</b>	<b>City, State:</b> Kansas City, MO
<b>Approved:</b> 6/15/22 9:48:20 PM +00:00	<b>Market:</b> KANSAS CITY KS	<b>Region:</b> CENTRAL
<b>Approved By:</b> EDWARD.CAVERLY@T-MOBILE.COM	<b>Vendor:</b> Nokia	
<b>Last Modified:</b> 6/15/22 9:48:20 PM +00:00	<b>Landlord:</b> Not Specified	
<b>Last Modified By:</b> EDWARD.CAVERLY@T-MOBILE.COM		

<b>RAN Template:</b>	<b>AL Template:</b>
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<b>Coax Line Count:</b> 0	<b>TMA Count:</b> 0
<b>RRU Count:</b> 0	

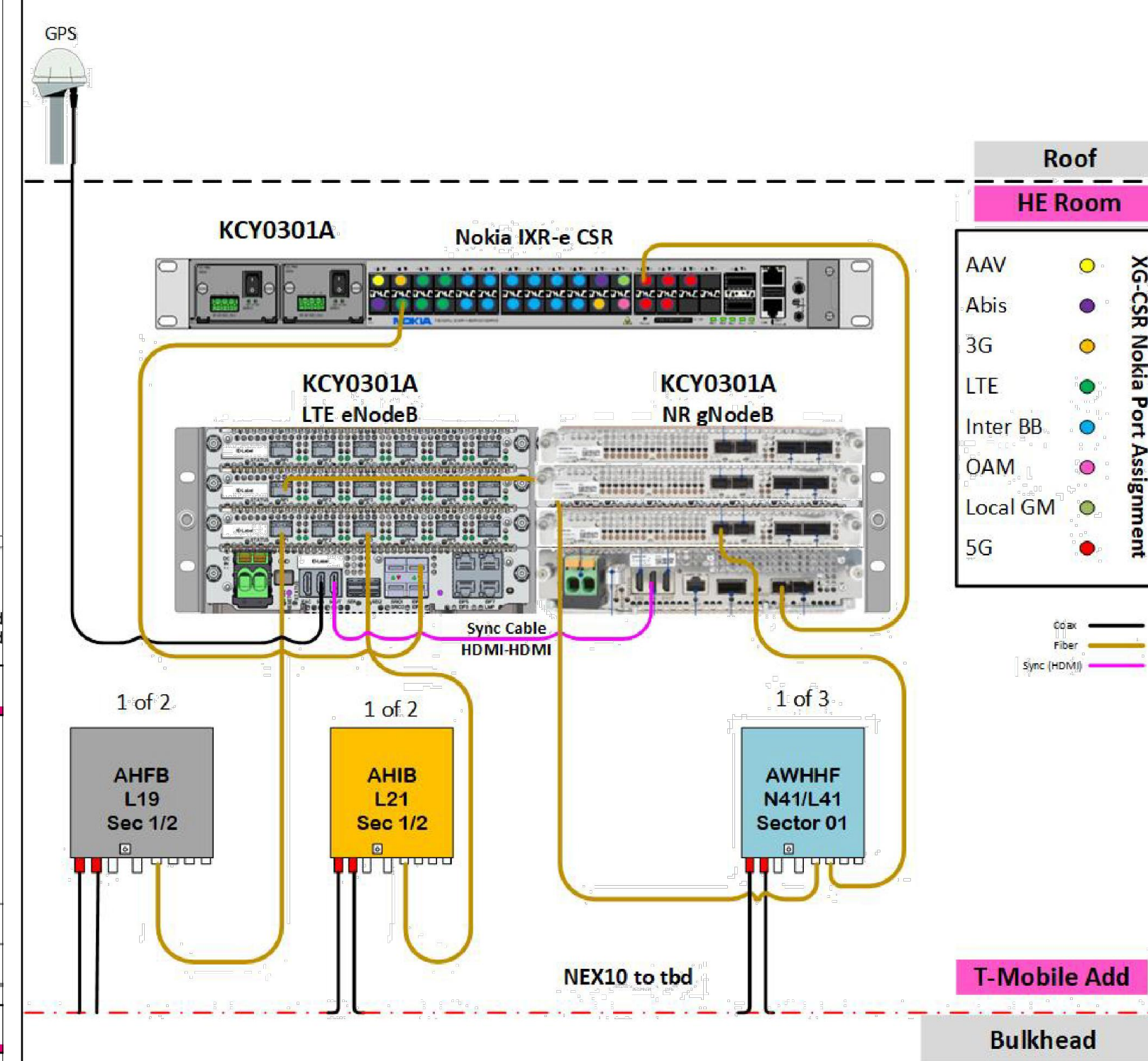
**Section 2 - Existing Template Images**

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**Section 3 - Proposed Template Images**



**KCI Airport**  
**KCYH003A | KCY0301A**  
3 Sectors LTE 1900/2100/2500 NR2500  
2x2 MIMO  
Split Mode



Notes:





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SITE NUMBER:  
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SHEET NAME:  
**RFDS SHEETS**

SHEET NUMBER:  
**T.7.01**

PROJECT# 2022.0006.0023.

**Section 4 - Siteplan Images**

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RAN Template: A&L Template:	KCYH003A_DAS_1 <small>Print Name: Standard        PORs: Venue ACS_New Build</small>
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**Section 5 - RAN Equipment**

**Existing RAN Equipment**

----- This section is intentionally blank. -----

**Proposed RAN Equipment**

Template:

Enclosure	1
Enclosure Type	Generic Cabinet (Nokia)
Baseband	ASIB L1900 L2100 L2500 ASIK (NR200)
Baseband Submodule	ABIA (x 2) ABIL (x 2)
Baseband Subrack	AMIA
GPS kit	GPS Synchronization Kit
Optical Cable/SFP	FOSO SM 1.4km SFP 1310nm CPRI 9.8G (x 30) SM Indoor Fiber LC-LC 5m (x 15) MM Indoor Fiber LC-LC 5m (x 5) FOTA Optical SFP+ 10GBase-SR 850nm MM (x 6) FINISAR - 10 GBASE 850nm MM SFP+ Datacom Transceiver (SAP-33593) (x 3)
Radio	AHFB (x 2) AHIB (x 2)
Small Cell Radio Only	AWHHF AirScale Micro RRH 4T4R n41 80W (x 3)
Transport System	CSR IxRe V2 (Gen2)

**RAN Scope of Work:**  
 3 new sectors of L19/L21/L25/NR25 connected to new ERA DAS

RAN Template: A&L Template:	KCYH003A_DAS_1 <small>Print Name: Standard        PORs: Venue ACS_New Build</small>
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**Section 6 - Power Systems Equipment**

**Existing Power Systems Equipment**

----- This section is intentionally blank. -----

**Proposed Power Systems Equipment**

(5) NEW T-MOBILE EQUIPMENT RACKS  
(D01, D02, D03, D04 & D05)  
WITH (1) ROUTER, (1) AMIA, (1) ASIB CARD, (1) ASIK CARD,  
(2) ABIA CARDS, (2) ABIL CARDS, (1) 250A DELTA POWER PLANT, (3)  
AWHHF AIRSCALE MODULE, (2) AHFB AIRSCALE RADIOS, (2) AHIB  
AIRSCALE RADIOS AND (1) GPS SYNCHRONIZATION KIT

(4) NEW AT&T RACKS  
(INSTALLED BY OTHERS)

NEW CABLE RACK  
(TYP.)

(1) NEW 20A RECEPTACLE MOUNTED ABOVE  
NEW T-MOBILE RACK  
(TYP. (1) PER RACK)  
(PROVIDED BY BUILDING)

NEW GPS SPLITTER IN  
NEW DAS RACK

EXISTING CABLE RACK (TYP.)

(2) NEW DAS RACKS (C14 & C15)  
(INSTALLED BY OTHERS)

- NOTES:**
- CONTRACTOR TO CONDUCT INTERNAL EXAMINATION OF WALLS UTILIZING GROUND PENETRATING RADAR (GPR) OR WALL PENETRATING RADAR (WPR) SCANNING PRIOR TO PENETRATIONS
  - CONTRACTOR TO SLOW DRILL SO AS NOT TO CUT ANY FLOOR/WALL REBAR
  - CONTRACTOR TO ENSURE WATER TIGHTNESS AT ALL WALL AND FLOOR PENETRATIONS
  - FILL ANY EXISTING WALL AND FLOOR OPENINGS W/SEALANT
  - ALL NEW WALL PENETRATIONS MUST BE FILLED W/FIRE STOPPING MATERIAL

**T-Mobile**  
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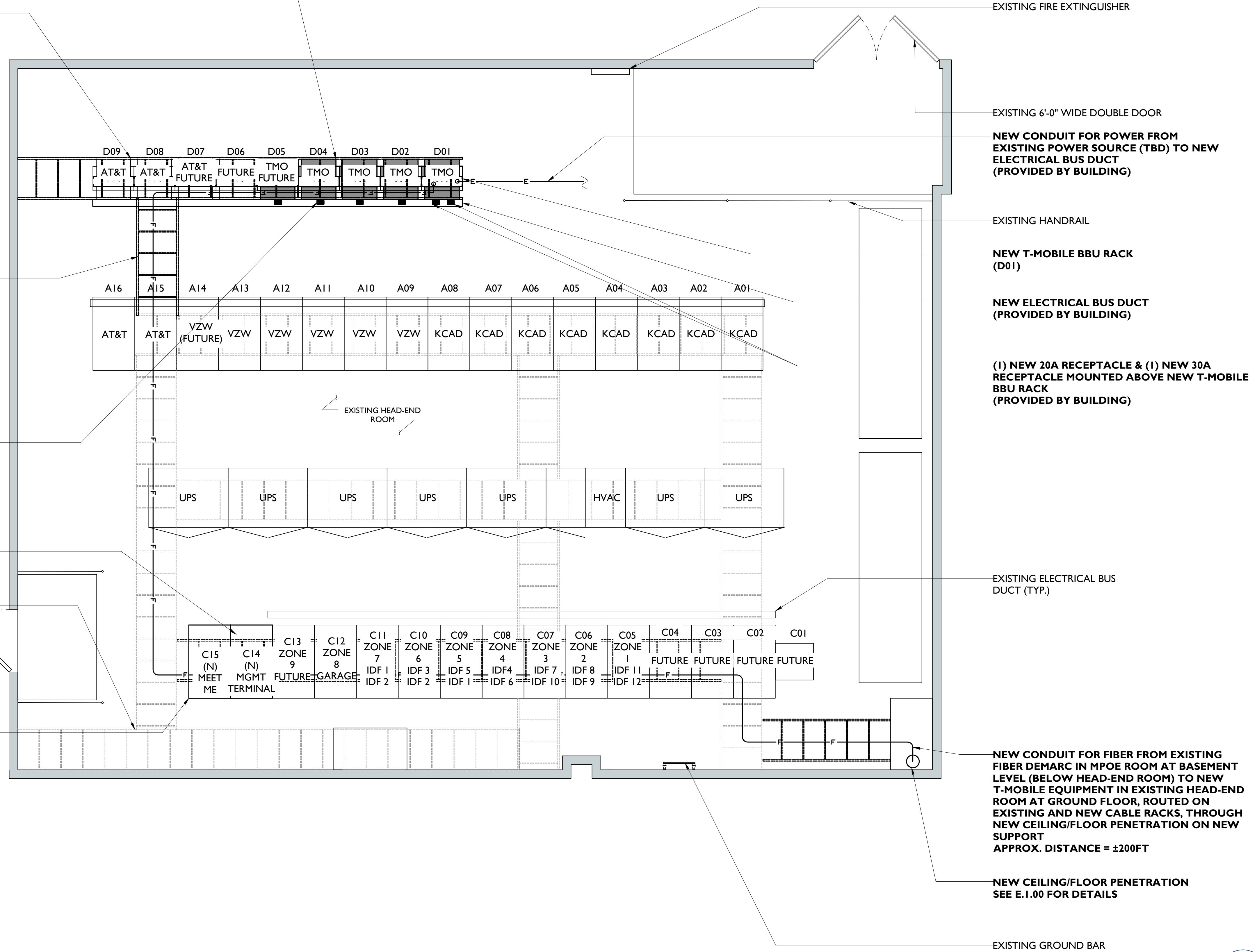
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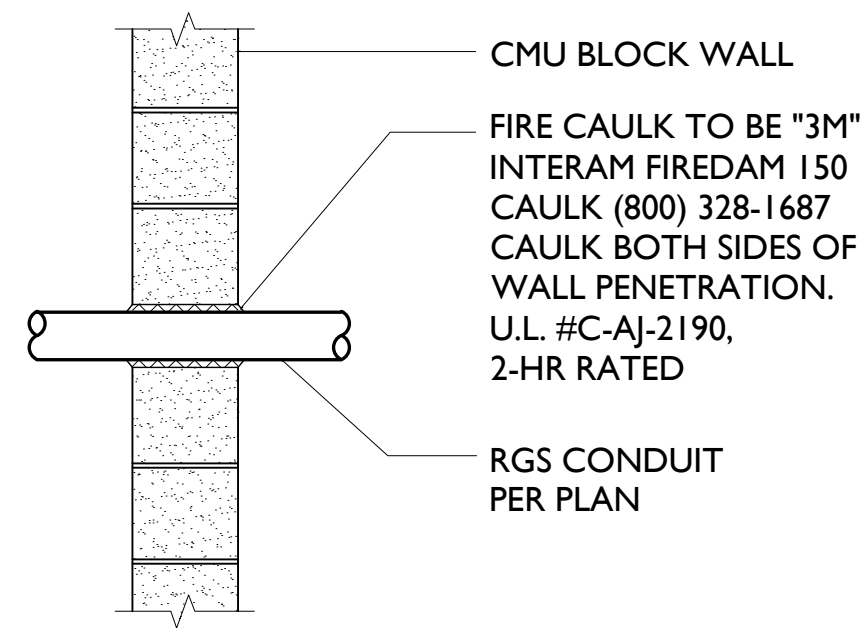
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**UTILITY PLAN**

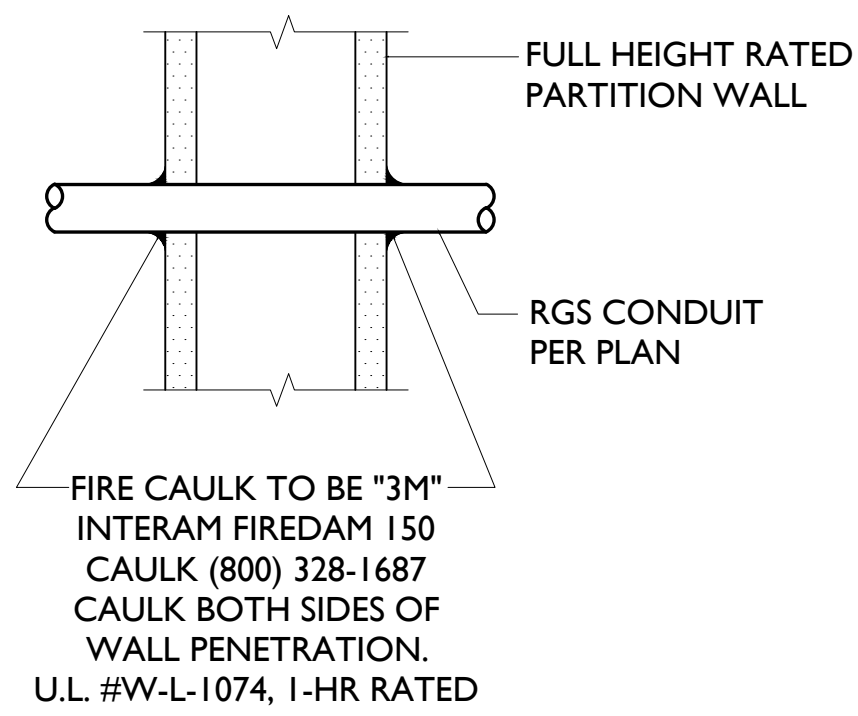
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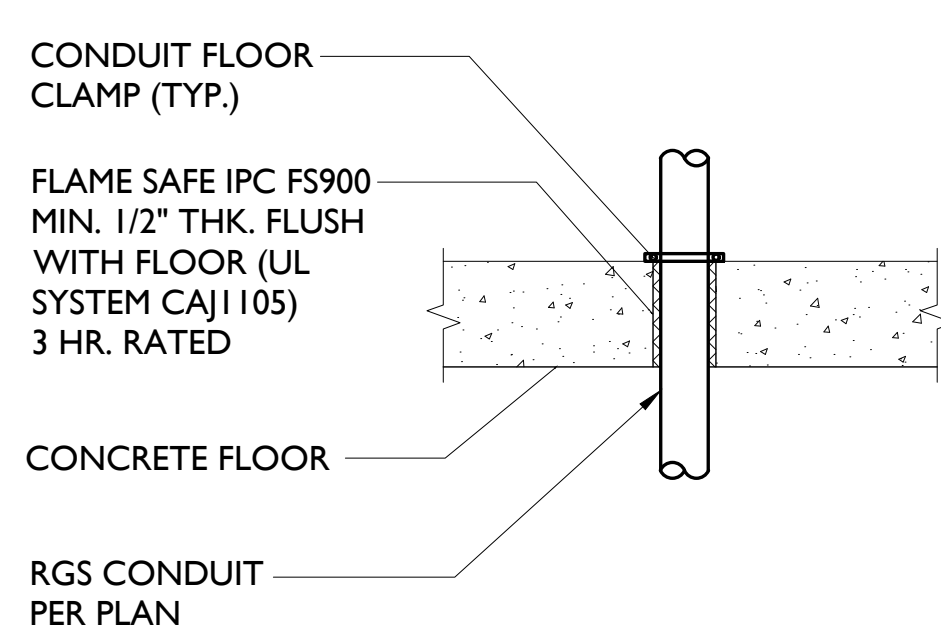




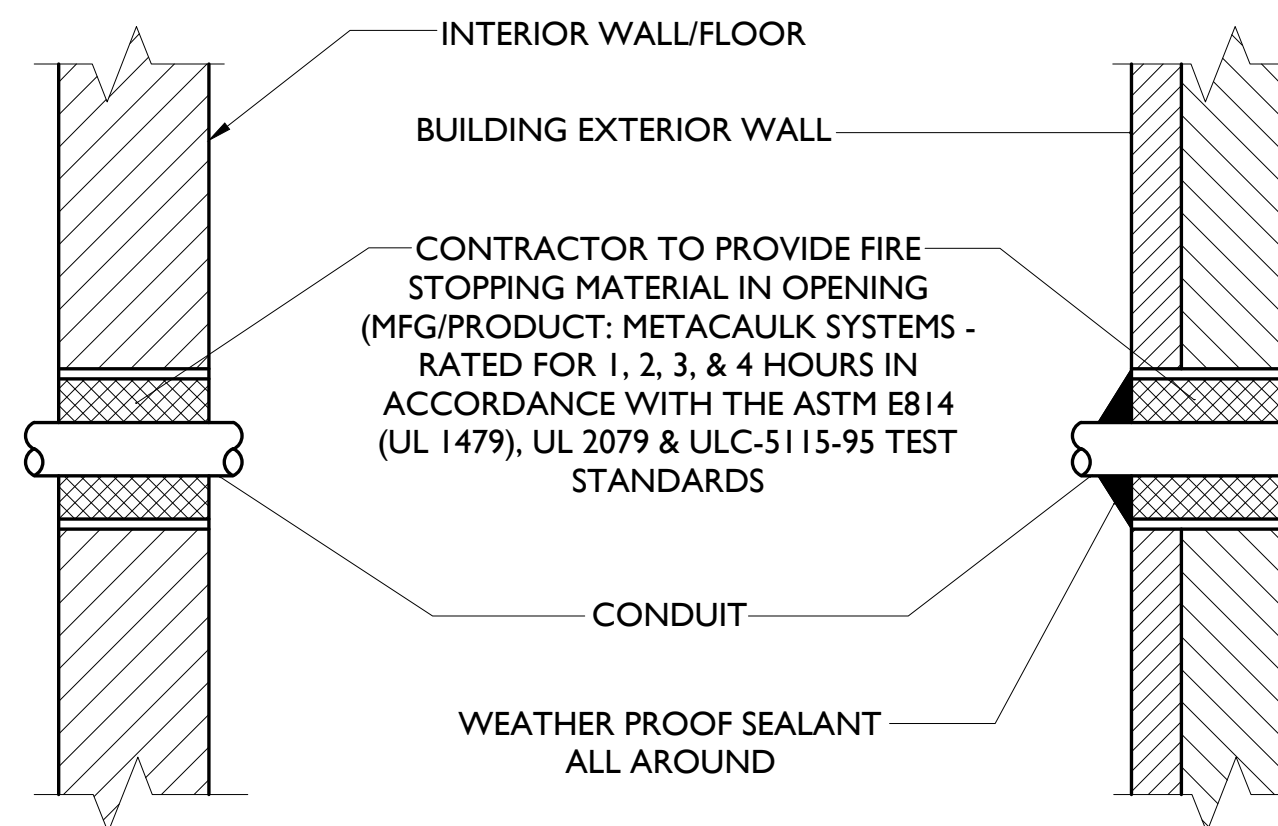
CMU BLOCK WALL



PARTITION WALL



CONCRETE FLOOR



**NOTE:**  
WHEN CORING INTO EXISTING WALL / FLOOR, CONTRACTOR TO REPAIR ALL OPENING TO EXISTING CONDITION, AND MAINTAIN ALL EXISTING FIRE RATINGS.

**NOTE:**  
1. CONTRACTOR TO SLOW DRILL SO AS NOT TO CUT ANY FLOOR REBAR.  
2. CONTRACTOR TO ENSURE WATER TIGHTNESS AT ALL WALL AND FLOOR PENETRATIONS



12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317



1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# E2019038761  
www.FullertonEngineering.com

#	DATE	DESCRIPTION	INT.
	07/19/2022	LEASE EXHIBIT	DV
	07/28/2022	90% CD	DV
I	08/24/2022	ADDRESS UPDATE	RW

PRELIMINARY NOT FOR CONSTRUCTION

WALL/CEILING PENETRATION DETAIL

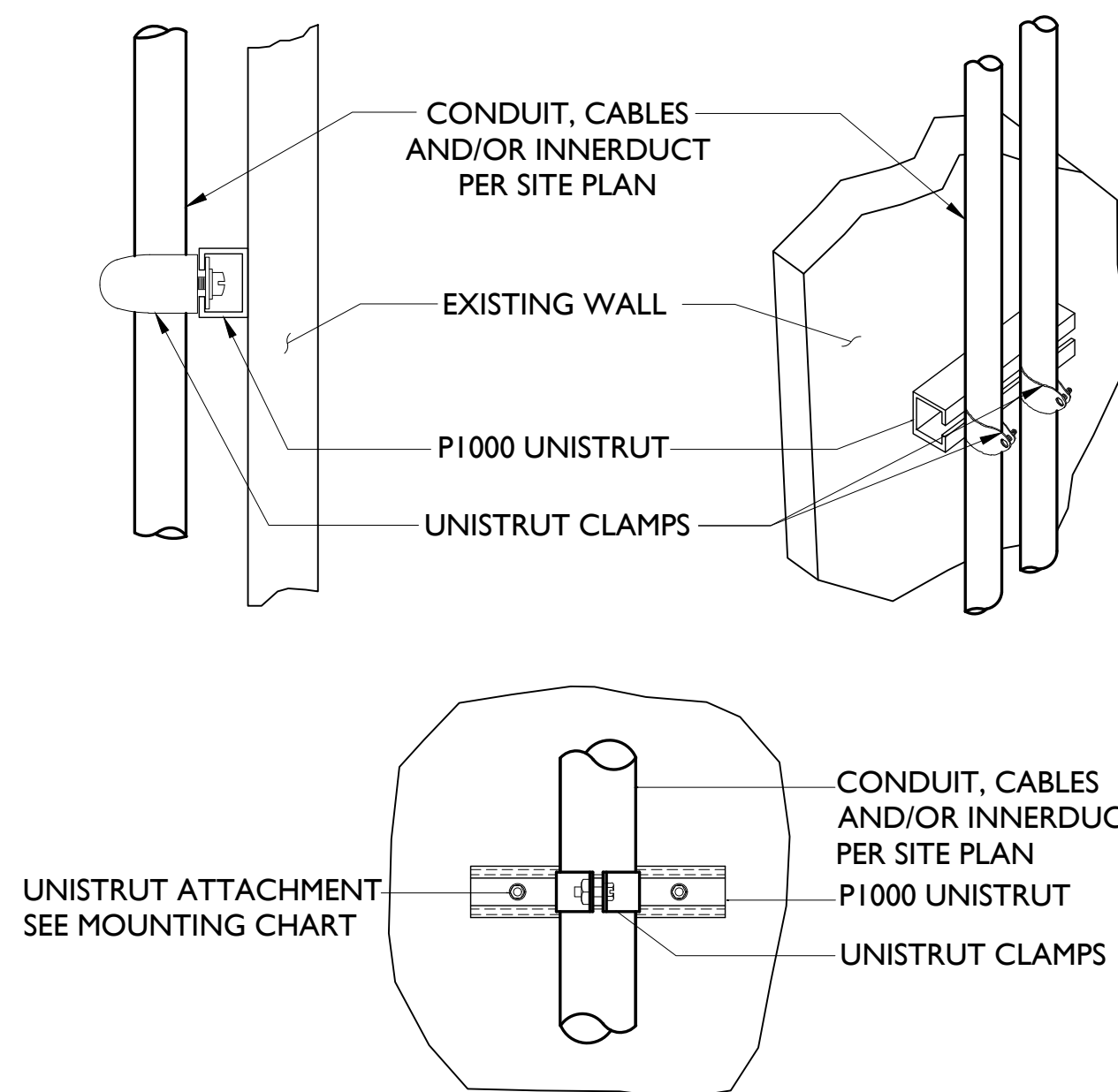
SCALE: N.T.S. 1

WALL PENETRATION DETAIL

SCALE: N.T.S. 2

NOT USED

3



WALL CONSTRUCTION TYPE	USE
HOLLOW	3/8" Ø TOGGLE BOLT
HOLLOW AT STUD	3/8" Ø LAG SCREW
CONCRETE BLOCK (HOLLOW)	3/8" Ø HILTI HY-20 WITH SCREEN, MINIMUM EMBEDMENT 2-1/2"
CONCRETE (SOLID)	3/8" Ø HILTI HY-150 WITH SCREEN, MINIMUM EMBEDMENT 2-1/2"

