

Application for Federal Assistance SF-424

*1. Type of Submission:

☐ Preapplication☒ Application☐ Changed/Corrected Application

*2. Type of Application

☒ New☐ Continuation☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

*3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

3-29-0040-100-2025

*5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Kansas City, Missouri

*b. Employer/Taxpayer Identification Number (EIN/TIN):

44-6000201

*c. UEI:

WEGMDVULJUK7

d. Address:

*Street 1: 601 Brasilia Avenue

Street 2:

*City: Kansas City

County/Parish:

*State: MO

*Province:

*Country: USA: United States

*Zip / Postal Code 64153-2054

e. Organizational Unit:

Department Name:

Aviation

Division Name:

Planning, Engineering, & Environmental

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: *First Name: Mallie

Middle Name:

*Last Name: Hare

Suffix:

Title: Project Manager

Organizational Affiliation:

City of Kansas City, Missouri- Aviation Planning, Engineering, & Environmental

*Telephone Number: 816-243-3037

Fax Number: (816) 243-3071

*Email: Mallie.Hare@kcmo.org

Application for Federal Assistance SF-424
*9. Type of Applicant 1: Select Applicant Type: C: City or Township Government Type of Applicant 2: Select Applicant Type: Pick an applicant type Type of Applicant 3: Select Applicant Type: Pick an applicant type *Other (Specify)
*10. Name of Federal Agency: Federal Aviation Administration
11. Catalog of Federal Domestic Assistance Number: 20.106 CFDA Title: Airport Improvem Program
*12. Funding Opportunity Number: 3-29-0040-100-2025 *Title: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3
13. Competition Identification Number: Title:
14. Areas Affected by Project (Cities, Counties, States, etc.):
*15. Descriptive Title of Applicant's Project: 62240576 - Runway 1L-19R High Speed Connectors Ph2
Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

*a. Applicant: MO 6th

*b. Program/Project: MO 6th

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 03/01/2025

*b. End Date: 12/31/2025

18. Estimated Funding (\$):

*a. Federal	\$ 23,188,787
*b. Applicant	\$ 7,729,596
*c. State	
*d. Local	
*e. Other	
*f. Program Income	
*g. TOTAL	\$ 30,918,383

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

4/25/2025

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 4/25/2025 .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

***20. Is the Applicant Delinquent On Any Federal Debt?**☐ Yes ☒ No

If "Yes", explain:

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: _____ *First Name: Melissa _____

Middle Name: _____

*Last Name: Cooper _____

Suffix: _____

*Title: Director of Aviation

*Telephone Number: (816) 243-3107

Fax Number: (816) 243-3170

* Email: Melissa.Cooper@kcmo.org

*Signature of Authorized Representative:

DocuSigned by:
Melissa Cooper
0EB33E034D734D5...

*Date Signed: 4/25/2025



Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A	
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.	
Item 1. Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Item 2. Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 3. Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 4. Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 5. Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.	
<input type="checkbox"/> The project is included in an <i>approved</i> PFC application. If included in an approved PFC application, does the application <i>only</i> address AIP matching share? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> The project is included in another Federal Assistance program. Its CFDA number is below.	
Item 6. Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:	
<input type="checkbox"/> De Minimis rate of 10% as permitted by 2 CFR § 200.414.	
<input type="checkbox"/> Negotiated Rate equal to	% as approved by _____ (the Cognizant Agency) on _____ (Date) (2 CFR part 200, appendix VII).
<i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	

PART II - SECTION B**Certification Regarding Lobbying**

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The City of Kansas City, Missouri has purchased land and continues to purchase land in fee title near Kansas City International Airport (MCI) to assure compatible usage of the land. The City has also adopted the MCI Master Plan which includes a recommended land use guide for the area surrounding MCI.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

NONE

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

NONE

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

YES

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

YES

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

YES

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

N/A

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

NONE

10. Land – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

All land that is shown enclosed by the "Airport boundary Line" on the attached "Exhibit A", dated October 2019 is described in metes and bounds.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

¹ State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Assistance Listing Number:	20-106
2. Functional or Other Breakout:	

