



City of Kansas City, Missouri

Docket Memo

Ordinance/Resolution #

Submitted Department/Preparer: Aviation

Docket memos are required on all ordinances initiated by a Department Director. More information can be found in [Administrative Regulation \(AR\) 4-1](#).

Executive Summary

Authorizing the Director of Aviation to execute a Non-Signatory Airline Operating Agreement at Kansas City International Airport, effective on the date airlines occupy the newly constructed passenger terminal and ancillary facilities and terminating on April 30, 2028; Authorizing the execution of like Agreements with additional Non-Signatory Airlines; and Authorizing the execution of Amendments to the Agreements.

Discussion

That the Director of Aviation is hereby authorized to enter into the Non-Signatory Airline Operating Agreement at Kansas City International Airport. That the Director of Aviation is hereby authorized to enter into the Non-Signatory Airline Operating Agreement during the term thereof with any additional airlines without additional City Council approval. That the Director of Aviation is hereby authorized to further amend any Operating Agreement with Non-Signatory Airlines at the Kansas City International Airport to add, delete or change the amount of the premises leased without further City Council approval.

This agreement is a paired down version of the Signatory Use and Lease Agreement to be directly applicable to Non-Signatory Airlines.

Fiscal Impact

1. Is this legislation included in the adopted budget? Yes No

2. What is the funding source?

The Aviation Fund - Fund 8300

3. How does the legislation affect the current fiscal year?

The legislation does not affect the current fiscal year.

4. Does the legislation have fiscal impact in future fiscal years? Please notate the difference between one-time and recurring costs.



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The legislation does impact future fiscal years with additional revenue. However, it is an unknown amount due to this ordinance being generat to all non-signatory airlines. In other words each airline fee is specific to the operational needs of that specific airline. The rate for non-signatory carriers is, by the underlying Use & Lease Agreement, 125% of signatory airline rates.

5. Does the legislation generate revenue, leverage outside funding, or deliver a return on investment?

Yes, the legislation does generate revenues through Non-Signatory airlines via utilization of the new Terminal @ Kansas City International Airport.

Budget Review

(Staff will complete this section.)

- 1. This legislation is supported by the general fund. Yes No
- 2. This fund has a structural imbalance. Yes No

Additional Discussion (if needed)

N/A

Citywide Business Plan Impact

Infrastructure and Accessibility

Prior Legislation

Signatory Airline Use & Lease Agreement - Ordinance #190236
1st Amendment to Signatory Use & Lease Agreement - Ordinance #220757

Service Level Impacts

Additional airline service at the Kansas City International Airport impacts the Aviation Department's Key Performance Indicator to make Kansas City a destination of choice for business and leisure travelers.

Other Impacts



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1. What will be the potential health impacts to any affected groups?

No known direct impact on health. Although access to jobs that are created by this agreement can assist in increasing economic health of the community.

2. How have those groups been engaged and involved in the development of this ordinance?

N/A

3. How does this legislation contribute to a sustainable Kansas City?

Economic Vitality.

4. Does the ordinance/resolution include Civil Rights antidiscrimination requirements in compliance with the Code of Ordinances (Chapter 38, titled "Civil Rights")?

Yes.

5. Has the ordinance/resolution been submitted for review of economic equity & inclusion requirements in compliance with the Code of Ordinances (Chapter 3, titled "Contracts and Leases")?

Yes.