CONDUIT ATTACHMENT DETAIL AT WALL

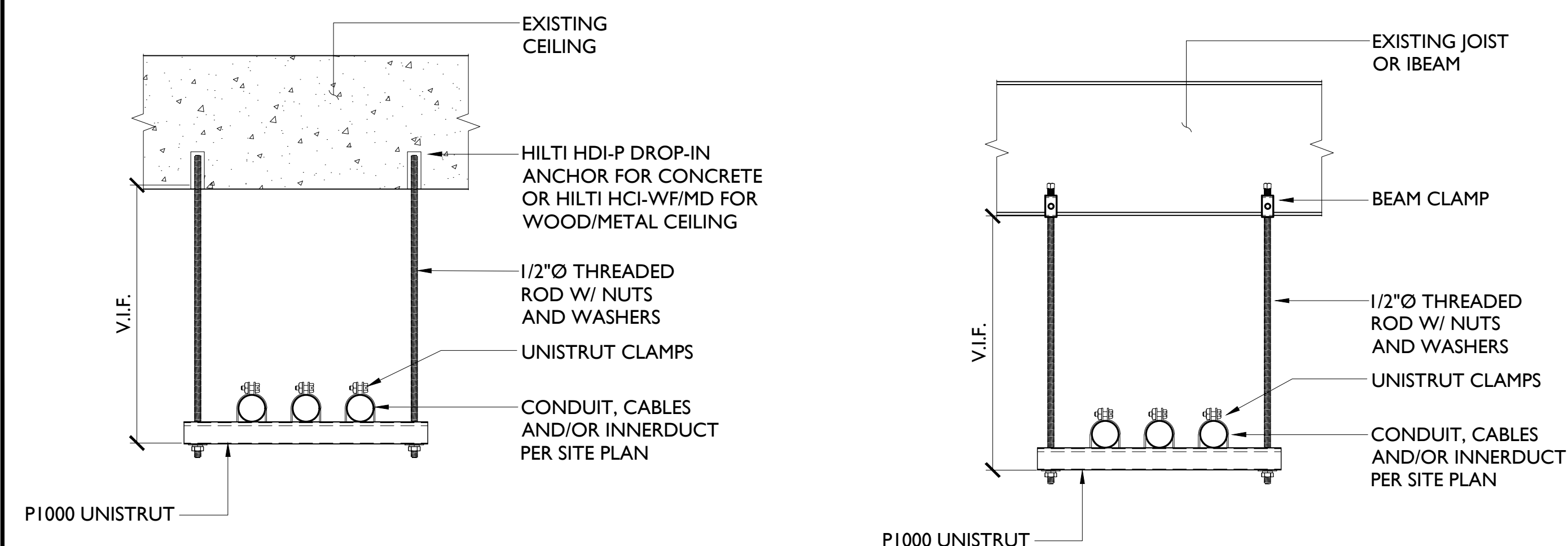
SCALE: N.T.S. 4

NOT USED

5

NOT USED

6

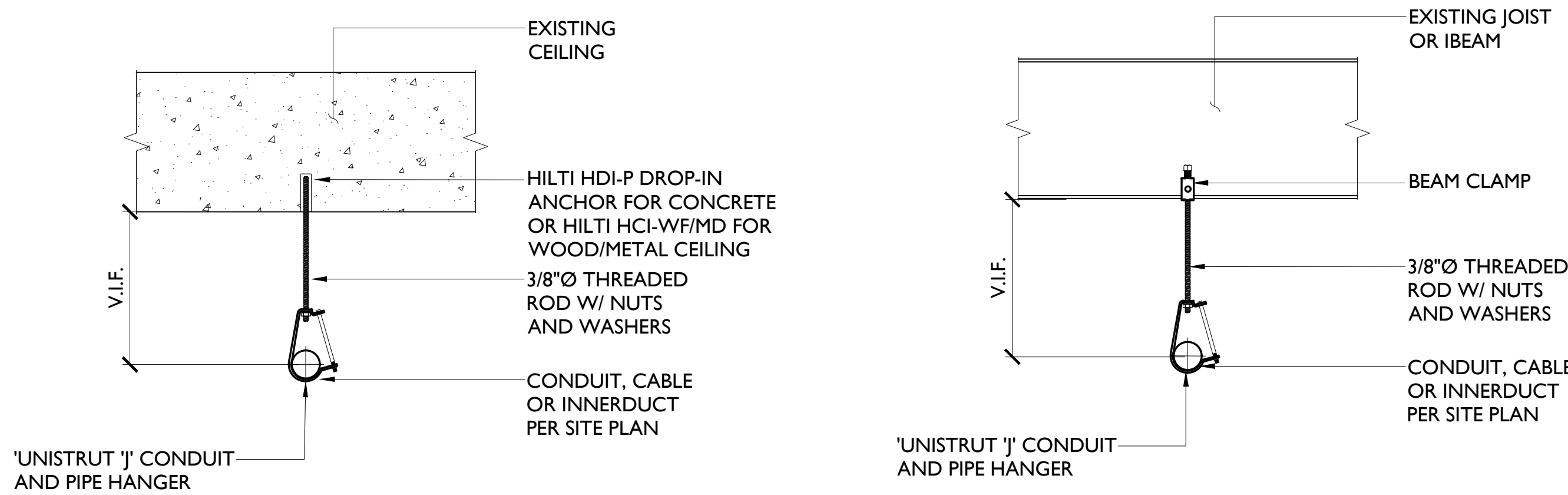


CONDUITS ATTACHMENT DETAIL AT CEILING

SCALE: N.T.S. 7

SINGLE CONDUIT ATTACHMENT DETAIL AT CEILING

SCALE: N.T.S. 8



SITE NAME:

KCI AIRPORT

SITE NUMBER:

KCYH003A

SITE ADDRESS:

1 INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153

SHEET NAME:

UTILITY DETAILS

SHEET NUMBER:

E.1.00



12920 SE 38TH ST  
 BELLEVUE, WA 98006  
 TEL: (425) 383-7317



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PRELIMINARY NOT FOR CONSTRUCTION

SITE NAME:

KCI AIRPORT

SITE NUMBER:

KCYH003A

SITE ADDRESS:

1 INTERNATIONAL SQUARE  
 KANSAS CITY, MO 64153

SHEET NAME:

GROUNDING  
 PLAN

SHEET NUMBER:

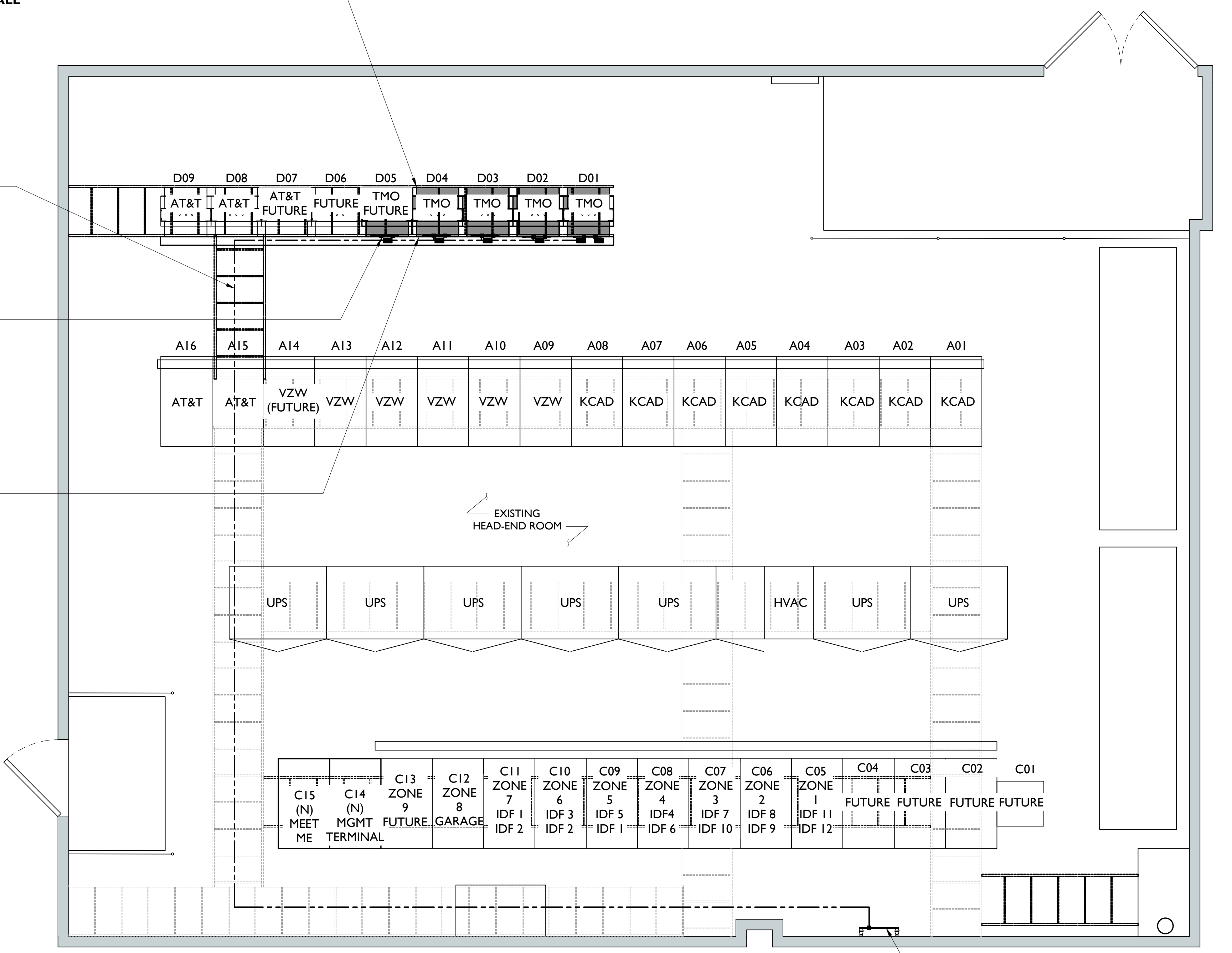
E.2.00

(5) NEW T-MOBILE EQUIPMENT RACKS  
 (D01, D02, D03, D04 & D05)  
 WITH (1) ROUTER, (1) AMIA, (1) ASIB CARD, (1) ASIK CARD,  
 (2) ABIA CARDS, (2) ABIL CARDS, (1) 250A DELTA POWER  
 PLANT, (3) AWHHF AIRSCALE MODULE, (2) AHFB AIRSCALE  
 RADIOS, (2) AHIB AIRSCALE RADIOS AND (1) GPS  
 SYNCHONIZATION KIT

NEW #2 AWG GREEN  
 STRANDED INSULATED  
 GROUND WIRE FROM  
 EXISTING GROUND BAR TO  
 NEW EQUIPMENT RACK  
 GROUND BAR  
 (TYP. PER EQUIPMENT RACK  
 GROUND BAR)

NEW EQUIPMENT RACK  
 GROUND BAR  
 (HARGER, PART #RG BH141  
 519.25A)  
 SEE E.3.00 FOR DETAILS

NEW GROUNDING ISOLATION PAD KIT  
 (TYP. PER RACK)  
 SEE E.3.00 FOR DETAILS



EXISTING MAIN GROUND  
 BAR



**SYMBOL LEGEND:**

— GROUND WIRE

■ MECHANICAL CONNECTION



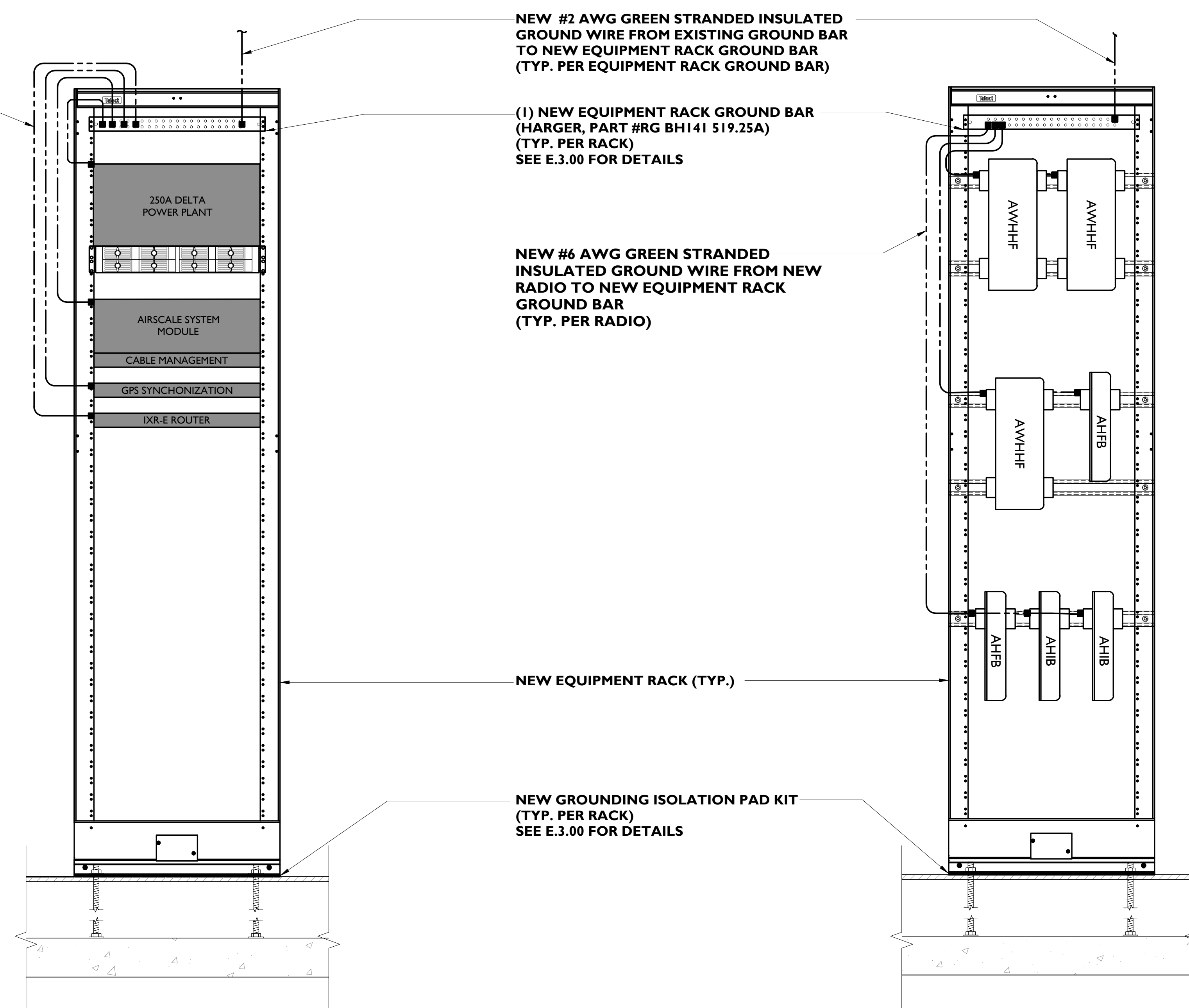
12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317



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SCHAUMBURG, ILLINOIS 60173  
TEL: 847-908-8400  
COA# E2019038761  
www.FullertonEngineering.com

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	07/19/2022	LEASE EXHIBIT	DV
	07/28/2022	90% CD	DV
I	08/24/2022	ADDRESS UPDATE	RW

PRELIMINARY NOT FOR CONSTRUCTION



SITE NAME:  
**KCI AIRPORT**

SITE NUMBER:  
**KCYH003A**

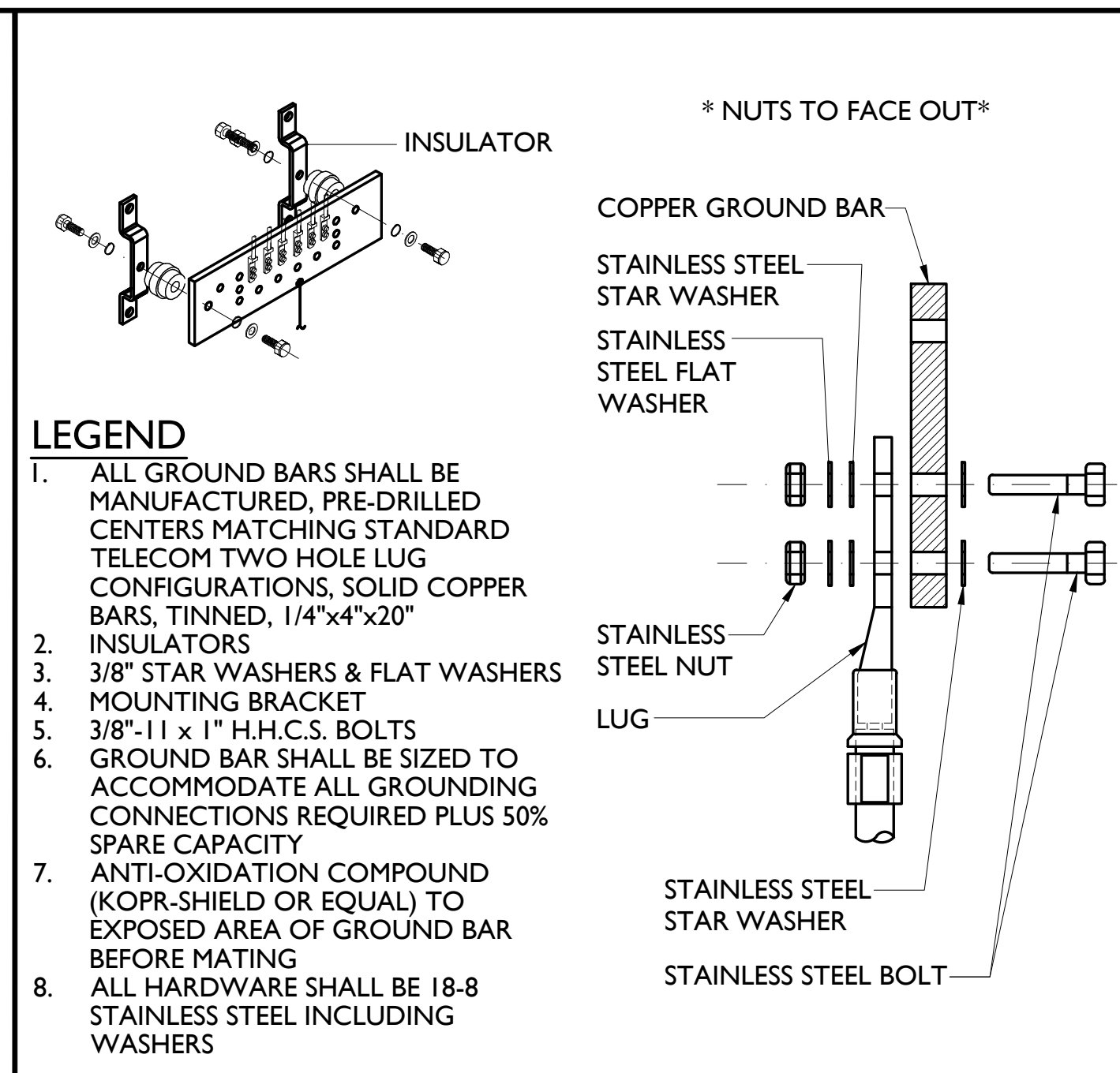
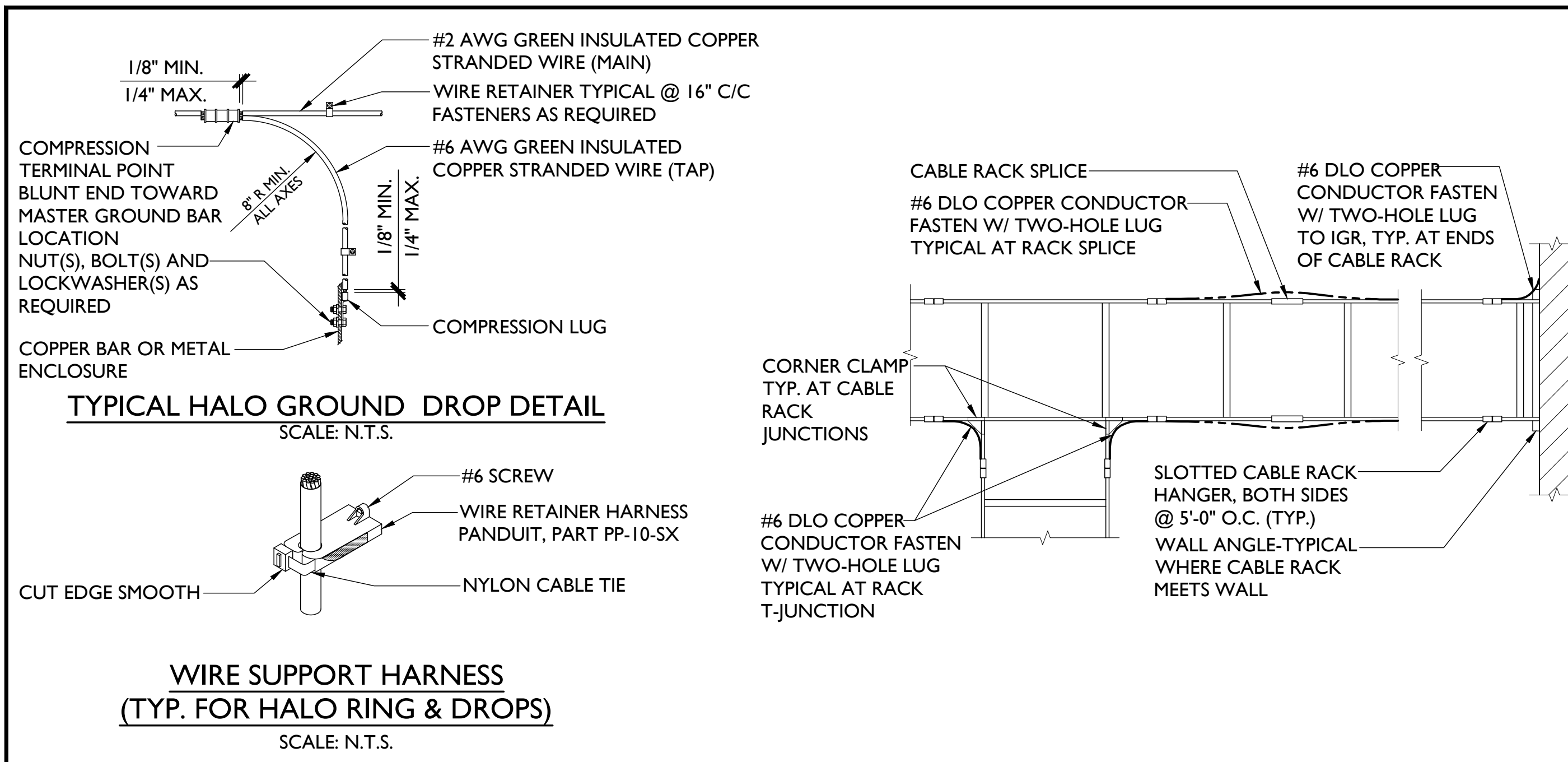
SITE ADDRESS:  
1 INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153

SHEET NAME:  
**EQUIPMENT RACK  
GROUNDING  
ELEVATIONS**

SHEET NUMBER:

**E.2.01**





**CABLE RACK GROUNDING** | **GROUND BAR** | **NOT USED**

**CABLE RACK GROUNDING** | **GROUND BAR** | **NOT USED**

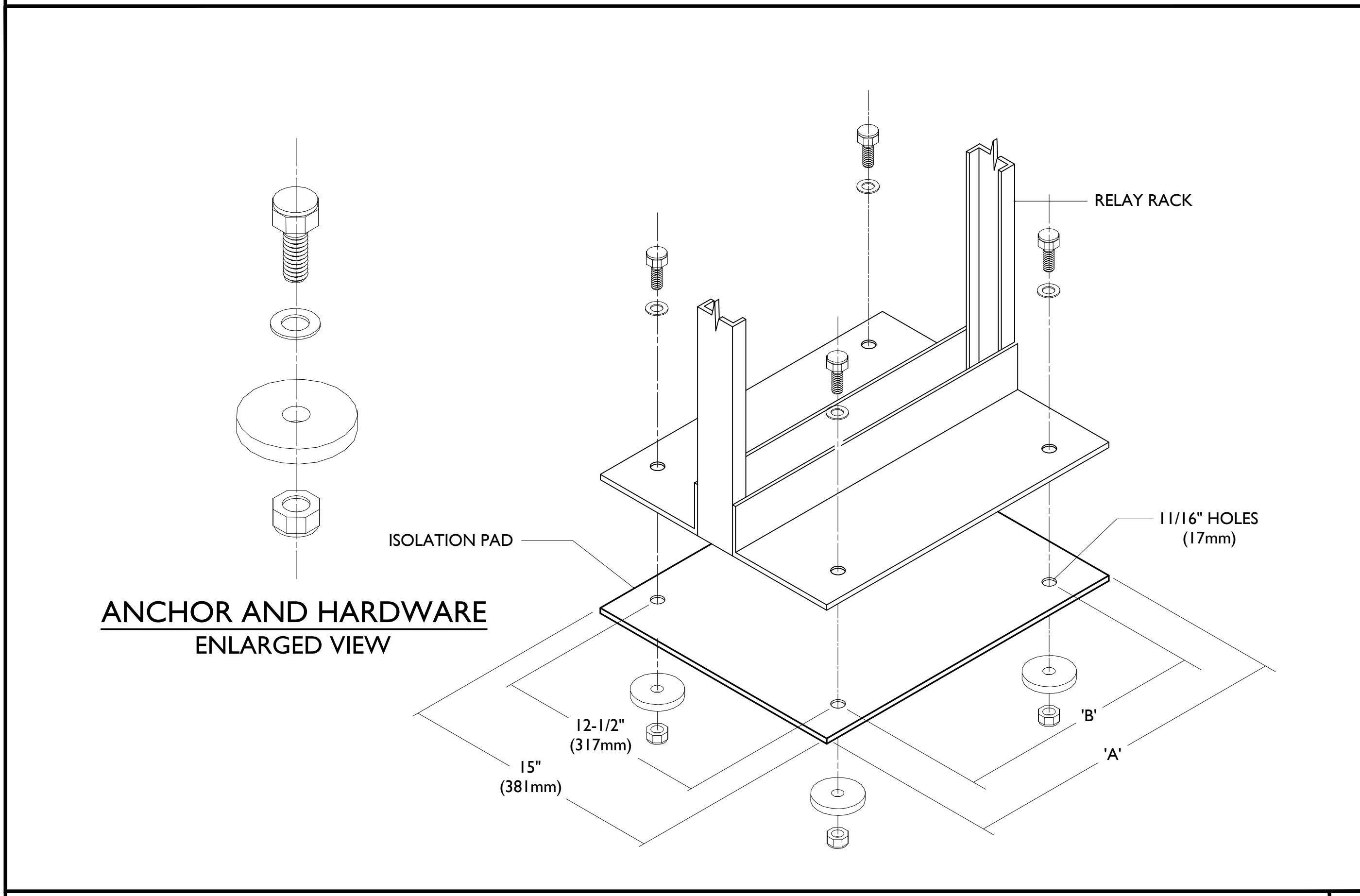
**MATERIAL LIST**

NO	PART NO	RACK WIDTH		'A'		'B'		WEIGHT	
		in.	(mm)	in.	(mm)	in.	(mm)	(LBS.)	(KG.)
1	SB254101	19"	(483)	20-5/16"	(516)	16"	(406)	2.47	1.12
2	SB254102	23"	(584)	24-5/16"	(617)	20"	(508)	2.86	1.30