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense			
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			
5. Other Architectural engineering fees			
6. Project inspection fees			1,241,745
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			29,676,638
12. Equipment			
13. Miscellaneous			
14. Subtotal (Lines 1 through 13)			\$ 30,918,383
15. Estimated Income (if applicable)			0
16. Net Project Amount (Line 14 minus 15)			30,918,383
17. Less: Ineligible Exclusions (Section C, line 23 g.)			0
18. Subtotal (Lines 16 through 17)			\$ 30,918,383
19. Federal Share requested of Line 18			23,188,787
20. Grantee share			7,729,596
21. Other shares			
22. TOTAL PROJECT (Lines 19, 20 & 21)			\$ 30,918,383

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	Amount Ineligible for Participation
a.	
b.	
c.	
d.	
e.	
f.	
g. Total	

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain): Kansas City Airports Fund (Airport Revenue)	7,729,596
h. TOTAL - Grantee share	\$ 7,729,596
25. Other Shares	Amount
a. State	
b. Other	
c. TOTAL - Other Shares	
26. TOTAL NON-FEDERAL FINANCING	\$ 7,729,596

SECTION E – REMARKS (Attach sheets if additional space is required)
<p>The Runway 1L-19R High Speed Connectors Reconstruction Ph2 project will also be funded by Discretionary AIP Grant No. 3-29-0040-099-2025 and Supplemental AIP Grant No. 3-29-0040-101-2025</p> <p>It was agreed between the sponsor, design professional, and the FAA to prorate pay applications.</p> <p>The total cost of the project is \$46,898,748.30</p> <p>The total Federal share (75% of total project cost) for Grants #099, 100, and 101 is \$35,174,061.00</p> <p>Discretionary AIP Grant #099 has an allocated \$4,800,000.00 of federal funding; therefore 13.65% (0.1364641972958) will be applied to pay applications</p> <p>IIJA Grant #100 has an allocated \$23,188,787.00 of federal funding; therefore 65.93% (0.6592581675457) will be applied to to pay applications</p> <p>Supplemental AIP Grant #101 has an allocated \$7,185,274.00 of federal funding; therefore 20.43% (0.2042776351585) will be applied to to pay applications</p>

PART IV – PROGRAM NARRATIVE
(Suggested Format)**PROJECT:** 3-29-0040-100-2025 Reconstruct Rwy 1L/19R Twy High Speed Connectors and Blast Pads - Phase 3**AIRPORT:** Kansas City International (MCI)**1. Objective:**

The purpose of this project is to reconstruct Runway 1L-19R's Blast Pads and Taxiway Connectors at the Kansas City International Airport (MCI).

2. Benefits Anticipated:

This project will utilize FAA airport design criteria to maximize the life of airfield pavements while investing funds in necessary capital improvements which are intended to serve current and future operational demand.

3. Approach: (See approved Scope of Work in Final Application)

Remove the surface pavement and underlying pavement layers contributing to the pavement distresses exhibited on the pavement surface and to address the low structural integrity of the existing pavement section. While addressing the existing pavement condition, the project will also realign the exit taxiways in the optimal locations to improve Runway Occupancy Time (ROT).

The proposed pavement reconstruction consists of removing the existing full depth pavement of Runway 1L-19R's Blast Pads and Taxiway Connectors. The Connectors will be constructed with 17-inch PCC surface (P-501), on 5-inch lean concrete base (P-306), on 6-inch crushed aggregate base (P-209M), on 9-inch lime-treated subgrade (P-155). The Blast Pad will be constructed with 14.5-inch PCC surface (P-501), on 6-inch crushed aggregate base (P-209M), on 9-inch lime-treated subgrade (P-155). The reconstructed pavement section has been designed to support anticipated aircraft traffic utilizing the Taxiway Connectors over a 20-year structural design life.