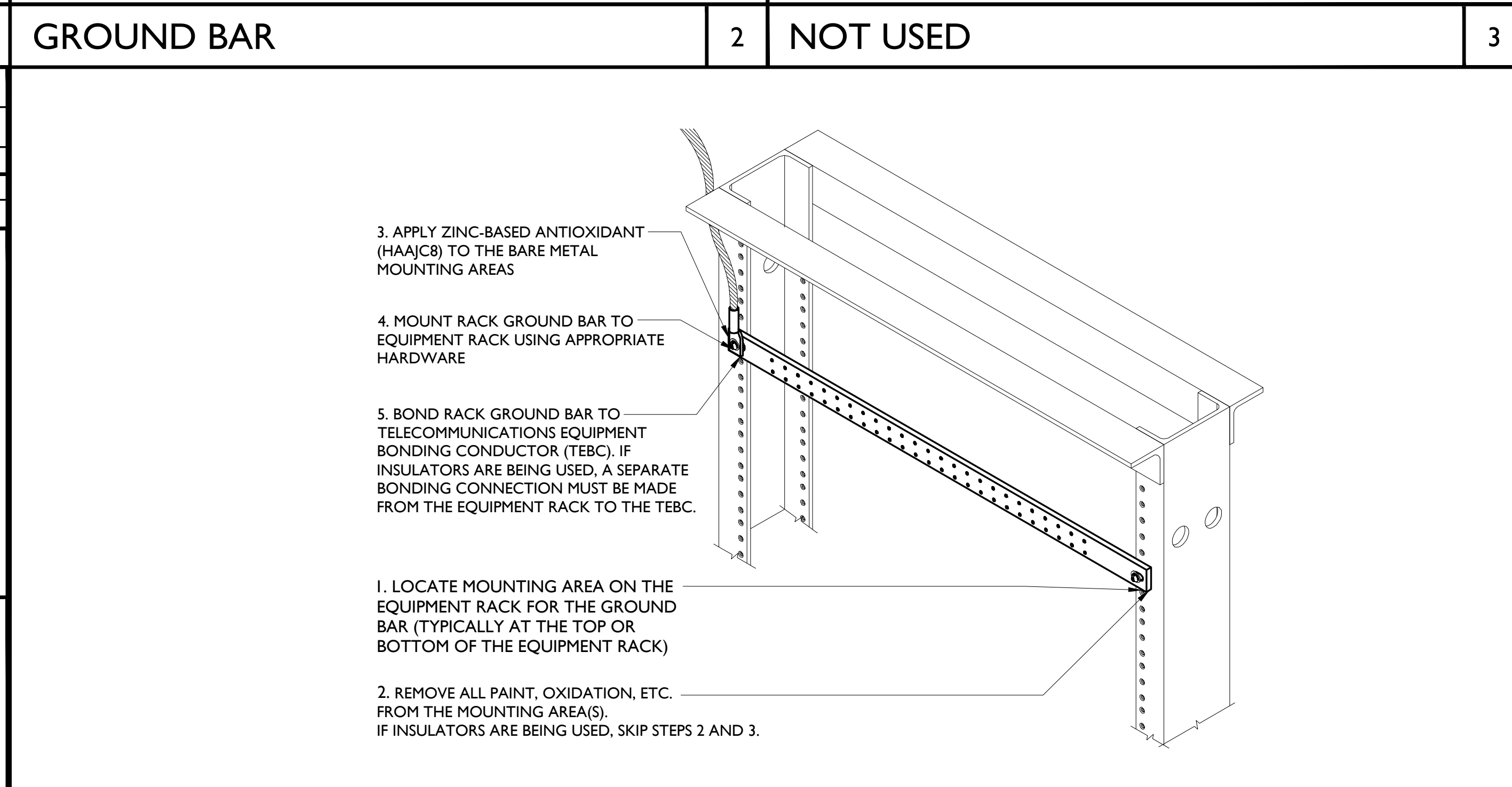
**NOTES:**

SELF SUPPORTED EQUIPMENT RACK ISOLATION KIT BY COOPER B-LINE (OR APPROVED EQUAL)

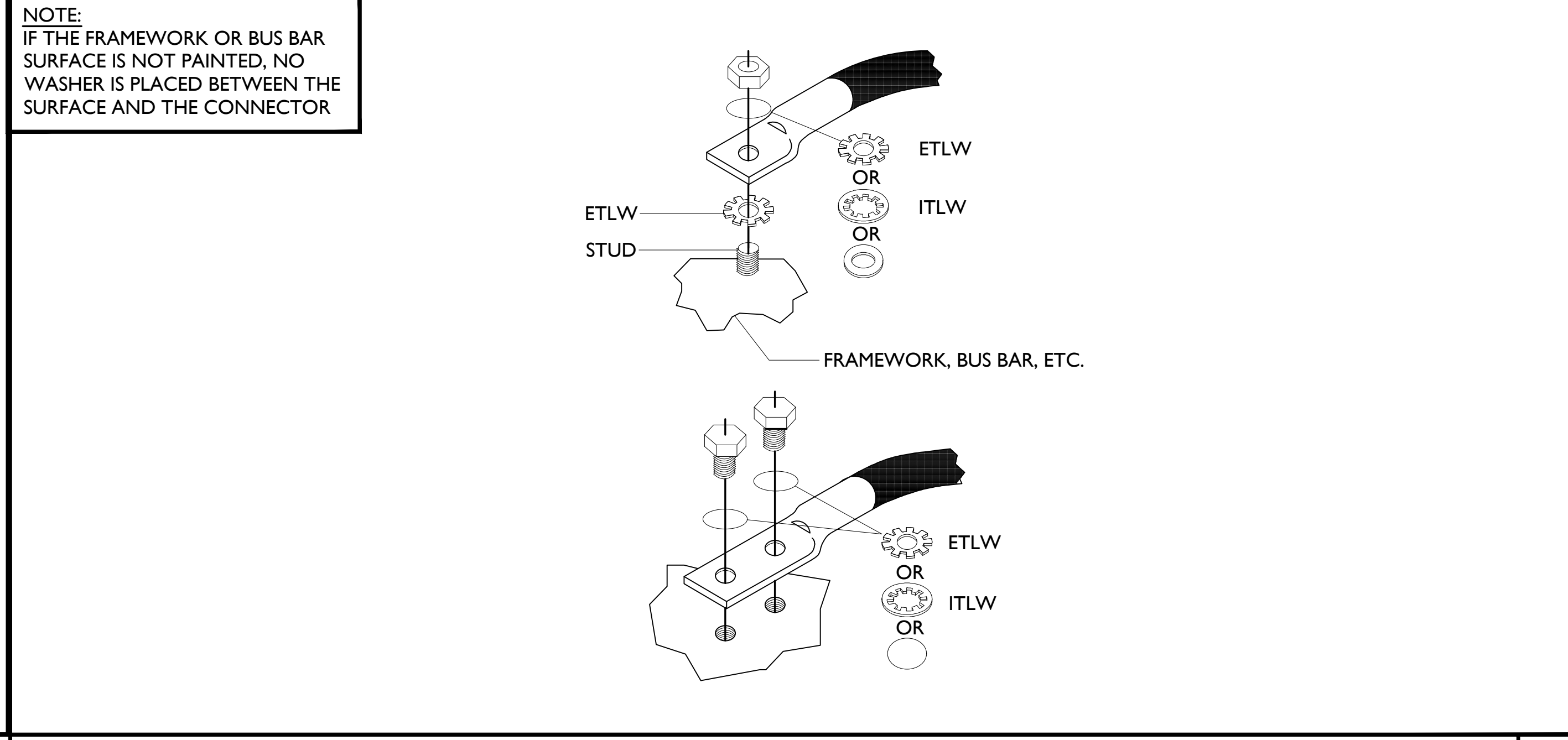
- USE TO ANCHOR AND PROVIDE ELECTRICAL ISOLATION OF SELF SUPPORTED EQUIPMENT RACK FROM 1-1/4" STEEL DECK GRATING.
- INCLUDES: (1) ISOLATION PAD, (4) SLEEVE KITS
- (4) 1/2"Ø A307 BOLTS AND 1/2"x1-3/8"OD WASHER ANCHORS
- MATERIAL: PAD-POLYESTER FIBERGLASS, ANCHORS AND HARDWARE-STEEL, SLEEVE-6/6 NYLON
- FINISH: PAD-RED, SLEEVE-NATURAL, ANCHORS AND HARDWARE-CLEAR ZINC (ZN)



**RACK ISOLATION KIT** | **EQUIPMENT RACK ELEVATIONS**



**EQUIPMENT RACK ELEVATIONS**



**EQUIPMENT RACK ELEVATIONS**

**T-Mobile**

12920 SE 38TH ST  
BELLEVUE, WA 98006  
TEL: (425) 383-7317

**FULLERTON**

1100 E. WOODFIELD ROAD, SUITE 500  
SCHAUMBURG, ILLINOIS 60173  
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PRELIMINARY NOT FOR CONSTRUCTION

SITE NAME:  
**KCI AIRPORT**

SITE NUMBER:  
**KCYH003A**

SITE ADDRESS:  
1 INTERNATIONAL SQUARE  
KANSAS CITY, MO 64153

SHEET NAME:  
**GROUNDING DETAILS**

SHEET NUMBER:  
**E.3.00**



## **EXHIBIT D**

### **DAS Operations and Maintenance Services Summary**

Version 1 dated as of this \_\_\_\_ day of October 2022.

### **Overall System Monitoring and Notification Provisions Overview**

- 24 hour per day, 7 day per week, 365 day per year DAS monitoring center/NOC
- Notification mechanism for faults or alarms and alert process for notification of all relevant parties
- Remote diagnostic processes on a 24 hour, 7 days per week basis to ensure the DAS is performing as designed
- Ticket Process for any system issues including resolution timeframe(s) and ticket closure process
- Records maintenance for any/all "break/fix" issues on DAS with respect to Telecom Facilities, Carriers, and Carrier's equipment
- Resolution Desk - Remote diagnostic and soft resolution prior to truck rollout
- Spare Parts Management
- Disaster Recovery plan implementation
- Portal Access

### **Provided Services Detail**

- Site Assessment: Remote System Monitoring Services for Network with M&M services performed remotely through provider's US located Network Operations Center ("NOC").
- Remote M&M Services: 24 hours/day, 7 days/week, 365 days/year coverage; remote node and fiber monitoring; remote node and fiber troubleshooting and diagnostics; service ticketing, Provider notifications and Provider communications; and field dispatch coordination and administration.
- Service Ticketing System and Service Ticketing Process: Service ticket with a unique Ticket Number and a Network Event Severity Level. All tickets updated and closed when inquiry is concluded.

- Network Event Notification: The NOC will maintain a Provider contact and escalation list for use in communicating and coordinating Network, both scheduled and unscheduled.
- Fiber Monitoring: NOC personnel will use information captured from any currently installed and active Network remotes at node and hub sites to open or update an open Service Ticket.
- Provider Contract and Commercial Terms Administration: Incorporate relevant contact and contract information into Provider's NOC systems for managing the ongoing Provider entitlement and other services encompassed in Licenses.
- Provider Network Event Classifications:
  - Five (5) levels of severity:
    - Level 1 (Critical): Multi-node outage;
    - Level 2 (Major): A single node is offline, or the Network is less than 50% operational;
    - Level 3 (Minor): Short duration alarms or node resets that are less than one minute in duration and the Network is otherwise fully operational;
    - Level 4 (Warning): Indication of a potential future event that may result in a higher-level alarm if not investigated; and
    - Level 5 (Informational): Non-service affecting alarms that are informational only.
- Scheduled Maintenance: 48-hour advanced notice of scheduled maintenance activity or downtime.
- Incident Management. Provider has existing master maintenance and monitoring protocols in place with AT&T, Sprint, T-Mobile, and Verizon Wireless that outline the Network grade outage, incident management processes, availability or operational performance and communications protocols to be used in the event of a High (Critical Severity) Impact of the Network's Incident Management.
- Field Dispatch Coordination and Administration: The NOC will, upon determining a need to dispatch personnel to perform field-based diagnostic, troubleshooting and remediation activities (collectively, "Field Services"), coordinate with impacted Providers to dispatch a Field Service resource.
- Spare Parts Management. To accommodate the rapid restoration of the Network from any outage event, Provider recommends that Site Owner store equipment spare parts on-site at the Site. Provider will manage the equipment spares, monitoring the inventory to maintain proper levels.
- Disaster Recovery Program. Provider maintains three (3) NOCs, a primary NOC in suburban Chicago, Illinois, and a secondary NOC in Las Vegas, with a third location in Madison, Wisconsin. With Covid

T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

protocols, Provider's NOC can perform in a distributed approach. Should any NOC location be impacted by a local disaster in the area, Provider has the ability to operate in 100% remote fashion.

- Provider Portal Access: Provider will make available to Site staff a secure web-based portal providing Site staff with immediate visibility to the health of the Network.

**SERVICE IMPACT RESPONSE TIMES**

	Description	Initial Response Due	Updates
<b>T1 - Critical</b>	<p>This Incident level is attained when any of the following conditions are met with respect to the DAS:</p> <ul style="list-style-type: none"> <li>• A complete DAS outage</li> <li>• Multiple main hub failures</li> <li>• Power Failures – Resulting in an outage of greater than 50% of the coverage area of the DAS (the “DAS Coverage Area”)</li> <li>• Interface RF failure</li> <li>• Resulting in an outage of greater than 50% of the DAS Coverage Area</li> <li>• Inter-building fiber failure– Resulting in an outage of greater than 50% of the DAS Coverage Area</li> </ul>	30 minutes after identification of Incident	2 Hours after delivery of Initial Response, or as requested
<b>T2 -Major</b>	<p>This Incident level is attained when any of the following conditions are met as to the DAS:</p> <ul style="list-style-type: none"> <li>• Service is seriously degraded but can continue to operate via workaround or incremental resource for short period of time</li> <li>• Single main hub failure– Resulting in an outage of greater than 25% of the DAS Coverage Area</li> <li>• Multiple expansion hub failures – Resulting in an outage of greater than 25% but less than 50% of the DAS Coverage Area</li> <li>• Greater than 25% DAS failure rate</li> </ul>	30 minutes after identification of Incident	Every 4 hours after delivery of Initial Response, or as requested

	Description	Initial Response Due	Updates
<b>T3 - Minor</b>	<p>This Incident level is attained when any of the following conditions are met as to the DAS:</p> <ul style="list-style-type: none"> <li>•Service is lost by small number of users affecting significant business functionality.</li> <li>•A minor degradation of DAS service delivery</li> <li>•Workaround exists or can be developed with a small amount of incremental resources</li> <li>•Trouble Ticket – operational investigations of troubles not impacting service</li> <li>•Service is lost by small number of users affecting significant business functionality.</li> <li>•A minor degradation of DAS service delivery</li> <li>•Workaround exists or can be developed with a small amount of incremental resources</li> <li>•Trouble Ticket – operational investigations of troubles not impacting service</li> </ul>	60 minutes after identification of Incident	Every 16 hours after delivery of Initial Response, or as requested

**LICENSOR**

City of Kansas City, Missouri,  
 a municipal corporation of the State of Missouri

By: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

**LICENSEE**

T-Mobile Central LLC,  
 a Delaware limited liability company

By: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_

T-Mobile Site Name/Site ID: KCYH003A Kansas City International Airport DAS HUBT-Mobile  
Market/Region: Kansas City / Central

**Exhibit E**

Tenant Modification Process



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# TENANT MODIFICATION REQUIREMENTS

Kansas City International Airport (MCI)

Project Manager:

Phone:

Email:

## RESPONSIBILITIES OF TENANT

1. The Tenant shall not begin any work on the modifications described in the Scope of Services ([Attachment 1](#)) until the Kansas City Aviation Department (KCAD) has (1) reviewed and approved plans and (2) issued a Notice to Proceed. Tenant as used herein refers to any party occupying the Airport Property as a licensee or lessor.
2. The Tenant shall comply with the City's Affirmative Action policy as follows:

Affirmative Action. Contractor shall establish and maintain for the term of this Project an Affirmative Action Program in accordance with the provisions of Chapter 3 of City's Code, the rules and regulations relating to those sections, and any additions or amendments thereto. Contractor shall not discriminate against any employee or applicant for employment because of race, color, creed or religion, ancestry or national origin, sex, handicap or disability, age, familial status, marital status, or sexual orientation, in a manner prohibited by Chapter 3 of City's Code. City has the right to take action as directed by City's Human Relations Department to enforce this provision.
3. The Tenant will obtain all necessary permits required by the City Planning & Development Department and provide copies to the Aviation Department.
4. The Tenant will notify Aviation Department – Planning & Engineering Division prior to any building inspections by the City Planning & Development Department.
5. The Tenant will notify Aviation Department – Planning & Engineering Division of any modifications to the construction documents. All modifications must be approved by Aviation Department – Planning & Engineering Division prior to the work being performed.
6. The Tenant will include Aviation Department – Planning & Engineering Division in all construction meetings following approval of final submittals. Said meetings will include representatives from the Tenant, Contractor, Aviation Department – Planning & Engineering Division, Aviation Department – Operations Division, as well as any neighboring tenants which may be affected by the construction.
7. The Tenant will notify Aviation Department – Planning & Engineering Division **in writing** upon completion of construction.
8. The Tenant shall provide one set of hard copy as-built drawings, one set of electronic as-built drawings, and all associated CADD files to the Aviation Department – Planning & Engineering Division upon completion of this project.
  - a. The hard copy version of the As-Builts shall include:
    - (1) The prime contractor's Red-lined changes to the bid set plans in association with their trade
    - (2) The subcontractor's Red-lined changes to the original bid set plans in association with their trade
  - b. The electronic version of the As-Builts shall include:
    - (1) The electronic conversion of the prime contractor's Red-lined changes to the bid set plans made by the lead design professional of the project
    - (2) The electronic conversion of the subcontractor's Red-lined changes to the bid set plans made



by the associated sub-consultants of the project

- c. Included in the Tenant Modification is the official KCAD accepted electronic version of AutoCAD. ([Attachment 2](#))
  - d. Tenant shall send the As-Builts to the KCAD project manager before final acceptance of the project is granted.
9. Use of Premises. Interruption of the operations of the Airport shall be kept to an absolute minimum. The Contractor shall plan and perform all work under this Contract so as not to interfere with normal airport operations.
- a. The Contractor, at its own cost, shall make all arrangements for all electrical power required prior to the acceptance of the work.
  - b. The Contractor shall confine its apparatus, its workmen, and its route of access to the work area to the limits shown on the drawings or to the directions of the Director of Aviation. The Contractor must provide its own storage for equipment and materials to be used on the job site in the area designated by the Director of Aviation. Only Tenant's and Contractor's work vehicles will be permitted on the work area. The Contractor's employees' vehicles shall be parked only in the area designated by the Director of Aviation.
  - c. The Contractor shall not allow the area of the work to become littered with trash, waste materials or debris, but shall maintain it in a neat and orderly condition. The Contractor shall remove debris continuously so that no large amount of debris will accumulate. Debris shall be disposed of by hauling away from the site to an appropriate landfill off the airport at the end of each working day.
  - d. The Contractor shall protect all areas of work performed under this Agreement from damage, including damage caused by weather conditions, and Contractor shall replace or repair any damaged portions to the satisfaction of the Director of Aviation.
  - e. The Contractor shall be responsible for the preservation of public and private property in and adjacent to the work area. Contractor shall be responsible, during the prosecution of the work, for all damage or injury to property of any character, or to persons, resulting from any act, omission, neglect or misconduct in its manner or method of executing the work. Contractor shall restore such property at its own expense to a condition equal to that existing before such damage or injury by repairing, rebuilding or otherwise restoring such property, as it may be directed, or shall make restitution for such damage or injury in an acceptable manner. In case of a failure on the part of the Contractor to restore such property or to make good such damage or injuries, the Director of Aviation, upon 48 hours written notice to the Tenant, may repair, rebuild or otherwise restore such property as the Director may deem necessary, and the cost thereof will be the responsibility of the Tenant under this Contract.
  - f. The Contractor is advised that the Director of Aviation shall have the authority to use such areas of the completed or partially completed work for such periods of time as required to maintain airport operations during emergencies. The Contractor shall cooperate by providing access and shall maintain such area during its use by the City.
  - g. A representative authorized to act for the Contractor shall be continually present at the site of the work while work is in progress.

#### 10. Health and Safety Requirement

- a. The Contractor shall furnish, erect, and maintain all safety devices required for the protection of persons, property, and operations on the Airport. The Contractor shall take all necessary

precautions to prevent accidents or injury to persons on, about or adjacent to the premises where the work is being performed and shall comply with all applicable provisions of federal, state and municipal safety laws and building codes, and the directions of the Director of Aviation.

11. If applicable, the Tenant will display the field card issued by Aviation Department – Planning & Engineering Division, in a prominent manner on the public side of the construction barriers.
12. The Tenant shall submit evidence of the contractor’s required insurance through completion of this project to the Aviation Department in accordance with the City’s insurance policy as follows:
  - a. Tenant shall insure its Contractor shall procure and maintain in effect throughout the duration of this Project insurance coverage not less than the types and amounts specified in this section. Policies containing a Self-Insured Retention will be unacceptable to City unless City approves in writing the Contractor’s Self-Insured Retention.
    - (1) Commercial General Liability Insurance: with limits of \$1,000,000 per occurrence and \$2,000,000 aggregate, written on an “occurrence” basis. The policy shall be written or endorsed to include the following provisions:
      - (a) Severability of Interests Coverage applying to Additional Insureds;
      - (b) Contractual Liability;
      - (c) Per Project Aggregate Liability Limit or, where not available, the aggregate limit shall be \$2,000,000;
      - (d) No Contractual Liability Limitation Endorsement; and
      - (e) Additional Insured Endorsement, ISO form CG20 10, or its equivalent.
    - (2) Workers’ Compensation Insurance: as required by statute, including Employers’ Liability with limits of:

Workers’ Compensation	Statutory
Employers’ Liability	\$100,000 accident
with limits of:	\$500,000 disease-policy limit
	\$100,000 disease-each employee
    - (3) Commercial Automobile Liability Insurance with a limit of \$1,000,000 per occurrence, covering owned, hired and non-owned automobiles. Coverage provided shall be on an “any auto” basis and written on an “occurrence” basis. This insurance will be written on a Commercial Business Auto form, or acceptable equivalent, and will protect against claims arising out of the operation of motor vehicles on the Airport, as to acts done in connection with the Contract, by Tenant’s Contractor.
    - (4) If applicable, Professional Liability Insurance with limits Per Claim/Annual Aggregate of \$1,000,000.
    - (5) Property Insurance upon the work at the site in the amount of the full replacement cost thereof. This insurance shall:
      - (a) include the interests of CITY, CONTRACTOR, Subcontractors, and any other persons or entities identified herein, each of whom is deemed to have an insurable interest and shall be listed as an insured or additional insured;
      - (b) be written on a Builder's Risk "all-risk" or open peril or special causes of loss policy form that shall at least include insurance for physical loss or damage to the Work, temporary buildings, falsework and materials and equipment in transit, and shall insure

against at least the following perils: fire, lightning, extended coverage, theft, vandalism and malicious mischief, earthquake, collapse, debris removal, demolition occasioned by enforcement of Laws and Regulations, water damage, damage caused by frost and freezing, and such other perils as may be specifically required by the Contract documents;

- (c) be maintained in effect until final payment is made unless otherwise agreed to in writing by CITY with thirty (30) days written notice to each other additional insured to whom a certificate of insurance has been issued.
  - (d) CITY shall not be responsible for purchasing and maintaining any property insurance to protect the interests of CONTRACTOR, Subcontractors or others involved in the Work to the extent of any deductible amounts that are identified in the Contract documents. The risk of loss within such identified deductible amounts, will be borne by CONTRACTOR, Subcontractor or others suffering any such loss and if any of them wishes property insurance coverage within the limits of such amounts, each may purchase and maintain it at the purchaser's own expense.
- b. The certificates of insurance will contain a provision stating that should any of the policies described in the certificate be cancelled before the expiration date thereof, notice will be delivered in accordance with the policy provisions. The Commercial General, [and] Automobile Liability, [and Property] Insurance specified above shall provide that City and its agencies, officials, officers, and employees, while acting within the scope of their authority, will be named as additional insureds for the services performed under this Agreement. Contractor shall provide prior to issuance of the Notice to Proceed a certificate of insurance showing all required endorsements and additional insureds. The certificate shall be on the City form furnished in [Attachment 3](#) or its equivalent.
  - c. All insurance coverage must be written by companies that have an A.M. Best's rating of "A-V" or better, and are licensed or approved by the State of Missouri to do business in Missouri.
  - d. Regardless of any approval by City, it is the responsibility of Contractor to maintain the required insurance coverage in force at all times; its failure to do so will not relieve it of any contractual obligation or responsibility. In the event of Contractor's failure to maintain the required insurance in effect, City may order Tenant to immediately stop work and, upon ten (10) days notice and an opportunity to cure, may pursue its remedies for breach of the Lease Agreement as provided for therein and by law.