4. Geographic Location:

High Speed Connector Taxiways serving Runway 1L-19R at the Kansas City International Airport (MCI). Kansas City, MO

5. If Applicable, Provide Additional Information:**6. Sponsor's Representative:** (include address & telephone number)

Melissa Cooper, Director of Aviation, City of Kansas City, Missouri
601 Brasilia Ave., Kansas City, MO 64153
816-243-3107



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-129, Construction Project Final Acceptance – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 12/31/2026

Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International

Project Number: 3-29-0040-100-2025

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgment and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
☒ Yes ☐ No ☐ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
 - a. Technical standards (Advisory Circular (AC) 150/5370-12);
 - b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
 - c. Construction safety and phasing plan measures (AC 150/5370-2).☒ Yes ☐ No ☐ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
☒ Yes ☐ No ☐ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).
☒ Yes ☐ No ☐ N/A
5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).
☒ Yes ☐ No ☐ N/A
6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:
- a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);
 - b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and
 - c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).
- ☒ Yes ☐ No ☐ N/A
7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).
☒ Yes ☐ No ☐ N/A
8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:
- a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);
 - b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);
 - c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and
 - d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).
- ☒ Yes ☐ No ☐ N/A
9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:
- a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);
 - b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and
 - c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);
- ☒ Yes ☐ No ☐ N/A
10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).
☒ Yes ☐ No ☐ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☐ Yes ☐ No ☒ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

- a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);
- b. Complete all environmental requirements as established within the project environmental determination (Order 5100.38); and
- c. Prepare and retain as-built plans (Order 5100.38).

☒ Yes ☐ No ☐ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.


Executed on this day of 4/25/2025 , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official: _____

DocuSigned by:

1530ED3EDC9D439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-130, Drug-Free Workplace – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 12/31/2026

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International (MCI)

Project Number: 3-29-0040-100-2025

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

- a. The dangers of drug abuse in the workplace;
- b. The sponsor's policy of maintaining a drug-free workplace;
- c. Any available drug counseling, rehabilitation, and employee assistance programs; and
- d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

- a. Abide by the terms of the statement; and
- b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

- a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and
- b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1

Name of Location: Kansas City Aviation Department
Address: 601 Brasilia Avenue, Kansas City, MO 64153

Location 2 (if applicable)

Name of Location:
Address:

Location 3 (if applicable)

Name of Location:
Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of 4/25/2025 , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official: _____

DocuSigned by:

1630ED3EDC8C439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-131, Equipment and Construction Contracts – Airport Improvement Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 12/31/2026

Equipment and Construction Contracts

Airport Improvement Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International (MCI)

Project Number: 3-29-0040-100-2025

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a “covered contract” under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor’s officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

☒ Yes ☐ No ☐ N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).
☒ Yes ☐ No ☐ N/A
3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.
☒ Yes ☐ No ☐ N/A
4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:
 - a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));
 - b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and
 - c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).☒ Yes ☐ No ☐ N/A
5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:
 - a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;
 - b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;
 - c. Publicly opened at a time and place prescribed in the invitation for bids; and
 - d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.☒ Yes ☐ No ☐ N/A
6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:
 - a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;
 - b. Plan for publicizing and soliciting an adequate number of qualified sources; and
 - c. Listing of evaluation factors along with relative importance of the factors.☒ Yes ☐ No ☐ N/A
7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).
☒ Yes ☐ No ☐ N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

- a. Only one qualified person/firm submits a responsive bid;
- b. Award is to be made to other than the lowest responsible bidder; and
- c. Life cycle costing is a factor in selecting the lowest responsive bidder.

☒ Yes ☐ No ☐ N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

- a. Access to Records (§ 200.336)
- b. Buy American Preferences (Title 49 U.S.C. § 50101)
- c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)
- d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)
- e. Occupational Safety and Health Act requirements (20 CFR part 1920)
- f. Seismic Safety – building construction (49 CFR part 41)
- g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)
- h. U.S. Trade Restriction (49 CFR part 30)
- i. Veterans Preference (49 USC § 47112(c))

☒ Yes ☐ No ☐ N/A

10. All construction and equipment installation contracts exceeding \$2,000 contain or will contain the provisions established by:

- a. Davis-Bacon and Related Acts (29 CFR part 5)
- b. Copeland “Anti-Kickback” Act (29 CFR parts 3 and 5)