### 13. Bonds and Surety –

**Required**     **Reserved**

Contractor shall furnish a Payment Bond to City on City furnished forms, [Attachment 4](#), executed by a Surety, in the amount of this Contract guaranteeing Contractor's faithful performance of each and every term of this Contract and guaranteeing the payment of all obligations as provided in RSMo. 107.170. Surety must be:

- a. Approved by the Finance Department;
- b. Qualified to issue bonds at amounts specified in the Department of the Treasury Circular 570;
- c. Licensed by the State of Missouri to do business in the State of Missouri; and
- d. Retain an A.M. Best rating of A- or better.

14. Excavation Permit –

**Required**     **Reserved**

The Contractor, before any excavation, shall secure from Aviation Department – Planning & Engineering Division a signed excavation permit showing the approximate location of known existing utilities in the area ([Attachment 5](#)). The Aviation Department does not guarantee that all utilities are shown and, therefore, the Contractor shall assume all risks in protecting and locating the utilities.

15. Certification of Occupancy –

**Required**     **Reserved**

The Tenant shall provide Aviation Department – Planning & Engineering Division with a copy of the Certification of Occupancy issued by the entity representing the Kansas City Building Inspection Division.

16. Form 7460-1 –

**Required**     **Reserved**

The proponent/developer shall file an on-line Form 7460-1, Notice of Proposed Construction or Alteration. The Form 7460-1 must be submitted a minimum of 45 days prior to the start date of the proposed construction or alteration. The FAA’s Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) website can be accessed at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

- a. According to standards of Federal Aviation Regulation (FAR) Part 77, Subpart B- Notice of Construction or Alteration, the established airspace evaluation areas and height zoning restrictions are intended to protect the public health, safety and welfare by insuring that any proposed development will not cause interference with air traffic using the runways for visual and/or instrument approaches at the Kansas City International Airport.
- b. The Form 7460-1 must be submitted if the proposed development meets any of the following:
  - (1) is more than 200 feet in height above the ground level at its site
  - (2) is located within 20,000 feet of the Kansas City International Airport and exceeds a 100:1 surface from any point on the runway (see [Attachment 6](#) for airspace evaluation area map)
  - (3) will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
  - (4) when requested by the City of Kansas City or the Federal Aviation Administration (FAA)
- c. Furthermore, if the proposed development is located in an area where the Kansas City International Airport height zoning restrictions apply (see Chapter 6, Code of Ordinances, Ordinance No. 040342), the proponent/developer shall also file an on-line Form 7460-1, Notice of Proposed Construction or Alteration.
- d. The proponent/developer shall comply with any/all relevant guidelines of FAA Advisory Circular (AC) 70/7460-1, Obstruction Marking and Lighting, as amended.

17. Telecommunications Permit –

**Required**     **Reserved**

The Contractor, before any material or design changes, shall secure from the Aviation Department, Planning & Engineering Division a signed telecommunications permit showing the approved location of such proposed additions or changes to the existing system or installation. ([Attachment 7](#)). The Contractor shall assume all risks in protecting and locating all utilities.

## SECURITY REQUIREMENTS

### 18. Security Control Procedures and Security Identification Display Area (SIDA) Access Policy – Kansas City International Airport

- a. In compliance with Part 1542 of the Transportation Security Regulation, the Airport has adopted and put into use facilities and procedures designed to provide for the safety of persons and property traveling in air transportation and intrastate air transportation against acts of criminal violence and aircraft piracy. CONTRACTOR, and each of its Subcontractors, shall comply with all Kansas City International Airport Security Control Procedures and the Security Identification Display Area (SIDA) Access Policy.

Security Control Procedures are identified in Document 01150 (Reference [Attachment 8](#)). Document 01150 is a part of these Contract Documents and will be strictly enforced throughout the duration of the Work.

### 19. Vehicular Airport Operations Area (AOA) Regulations – Kansas City International Airport

It is necessary that in the interest of safety, uniformity, to allow for the maximum free movement of aircraft and to reduce the likelihood of an accident, the Kansas City Aviation Department has established Vehicular Airport Operations Area (AOA) Regulations.

- a. No person shall operate any motor vehicle on the AOA without a valid state operator's license. The person must also have a current Airport AOA driver's license unless he is being escorted by a person with both.

### 20. In addition to having a current, valid state issued operator's license, all operators of unescorted vehicles on the airfield are required to enroll and satisfactorily pass the Airport AOA License Class and be knowledgeable of the information in Airport Ground Vehicle Operations Manual. Failure to comply with any airport driving regulations will result in penalties, which could result in the loss of driving privileges on the AOA.

### 21. Kansas City Aviation Department Vehicle Inspection and Safety Program

The Kansas City Aviation Department (KCAD) has developed a Vehicle Inspection and Safety Program administrated by the Airport Operations Division. The program establishes guidelines and procedures for issuing permanent and temporary Airport Operations Area (AOA) permit decals for all non-escorted motorized driven vehicles and all aircraft fuel carts governed by National Fire Protection Agency (NFPA) 407 operating on the AOA. The KCAD Vehicle Inspection and Safety Program (Reference [Attachment 9](#)) will be strictly enforced throughout the duration of the Work.

## **RESPONSIBILITIES OF CITY**

1. Aviation Department – Planning & Engineering Division will provide, as appropriate, the tenant a copy of KCAD design standards.
2. Assist the Tenant by placing at its disposal available information relative to the Project.
3. Examine all studies, reports, sketches, estimates, specifications, drawings, and other documents presented by the Tenant and shall render in writing decisions pertaining thereto within a reasonable time so as not to delay the work of the Tenant.
4. Designate a person to act as the City's representative with respect to the work to be performed under this project. Such representative shall have authority to transmit instructions, receive information, interpret and define the City's policies and decisions with respect to materials, equipment elements and systems pertinent to the work covered by this project.
5. Give prompt written notice to the Tenant whenever the City observes or otherwise becomes aware of any defect in the Project.
6. Assist the Tenant in obtaining approval of governmental authorities having jurisdiction over the Project and such approvals and consents from such other individuals or bodies as may be necessary for completion of the Project.



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 1

Scope of Services



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 2

KCAD CADD Standards





# COMPUTER-AIDED DESIGN/DRAFTING (CADD) STANDARDS

Last Revision: Jan. 10, 2019

The following standards are required for all CADD work done by design professional consultants when doing work for the City of Kansas City, Missouri, Aviation Department (KCAD), or on behalf of tenants making modifications on airport property. **It is the responsibility of all consultants and sub-consultants to provide KCAD with CADD work that is clean, accurate, organized and in Missouri State Plane Coordinates.** These CADD standards are intended to be neither static nor all-inclusive and they will be updated and enhanced as needed by KCAD.

## I. Submittals

- KCAD may require partial submittals of CADD files, graphics or other such digital information for the purpose of producing City Council or Department exhibits; expedient delivery of files is often required of the design consultant when such exhibits are needed. **ALL ELECTRONIC FILES SUBMITTED WILL BE IN KCAD'S CURRENT SOFTWARE VERSION.**
- Media – Final Bid documents and Record drawing submittals will be required on CD or USB Flash Drive and plotted either 24" x 36" or 30" x 42". **If files are downloaded from an FTP site or Drop box, a flash drive or CD is still required.** 11" x 17" prints or 15" x 21" prints may be required for post-bid, pre-construction meetings.
- Electronic Files – The final CADD file submittal will include: plotting instructions, all related cell/block libraries, any additionally permitted fonts, ctb files, all raster image attachments, any OLE linked files, and all non-CADD graphic files produced in relation to the project. *All necessary reference files will be included and attached with any submittal. Bound files will also be accepted.* KCAD is currently using AutoCad, Civil3D and Map3D Version 2019 and Revit 2019. **NO OTHER SOFTWARE SUBMITTALS WILL BE ACCEPTED. All files will be in this format. With every drawing file submitted, a PDF will also be required of that drawing.**
- Revit Files – Final as-built submittal for Revit files will consist of all the Modeling files which will also include the template files. In addition to the 3D files, a 2D file is also required. All sheets or views of the 3D rvt file shall be exported to a 2D dwg file and stored in a separate folder.



## City of Kansas City, Missouri Aviation Department

- Record Drawings – Accurate as-built information (record drawings) are required at the completion of every KCAD project. This information will be organized as follows: The as-built information will be circled with a “revision cloud” that is darker than the original line work. “As-built”, “As-constructed”, “Conforming to Construction Records” or “Record Drawings” will be labeled or stamped on every sheet.

### II. Software

- CADD Software - AutoCAD or Map3D and Civil3D will be used for **ALL** design projects and survey work. Missouri State Plane Coordinate system (NAD 83) will be used for all site work. **No Exceptions**. KCAD is not responsible for converting files.

### III. Sheet Organization

- Title block/border - *The standard KCAD title block/border sheets (supplied by KCAD) will be used for all project sheets and for all design types.* No other title block/border sheets will be allowed unless approved by KCAD. **All title block/border sheets will have the KCAD Project No. on it.** All information blanks will be filled-in for each sheet. Placement and emphasis of information in the title block/border sheets will remain as defined in the supplied standard files; font types and sizes will remain as given in the title block/border sheet files. Title block/border sheets will always be referenced and scaled into the active file.
- Cover Sheet - The standard cover sheet for KCI Airport and Charles B. Wheeler Downtown Airport will be supplied by KCAD. This sheet will not be numbered as part of the drawing set. The cover sheet will require approval signature of the Deputy Director of Aviation, Planning & Engineering Division before bid sets are printed. The cover sheet will not be used for index information or for seal information; such an index sheet may precede the other sheets but it must remain after the cover sheet. **When submitting a Bid Set, the cover sheet will be marked so. And the same for the Asbuilt Set.**
- Organization – Design set submittals must have the correct CADD file name noted on each printed or plotted sheet. Reference file names are not required to be printed on each sheet.
- Sheet Numbers - Numbering will comply as follows: alpha-numeric sheet numbering will be used that indicates the field of design such as A1 for architectural, C1 for civil or M1 for mechanical (projects that are solely survey information will use SV); the total sheet set will have an auxiliary numbering system, 1 of x, where x = total sheets in the project at final submittal. The auxiliary sheet numbering does not need to be noted on sheets until final submittal for bid sets. Addendums and/or additional as-built sheets will be numbered separate from the initial bid set such that the total number for the initial bid set remains the same after submittal.



## City of Kansas City, Missouri Aviation Department

- Electronic Sheet Files - Every final printed or plotted sheet will have its own separate electronic file; multiple plotted sheets (for example, A1 thru A4) will not be allowed to reside in the same file that uses a layer freeze/thaw methodology for separating the plotted sheets. A1 will relate to an electronic sheet file and A2 will relate to a separate electronic sheet file, etc.
- File Names – Naming procedures for all project CADD files are as follows: 1) the file name will start with the KCAD Project Number. **The file name must then include some indication of the design field / sheet type (SP- Site Plan, C- Civil, A- Architectural, M- Mechanical, E- Electrical, etc.)** 2) The name must also indicate sheet sequencing (E101, E102, etc.). *The CADD file name must be noted on each printed or plotted sheet of a project.* (Example: 62150443C05.dwg for a Civil drawing that is number five in the series).

### IV. Layer Organization

- Layers - All AutoCAD layers will be logically named and all entities will be drawn with color by layer. AIA CADD Layer Guidelines will be accepted.
- Drawing Units - *All entities will be drawn to scale.* The active CADD file must reflect true design units and true dimensioning and must not be just graphic representations of the design.
- Linestyles / Linetypes - All additional or custom linestyles and linetypes that are used in CADD will be required to be supplied to KCAD by the design consultant.
- Consistency - The CADD work will be consistent in all symbology, font usage, abbreviations and entity construction and it will be consistent in all other methods of organization. There will be consistency from sheet to sheet in the whole drawing set and consistency between design firms where multiple consultants are working on the same project.
- Text - Standard Fonts - only the following fonts will be used: Arial , Arial Black, Swiss, Swiss Bold, Times Roman, Bold, Romans, Simplex and Msimplex. Text sizes, text weights and fonts will be used in a manner that enhances readability and intent of the design information. Text will be legible for the required printing or plotting sizes (minimum of 1/8" type size on 11" x 17" prints).



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 3

Certificate of Insurance Sample





# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

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

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

PRODUCER  AGENT NAME AND ADDRESS	CONTACT NAME: PHONE (A/C, No, Ext):      FAX (A/C, No): E-MAIL ADDRESS:  <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 80%;">INSURER(S) AFFORDING COVERAGE</th> <th style="width: 20%;">NAIC #</th> </tr> <tr> <td>INSURER A: ABC INSURANCE COMPANY</td> <td></td> </tr> <tr> <td>INSURER B:</td> <td></td> </tr> <tr> <td>INSURER C:</td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: ABC INSURANCE COMPANY		INSURER B:		INSURER C:		INSURER D:		INSURER E:		INSURER F:	
INSURER(S) AFFORDING COVERAGE	NAIC #														
INSURER A: ABC INSURANCE COMPANY															
INSURER B:															
INSURER C:															
INSURER D:															
INSURER E:															
INSURER F:															
INSURED  CONTRACTOR NAME AND ADDRESS															

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

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

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC	Y	Y	POLICY NUMBER	1/1/2011	1/1/2012	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 50,000 MED EXP (by one person) \$ 10,000 PERSONAL ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS COMP/OP AGG \$ 2,000,000 \$
A	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	Y	Y	POLICY NUMBER	1/1/2011	1/1/2012	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input checked="" type="checkbox"/> RETENTION \$ 10,000	Y	Y	POLICY NUMBER	1/1/2011	1/1/2012	<input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 \$
A	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b> ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N	N/A	POLICY NUMBER	1/1/2011	1/1/2012	<input checked="" type="checkbox"/> WC STATUTORY LIMITS    OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Leased/Rented/Equip. Owned Equipment	N/A	Y	POLICY NUMBER	1/1/2011	1/1/2012	Limit; Deductible Limit; Deductible

SAMPLE

**DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES** (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Project No. \_\_\_\_\_ [Title], Certholder (City) and \_\_\_\_\_ (Design Professional) and any other entities named in 00800 SCs are named as primary, noncontributing Additional Insureds including products and completed operations, excluding workers compensation, employers liability and professional liability. Waiver of subrogation applies as allowed by law. [The policies required above shall contain no exclusions for work expressly within the subcontractors scope of work.]

**CERTIFICATE HOLDER**                                      **CANCELLATION**

City of Kansas City, Missouri  _____ [Department] _____ [Address]  Kansas City, MO _____ [Zip]	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE
---	---



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 4

Payment Bond Form



## PAYMENT BOND

Project Number \_\_\_\_\_

Project Title \_\_\_\_\_

KNOW ALL MEN BY THESE PRESENTS: That \_\_\_\_\_, as PRINCIPAL (CONTRACTOR) and \_\_\_\_\_ (SURETY) licensed to do business as such in the State of Missouri, hereby bind themselves and their respective heirs, executors, administrators, successors, and assigns, unto

OWNER (Name and Address):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

AND

Kansas City, Missouri  
Aviation Department  
601 Brasilia Avenue  
Kansas City, MO 64153

as obligees, in the penal sum of \_\_\_\_\_ and 00/100 Dollars (\$\_\_\_\_\_) for the payment whereof CONTRACTOR and SURETY bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS,

CONTRACTOR has entered into a contract with OWNER for Project No. \_\_\_\_\_, which Contract, including any present or future amendment thereto, is incorporated herein by reference and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if in connection with the Contract, including all duly authorized modifications thereto, prompt payment shall be made to all laborers, subcontractors, teamsters, truck drivers, owners or other suppliers or for equipment employed on the job, and other claimants, for all labor performed in such work whether done for CONTRACTOR, a subcontractor, SURETY, a completion contractor or otherwise (at the full wage rates required by any law of the United States or of the State of Missouri, where applicable), for services furnished and consumed, for repairs on machinery, for equipment, tools, materials, lubricants, oil, gasoline, water, gas, power, light, heat, oil, telephone service, grain, hay, feed, coal, coke, groceries and foodstuffs, either consumed, rented, used or reasonably required for use in connection with the construction of the work or in the performance of the Contract and all insurance premiums, both for compensation and for all other kinds of insurance on the work, for sales taxes and for royalties in connection with, or incidental to, the completion of the Contract, in all instances whether the claim be directly against CONTRACTOR, against SURETY or its completion contractor, through a subcontractor or otherwise, and, further, if CONTRACTOR shall defend, indemnify and hold harmless OWNER from all such claims, demands or suits by any such person or entity, then this obligation shall be void; otherwise, it shall remain in full force and effect.

Any conditions legally required to be included in a Payment Bond on this Contract, including but not limited to those set out in §107.170 RSMo. are included herein by reference.

SURETY agrees that, in the event that CONTRACTOR fails to make payment of the obligations covered by this Bond, it will do so and, further, that within forty-five (45) days of receiving, at the address given below, a claim hereunder stating the amount claimed and the basis for the claim in reasonable detail, it (a) will send an answer to the claimant, with a copy to OWNERS stating the amounts that are undisputed and the basis for

challenging any amounts that are disputed, and (b) will pay any amounts that are undisputed. The amount of this Bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder.

While this Bond is in force, it may be sued on at the instance of any party to whom any such payment is due, in the name of OWNERS to the use for such party. OWNERS shall not be liable for the payment of any costs or expenses of any such suit.

No suit shall be commenced or pursued hereunder other than in a state court of competent jurisdiction in Jackson, Clay or Platte County, Missouri, or in the United States District Court for the Western District of Missouri.

WAIVER. That SURETY, for value received, hereby expressly agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the Work to be performed thereunder, shall in any way affect the obligations of this Bond; and it does hereby waive notice of any such change, extension of time, or alteration or addition to the terms of the Contract or the Work to be performed thereunder.

IN WITNESS WHEREOF, the above parties have executed this instrument the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

**CONTRACTOR**

Name, address and facsimile number of Contractor

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby certify that I have authority to execute this document on behalf of Contractor.

By: \_\_\_\_\_  
Title: \_\_\_\_\_

(Attach corporate seal if applicable)

**SURETY**

Name, address and facsimile number of Surety:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby certify that (1) I have authority to execute this document on behalf of Surety; (2) Surety has an A.M. Best rating of A- or better; (3) Surety is named in the current list of "Companies Holding Certificates of Authority as Acceptable Reinsuring Companies: as published in Circular 570 (most current revision) by the Financial Management Service, Surety Bond Branch, U.S. Department of the Treasury; and (4) Surety is duly licensed to issue bonds in the State of Missouri and in the jurisdiction in which the Project is located.

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

(Attach seal and Power of Attorney)





CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 5

Excavation Permit Form



**Instructions:**

**Provide information requested in Section A. Follow instructions in Section B, Sign and return this permit along with applicable Drawings to the Aviation Department for Approval Signature.**

**Section A**

KCAD Proj. No. \_\_\_\_\_ Application Date: \_\_\_\_\_ Date of Excavation to Begin: \_\_\_\_\_  
 Authorized Representative: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Company Name and Address: \_\_\_\_\_  
 Purpose of Excavation: \_\_\_\_\_

Planning & Engineering Division Contact: Brian Yeo @ (816) 243-3060 or Rod Peal @ (816) 243-3047  
 Field Maintenance Division Contact (for KCI Permits): Major Davis @ (816) 243-7388 Project Manager: \_\_\_\_\_  
 Facility Maintenance Division Contact (for KCI Permits): William Canady @ (816) 243-7353 or Timmy Dixon @ (816) 243-2243

**Permit is valid only with Aviation Department Authorized Approval Signature (below).**

Aviation Dept. Agent: \_\_\_\_\_ Title: \_\_\_\_\_  
 Approval Signature: \_\_\_\_\_ Date: \_\_\_\_\_ KCAD Dwgs: Yes  No

**Section B**

- 1. Field Verification Requirements for KCI Airport must be met for the Utility Agencies checked below:**
  - \* 1-800-DIGRITE must be contacted to locate all public utilities such as gas, telephone, electricity, water, sewer and other. DIGRITE ticket number \_\_\_\_\_.
  - \* Federal Aviation Administration (FAA) Technical Operations must be contacted at (816) 329-2800 (Jase Jones)
  - \* PrimeFlight must be contacted at (816) 338-0870 (Don Burns)
  - \* Magellan Pipe Line Company must be contacted at (913) 523-3849 (Brian Ney)
- 2. Field Verification Requirements for Downtown Airport must be met for the Utility Agencies checked below:**
  - \* 1-800-DIGRITE must be contacted to locate all public utilities such as gas, telephone, electricity, water, sewer and other. DIGRITE ticket number \_\_\_\_\_.
  - \* Federal Aviation Administration (FAA) Technical Operations must be contacted at (816) 329-2828 (Billie Dye)
  - \* Downtown Airport Operations Manager or Maintenance Supervisor must be contacted at (816) 859-7611, or (816) 859-7614, respectively
- 3. Drawings must be provided to the Aviation Department, Engineering Division. Drawings provided must include**
  - Airport location and Site Plan, and indicate depth and limits of the excavation(s).
  - a. Plans to be supplied to the Aviation Department at the address shown above.
  - b. A minimum of three working days is required to field locate Airport owned utilities.**

I, \_\_\_\_\_ (name), an authorized representative of \_\_\_\_\_  
 (Company) do hereby certify that the utility owners identified in Section B, 1. (Above) have been contacted and that excavation will not commence until approval is received from all parties listed and all utilities in the area have been field located.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_  
 Title: \_\_\_\_\_ Fax No.: \_\_\_\_\_

Comments: \_\_\_\_\_

**The attached reference drawings show approximate location of all known utilities.**

Public Utilities, FAA Utilities, or Allied Aviation Fuel Lines may be shown on attached maps but their location does **not** represent official documentation from these agencies.

1. The contractor is responsible for reviewing all utility information with the excavator.
2. The contractor is responsible for providing protection and support of existing utilities within the area of excavation.
3. Pavement cuts are not allowed unless approved by the Aviation Department.
4. All landscaping and grass areas are to be restored to original conditions.

**Guidelines for Open Excavations:**

1. Required Excavations shall be restored to the level of the adjacent surfaces as soon as practicable. Unsupervised open excavations on public properties are discouraged at all times. Every person who for any purpose makes or causes to be made any excavation in, upon, under, through or adjoining any street, sidewalk, alley, park, boulevard, parkway or any other public properties, and shall leave any part or portion thereof open shall provide effective protection to the public.
2. All excavations in roadways shall be protected and secured in compliance with existing federal, state and local codes and standards, including, but not limited to the most current edition of the Manual of Uniform Traffic Control Devices.
3. All unsupervised excavations not within roadways shall be protected and secured. The use of a protective cover over an excavation shall be installed so that it can sustain the weight of any persons and/or objects placed upon it. The cover shall be fixed to the ground so it cannot be moved. Protective covers shall have no opening(s) or protuberance(s) of sufficient size to cause a fall and/or injury. Advance warning devices shall be installed as necessary.
4. Any excavation that is not covered shall be fenced in such a way that it surrounds the entire area under excavation so as to prevent entry by any persons. The fencing shall be a minimum of 42" in height. The fence shall be constructed in such a manner that it is adequately secured and will remain upright at all times under normal site conditions.
5. All protective coverings and/or fences on excavations shall be inspected at least daily to assure integrity. Protective coverings and/or fences in heavily trafficked areas shall be inspected more often as necessary.
6. All necessary and applicable permits shall be secured for any work contemplated on public properties before commencing any activity. In all instances the applicant agrees to perform all work in accordance with the permit and to indemnify and hold harmless the city from all liability, judgments, costs, expenses and claims growing out of damages or alleged damages, of any nature to any person or property arising out of performance or non-performance of said work or the existence of facilities and/or appurtenances thereof.

**\*Excavation Must Begin within 30 Days of the Permit Approval Date.**



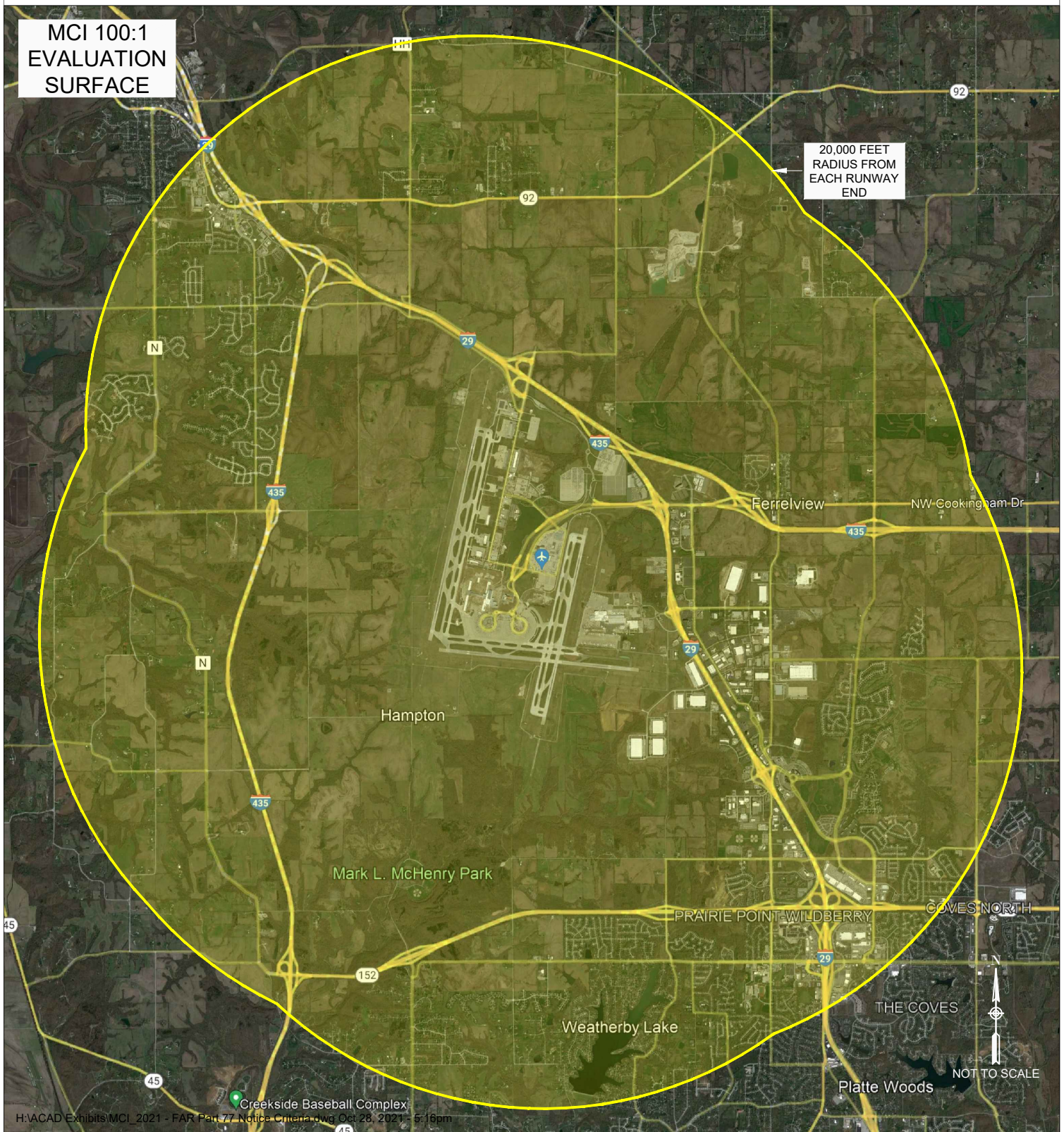
CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 6

Airspace Evaluation Area Map



# KANSAS CITY INTERNATIONAL AIRPORT (MCI) AIRSPACE EVALUATION AREAS FOR NEW DEVELOPMENT BASED ON FAR PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE



Submittal of a Form 7460-1, *Notice of Proposed Construction or Alteration*, shall be prepared by the proponent/developer if the proposed development:

1. Is more than 200 feet in height above the ground level at its site, and/or
2. Is located within 20,000 feet of the Kansas City International Airport and exceeds a 100:1 surface from any point on the runway, and/or
3. When requested by the City of Kansas City or the Federal Aviation Administration (FAA).

The Form 7460-1 must be submitted a minimum of 45 days prior to the start date of the proposed construction or alteration. The FAA's Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) website can be accessed at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 7

Telecommunications Permit





**Aviation Department Telecommunications Permit**

City of Kansas City, Missouri  
Aviation Department – Planning & Engineering Division  
601 Brasilia, Kansas City, Missouri 64153

**Permit Number TP** \_\_\_\_\_

Phone No. (816) 243-3000  
Fax No. (816) 243-3071

**Instructions:**

**Provide information requested in Section A. Follow instructions in Section B, Sign and return this permit along with applicable Drawings to the Aviation Department for Approval Signature.**

**Section A**

KCAD Proj. No. \_\_\_\_\_ Application Date: \_\_\_\_\_ Anticipated Start Date: \_\_\_\_\_  
Authorized Representative: \_\_\_\_\_ Phone: \_\_\_\_\_  
Company Name and Address: \_\_\_\_\_  
Scope of Project: \_\_\_\_\_

Planning & Engineering Division - Main Number: (816) 243-3030

Information Technology Division - Main Number: (816) 243-3140

Facility Maintenance Division - Main Number: (816) 243-5250

**Permit is valid only with Aviation Department Authorized Approval Signature (below).**

Aviation Dept. Agent: \_\_\_\_\_ Title: \_\_\_\_\_

Approval Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Section B**

1. Work Elements or Impacts:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Antenna/Wireless/Satellite | <input type="checkbox"/> Structural/Mechanical | <input type="checkbox"/> Roof Penetrations |
| <input type="checkbox"/> Structural Changes         | <input type="checkbox"/> New Walls             | <input type="checkbox"/> Demolition        |
| <input type="checkbox"/> Land Disturbance           | <input type="checkbox"/> Paving                | <input type="checkbox"/> Fiber/Telecom/IT  |
| <input type="checkbox"/> Doors                      | <input type="checkbox"/> Security/CCTV         | <input type="checkbox"/> Electrical        |
| <input type="checkbox"/> Fencing                    | <input type="checkbox"/> Architectural Changes | <input type="checkbox"/> Other             |

Detail for Other:

\_\_\_\_\_

2. Schedule and Costs:

Anticipated Start Date: \_\_\_\_\_ Anticipated Completion Date: \_\_\_\_\_

Estimated Construction Cost: \_\_\_\_\_

3. Application Check List

- |   |  |
|---|--|
| <input type="checkbox"/> Scope of Work  | <input type="checkbox"/> Completed Application |
| <input type="checkbox"/> Drawings   | <input type="checkbox"/> IT Forms              |
| <input type="checkbox"/> KCI and/or Designee written approval of proposed changes |  |

I, \_\_\_\_\_ (name), an authorized representative of \_\_\_\_\_ (Company) do hereby acknowledge and certify that I understand the requirements stated herein, including all attached Exhibits where appropriate. Tenant guarantees that all contractors doing work in connection with this project will be paid and understand that KCAD will look to the tenant to resolve any contractor/sub-contractor complaints and/or issues. Tenant also certifies that all contractors are qualified and OSHA certified to complete the proposed scope of work.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_ Fax No.: \_\_\_\_\_

Comments: \_\_\_\_\_



CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 8

Airport Security Control Procedures



## ATTACHMENT 8

### 01150 - AIRPORT SECURITY CONTROL PROCEDURES KANSAS CITY INTERNATIONAL AIRPORT (MCI)

#### Term Definitions

**Air Operations Area (AOA)** means a portion of an airport, specified in the airport security program, in which security measures specified in Transportation Security Regulations (TSR) Part 1542 are carried out. This area includes aircraft movement areas, aircraft parking areas, loading ramps, and safety areas, for use by aircraft regulated under TSR Part 1544 or 1546, and any adjacent areas (such as general aviation areas) that are not separated by adequate security systems, measures, or procedures. This area does not include the Secured Area.

**Aircraft Operator** means a person who uses, causes to be used, or authorizes to be used an aircraft, with or without the right of legal control (as owner, lessee, or otherwise), for the purpose of air navigation including the piloting of aircraft, or on any part of the surface of an airport. In specific parts or sections, "aircraft operator" is used to refer to specific types of operators as described in those parts or sections.

**Airport Operator** means a person that operates an airport serving an aircraft operator or a foreign air carrier required to have a security program under TSR Part 1544 or 1546.

**Airport Security Program** means a security program approved by TSA under TSR 1542.101.

**Airport Tenant** means any person, other than an aircraft operator or foreign air carrier that has a security program under TSR Part 1544 or 1546 that has an agreement with the airport operator to conduct business on airport property.

**Airport Tenant Security Program** means the agreement between the airport operator and an airport tenant that specifies the measures by which the tenant will perform security functions, which is approved by TSA under 152.113.

**Cargo** means property tendered for air transportation accounted for on an air waybill. All accompanied commercial courier consignments, whether or not accounted for on an air waybill, are also classified as cargo. Aircraft operator security programs further define the term "cargo".

**Checked baggage** means property tendered by or on behalf of a passenger and accepted by an aircraft operator for transport, which is inaccessible to passengers during flight. Accompanied commercial courier consignments are not classified as checked baggage.

**Escort** means to accompany or maintain constant visual contact with an individual who does not have unescorted access authority into or within a Secured Area or SIDA.

**Exclusive area** means any portion of a Secured Area, AOA or SIDA, including individual access points, for which an aircraft operator or foreign air carrier that has a security program under TSR Part 1544 or 1546, has assumed responsibility under TSR Part 1542.111 of said chapter.

**Exclusive area agreement** means an agreement between the airport operator and an aircraft operator or a foreign air carrier that has a security program under TSR Parts 1544 or 1546 that permits such an aircraft operator or foreign air carrier to assume responsibility for specified security measures in accordance with TSR Part 1542.111 of said chapter.

**FAA** means Federal Aviation Administration.

**Screening function** means the inspection of individuals and property for weapons, explosives, and incendiaries.

**Screening location** means each site at which individuals are inspected for the presence of weapons, explosives, and incendiaries.

**Secured area** means a portion of an airport, specified in the airport security program, in which certain security measures specified in TSR Part 1542 are carried out. This area is where aircraft operators and foreign air carriers that have a security program under TSR Part 1544 or 1546 enplane and deplane passengers and sort and load baggage and any adjacent areas that are not separated by adequate security measures.

**Security Identification Display Area (SIDA)** means a portion of an airport, specified in the airport security program, in which security measures specified in TSR Part 1542 are carried out. This area includes the Secured Area and may include other areas of the airport.

**Sterile area** means a portion of an airport defined in the airport security program that provides passengers access to boarding aircraft and to which the access generally is controlled by TSA or by an aircraft operator under TSR Part 1544 or a foreign air carrier under TSR Part 1546, through the screening of persons and property.

**Transportation Security Administration (TSA)** means the Transportation Security Administration.

**Transportation Security Regulation TSRs (TSR)** means the regulations issued by the Transportation Security Administration, in Title 49 Code of Federal Regulations, Chapter XII, which includes parts 1500 through 1699.

**Unescorted access authority** means the authority granted by an airport operator, aircraft operator, foreign air carrier, or airport tenant authorized under TSR Part 1542, 1544, or 1546, to individuals to gain entry to, and be present without an escort in, Secured Areas and SIDA's of airports.

## **AIRPORT SECURITY RESPONSIBILITIES**

### **A. Tenant / Contractor Responsibility**

All Airport Tenants and KCI Airport Contractors – Each tenant / contractor and employees are responsible for challenging unidentified persons and/or ground vehicles which are not displaying proper signage or identification medium in their respective areas, and promptly reporting such incidents to the Airport Police in accordance with the procedures in the KCI Airport Security Program.

Each tenant should immediately notify the Airport Operator when security-related facilities and equipment within their areas are malfunctioning or no longer adequate to perform the control function for which it was intended.

### **B. Individual Responsibility**

Under the provisions of TSR 1540.101, individuals will be held accountable for all security violations described in TSR 1540.103, 1540.105 and the KCI Airport Security Program. Violators may be subject to civil and/or local penalties. No person may tamper or interfere with, compromise, modify, attempt to circumvent, or cause a person to tamper or interfere with, compromise, modify, or attempt to circumvent any security system, measure, or procedure implemented under TSR Part 1540 or the KCI Airport Security Program.

No person may enter or be present within, a Secured Area, AOA, SIDA or sterile area without complying with the systems, measures, or procedures being applied to control access to, or presence or movement in, such areas. No person may use, allow to be used, or cause to be used, any airport-issued or airport-approved identification medium that authorizes the access, presence, or movement of persons or vehicles in Secured Areas, AOAs, or SIDAs in any other manner than that for which it was issued by the appropriate authority under TSR Parts 1542, 1544, 1546 or the KCI Airport Security Program.

KCI will provide information regarding individual responsibilities to each employee granted unescorted access authority to the Secured Area, SIDA, and/or AOA. ([Attachment 8.1](#))

### **C. Falsification**

No person may make, or cause to be made any fraudulent or intentionally false statement in any application for any security program, access medium, or identification medium, or any amendment thereto, under TSR Part 1540 and the KCI Airport Security Program. No person may make, or cause to be made any fraudulent or intentionally false entry in any record or report that is kept, made, or used to show compliance or exercise any privileges under TSR Part 1540 or the KCI Airport Security Program. No person may make, or cause to be made any reproduction or alteration, for fraudulent purpose, of any report, record, security program, access medium, or identification medium under TSR Part 1540 and the KCI Airport Security Program.

All suspected or known violations listed above will be reported to the airport ASC as soon as possible. The ASC may notify the TSA for possible enforcement action.

## **AIRPORT SECURITY OPERATIONS**

General – Through systems, measures, and procedures contained in the KCI Airport Security Program, KCI will ensure all of the Secured Area and AOA of the airport have adequate access control under the provisions of TSR Part 1542.207(b) and provide an overall level of security equal to the performance standards of TSR Part 1542.207(a). Access control for the Secured Area and AOA is a combination of either automated access for designated vehicle post gates, lock and chain for tenant and perimeter post gates or computerized Access Control System, lock and key for doors as described in the KCI Airport Security Program.

### **A. Secured Areas**

Description – The Secured Area at KCI is where aircraft operators and foreign air carriers that have a security program under TSR Part 1542 or 1544 enplane and deplane passengers, sort and load baggage, and includes any adjacent areas that are not separated by adequate security systems, measures, or procedures. Boundaries of the Secured Area are recognized by fences/walls, buildings, controlled access points, CCTV (vehicle access points), pavement markings and warning signs. The boundaries of the Secured Area at KCI include all the pavement areas between the terminals, aircraft operator ramps adjacent to the terminal buildings, and then extend out to where the active taxiways begin. The Secured Area also includes all areas beyond the access points controlled under TSR Part 1542.207(b) including all baggage make-up areas and other areas identified in the Airport Security Program.

#### **Access Control System**

The computerized system, badging, and control monitoring process is operated by the Airport Identification Office and located in the Airport Police Building. Airport Police Customer Service Representatives are trained to operate the computer terminals and have the capability to delete the access authorization of any individual upon proper verification of a report of a lost or stolen badge or employee termination or change of authorization.

The system is a computer driven, software controlled, access system utilizing an encoded prox-type airport-issued identification/access badge to prevent unauthorized access through vehicle post gates leading to the Secured Area. Access is either denied or granted in accordance with criteria residing within the computer software. The system controls vehicle post gates with direct access to the Secured Area as well as other access points to portions of the AOA. Upon entering and exiting the post gate, all vehicles must stop and wait upon immediately passing through the gate to ensure the post gate is closed before proceeding and to preclude "tailgating" and/or unauthorized entry.

The access system identifies an encoded airport-issued identification/access badge when proxed at the card reader at vehicle post gate access points. The system is designed to allow access for one vehicle or connected train of vehicles at a time. The operation of the sliding gates involves the movement back and forth across the entrance. The sliding gate movement is no less than one foot per second, and closes in 15 seconds. An airport-issued identification/access badge must be proxed at the card reader for each vehicle.

KCI uses a special series of restricted keys and blank keys designed by the Best Lock Company. The keys and blank keys are not available to the public and are stamped with the statement "Duplication Prohibited". Locks and keys for access points, except those controlled by tenants for their leaseholds, are controlled by the Aviation Department. The Aviation Department's designated locksmith is charged with maintaining possession of all blank keys and padlocks, along with preparing them for use. The locksmith will cut keys as required and stamp them with a control number and an individual serial number. The control number identifies the lock or padlock they operate. The serial number is an individual key identification and identifies to whom the key was issued. The locksmith will also prepare padlocks for securing the AOA Perimeter post gates that are

not controlled by card readers. After the keys and padlocks are prepared, they will be charged out to the Airport ID Office. The Airport ID Office will then assume control, accountability, and responsibility of the keys and padlocks.

Key Custodian – An Authorized Signature Form, [Attachment 8.2](#), must be on file in the ID Office prior to the issuance of any access control keys. The individuals listed on the form are designated as the Key Custodian and are authorized by the tenant, company or Aviation Department to request keys and/or padlocks. The Key Custodian must have a valid airport-issued identification/access badge authorized for the specific area of which the keys are requested.

Escort Procedures – Persons who do not have unescorted access authority and have a need to enter the Secured Area, must be under “positive” escort by a person who has a valid authorized identification/access badge for the Secured Area. “Positive” escort means the individual providing the escort must be in the proximity of the individual(s) being escorted to the extent capable of controlling the movement of the individual(s) and ensure the individual(s) under escort is engaged in only activities for which escorted access was granted. Should the individual(s) attempt to engage in unauthorized activity, the person providing the escort should conduct a verbal challenge. Should the person providing the escort become endangered, or the escorted individual(s) is unresponsive to the verbal challenge, ACC should be notified immediately by radio or telephone. ACC will dispatch an Airport Police Officer to the reported location for appropriate action and follow-up. ***No person may be escorted onto the Secured Area who has been granted unescorted access authority and does not have their badge in their possession. Secured Area media must be properly displayed at all times.***

Vehicle Identification – All vehicles operating on the Secured Area must be properly marked and lighted. It will be the driver's responsibility to ensure the vehicle is in compliance, violators will be denied access or removed.

- Markings – vehicles operating on the Secured Area be clearly marked with company name, symbols, words, and/or number so as to be easily identified as belonging to a particular tenant, organization, the City, or contractor.
- Lighting – all vehicles operating on the Secured Area will be lighted with an amber flashing or rotating beacon mounted on the uppermost part of the vehicle when possible and reasonable or equipped with lighting visible from all sides.

Personally-owned vehicles are not authorized on the Secured Area.

Access Media – ID badges for Secured Area access are issued by the Airport Identification Office after completion of a finger-print based Criminal History Records Check (CHRC), or Certification by the employer that they have completed the CHRC and after completion of a Security Threat Assessment (STA). ID badges serve as both access and identification indicating authorized access to specific areas on the Airport and are color-coded for definition.

## **B. Air Operations Area (AOA)**

Description – the AOA at KCI is any other area within the perimeter fence that is not included in the Secured Area. Boundaries of the AOA are recognized by fences, buildings, controlled access points, pavement markings, and warning signs. The boundaries and pertinent features of the AOA at KCI include three runways, taxiways, ARFF, United States Postal Service, cargo ramp areas, General Aviation, north Aviation Field Maintenance Facility, and the American Airlines Aircraft Maintenance and Engineering Base.

## Access Control System

*Reference Secured Areas, Access Control System, Paragraphs 1-6.* In addition, access control systems for the AOA include the following: Vehicle Post Gates not electronically controlled will be secured with chain and padlocks. Separate padlocks and key sets will be issued by the Airport ID Office to each organization requiring access to specific AOA post gates. These post gates may have one or any combination of padlocks on it from different organizations, however, only up to four padlocks per each post gate are allowed. These organizations include: Aviation Department, FAA, Kansas City Power and Light, Kansas City Health Department, USDA Wildlife Services, and Missouri Public Works (MoPub). Keys will be issued to employees of these organizations on an individual basis only. All padlocks required will be issued to one individual from each organization. To receive a key or padlock, the individual must have a valid airport-issued identification/access badge authorized for the specific area of which the padlock and keys are requested. An AOA Post Access Key/Padlock Request Form, [Attachment 8.5](#), must be presented to the Airport ID Office and include an authorized signature. The Key Custodian will use the KCI Airport AOA Access Key Issue Log, [Attachment 8.6](#), to record keys issued to employees for the padlocks.

The Aviation Department will be notified when there is no longer a need for access to a specific area or post gate by an organization before removing the issued padlock. An Aviation Department representative will accompany the organization's individual when the padlock is removed and ensure the AOA Post Gate is secured. All keys and padlocks will be returned to the Airport ID Office. At a minimum of once a shift, the Airport Police will check all post gates to verify all padlocks and post gates are secured. Any discrepancies found will be reported immediately to Airport Police supervision. The unsecured padlock will be secured by the Airport Police officer, who will ensure it is secured with an Aviation Department padlock. A formal report will be made by the Airport Police Officer.

Escort Procedures – Persons who do not have unescorted access authority and have a need to enter the AOA, must be under “positive” escort by a person who has a valid authorized identification/access badge for the AOA. “Positive” escort means the individual providing the escort must be in the proximity of the individual(s) being escorted to the extent capable of controlling the movement of the individual(s) and ensure the individual(s) under escort is engaged in only activities for which escorted access was granted. Should the individual(s) attempt to engage in unauthorized activity, the person providing the escort should conduct a verbal challenge. Should the person providing the escort become endangered, or the escorted individual(s) is unresponsive to the verbal challenge, ACC should be notified immediately by radio or telephone. ACC will dispatch an Airport Police Officer to the reported location for appropriate action and follow-up. ***No person may be escorted onto the AOA who has been granted unescorted access authority and does not have their badge in their possession.***

Vehicle Identification – All vehicles operating on the AOA must be properly marked and lighted. It will be the driver's responsibility to ensure the vehicle is in compliance, violators will be denied access or removed.

- Markings – vehicles operating on the AOA will be clearly marked with company name, symbols, words, and/or number so as to be easily identified as belonging to a particular tenant, organization, the City, or contractor.
- Lighting – all vehicles operating on the AOA will be lighted with an amber flashing or rotating beacon mounted on the uppermost part of the vehicle when possible and reasonable or equipped with lighting visible from all sides.

Personally-owned vehicles are not authorized on the Air Operations Area.

Perimeter Post Gates – The number of outlying vehicle Post Gates in the perimeter fencing are low throughput and limited to the minimum required for the safe and efficient operation of the airport. The Post Gates are designated by number with the same corresponding number affixed to the gate. All perimeter Post gates are secured with lock and chain and controlled by the Aviation Department under the Airport's Lock and Key Procedure outlined in the KCI Airport Security Program. Other locks may be added in conjunction with the Aviation Department locks only after approval of the Aviation Department.

Vehicle Access Post Gates – Vehicle post gates allowing access to the Secured Area and AOA are controlled under the provisions of TSR Part 1542.203. An airport-issued identification/access badge is required to enter the AOA through the vehicle post gates.

### C. Security Identification Area (SIDA)

Description – The SIDA at KCI has the same boundaries as the Secured Area. It also includes the inside of the buildings and the ramp areas of ARFF, United States Postal Service, cargo facilities, FBO, and Field Maintenance located north of the terminal buildings. Individuals are subject to a fingerprint – based Criminal History Records Check or CHRC Certification from their employer, as well as a Security Threat Assessment (STA) performed by the Transportation Security Clearinghouse through the Kansas City Aviation Department. The employer must verify a CHRC has been performed and verify that the individual has received security training.

KCI has one general aviation tenant located north of the terminal buildings among the cargo facilities. Though the general aviation facility is described in the KCI Airport Security Program as a SIDA, it is unrealistic to badge all private aviation customers. The general aviation tenant will be responsible for the security of their leasehold and escort of their respective customers, and challenging of apparent unauthorized persons. All customers must check in at the customer service desk prior to entering the SIDA. Customers arriving by aircraft may be monitored as they proceed from their aircraft to the general aviation facility. Customers of general aviation are restricted to those areas on the general aviation ramp necessary to conduct their business. The general aviation tenant is responsible to ensure their customers are adequately monitored or escorted, and do not deviate to other non-authorized areas. Tenant employees should challenge unescorted/unidentified persons on the SIDA, or contact the Airport Police for response.

Escort Procedures – Persons who do not have unescorted access authority and have a need to enter the SIDA, must be under “positive” escort by a person who has a valid authorized identification/access badge for the SIDA. “Positive” escort means the individual providing the escort must be in the proximity of the individual(s) being escorted to the extent capable of controlling the movement of the individual(s) and ensure the individual(s) under escort is engaged in only activities for which escorted access was granted. Should the individual(s) attempt to engage in unauthorized activity, the person providing the escort should conduct a verbal challenge. Should the person providing the escort become endangered, or the escorted individual(s) is unresponsive to the verbal challenge, ACC should be notified immediately by radio or telephone. ACC will dispatch an Airport Police Officer to the reported location for appropriate action and follow-up. ***No person may be escorted onto the SIDA who has been granted unescorted access authority and does not have their badge in their possession.***

### D. Accountability

When a key has been lost, reported stolen, or not returned by terminated or transferred employees, the tenant / contractor, organization manager, or Key Custodian will immediately notify the Airport ID Office or the Airport Communication Center at 243-4000. The tenant manager / contractor and the Aviation Department will take immediate action to monitor those access points compromised, to include the associated general ramp area. If appropriate, a physical description of the individual

will also be provided to the Airport Police. The Airport Police will make additional patrols in the area and challenge any suspicious individuals or activity until all affected locks are changed.

Any lock or padlock that is compromised must be replaced or decommissioned in one (1) hour. A sufficient number of locks, padlocks, cores, and keys will be available so that, if compromised, the entire lock and key system may be replaced within 24 hours. Locks controlling access to the AOA (TSR Part 1542.203) are deemed compromised when 5% of the keys are unaccounted for.

#### **E. Fingerprint Based Criminal History Records Check**

General – KCI will follow the procedures in 49 CFR 1542.209 for those persons requiring unescorted access authority to the Security Identification Display Area (SIDA), Secured Area and/or AOA. Maintenance of the criminal history record will be the responsibility of the airport or agency authorized to request, receive and review criminal history. It will be the responsibility of the airport to destroy this information at the appropriate time. These responsibilities will not be further delegated. KCI will ensure no individual is granted unescorted access to the SIDA, Secured Area or AOA unless the individual has undergone a fingerprint based Criminal History Records Check (CHRC), or provided a Certification, from their employer, that does not disclose the individual has been convicted, or found not guilty by reason of insanity of any of the disqualifying crimes in any jurisdiction during the 10 years before the date of the individual's application. Additionally, individuals requiring unescorted access to the SIDA must successfully complete a Security Threat Assessment (STA) performed by the Transportation Security Clearinghouse through the Kansas City Aviation Department.

For List of Disqualifying Crimes, see [Attachment 8.7](#).

Exemptions: KCI will authorize the following individuals unescorted access authority upon receipt of a Certification form, [Attachment 8.9](#):

- Any employee of the Federal, state, or local government (including a law enforcement officer) who, as a condition of employment, has been subjected to an employment investigation that includes a criminal records check.