☒ Yes ☐ No ☐ N/A

11. All construction and equipment installation contracts exceeding \$3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

☒ Yes ☐ No ☐ N/A

12. All contracts exceeding \$10,000 contain or will contain the following provisions as applicable:

- a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;
- b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;
- c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and
- d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

☒ Yes ☐ No ☐ N/A

13. All contracts and subcontracts exceeding \$25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

☒ Yes ☐ No ☐ N/A

14. Contracts exceeding the simplified acquisition threshold (currently \$250,000) include or will include provisions, as applicable, that address the following:

- a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);
- b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);
- c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);
- d. Conditions specifying administrative, contractual and legal remedies for instances where contractor or vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and
- e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of ^{4/25/2025} , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official: _____

DocuSigned by:

1630ED3EDC9C439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-132, Project Plans and Specifications – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

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Project Plans and Specifications

Airport Improvement Program Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International (MCI)

Project Number: 3-29-0040-100-2025

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).

☒ Yes ☐ No ☐ N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).

☒ Yes ☐ No ☐ N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).
☒ Yes ☐ No ☐ N/A
4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).
☒ Yes ☐ No ☐ N/A
5. The specification does not use or will not use "brand name" or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).
☒ Yes ☐ No ☐ N/A
6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).
☒ Yes ☐ No ☐ N/A
7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).
☒ Yes ☐ No ☐ N/A
8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).
☒ Yes ☐ No ☐ N/A
9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).
☒ Yes ☐ No ☐ N/A
10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).
☒ Yes ☐ No ☐ N/A
11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)
☐ Yes ☐ No ☒ N/A
12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:
 - a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.
☒ Yes ☐ No ☐ N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

☐ Yes ☐ No ☒ N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

☐ Yes ☐ No ☒ N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

☒ Yes ☐ No ☐ N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

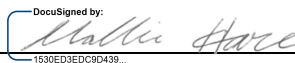
Executed on this day of 4/25/2025 , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official: _____

DocuSigned by:

1530ED3EDC9D439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-134, Selection of Consultants – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



Selection of Consultants

Airport Improvement Program Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International (MCI)

Project Number: 3-29-0040-100-2025

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).
☒ Yes ☐ No ☐ N/A
2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
5. Sponsor has publicized or will publicize a RFQ that:
 - a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and
 - b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).☒ Yes ☐ No ☐ N/A
6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).
☒ Yes ☐ No ☐ N/A
7. Sponsor has verified or will verify that agreements exceeding \$25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR § 180.300).
☒ Yes ☐ No ☐ N/A
8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:
 - a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and
 - b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).☒ Yes ☐ No ☐ N/A
9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).
☒ Yes ☐ No ☐ N/A
10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).
☒ Yes ☐ No ☐ N/A
11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR § 200.318(i)).
☐ Yes ☐ No ☐ N/A
12. Sponsor has incorporated or will incorporate mandatory contract provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)
☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

- a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));
- b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and
- c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.


Executed on this day of 4/25/2025 , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official: _____

DocuSigned by:

1630ED3EDC9D439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-135, Certification and Disclosure Regarding Potential Conflicts of Interest – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0569
EXPIRATION DATE: 12/31/2026

Certification and Disclosure Regarding Potential Conflicts of Interest Airport Improvement Program Sponsor Certification

Sponsor: City of Kansas City, Missouri

Airport: Kansas City International (MCI)

Project Number: 3-29-0040-100-2024

Description of Work: Reconstruct Runway 1L/19R Taxiway High Speed Connectors and Blast Pads - Phase 3

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

- a) The employee, officer or agent,
- b) Any member of his immediate family,
- c) His or her partner, or
- d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that it has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

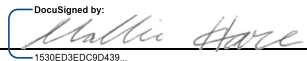
I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this day of 4/25/2025 , .

Name of Sponsor: City of Kansas City, Missouri

Name of Sponsor's Authorized Official: Mallie Hare

Title of Sponsor's Authorized Official: Project Manager

Signature of Sponsor's Authorized Official:  _____
1530ED3EDC8D439...