Notwithstanding the requirements of TSR Part 1542.209, KCI may authorize the following individuals unescorted access authority upon receipt of a Certification form, [Attachment 8.9](#), signed by an authorized individual:

- An individual who has been continuously employed in a position requiring unescorted access authority by another airport operator, airport user, or aircraft operator, or contractor to such an entity, provided the grant for his or her unescorted access authority was based upon a fingerprint based CHRC through TSA or FAA.
- An individual who has been continuously employed by an aircraft operator or aircraft operator contractor, in a position with authority to perform screening functions, provided the grant for his or authority to perform screening functions was based upon a fingerprint based CHRC through TSA or FAA.

KCI has 2 'Visionics' electronic fingerprint machines located in the Airport ID Office at the Airport Police Building. The Airport ID Office personnel have received adequate training to collect fingerprints and transmit the data with these machines.

Procedures – At the time of fingerprinting, KCI will provide the individual to be fingerprinted a Fingerprint Application, [Attachment 8.7](#), acknowledging the individual does not have a disqualifying offense as well as disclosure responsibilities.

Each individual must complete and sign the Fingerprint Application prior to submitting his or her fingerprints.



The Airport ID Office personnel must verify the identity of the individual through 2 forms of identification prior to fingerprinting and ensure the printed name on the application is legible. At least one of the two forms of identification must have been issued by a government authority, and at least one must include a photo.

One set of legible and classifiable fingerprints will be collected by Airport ID Office personnel and processed electronically to the FBI through AAEE as required by the TSA.

Results of a CHRC will be electronically received by an ASC. The criminal record information provided by the FBI will not be disseminated to anyone other than:

- The individual to whom the record pertains, or that individual's authorized representative;
- Officials of other airport operators who are determining whether to grant unescorted access to the individual;
- Aircraft operators who are determining whether to grant unescorted access to the individual; or
- Others designated by the TSA.

When a CHRC on an individual seeking unescorted access authority discloses an arrest for any disqualifying criminal offense, without indicating a disposition, KCI will determine after investigation, the arrest did not result in a disqualifying criminal offense before granting that authority.

KCI will accept certification from aircraft operators for each individual seeking unescorted access authority for the aircraft operator employees and contractors under the provisions of TSR Part 1544.229. Individuals seeking unescorted access authority under these provisions must present a completed Certification form, [Attachment 8.9](#), signed by an individual listed on the Authorized Signature form. [Attachment 8.2](#).

Each individual with unescorted access authority who has a disqualifying criminal offense must report the offense to the airport operator and surrender their KCI Airport-issued identification/access badge to the Airport ID Office within 24 hours of the conviction or finding of not guilty by reason of insanity.

If information becomes available to the airport operator indicating that an individual with unescorted access authority has a disqualifying criminal offense, the ASC will determine the status of the conviction. If a disqualifying offense is confirmed, KCI will immediately revoke any unescorted access authority.

The airport user must report to KCI information, as it becomes available, that indicates an individual with unescorted access authority may have a disqualifying criminal offense.

Unclassifiable Fingerprints – In instances where fingerprints are unclassifiable or unattainable due to physical impairment, KCI will utilize the following procedure to clear an individual and grant unescorted access authority to the Secured Area/SIDA:

- KCI or an aircraft operator will conduct a full 10-year employment verification on the individual. An individual will not be considered "cleared" under this investigation if there is an unexplained gap of 30 days or more pertaining to the individual's whereabouts during this 10-year period.
- The individual must present, with his or her application for unescorted access authority, a certified birth certificate (along with a certified translation if the birth certificate is not in English).

- The individual must present, with his or her application for unescorted access authority, a current government issued identification card with a photo of the individual.
- If the individual is a foreign national, the individual must present, with the application for unescorted access authority, a valid and current work visa or other equivalent document (which must be verified with the Immigration and Naturalization Service).
- KCI or an aircraft operator will request, through the TSA, a manual FBI criminal history records check (CHRC) based on personal information contained in the procedure described above.

Fees – KCI will charge the following fees for each fingerprint taken at the Airport ID Office:

- \$31 – fingerprints taken using the Airport’s Submitting Office Number (SON).
- \$29 – fingerprints taken for TSA screeners.

Audit – Each airport user must provide KCI with either the name or title of the individual acting as custodian of the files, the address, of the location where the files are maintained, and the phone number of that location. The airport user must provide KCI and TSA with access to these files. KCI will conduct an annual audit under the provision set forth by TSA.

## **F. Identification Systems**

General – No person will be allowed within the Secured Area, SIDA, or AOA of KCI Airport without the possession of a valid airport-issued ID badge authorized for access into these areas or under direct escort by a properly-badged person. Any person found in the Secured Area, SIDA or AOA without proper identification as described herein, will be considered unauthorized, immediately removed from the Secured Area, SIDA or AOA, and subject to prosecution.

Display – All persons within the Secured Area, SIDA or AOA of KCI Airport will display on their person, at all times while in the area, a valid identification badge issued or approved by KCI Airport. Individuals in the Secured Area, SIDA or AOA must continuously display the identification badge issued to that individual on the outermost garment, above waist level, or be under escort by a properly badged individual. KCI Airport will provide a map of these boundaries to individuals with unescorted access authority. [Attachment 8.14](#).

Authorized Identification – The following means of identification are authorized on the airport by KCI:

- Airport-issued identification/access badges described herein;
- FAA Form 110A is recognized as authorizing FAA Aviation Safety Inspectors unescorted presence and movement to those portions of a Security Identification Display Area (SIDA) as necessary to the conduct of his/her assigned duties.
- The use of aircraft operator identification media issued to flight and cabin crew members of U.S. certificated aircraft operators is authorized for unescorted movement in the following portions of the Secured Area: The immediate vicinity of the aircraft to which flight crew is assigned; flight crew operations/flight office, or the equivalent; and points in between, as defined in the KCI Airport Security Program.

Flight crewmembers must be in uniform and wear an aircraft operator issued identification medium, readily visible at waist level or above. Such ID must be worn by the crewmember to whom it was issued.

- Airline Temporary Badges – Temporary badges are issued to KCI Airline Managers for the purpose of providing non-KCI based airline employees temporary access to the Secured Area.

The airline temporary badge must be worn in conjunction with the aircraft operator ID medium and will be issued on a day-to-day basis to the non-KCI based employees needing temporary access to a specified area within the Secured Areas of the airline's leased premises. The Airline Manager will provide site-specific training for non-KCI based employees.

Each Airline Manager is required to complete an Application form, [Attachment 8.10](#), for each temporary badge assigned to them. The Airline Manager is responsible for the control and accountability of the airline temporary badges assigned their respective airline.

Airline temporary badges are valid for one calendar year. If at anytime while in the possession of an airline temporary badge, the authority of that individual is questioned, the holder's access authority can be verified by contacting the associated Airline Manager. All airline temporary badges will be returned to the associated Airline Manager at the conclusion of the workday.

- Law Enforcement Temporary Badges – Temporary badges are issued by KCI to supplemental Law Enforcements Agencies identified in the KCI Airport Security Program in the event emergency security measures are mandated by TSA requiring Law Enforcement support in excess of the number of available Airport Police Law Enforcement Officers. These temporary badges do not authorize unescorted access to the Secured Area, SIDA, or AOA however, must be worn at all times when the individual is acting as an agent of the Airport Police. Temporary badges are issued on a day-to-day basis and returned to the Airport Police at the conclusion of assignment.
- \* Contractor badges are issued to individuals who are providing contractor or construction work on the airport. Individuals may only be in the areas of their assigned construction activity. Primary contractors will be issued the appropriate color-coded badge required for the area in which they are working. All other personnel associated with each project will be under positive escort at all times while working within the Secured Area, SIDA, or AOA. A deposit of \$100 is required for each contractor badge issued and reimbursed when the badge is returned.

Application – Prior to the issuance of any KCI Airport identification/access badge, each tenant/company must have an Authorized Signature Form, [Attachment 8.2](#), on file in the Airport ID Office. The following documents are required to be presented at the Airport ID Office as specified:

- Airport ID Office personnel must verify the identity of the individual through 2 forms of identification prior to fingerprinting and ensure the printed name on the application is legible. At least one of the two forms of identification must have been issued by a government authority, and at least one must include a photo.
- Application form, [Attachment 8.10](#) - must be completed, and signed by the applicant and an individual listed on the respective Authorized Signature Form. The employer of the individual for whom the badge is being requested must make applications for badges. Please refer to the instructional document entitled, “Step-by-Step Procedures for the Completion of the KCI Airport ID Badge / Proximity Card Application ([Attachment 8.10](#))”, which is located at the end of this document.
- Fingerprint Application, [Attachment 8.7](#) - must be completed and signed by the applicant or present a Certification form, [Attachment 8.9](#), signed by an individual listed on the Authorized Signature Form.
- Certificate for Reassigned or Temporarily Assigned Airline or Tenant Employees form, [Attachment 8.12](#) - must be completed and signed by those individuals who have received Secured Area/SIDA training at another airport and desire to waive the training at KCI. This form includes a map and description of the Secured Area/SIDA and contains contact information for law enforcement.

- Tenant and Contractor Letter of Agreement, [Attachment 8.13](#) - must be completed and signed by both the tenant company and the contractor company and must be on file in the Airport ID Office before any badge is issued to contract employees. This form ensures the contractor is authorized to provide services for a tenant company. The form describes requirements for deposits, badges not returned, and badge renewals. The project completion date listed on the form will be the badge expiration, not to exceed 24 months.

Accountability – Identification/access badges will be issued on an individual basis. Each badge will be numbered and this number will be assigned to an individual. Any individual losing a badge will report the loss immediately to the Airport ID Office. Replacement of a lost, stolen, or expired badge will only be issued if an individual declares in writing that the medium has been lost or stolen and a \$50 charge assessed. The payment will be made prior to a new badge being issued unless the company has an agreement, beforehand, to pay for any lost badges. The company is responsible for the immediate reporting of a lost badge.

When an individual no longer has a need for a badge, the company will be responsible to ensure the Airport ID Office is notified immediately and the badge physically returned to the Airport ID Office. The company will be billed \$50 for badges not returned. Aviation Department contractors must return all badges at the completion of their project. The \$100 deposit will be withheld for each badge that is expired, lost, or not returned.

For ongoing audit purposes, the Airport ID Office supervision prepares monthly Active Badge Reports, which are mailed out to each active company on the 1<sup>st</sup> day of the month. Each company is instructed, by an accompanying letter, to return the Active Badge Report no later than the 15<sup>th</sup> of the month, or their service is discontinued pending receipt of the report. In addition, random monthly "spot checks" will be conducted physically – or by way of facsimile request – to the active companies' management by the ID Office manager that will include all identification/access badge holders. Each active company will be "spot checked" at least one annually.

## **G. Training**

All applicants for an airport-issued identification/access badge at KCI will receive training through a computer-based learning system using verbal, visual, and written material to ensure understanding. Each employee, tenant employee, or other authorized individual issued an airport identification/access badge allowing access to the Secured Area/SIDA and AOA, is required to successfully complete the airport security training curriculum approved by the TSA, in accordance with TSR Part 1542.213.

**Individual Responsibilities**  
**Identification / Access Badges**  
Kansas City International Airport (MCI)

Under the provisions of 49 CFR 1540.101, individuals shall be held responsible and personally accountable for all security violations described in 49 CFR 1540.103, 1540.105 and the MCI Airport Security Program. Violators may be subject to civil and/or local penalties.

- No person may tamper or interfere with, compromise, modify, attempt to circumvent, or cause a person to tamper or interfere with, compromise, modify, or attempt to circumvent any security system, measure, or procedure implemented under 49 CFR 1540 and 1542 or the MCI Airport Security Program.
- No person may enter or be present within, a Secured Area, AOA, or SIDA or sterile area without complying with the systems, measures, or procedures being applied to control access to, or presence or movement in, such areas.
- No person may use, allow to be used, or cause to be used, any airport-issued or airport-approved identification medium that authorizes the access, presence, or movement of persons or vehicles in Secured Areas, AOAs, or SIDAs in any other manner than that for which it was issued by the appropriate authority under 49 CFR 1540, 1542, 1544, and 1546 of the MCI Airport Security Program.
- Individuals in the Secured Area, AOA, SIDA or sterile area must continuously display the identification badge issued to that individual on the outermost garment, above waist level, or be under escort by a properly badged individual.
- Firearms/weapons are PROHIBITED in the Secured Area, AOA, and SIDA unless authorized for official business.
- Escort Procedures – Persons who do not have unescorted access authority and have a need to enter a restricted area, must be under “positive” escort by a person who has a valid authorized identification/access badge. “Positive” escort means the individual providing the escort must be in the proximity of the individual(s) being escorted to the extent capable of controlling the movement of the individual(s) and ensure the individual(s) under escort is engaged in only activities for which escorted access was granted. Should the individual(s) attempt to engage in unauthorized activity, the person providing the escort should conduct a verbal challenge. Should the person providing the escort become endangered, or the escorted individual(s) is unresponsive to the verbal challenge, ACC should be notified immediately by radio or telephone. ACC will dispatch an Airport Police Officer to the reported location for appropriate action and follow-up. When an individual fails to successfully complete a Security Threat Assessment (STA) or Criminal History Records Check (CHRC), or is subsequently disqualified due to an STA or CHRC disqualifying offense, where required, the Airport may not grant the individual escorted or unescorted access to the SIDA, Secured Area, Sterile Area, or AOA.

*No person may be escorted into the Secured Area, AOA, SIDA, or sterile area that has been granted unescorted access authority and does not have their identification/Access card in their possession.*

- Challenge – Each airport employee, airport tenant or contractor who has been issued an airport identification/access badge has the responsibility to challenge any person(s), whether in uniform or not, who is not displaying an airport approved identification badge within the Secured Area/SIDA of MCI in a manner prescribed herein, or a person displaying an identification badge with unauthorized color-code for the area, or the badge is expired, or the badge was not issued to the individual displaying it, and immediately report the incident to Airport Police. The challenge should be accomplished in a non-threatening manner. Non-security/law enforcement personnel are not expected to place themselves or others in a dangerous situation if it is suspected that a challenge would result in such. The challenge requirement may also be satisfied when Airport Police are immediately notified at the time a person is found to be in the Secured Area, AOA, SIDA or sterile area without a badge or proper authorization. When a verbal challenge is not made, the continuous location, name, and/or description of the person should be relayed to Airport Police. Persons found to be without a badge, or in an unauthorized area, shall be immediately escorted from the area and Airport Police notified. Airport Police will take deliberate and appropriate action following investigation on each incident.
- In the event an identification/access badge is lost or stolen, individuals must immediately notify the Airport ID Office at 243-5211 or the Airport Communications Center at 243-4000. The replacement fee is \$50 for regular employees and \$100 for contractors.
- All identification/access cards remain the property of MCI Airport and must be surrendered upon termination of employment. Failure to return an identification/access media card can result in a warrant being issued for the individual's arrest.

I have read and understand the above responsibilities.

\_\_\_\_\_  
Employee Signature

\_\_\_\_\_  
Employer

\_\_\_\_\_  
Employee Telephone Number

\_\_\_\_\_  
Date

---

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**AUTHORIZED SIGNATURES  
FOR  
MCI AIRPORT ID / ACCESS BADGES, KEYS, and/or PADLOCKS**

\_\_\_\_\_  
Company Name (Print)

To request Identification / Access badges, keys, and/or padlocks, the following are the only Authorized Signatures for the above company:

**Printed Name:**                      **Signature:**                      **Title:**                      **Telephone:**                      **E-Mail:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Manager's Printed Name:** \_\_\_\_\_

**Manager's Signature:** \_\_\_\_\_

**Mailing Address:** \_\_\_\_\_

**Telephone Number:** \_\_\_\_\_

**Fax Number:** \_\_\_\_\_

**E-Mail Address:** \_\_\_\_\_

Revised: April 2009

\_\_\_\_\_  
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**AOA ACCESS KEY/PADLOCK REQUEST**  
Kansas City International Airport (MCI)

EMPLOYEE'S NAME \_\_\_\_\_ SPONSOR \_\_\_\_\_

COMPANY NAME \_\_\_\_\_ PROJECT # \_\_\_\_\_

KEY CONTROL # \_\_\_\_\_ COMPLETION DATE \_\_\_\_\_

ID/ACCESS BADGE# \_\_\_\_\_ SSN \_\_\_\_\_

There is a \$50.00 fee for each key or padlock lost. There is no refund on keys reported lost or missing, then later returned. Padlocks will not be removed without prior coordination with the Aviation Department. Control of this key and/or padlock is as significant as the control of the MCI Airport ID Access badge. Loss of this key and/or padlock compromises the security of the airport. Loss of this key and/or padlock will be reported to the Airport ID Office immediately. Padlock will be confiscated if found unsecured.

\_\_\_\_\_  
Signature of Authorized Individual

\_\_\_\_\_  
Employee's Signature

\_\_\_\_\_  
Printed Name of Authorized Individual

\_\_\_\_\_  
Date

**FOR AIRPORT ID OFFICE USE**

Key Serial # \_\_\_\_\_ Padlock # \_\_\_\_\_ Quantity of padlocks issued \_\_\_\_\_

Key Returned: \_\_\_\_\_ Control # \_\_\_\_\_ Date \_\_\_\_\_

Serial # \_\_\_\_\_ Signature \_\_\_\_\_

Rev.7/13/2006

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**CRIMINAL HISTORY RECORDS CHECK  
FINGERPRINT APPLICATION**  
Kansas City International Airport (MCI)

Name (Print) \_\_\_\_\_  
Last First Middle

Disqualifying criminal offenses as defined in TSR Part 1542.209(d) and TSR 1544.229(d):

1. Forgery of certificates, false marking of aircraft, and other aircraft registration violation; 49 U.S.C. 46306.
2. Interference with air navigation; 49 U.S.C. 46308.
3. Improper transportation of a hazardous material; 49 U.S.C. 46312.
4. Aircraft piracy; 49 U.S.C. 46502.
5. Interference with flight crew members or flight attendants; 49 U.S.C. 46504.
6. Commission of certain crimes aboard aircraft in flight; 49 U.S.C. 46506.
7. Carrying a weapon or explosive aboard aircraft; 49 U.S.C. 46505.
8. Conveying false information and threats; 49 U.S.C. 46507.
9. Aircraft piracy outside the special aircraft jurisdiction of the United States; 49 U.S.C. 46502(b).
10. Lighting violations involving transporting controlled substances; 49 U.S.C. 46315.
11. Unlawful entry into an aircraft or airport area that serves air carriers or foreign air carriers contrary to established security requirements; 49 U.S.C. 46314.
12. Destruction of an aircraft or aircraft facility; 18 U.S.C. 32.
13. Murder.
14. Assault with intent to murder.
15. Espionage.
16. Sedition.
17. Kidnapping or hostage taking.
18. Treason.
19. Rape or aggravated sexual abuse.
20. Unlawful possession, use, sale, distribution, or manufacture of an explosive or weapon.
21. Extortion.
22. Armed or felony unarmed robbery.
23. Distribution of, or intent to distribute a controlled substance.
24. Felony arson.
25. Felony involving a threat.
26. Felony involving
  - a. Willful destruction of property;
  - b. Importation or manufacture of a controlled substance;
  - c. Burglary;
  - d. Theft;
  - e. Dishonesty, fraud, or misrepresentation;
  - f. Possession or distribution of stolen property;
  - g. Aggravated assault;
  - h. Bribery; or
  - i. Illegal possession of a controlled substance punishable by a maximum term of imprisonment of more than 1 year.
27. Violence at international airports; 18 U.S.C. 37.
28. Conspiracy or attempt to commit any of the criminal acts listed in this paragraph.

By signing this application, I officially state I have not been convicted or found not guilty by reason of insanity of any disqualifying criminal offense in any jurisdiction during the 10 years prior to the date of this application.

Individuals have a continuing obligation to disclose to the airport operator, within 24 hours, if he or she is convicted of any disqualifying criminal offense that occurs while he or she has unescorted access authority under 49 CFR 1542.209.

*The information I have provided on this application is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement on this application can be punished by fine or imprisonment or both (See section 1001 of Title 18 United States Code.)*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Employee Telephone Number \_\_\_\_\_

Rev.6/1/04

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**CERTIFICATION  
For  
Fingerprint Based Criminal History Records Check/Criminal Records Check  
Kansas City International Airport (MCI)**

\_\_\_\_\_  
Employee's Name

\_\_\_\_\_  
Social Security Number

\_\_\_\_\_  
Employer

\_\_\_\_\_  
Date

- AIRCRAFT OPERATORS:**  
MCI shall accept certification from Aircraft Operators for each aircraft operator employee and contractor seeking unescorted access authority to the Secured Area and SIDA under the provisions of TSR Parts 1542.209 and 1544.229.
  
- FEDERAL, STATE, and LOCAL GOVERNMENT:**  
As a condition of employment, the employee has been subjected to an employment investigation which included a criminal records check.
  
- CONTINUOUS EMPLOYMENT – UNESCORTED ACCESS:**  
The employee has been continuously employed in a position requiring unescorted access authority by another airport operator, airport user, aircraft operator, or contractor to such an entity, and the employee's grant for unescorted access authority was based upon a fingerprint based CHRC through TSA or FAA.
  
- CONTINUOUS EMPLOYMENT – SCREENERS:**  
The employee has been continuously employed by an aircraft operator or aircraft operator contractor in a position with authority to perform screening functions, and the employee's grant for unescorted access authority was based upon a fingerprint based CHRC through TSA or FAA.

By my signature: I certify that in accordance with TSR Parts 1542 and 1544, the applicant has undergone a criminal records check as a condition of employment or a fingerprint based criminal history records check that did not disclose the individual has been convicted or found not guilty by reason of insanity of any of the disqualifying crimes in any jurisdiction during the 10 years before the date of the individual's application. A written record of this information will be maintained until 180 days after the employee's authority for unescorted access has been terminated. I further understand and stipulate the employer assumes responsibility for all fines imposed by the Transportation Security Administration upon the City of Kansas City, Missouri Aviation Department for any violation of this employee's criminal history records check.

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Date

---

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EMPLOYER:

APPLICATION IDENTIFICATION / PROXIMITY CARD Kansas City International Airport (MCI Category I)

CONTRACTOR: SUB:

Once the KCI Airport ID Badge Application is signed by the Authorized Signatory, the individual has 5 working days to respond to the ID Office to obtain a badge.

Select One: NEW RENEWAL LOST DAMAGED NAME CHANGE ADDITIONAL CATEGORY

Full Legal Name (Last) (First) (Middle Name) (Full Initials)

Former / Other Names (Provide the Given and Surname; for example: Joseph Robert Doe and Joe Bob Doe)

Current Mailing Address

City State Zip Address Country (NCIC 2 character abbr.)

Daytime Telephone Number Work Number Home Number Gender: Male or Female

Place of Birth Country (NCIC 2-character abbr.) Citizenship Country Code (NCIC 2-character abbr.)

Social Security Number: (9 digits) Date of Birth: (MMDDYYYY)

For individuals who are not U.S. citizens, provide the:

Alien Registration # (9 digits) I-94 Arrival / Departure Form # (11 digits)

For individuals who hold a non-immigrant visa, provide the visa control number, which appears in the top right-hand corner of the visa and is labeled "Control Number."

Non-Immigrant Visa Control Number:

For individuals who are U.S. citizens born abroad or naturalized U.S. citizens, provide:

Passport Number Passport Country (NCIC 2-character abbr.)

(Passport information is voluntary but may expedite the adjudication process for applicants who are U.S. citizens born abroad.)

OR

Certificate of Naturalization Number Form N-550 or N-570, (9 digits) Appears on right side of the document.

OR

Certification of Birth Abroad (Form DS-1350 or 10-digit document number, which appears in top right-hand corner of document. Precede the 10-digit Number with DS. For example, DS 1234567890. Do not include dashes.)

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The information I have provided is true, complete, and correct to the best of my knowledge and belief and is provided in good faith. I understand that a knowing and willful false statement can be punished by fine or imprisonment or both. (See Section 1001 of Title 18 of the United States Code.)

I authorize the Social Security Administration to release my Social Security Number and full name to the Transportation Security Administration, Enrollment Services and Vetting Programs, Attention: Vetting Programs (TSA-10)/Aviation Worker Program, 6595 Springfield Center Drive, Springfield, VA 20598-6010. I am the individual to whom the information applies and want this information released to verify that my SSN is correct. I know that if I make any representation that I know is false to obtain information from Social Security records, I could be punished by a fine or imprisonment or both.

*I understand and verify through my signature below there is a \$100 charge for each badge not returned and a \$ 50 charge for an expired or lost badge.* If a lost badge is returned within 30 days after being reported lost or stolen and before its expiration date, the charge will be refunded. No refunds will be provided without a receipt.

I understand and verify through my signature below a \$110 deposit is required for each contractor badge prior to obtaining the badge at the Airport ID Office. **The \$110 deposit will be withheld for all contractor badges not returned, expired, or lost. If a contractor badge is lost or stolen, a \$110 charge will be assessed before the contractor badge is replaced.** If a lost contractor badge is returned within 30 days after being reported lost or stolen and before its expiration date, the charge will be refunded. No refunds will be provided without a receipt.

Print Employee Full Name	Employee Signature	Date
<input type="text"/>	<input type="text"/>	<input type="text"/>
SSN (9 digits)		Date of Birth (MMDDYYYY)

### TSA PRIVACY ACT STATEMENT

Authority: 6 U.S.C. § 1140, 46 U.S.C. § 70105; 49 U.S.C. §§ 106, 114, 5103a, 40103(b)(3), 40113, 44903, 44935-44936, 44939, and 46105; the Implementing Recommendations of the 9/11 Commission Act of 2007, § 1520 (121 Stat. 444, Public Law 110-53, August 3, 2007); FAA Reauthorization Act of 2018, §1934(c) (132 Stat. 3186, Public Law 115-254, Oct 5, 2018), and Executive Order 9397 (November 22, 1943), as amended.

Purpose: The Department of Homeland Security (DHS) will use the information to conduct a security threat assessment. If applicable, your fingerprints and associated information will be provided to the Federal Bureau of Investigation (FBI) for the purpose of comparing your fingerprints to other fingerprints in the FBI's Next Generation Identification (NGI) system or its successor systems including civil, criminal, and latent fingerprint repositories. The FBI may retain your fingerprints and associated information in NGI after the completion of this application and, while retained, your fingerprints may continue to be compared against other fingerprints submitted to or retained by NGI. DHS will also transmit your fingerprints for enrollment into US-VISIT Automated Biometrics Identification System (IDENT).

DHS will also maintain a national, centralized revocation database of individuals who have had airport-or aircraft operator-issued identification media revoked for noncompliance with aviation security requirements. DHS has established a process to allow an individual whose name is mistakenly entered into the database to correct the record and have the individual's name expunged from the database. If an individual who is listed in the centralized database wishes to pursue expungement due to mistaken identity, the individual must send an email to TSA at [Aviation.workers@tsa.dhs.gov](mailto:Aviation.workers@tsa.dhs.gov).

Routine Uses: In addition to those disclosures generally permitted under 5 U.S.C. § 552a(b) of the Privacy Act, all or a portion of the records or information contained in this system may be disclosed outside DHS as a routine use pursuant to 5 U.S.C. § 552a(b)(3) including with third parties during the course of a security threat assessment, employment investigation, or adjudication of a waiver or appeal request to the extent necessary to obtain information pertinent to the assessment, investigation, or adjudication of your application or in accordance with the routine uses identified in the TSA system of records notice (SORN) DHS/TSA 002, Transportation Security Threat Assessment System. For as long as your fingerprints and associated information are retained in NGI, your information may be disclosed pursuant to your consent or without your consent as permitted by the Privacy Act of 1974 and all applicable Routine Uses as may be published at any time in the Federal Register, including the Routine Uses for the NGI system and the FBI's Blanket Routine Uses.

Disclosure: Pursuant to § 1934(c) of the FAA Reauthorization Act of 2018, TSA is required to collect your SSN on applications for Secure Identification Display Area (SIDA) credentials. For SIDA applications, failure to provide this information will result in denial of a credential. For other aviation credentials, although furnishing your SSN is voluntary, if you do not provide the information requested, DHS may be unable to complete your security threat assessment.

As of June 20, 2021, MCI notifies all individuals who have successfully completed a CHRC to obtain an airport-issued ID that individuals who violate aviation security requirements resulting in ID media revocation, will be added to the Centralized Revocation Database for a period of five years.

I verify through my signature below that I have read and understand the above Privacy Act Notice.

Print Employee Full Name	Employee Signature	Date
--------------------------	--------------------	------

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**SCREENING NOTICE:**

**Any employee holding a credential granting access to a Security Identification Display Area may be screened at any time while gaining access to, working in, or leaving a Security Identification Display Area. All Badged employees working at MCI will be enrolled into the FBI RAPBACK program.**

As an **AUTHORIZED SIGNATORY** for my company, \_\_\_\_\_, I verify the above named employee has a legitimate need for a KCI Airport-issued ID badge / access media.

Print Authorized Signatory's Name \_\_\_\_\_ Authorized Signature (Attachment 2 on File) \_\_\_\_\_ Date \_\_\_\_\_

Authorized Signatory's E-Mail Address \_\_\_\_\_ Authorized Signatory's Work Telephone \_\_\_\_\_

**AIRPORT ID OFFICE USE ONLY**

If identification badge holder will be AOA Movement or Non-Movement privileged, applicant must present a valid, state-issued driver's license.

State of Issue: \_\_\_\_\_ Operator's License No: \_\_\_\_\_ Expiration: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Issued Badge #: \_\_\_\_\_ Date of Issue: \_\_\_\_\_ Expiration: \_\_\_\_\_

Verified By: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature)

ID Badge Deactivation Date: \_\_\_\_\_ Reason: \_\_\_\_\_  
(Lost, Damaged, Stolen, Name Change)

Deactivation Date & Note Entered Into Badging System: \_\_\_\_\_  
(Date of Entry) (Initials)

Badge was UNINTENTIONALLY damaged, a replacement badge was issued at no charge to the badge holder.

\_\_\_\_\_  
(Replacement Badge Number) (Date) (Initials)

Was \$50.00 or \$100.00 fee collected for badge not returned, expired, or lost? \_\_\_\_\_ Was receipt given? \_\_\_\_\_

Deactivated By: \_\_\_\_\_  
(Signature)

Badge Returned: Yes \_\_\_\_\_ No \_\_\_\_\_ Was a receipt given? \_\_\_\_\_ Receipt # \_\_\_\_\_ Initials \_\_\_\_\_

If an individual KCI Airport badge holder experiences multiple unintentional damaged badges between badge renewals, the ID Office Trusted Agent will simply attach an additional Attachment 10 form page 4 of 4 to the individual's paperwork on file for each occurrence.

**STEP-BY-STEP PROCEDURES FOR THE COMPLETION OF THE KCI AIRPORT ID  
BADGE / PROXIMITY CARD APPLICATION (ATTACHMENT 10)**

**NEW BADGES**

**All applications and signatures must be ORIGINALS. Copies will not be accepted.  
Once the KCI Airport ID Badge Application is signed by the Authorized Signatory, the  
individual has 5 working days to respond to the ID Office to obtain a badge.**

1. Print the employer's name in the upper **left-hand** corner of the Attachment 10 form. If the application is for a **contractor**, please write the employer name in the upper **left-hand** corner and on the upper **right-hand** corner the company the contractor actually works for. (Example: KCAD Engineering – Loch Sand Construction)
2. When an employee reports to the ID Office, Attachments 10, 7, and 1 are required upon arrival. The employee must present 2 forms of identification; one must be a government issued ID with a photo. The employee must also present the **ORIGINAL** documents used to provide identity and work authorization on page 2 of the Attachment 10 form.
3. "New" will need to be circled on the Attachment 10.
4. The employee's last, first, and middle name should be written legibly on the Attachment 10. List the employee's full initials. If no middle name, please indicate so. Provide any former or other names.
5. Fill in the COMPLETE street address, city, state, zip code and home telephone number. Circle either MALE or FEMALE.
6. The Address Country, Place of Birth Country, and Citizenship Country codes need to be listed. (Please refer to the NCIC 2-Character Abbreviations handout.)
7. List the COMPLETE Social Security Number. (9 digits; one number per box)
8. Fill in the COMPLETE date of birth. (MMDDYYYY; one number per box)
9. For individuals who are not U.S. citizens, provide the Alien Registration Number (9 digits; no dashes) or the I-94 Arrival / Departure Form Number (11 digits; no dashes).
10. For individuals who hold a non-immigrant visa, provide the visa control number, which appears in the top right-hand corner of the visa and is labeled "Control Number".
11. Individuals who are U.S. citizens board abroad or naturalized U.S. citizens, one of three documents can be used. Passport: copy the correct 9-digit number listed in the upper right-hand corner of the passport. Also enter the 2-character country code from where the passport was issued. Or a Certificate of Naturalization may be used. List the Certificate of Naturalization Number (9 digits; no dashes). This number appears on the right side of the document and may be called the ARN or INS number. Or a Certification of Birth Abroad may be used. List the Form DS-1350 or 10-digit document number, which appears in the top right-hand corner of the document. Precede the 10-digit number with DS. For example, DS 1234567890. Do not include dashes.
12. Circle the Type of Badge (**Permanent, Contractor, and Temporary**) that is requested for the employee.
13. Enter the COMPLETE Company Name. For example, American Airlines – Overhaul Base, or American Airlines – Terminal, or KCAD Field Maintenance.
14. Enter the Contractor Name, **if applicable** and the Project Number. For example, KCAD Engineering – Loch Sand Construction (as listed on page 1 of 4). Project Number 1234.

15. Company Selected Door Category Access is required for access to various doors and post gates your employees use in the course of their duties. (Refer to the Attachment 10 Door Category Access Codes handout.) For cargo employees, always indicate Post 1.

16. Access Level indicates where the employee needs to go and have access to in the course of their duties. CHECK ONLY ONE BOX.

17. Additional Authorities indicates other privileges and access the employee may need to perform his / her job. CHECK ALL THAT APPLY. When selecting AOA Non-movement or AOA movement, the OLN (Operator's License Number), State issued, and Expiration date need to be completed for all employees who are receiving this authority. **Authorized to Escort**

18. If the individual applying for a KCI Airport-issued ID Badge / Proximity Card has an operational need to access the US Customs facility, Terminal C, Gate 90, check the "CBP FIS Authorization" under additional authorities. BEFORE the individual reports to the ID Office they must stop by the US Customs office to have one of the Customs Officers sign and date the Attachment 10 form. Individuals must show proof of identity. The US Customs Office is located in Terminal C at Gate 90 and is open Sunday through Saturday from 12:00p.m. to 8:00p.m. Their telephone number is 816-243-3676.

### 19. Identity and Work Authorization

Original identity and work authorization documents must be presented at the ID Office for inspection, authentication, and copying.

20. The ID Office Trusted Agents will verify the acceptable original documents for authenticity, list the type of document(s), document number(s), and list their OWN name as the individual verifying the documents. The ID Office Trusted Agents will make copies of the identity and employment eligibility documents and staple the copies to the Attachment 10 document.

21. Line 1 is used to establish BOTH Identity and Employment Eligibility. In most cases, a passport is used. Please refer to the Identity & Work Authorization Handout, LIST A for other acceptable documents.

22. Line 2 and line 3 are used to establish Identity. In most cases, a valid driver's license and Social Security Card are used. Please refer to the Identity & Work Authorization Handout, LIST B for other acceptable documents.

23. The employee needs to read the top paragraph on page 3, PRINT FULL NAME, SIGN, and DATE the application. The employee needs to provide his / her Social Security Number (9 digits; no dashes) and Date of Birth (MMDDYY).

24. The employee needs to read the "Privacy Act Notice" on page 3, PRINT FULL NAME, SIGN, and DATE the application.

25. The line indicating, "As an authorized signatory for my employer..." should be completed with THE SIGNATORY'S COMPANY NAME.

26. The **authorized signatory** should PRINT FULL NAME, SIGN and DATE the application.

27. The **authorized signatory** should print his or her **own** e-mail address and list their work telephone number. The ID Office may need to contact the authorized signatory.

28. Page 4 is for Airport ID Office use only.

Once the KCI Airport ID Badge Application is signed by the Authorized Signatory, the individual has 5 working days to respond to the ID Office to obtain a badge.

**If you have any questions when completing a KCI Airport ID / Proximity Card Application (Attachment 10),  
Please contact Robin McDaniel-Beck, ID Office Supervisor at 243-5105 or via e-mail at:  
Robin.McDaniel-Beck@kcmo.org.**

**STEP-BY-STEP PROCEDURES FOR THE COMPLETION OF THE KCI AIRPORT ID  
BADGE / PROXIMITY CARD APPLICATION (ATTACHMENT 10)**

**RENEWAL, LOST, DAMAGED, BADGES, NAME CHANGE and/or ADDITIONAL CATEGORY**

**All applications and signatures must be ORIGINALS. Copies will not be accepted.**

1. Print the employer's name in the upper **left-hand** corner of the Attachment 10 form. If the application is for a **contractor**, please write the employer name in the upper **left-hand** corner and on the upper **right-hand** corner the company the contractor actually works for. (Example: KCAD Engineering – Loch Sand Construction)
2. When an employee reports to the ID Office to RENEW their badge, obtain another badge because the badge was LOST or DAMAGED, or due to a NAME CHANGE or ADDITIONAL CATEGORY needed, an original Attachment 10 is required upon arrival. The employee must present 2 forms of identification; one must be a government issued ID with a photo. The employee must also present the ORIGINAL documents used to provide identity and work authorization on page 2 of the Attachment 10 form.
3. Circle the appropriate reason for a badge request; i.e., RENEWAL, LOST, DAMAGED, NAME CHANGE, ADDITIONAL CATEGORY.
4. The employee's last, first, and middle name should be written legibly on the Attachment 10. List the employee's full initials. If no middle name, please indicate so. Provide any former or other names.
5. Fill in the COMPLETE street address, city, state, zip code and home telephone number. Circle either MALE or FEMALE.
6. The Address Country, Place of Birth Country, and Citizenship Country codes need to be listed. (Please refer to the NCIC 2-Character Abbreviations handout.)
7. List the COMPLETE Social Security Number. (9 digits; one number per box)
8. Fill in the COMPLETE date of birth. (MMDDYYYY; one number per box)
9. For individuals who are not U.S. citizens, provide the Alien Registration Number (9 digits; no dashes) or the I-94 Arrival / Departure Form Number (11 digits; no dashes).
10. For individuals who hold a non-immigrant visa, provide the visa control number, which appears in the top right-hand corner of the visa and is labeled "Control Number".
11. Individuals who are U.S. citizens board abroad or naturalized U.S. citizens, one of three documents can be used. Passport: copy the correct 9-digit number listed in the upper right-hand corner of the passport. Also enter the 2-character country code from where the passport was issued. Or a Certificate of Naturalization may be used. List the Certificate of Naturalization Number (9 digits; no dashes). This number appears on the right side of the document and may be called the ARN or INS number. Or a Certification of Birth Abroad may be used. List the Form DS-1350 or 10-digit document number, which appears in the top right-hand corner of the document. Precede the 10-digit number with DS. For example, DS 1234567890. Do not include dashes.
12. Circle the Type of Badge (**Permanent, Contractor, and Temporary**) that is requested for the employee.
13. Enter the COMPLETE Company Name. For example, American Airlines – Overhaul Base, or American Airlines – Terminal, or KCAD Field Maintenance.
14. Enter the Contractor Name, **if applicable** and the Project Number. For example, KCAD Engineering – Loch Sand Construction. Project Number 1234.
15. Company Selected Door Category Access is required for access to various doors and post gates your employees use in the course of their duties. (Refer to the Attachment 10 Door Category Access Codes handout.) For cargo employees, always indicate Post 1.

16. Access Level indicates where the employee needs to go and have access to in the course of their duties. CHECK ONLY ONE BOX.

17. Additional Authorities indicates other privileges and access the employee may need to perform his / her job. CHECK ALL THAT APPLY.

18. If the individual applying for a KCI Airport-issued ID Badge / Proximity Card has an operational need to access the US Customs facility, Terminal C, Gate 90, check the "CBP FIS Authorization" under additional authorities. BEFORE the individual reports to the ID Office they must stop by the US Customs office to have one of the Customs Officers sign and date the Attachment 10 form. Individuals must show proof of identity. The US Customs Office is located in Terminal C at Gate 90 and is open Sunday through Saturday from 12:00p.m. to 8:00p.m.

19. OLN (Operator's License Number), State issued, and Expiration date need to be completed for all employees who are receiving NON-MOVEMENT or MOVEMENT AREA airfield driving privileges.

#### **Identity and Work Authorization**

Original identity and work authorization documents must be presented at the ID Office for inspection, authentication, and copying.

20. The Identity and Work Authorization box **DOES** need to be completed for **Renewals, Lost, or Damaged Badges, Name Changes and/or Additional Categories requested.**

21. The ID Office Trusted Agents verify the acceptable original documents for authenticity, list the type of document(s), document number(s), and list their OWN name as the individual verifying the documents. The ID Office Trusted Agents will make copies of the identity and employment eligibility documents and staple the copies to the Attachment 10 document.

22. Line 1 is used to establish BOTH Identity and Employment Eligibility. In most cases, a passport is used. Please refer to the Identity & Work Authorization Handout, LIST A for other acceptable documents.

23. Line 2 and line 3 are used to establish Identity. In most cases, a valid driver's license and Social Security Card are used. Please refer to the Identity & Work Authorization Handout, LIST B for other acceptable documents.

24. The employee needs to read the top paragraph on page 3, PRINT FULL NAME, SIGN, and DATE the application. The employee needs to provide his / her Social Security Number (9 digits; no dashes) and Date of Birth (MMDDYYYY).

25. The employee needs to read the "Privacy Act Notice" on page 3, PRINT FULL NAME, SIGN, and DATE the application.

26. The line indicating, "As an authorized signatory for my employer..." should be completed with THE SIGNATORY'S COMPANY NAME.

27. The authorized signatory should PRINT FULL NAME, SIGN and DATE the application.

28. The authorized signatory should print his or her **own** e-mail address and list their work telephone number. The ID Office may need to contact the authorized signatory.

29. Page 4 is for Airport ID Office use only.

Once the KCI Airport ID Badge Application is signed by the Authorized Signatory, the individual has 5 working days to respond to the ID Office to obtain a badge.

**If you have any questions when completing a KCI Airport ID / Proximity Card Application (Attachment 10),  
Please contact Robin McDaniel-Beck, ID Office Supervisor at 243-5105 or via e-mail at:  
Robin.McDaniel-Beck@kcmo.org.**



## LISTS OF ACCEPTABLE DOCUMENTS

All documents must be unexpired

### LIST A

**Documents that Establish Both  
Identity and Employment  
Authorization**

### LIST B

**Documents that Establish  
Identity**

### LIST C

**Documents that Establish  
Employment Authorization**

OR

AND

1. U.S. Passport or U.S. Passport Card	1. Driver's license or ID card issued by a State or outlying possession of the United States provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address	1. Social Security Account Number card other than one that specifies on the face that the issuance of the card does not authorize employment in the United States
2. Permanent Resident Card or Alien Registration Receipt Card (Form I-551)		
3. Foreign passport that contains a temporary I-551 stamp or temporary I-551 printed notation on a machine-readable immigrant visa	2. ID card issued by federal, state or local government agencies or entities, provided it contains a photograph or information such as name, date of birth, gender, height, eye color, and address	2. Certification of Birth Abroad issued by the Department of State (Form FS-545)
4. Employment Authorization Document that contains a photograph (Form I-766)	3. School ID card with a photograph	3. Certification of Report of Birth issued by the Department of State (Form DS-1350)
5. In the case of a nonimmigrant alien authorized to work for a specific employer incident to status, a foreign passport with Form I-94 or Form I-94A bearing the same name as the passport and containing an endorsement of the alien's nonimmigrant status, as long as the period of endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations identified on the form	4. Voter's registration card	
	5. U.S. Military card or draft record	
	6. Military dependent's ID card	5. Native American tribal document
	7. U.S. Coast Guard Merchant Mariner Card	
	8. Native American tribal document	
	9. Driver's license issued by a Canadian government authority	6. U.S. Citizen ID Card (Form I-197)
<b>For persons under age 18 who are unable to present a document listed above:</b>		
6. Passport from the Federated States of Micronesia (FSM) or the Republic of the Marshall Islands (RMI) with Form I-94 or Form I-94A indicating nonimmigrant admission under the Compact of Free Association Between the United States and the FSM or RMI	10. School record or report card	7. Identification Card for Use of Resident Citizen in the United States (Form I-179)
	11. Clinic, doctor, or hospital record	
	12. Day-care or nursery school record	
		8. Employment authorization document issued by the Department of Homeland Security

**Illustrations of many of these documents appear in Part 8 of the Handbook for Employers (M-274)**

**NCIC 2-Character Abbreviations  
for  
Place of Birth Country / Citizenship Code Country / Passport Country**

<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>
AA	Albania	CC	Cuba	EU	Ecuador	IE [2]	Ireland
AB	Alberta	CD [1]	Canada	EY	Egypt	IL	India
AD	Andorra	CE	Campeche	EZ	Czech Republic	IL	Illinois
AE	Anguilla	CF	Chad	FA	Falkland Islands	IM	Madeira Islands
AF	Afghanistan	CG	Caroline Islands	FC	Fond du Lac	IN	Indiana
AG	Aguascalientes	CH	Chihuahua	FD	Finland	IO	Indonesia
AH	Ashmore & Cartier Islands	CI	Chiapas	FG	French Guiana	IQ	Iraq
AI	Antigua & Barbuda	CJ	Cambodia	FJ	Fiji	IR	Iran
AJ	Aruba	CL	Colima	FL	Florida	IS	Israel
AK	Alaska	CM	Cameroon	FN	France	IT	Italy
AL	Alabama	CO	Colorado	FO	Faroe Islands	IU	Niue
AM	American Samoa	CP	Cayman Islands	FP	French Polynesia	IW	Iowa Tribe
AN	Algeria	CQ	Chile	FR	French Southern & Antarctic Lands	IX	Menominee
AO	Angola	CR	Costa Rica	FS	Federated States of Micronesia	IY	Cote d'Ivoire (Ivory Coast)
AP	Armenia	CS	Cyprus	FX	Sac & Fox	JA	Japan
AQ	Azores Islands	CT	Connecticut	GA	Georgia	JE	Jersey
AR	Arkansas	CU	Coahuila	GB	Gabon	JI	Johnston Island
AS	Australia	CV	Cape Verde Islands	GC	Greece	JL	Jalisco
AT	Argentina	CW	Central African Republic	GD	Georgia	JM	Jamaica
AU	Austria	CY	Ceylon (Now Sri Lanka)	GE	Germany	JN	Jan Mayen
AV	Azerbaijan	CZ	Canal Zone	GF	Guernsey	JO	Jordan
AX	Apache Tribe	DA	Cheyenne & Arapaho Tribes	GG	Ghana	JR	Jarvis Island
AZ	Arizona	DB	Clipperton Island	GI	Guinea	JU	Juan de Nova Island
BA	Baja California (Northern Section)	DC	District of Columbia	GJ	Grenada	KB	Gilbert Islands (Now Kiribati)
BB	Barbados	DD	Cocos Islands	GK	Gambia, The	KC	Croatia
BC	British Columbia	DE	Delaware	GM	Guam	KE	Kenya
BD	Bahamas, The	DF	Distrito Federal (Mexico, D.F.)	GN	Greenland	KH	Manahiki Island
BE	Bahrain/Bahrein	DG	Comoros (or Comoros Islands)	GO	Glorioso Islands	KI	Kingman Reef
BF	Bassas Da India	DH	Benin (formally Dahomey)	GP	Guadeloupe	KK	Kickapoo Tribe
BG	Belgium	DI	Cook Islands	GR	Guerrero	KN	North Korea
BH	Belize	DJ	Coral Sea Islands	GS	South Georgia & South Sandwich Islands	KO	South Korea
BI	Burundi	DK	Denmark	GT	Guatemala	KP	Shakopee
BJ	Baja California (Southern Section)	DL	Devil's Lake Sioux Tribe	GU	Guanajuato	KS	Kansas
BK	Baker Island	DM	Dominica	GY	Guyana	KT	Kazakhstan
BL	Bangladesh	DN	Djibouti	GZ	Gaza	KU	Kuwait
BM	Bermuda	DO	Durango	HD	Honduras	KW	Kiowa
BN	Bhutan	DP	Comanche Nation	HE	Heard Island & McDonald Island	KY	Kentucky
BO	British Indian Ocean Territory	DR	Dominican Republic	HI	Hawaii	KZ	Kyrgyzstan
BP	Bosnia & Hercegovenia	DS	Miami Tribe	HK	Hong Kong	LA	Louisiana
BQ	Bouvet Island (Norwegian Territory)	DT	Muscogee (Creek) Tribe	HL	Hidalgo	LB	Liberia
BR	Burma	DV	Seneca-Cayuga Tribes	HN	New Hebrides (now Vanuatu)	LC	Mille Lacs
BS	British Solomon Islands (now Solomon Islands)	DW	Citizen Band Pottawatomi Tribe	HO	Howland Island	LD	Moldovia
BT	Botswana	EE	Absentee Shawnee	HR	Christmas Island	LE	Lesotho
BU	Bulgaria	EK	Equatorial Guinea	HS	Saint Helena	LF	Slovakia
BV	Bolivia	EL	El Salvador	HT	Haiti	LH	Lithuania
BW	Balearic Islands	EN	England	HU	Hungary	LI	Liechtenstein
BX	Brunei	EO	Ethiopia	IA	Iowa	LL	Leech Lake Band of Chippewa
BY	Brazil	ER	Europa Island	IB	Isle of Man	LN	Lebanon
CA	California	ES	Estonia	IC	Iceland	LO	Slovenia
CB	Colombia	ET	Eretria	ID	Idaho	LP	Lac du Flambeau Band of Lake Superior Chippewa

**NCIC 2-Character Abbreviations**  
for  
**Place of Birth Country / Citizenship Code Country / Passport Country**

<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>
LS	Laos	NT	Northwest Territories	RI	Rhode Island	TU	Tunisia
LT	Latvia	NU	Nicaragua	RL	Red Lake	TV	Ellice Islands
LU	Saint Lucia	NV	Nevada	RR	Montserrat	TW	Taiwan, Republic of China
LX	Luxembourg	NW	Norway	RS	Spanish Sahara	TX	Texas
LY	Libya	NX	Bonaire (Netherlands Antilles)	RU	Romania	TY	Turkey
MA	Massachusetts	NY	New York	RV	Socialist Republic of Vietnam	TZ	Tanzania, United Republic of
MB	Manitoba	NZ	New Zealand	RW	Rwanda	UC	Turtle Mtn. Band of Chipewa
MC	Michoacan	OA	Oaxaca	RY	Republic of Yemen	UG	Uganda
MD	Maryland	OC	Macao	SA	Sierre Leone	UK	Ukraine
ME	Maine	OF	Norfolk Island	SB	Saudi Arabia	UM	Mauritius
MF	Malawi	OG	Osage Nation	SC	South Carolina	UR	Turkmenistan
MG	Mongolia	OH	Ohio	SD	South Dakota	US	United States of America
MH	Marshall Islands	OI	Okinawa	SE	Seychelles	UT	Utah
MI	Michigan	OK	Oklahoma	SF	South Africa	UV	Burkina Faso
MJ	Monaco	OM	Oman	SG	Senegal	UY	Uruguay
MK	Mariana Islands	ON	Ontario	SH	San Marino	UZ	Uzbekistan
ML	Mali	OO	Otoe-Missouria Tribe	SI	Sinaloa	VA	Virginia
MM [3]	Mexico	OR	Oregon	SJ	Namibia	VB	British Virgin Islands
MN	Minnesota	OS	Oglala Sioux	SK	Seminole Nation	VC	Veracruz
MO	Missouri	OT	Oneida Tribe of Indians of Wisconsin	SL	San Luis Potosi	VI	U.S. Virgin Islands
MP	Madagascar	PA	Pennsylvania	SM	Somalia	VL	Navassa Island
MQ	Morocco	PB	Puebla	SN	Saskatchewan	VT	Vermont
MR	Morelos	PC	Pitcairn, Henderson, Ducie, & Oeno Islands	SO	Sonora	VV	Saint Vincent & the Grenadines
MS	Mississippi	PD	Palau, Republic of	SP	Spain	VY	Vatican City
MT	Montana	PE	Prince Edward Island	SQ	Sweden	VZ	Venezuela
MU	Mauritania	PF	Parcel Islands	SR	Singapore	WA	Washington
MV	Maldives	PG	Guinea-Bissau	SS	Scotland	WB	West Bank
MW	Midway Islands	PI	Philippines	SU	Sudan	WD	Wyandotte Tribe
MX	Mexico (State)	PK	Pakistan	SV	Svalbard	WE	White Earth
MY	Malta	PL	Palmyra Atoll	SW	Swaziland	WF	Wallis & Futuna
MZ	Malaysia	PM	Panama	SY	Syria	WI	Wisconsin
NA	Nayarit	PN	Ponca Tribe	SZ	Switzerland	WK	Wake Island
NB	Nebraska	PO	Poland	TA	Tamaulipas	WL	Wales
NC	North Carolina	PQ	Quebec	TB	Tabasco	WN	West Indies
ND	North Dakota	PR	Puerto Rico	TC	Trucial States (Now United Arab Emirates)	WS	Western Samoa
NE	Holland (Netherlands)	PS	Saint Pierre & Miquelon	TD	Trust Territory of the Pacific Islands	WT	Wichita Tribe
NF	Newfoundland	PT	Portugal	TE	Spratly Islands	WV	West Virginia
NG	Nigeria	PU	Peru	TF	Tuamotu Archipelago	WY	Wyoming
NH	New Hampshire	PV	Paraguay	TG	Tonga	XX	Unknown Place of Birth
NI	Northern Ireland	PW	Pawnee Tribe	TH	Thailand	YG	Yugoslavia
NJ	New Jersey	QA	Qatar	TJ	Tajikistan	YO	Mayotte
NK	New Brunswick	QR	Quintana Roo	TK	Tokelau	YT	Yukon (Territory)
NL	Nuevo Leon	QU	Queretaro	TL	Tlaxcala	YU	Yucatan
NM	New Mexico	RA	Russia	TM	Tromelin Island	YY	All Others
NN	Nigeria	RB	Republic of Congo	TN	Tennessee	ZA	Zacatecas
NO	New Guinea	RC	People's Republic of China	TO	Togo	ZB	Martinique
NP	Nepal	RE	Reunion	TP	Sao Tome & Principe	ZC	Surinam
NQ	New Caledonia	RF	Russian Federation	TR	Turks & Calcos Islands	ZD	Macedonia
NR	Nauru	RG	Gibraltar	TS	Nevis & Saint Christopher "Kitts"	ZI	Canary Islands
NS	Nova Scotia	RH	Rhodesia (now Zimbabwe)	TT	Trinidad & Tobago	ZM	Zambia

**NCIC 2-Character Abbreviations  
for  
Place of Birth Country / Citizenship Code Country / Passport Country**

<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>
ZO	Mozambique						
ZR	Congo Kinshasa, now Zaire						

[1] See separate list of Canadian Provinces; Use code CD only when province is unknown.

[2] Does not include Northern Ireland; See Northern Ireland contained in main listing.

[3] See separate list of Mexican States; Use code MM only when state is unknown.

**Canadian Provinces**

<b>Code:</b>	<b>Province:</b>	<b>Code:</b>	<b>Province:</b>	<b>Code:</b>	<b>Province:</b>	<b>Code:</b>	<b>Province:</b>
AB	Alberta	NF	Newfoundland	ON	Ontario	YT	Yukon Territory
BC	British Columbia	NK	New Brunswick	PE	Prince Edward Island		
CN	Canada	NS	Nova Scotia	PQ	Quebec		
MB	Manitoba	NT	Northwest Territories	SN	Saskatchewan		

**Mexican States**

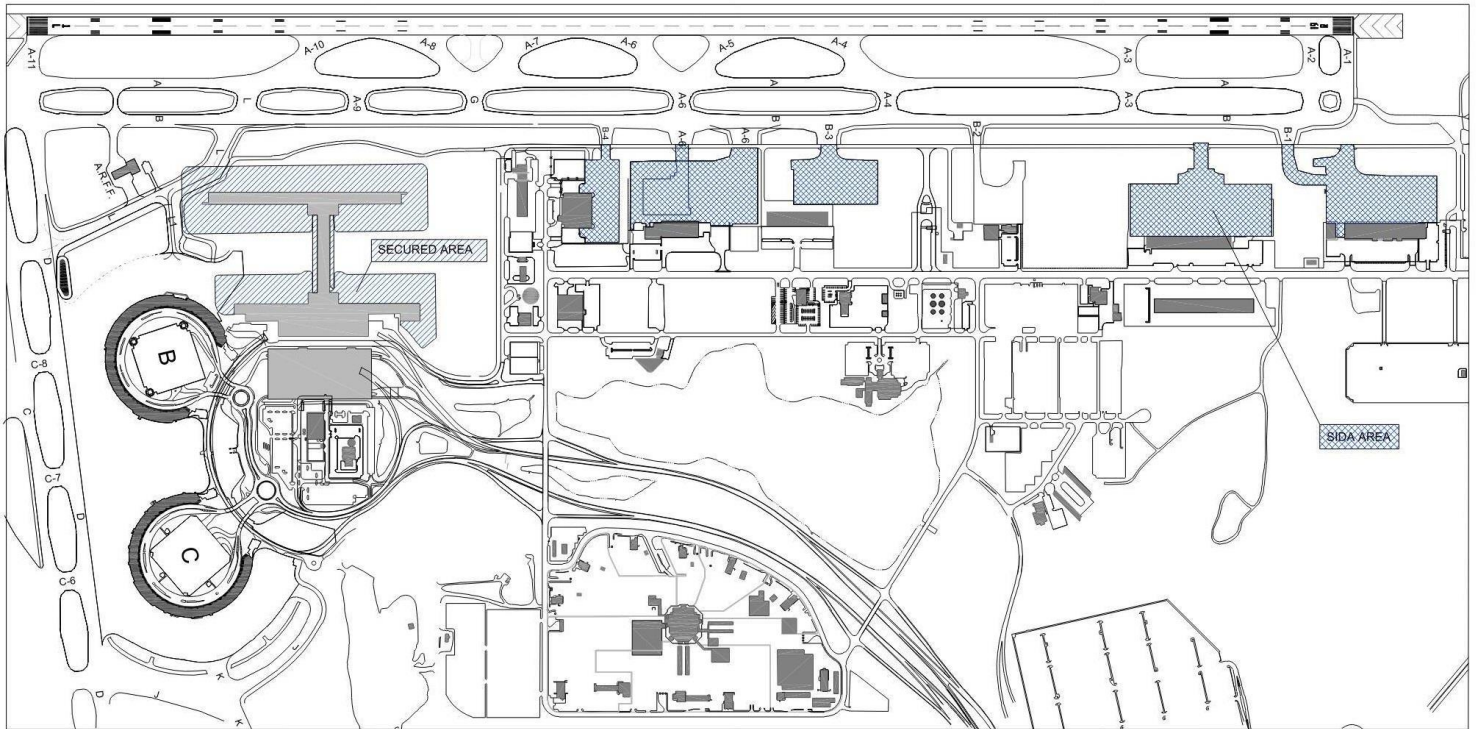
<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>	<b>Code:</b>	<b>Description:</b>
AG	Aguascalientes	DO	Durango	NL	Nuevo Leon	TB	Tabasco
BA	Baja California	GR	Guerrero	OA	Oaxaca	TL	Tlaxcala
BJ	Baja California Sur	GU	Guanajuato	PB	Puebla	VC	Veracruz
CE	Campeche	HL	Hidalgo	QR	Quintana Roo	YU	Yucatan
CH	Chihuahua	JL	Jalisco	QU	Queretaro	ZA	Zacatecus
CI	Chiapas	MC	Michoacan	SI	Sinaloa		
CL	Colima	MR	Morelos	SL	San Luis Potosi		
CU	Coahuila	MX	Mexico (State)	SO	Sonora		
DF	Distrito Federal	NA	Nayarit	TA	Tamaulipas		

**CERTIFICATE  
FOR  
REASSIGNED OR TEMPORARILY ASSIGNED  
AIRCRAFT OPERATOR & TENANT EMPLOYEES**  
Kansas City International Airport (MCI)

I \_\_\_\_\_, successfully completed the Secured Area/SIDA training curriculum approved by the TSA, in accordance with TSR Part 1542.213 at \_\_\_\_\_ Airport. This can be verified by the attached document showing proof of training or by calling the following:

Training Received From: \_\_\_\_\_

Telephone Number: \_\_\_\_\_



**Secured Area** – The boundaries of the Secured Area at MCI include all the pavement areas between the terminals, aircraft operator ramps adjacent to the terminal buildings, and extend out to where the active taxiways begin. The Secured Area includes a small portion of taxiways and access roads adjacent to vehicle gates 1 and 2. The Secured Area also includes all areas beyond the access points on the passenger service level with access to the ramp and includes all baggage make-up areas.

**SIDA** – The SIDA at MCI has the same boundaries as the Secured Area. It also includes the ramp areas of the United States Postal Service, cargo facilities, FBO, and Aviation Field Maintenance located north of the terminal buildings.

FOR LAW ENFORCEMENT PERSONNEL (LEP) ASSISTANCE IN SECURITY MATTERS CALL 243-4000.

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

"SENSITIVE SECURITY INFORMATION/FOR OFFICIAL USE ONLY WARNING: This document contains Sensitive Security Information that is controlled under 49 CFR Part 1520. No part of this document may be released to persons without a need to know, as defined in 49 CFR 1520, except with the written permission of the Administrator of the Transportation Security Administration, Arlington, VA. Unauthorized release may result in civil penalty or other action. For U.S. Government agencies, public release is governed by 5 U.S.C.552."

**TENANT & CONTRACTOR LETTER OF AGREEMENT**  
**FOR**  
**MCI AIRPORT IDENTIFICATION / ACCESS BADGES**

This agreement is between the airport tenant and the primary contractor. The primary contractor understands that the identification / access badges must be returned to the Airport Identification Office (Airport ID Office) the next working day upon completion of the contract or prior to badge expiration. A deposit of \$100.00 per badge is required. The deposit will be returned upon completion of contract and after all badges have been returned. There will be a \$100.00 deduction from said deposit for each unreturned badge. At which time, any deposits made by a subcontractor will be reimbursed to the primary contractor. All badges must be renewed prior to the expiration date.

The construction contracts for the Engineering Division (Kansas City Aviation Department) will have final payments withheld in lieu of badge deposits. Upon completion of contract, a charge of \$100.00 for each unreturned badge will be deducted from the final payment.

The primary contractor also understands that when anyone with an identification / access badge is terminated for any reason, they must immediately notify the Airport ID Office at 243-5211 or 5105 (during normal business hours) or the Airport Police at 243-4000. The badge for this individual will be returned to the Airport ID Office the next working day. The numbers above should also be called when a badge is lost or stolen.

Tenant / KCAD \_\_\_\_\_  
Printed Name \_\_\_\_\_  
Authorized Signature \_\_\_\_\_  
Title \_\_\_\_\_  
Telephone Number \_\_\_\_\_  
Date \_\_\_\_\_

Contractor Name \_\_\_\_\_  
Printed Name \_\_\_\_\_  
Signature \_\_\_\_\_  
Title \_\_\_\_\_  
Telephone Number \_\_\_\_\_  
Date \_\_\_\_\_

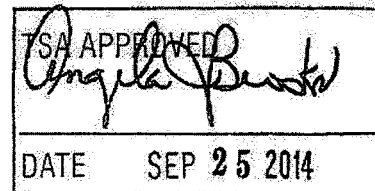
Project # \_\_\_\_\_

Expected Completion Date \_\_\_\_\_

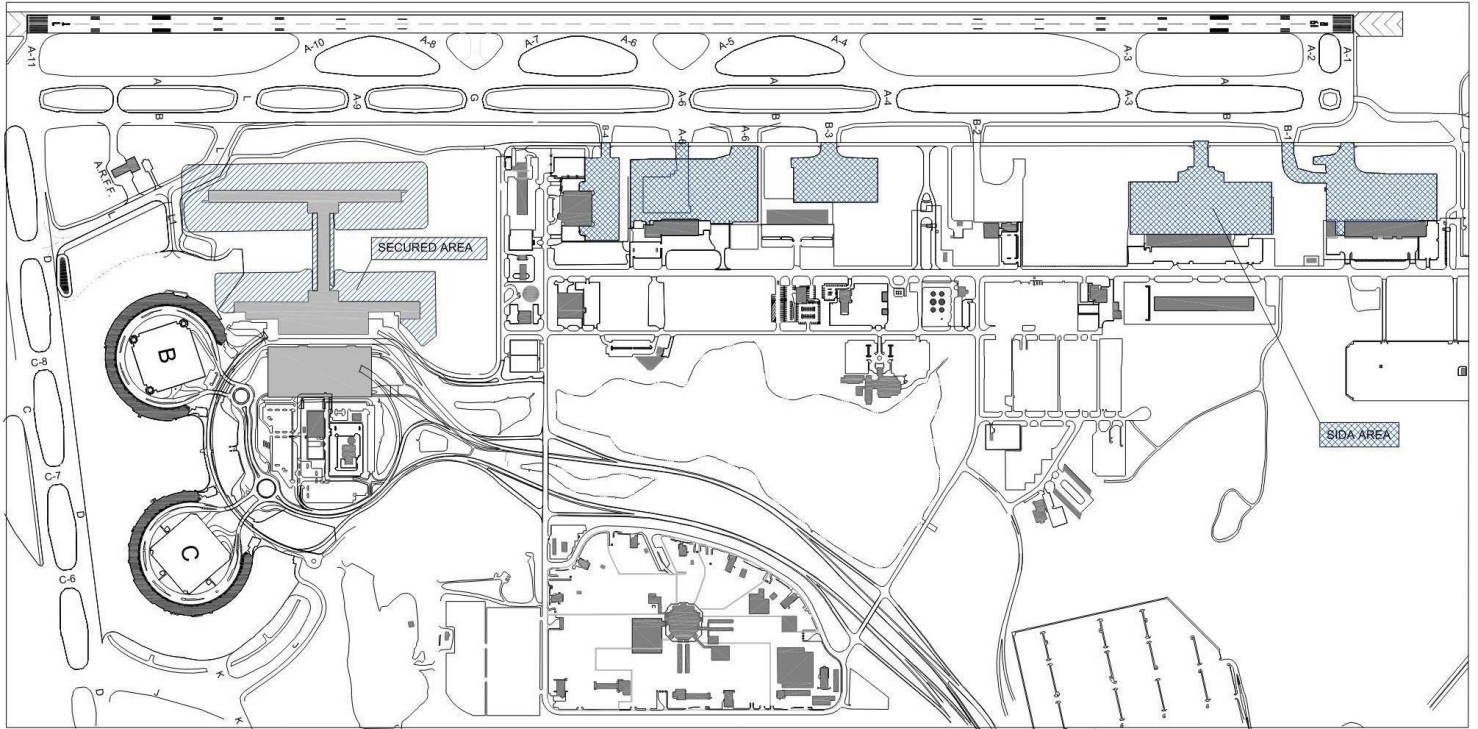
Rev. 8/18/14

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Attachment 13



## Secured Area/SIDA Boundaries Kansas City International Airport (MCI)



**Secured Area** – The boundaries of the Secured Area at MCI include all the pavement areas between the terminals, aircraft operator ramps adjacent to the terminal buildings, and extend out to where the active taxiways begin. The Secured Area includes a small portion of taxiways and access roads adjacent to vehicle gates 1 and 2. The Secured Area also includes all areas beyond the access points on the passenger service level with access to the ramp and includes all baggage make-up areas.

**SIDA** – The SIDA at MCI has the same boundaries as the Secured Area. It also includes the ramp areas of the United States Postal Service, cargo facilities, FBO, and Aviation Field Maintenance located north of the terminal buildings.

**Display** – All persons within the Secured Area or SIDA of MCI shall display on their person, at all times while in the area, a valid identification badge issued or approved by MCI. Individuals in the Secured Area or SIDA must continuously display the identification badge issued to that individual on the outermost garment, above waist level, or be under escort by a properly badged individual.

**Escort Procedures** – Persons who do not have unescorted access and have a need to enter the Secured Area, must be under “positive” escort by a person who has a valid authorized identification/access badge for the Secured Area. “Positive” escort means the individual providing the escort must be in the proximity of the individual(s) being escorted to the extent capable of controlling the movement of the individual(s) and ensure the individual(s) under escort is engaged in only activities for which escorted access was granted. Should the individual(s) attempt to engage in unauthorized activity, the person providing the escort should conduct a verbal challenge. Should the person providing the escort become endangered, or the escorted individual(s) are unresponsive to the verbal challenge, the ACC should be notified immediately by radio or telephone. ACC will dispatch an Airport Police Officer to the reported location for appropriate action and follow-up.

*No person may be escorted onto the Secured Area or SIDA who has been granted unescorted access authority and does not have their badge in their possession.*

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CITY OF KANSAS CITY, MISSOURI  
AVIATION DEPARTMENT  
KANSAS CITY INTERNATIONAL AIRPORT (MCI)

# Attachment 9

KCAD Vehicle Inspection and Safety Program

## **Section 011501 - KCAD VEHICLE INSPECTION AND SAFETY PROGRAM**

### **Purpose**

This program has been developed and is administrated by the Kansas City Aviation Department (KCAD) - Airport Operations Division. The program was developed to establish guidelines and procedures for issuing permanent and temporary Airport Operations Area (AOA) permit decals for all non-escorted motorized driven vehicles and all aircraft fuel carts governed by National Fire Protection Agency (NFPA) 407 operating on the AOA. The area covered by the program includes the following locations:

- All airline terminal aprons
- JP Cooper Road
- Ottawa Ave
- Gravel perimeter road
- AOA movement area
- Vehicles entering through Posts 1, 2, 3, 4, 5, 28

AOA locations exempt from this program include:

- Overhaul Base
- Federal Express apron
- Haith Cargo apron.
- Signature Flight Support apron
- Joint Cargo apron
- Aero Term apron
- North Field Maintenance

The purpose of the program is to provide rules to enhance AOA security, vehicle safety, and ensure minimum vehicle insurance requirements are met.

Motorcycles are prohibited, with the exception of law enforcement.

### **Types of Permits**

This program is applicable to all authorized motorized driven vehicles, including aircraft fueling hydrant carts owned or leased by city, federal government, utility companies, tenants, city and tenant contractors and vendors which operate on the AOA at Kansas City International Airport. Proof of registered ownership, or lease agreement to one of the above entities, must be submitted prior to receiving a decal. Privately owned vehicles are prohibited unless otherwise specified in a contract or agreement with the city.

The following two types of vehicle permits are issued by Airport Operations:

- **Permanent**

Permanent permit decals are issued to vehicles operated by the city, city contractors and vendors, federal government, authorized utility companies, and tenants, operated by valid authorized AOA badged employees to conduct business on the AOA.



- **Temporary**

Temporary permit decals are issued to vehicles operated by authorized AOA badged contractors hired by the city, federal government, and its tenants who perform work on a temporary basis, such as tenant modifications, airfield construction projects, or FAA facility installation. A temporary permit decal also shall be used for temporary leased vehicles that are being operated in lieu of a permanent vehicle that may be in the shop for repair or similar situation.



### Vehicle Requirements

Regardless of whether the vehicle is being issued a permanent or temporary pass decal, all vehicle requirements will be the same.

- **Identification**

Each vehicle authorized to operate within the program coverage area shall display on each side of the vehicle, either professionally painted, stenciled, or with a magnetic sign, the name of the company/authority with minimum font to be visible from a distance of 50 feet away.

- **Special Lighting**

- All vehicles will have a amber/yellow rotating beacon or strobe light attached to the highest portion of the vehicle so that it will be visible 360-degrees, and operated at all times while the engine is running.
- Lights must have peak intensity within the range of 40 to 400 candelas (effective) from 0° (horizontal) up to 10° above the horizontal and for 360° horizontally. The upper limit of 400 candelas (effective) is necessary to avoid damage to night vision.
- From 10° to 15° above the horizontal plane, the light output must be 1/10<sup>th</sup> of peak intensity, or between 4 and 40 candelas (effective).
- Lights must flash at 75 ± 15 flashes per minute.
- The amber/yellow lens shall not be damaged or cracked to allow white light to pass through. All emergency vehicles are exempt from the color of the lens.



- **Required Vehicle Safety Equipment**

- All vehicles shall have the following lighting and reflectors:
  - Operative headlights, taillights, side marker lamps – 2 rear red and 2 amber front.
  - Reflex reflectors - 2 red rear, 2 amber front side, 2 red rear side.
  - If the vehicle is designed to trailer equipment, that equipment must have reflex reflectors – 2 red rear, 2 amber front side, 2 red rear side. Three inch stripes of reflective tape may be used rather than reflectors.
  - Specialized equipment and fuel carts that were not originally manufactured with headlights and taillights shall have three inch stripe reflective tape and/or reflectors - 2 red rear, 2 amber front side, 2 red rear side.
- Muffler systems must be free of holes. The exhaust end of the tailpipe and exhaust lines must be mounted so that they are positioned a minimum of 6 inches from the surface.
- Emergency brakes must be capable of holding the vehicle when placed in drive with the motor running and only the emergency brake engaged.
- The vehicle must not leak any fuel, oil, hydraulic, coolant, or transmission fluids.
- Fueling vehicles and hydrant carts must comply with NFPA 407.

- **Insurance**

The limits of insurance coverage is governed by Commercial Development. Prior to the issuance of the permit decal, proof of the following insurance is required:

Signatory Airlines

Commercial Automobile Liability Insurance: with a limit, unless otherwise specified in a contract or agreement, of five million dollars (\$5,000,000) combined single limit, covering owned, hired and non-owned motor vehicles. Coverage provided shall be on an “any auto” basis and written on an “occurrence” basis. This insurance shall be written on a Commercial Business Auto form, or acceptable equivalent, and shall protect against claims arising out of the operation of motor vehicles on the airport, as to acts done in connection with the agreement, by airline. The above requirements apply to owned, non-owned and hired vehicles.

Non-signatory airlines and all other tenants and contractors

Commercial Automobile Liability Insurance: with a limit, unless otherwise specified in a contract or agreement, of five million dollars (\$5,000,000) combined single limit, covering owned, hired and non-owned motor vehicles. Coverage provided shall be on an “any auto” basis and written on an “occurrence” basis. This insurance shall be written on a Commercial Business Auto form, or acceptable equivalent, and shall protect against claims arising out of the operation of motor vehicles on the airport. The above requirements apply to owned, non-owned and hired vehicles.

**Acquiring a Permit**

Each company, tenant, government agency, contractor, who has an operational need to operate a vehicle on the AOA, shall complete and have on file with Airport Operations, a list of those

individuals employed by each organization that have the authority to request an AOA vehicle permit.

Each company, tenant, government agency, contractor shall make a request from Airport Operations for a Permanent/Temporary AOA decal. Once the request has been received, and confirmed that the minimum insurance and registration and/or lease agreement requirements are met, Airport Operations shall make arrangements to inspect the vehicle to ensure it meets the minimum requirements. Once the vehicle has passed the inspection, a decal will be affixed to a prominent location on the driver side, such as the windshield, front bumper, or forward side. Once the decal has been affixed to the vehicle, the application form will reflect the permit number that was issued, and the database updated.

The company, tenant, Government agency or contractor shall maintain the vehicle to ensure it operates with the minimum lighting and safety equipment as indicated above.

### **Failure to Maintain Minimum Lighting and Safety Equipment**

If the following discrepancies are found with a vehicle, the operator will be advised to park the vehicle until repairs are made:

- Inoperative headlights while operating the vehicle between sunset and sunrise.
- No muffler or damaged muffler.
- Missing or inoperative beacon while operating the vehicle.
- Fuel leaking, or significant fluid leaking at the discretion of Airport Operations.
- Condition of vehicle is determined to be a fire hazard.

Once the vehicle is parked, a “Do Not Operate Equipment” tag will be attached to the vehicle steering wheel and an electronic notification will be sent to the owner.



If a vehicle is found operating without the minimum lighting and safety equipment, but the condition does not deem it necessary to immediately park the vehicle, an electronic notification will be made to the owner. The notice will state the reason for the violation and grace period

when repairs must be made to correct the infraction. Once the repairs are made, the owner of the vehicle will request Airport Operations to inspect the vehicle. Once inspected and passed, a new decal will be issued and affixed to the vehicle.

If the vehicle is found operating past the grace period with the same infraction, the decal will be removed by Airport Operations and the operator of the vehicle will be warned not to operate the vehicle. In addition, a “Do Not Operate Equipment” tag will be attached to the vehicle steering wheel. An electronic notification will be made to the vehicle owner to whom the permit was issued. The notice will state the reason why the decal was removed, and indicate that the vehicle can not be operated on the AOA until repairs are made and inspected.

Once repairs are made, Airport Operations will be contacted by the owner so the vehicle can be inspected. Once inspected and passed, a new decal will be issued and affixed to the vehicle, the “Do Not Operate Equipment” tag will be removed, and database updated.

### **Audit Program**

Each June 1<sup>st</sup>, Airport Operations will submit to the owner a list of their permitted vehicles. The owner will review the list and submit any changes.

Anytime a vehicle is taken out of inventory and/or no longer assigned or operating on the AOA, the owner will submit a “Change of Vehicle Status” form to Airport Operations.

Permanent vehicle decals are good for two years from the month it was issued. After two years, the vehicle will be inspected for minimum lighting and safety equipment. Once the vehicle has passed inspection, the existing inspection decal will be replaced with a new decal. The database will then reflect the new decal. It will be the responsibility to Airport Operations to monitor the program to ensure vehicles are inspected after the two years.

Any decal that cannot be accounted for will be reflected on an AOA Vehicle Decal Hot List. The Hot List will be maintained by Airport Operations. A copy of this report will be posted at Post 1 and 28 guard shacks.