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-145, FAA Title VI Pre-Grant Award Checklist

Paperwork Reduction Act Statement

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All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524

Instructions for Form 5100-145, FAA Title VI Pre-Grant Award Checklist

This Checklist must be completed and submitted by the sponsor as a part of each FAA grant application.

"Yes" responses mean that the sponsor is currently in compliance or has a corrective action plan approved by the FAA Office of Civil Rights (FAA) to come into compliance. "No" responses mean there is a potential compliance issue. Compliance issues will be brought to the attention of the FAA to determine if corrective actions are necessary. If there are any questions, please contact ACR-4-TitleVI@faa.gov.

References to "Title VI" in this checklist include Title VI of the Civil Rights Act of 1964 and related authorities that expand or clarify nondiscrimination protections in FAA assisted programs, identified in [FAA Order 1400.11](#)

[https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentNumber/1400.11].



FAA Title VI Pre-Grant Award Checklist

Submission information

Submission date (Pick a date): 4/25/2025

Name of airport sponsor: City of Kansas City, Missouri

Submitter's name: Mallie Hare

Title: Project Manager

Phone number: 816-243-3037

Section 1: Questions Concerning Prior Approval of Title VI Program

By selecting "Yes" below, the sponsor certifies that the following documents were provided to, and approved by, the FAA Office of Civil Rights, and documentation of FAA's approval has been received by the sponsor. The FAA Office reviewing this grant application will confirm the FAA's approval of the documents in this Section prior to approving the grant application.

A sponsor that has **both** a Title VI* Plan and a Community Participation Plan, **both** of which are approved by the FAA and current, and has already received approval for the information outlined in this Checklist, does not need to complete the remaining questions in Sections 2 and 3 of this Checklist.

This information is required based on [DOT Order 1000.12C, Ch. II, Secs. 3 and 4](https://www.transportation.gov/mission/us-department-transportation-title-vi-program)
[https://www.transportation.gov/mission/us-department-transportation-title-vi-program].

Criterion	Notes	Response	Comments
1.1 The sponsor has a written Title VI Plan, approved by the FAA Office of Civil Rights, and subsequently adopted by the recipient, and documentation of the approval and adoption.	<p>Sponsors must develop and adopt a Title VI Plan that outlines the recipient's measures to ensure compliance with Title VI. A current Title VI Plan on file with the FAA is sufficient if the Plan is no more than 3 years old.</p> <p>If the sponsor does not have an approved Title VI Plan, select "No" and complete Sections 2 and 3 of this Checklist.</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
1.2 The sponsor has a written Community Participation Plan (CPP), or an equivalent public participation plan (PPP), and documented approval or concurrence of the plan from the FAA Office of Civil Rights.	<p>Sponsors must satisfy CPP requirements as a condition of receiving an award of federal financial assistance. To the extent the sponsor has already prepared a PPP as part of planning or other requirements of FAA or DOT, that plan or plans may satisfy the CPP requirement so long as the plan has incorporated the Title VI requirements as provided in DOT Order 1000.12C, Ch. II, Sec. 4(a-j).</p> <p>If the sponsor does not have an approved CPP or PPP, select "No" and answer question 3.5 in Section 3 of this Checklist.</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

If the answers to 1.1 and 1.2 above are both "Yes," do *not* complete Sections 2 and 3.

Section 2: Questions Concerning Applicant Data

By selecting "Yes" below, the sponsor certifies that the following documents have been collected in its records prior to submitting this grant application and will be timely made available to FAA staff, including from the FAA Offices of Airports, Chief Counsel, and Civil Rights, upon request.

"Timely available" usually means within 1 week or less, depending on the scope and circumstances. The data should already be available in a format that can be forwarded, as-is. No further data collection or summarization efforts should be necessary to respond to the request.

This information is required by DOT Order 1000.12C, Ch. II, Sec. 2; 49 CFR 21.9; and FAA Order 1400.11.

Criterion	Notes	Response	Comments
2.1 The sponsor has, on file, demographic information for the surrounding community and communities otherwise affected by the sponsor's facilities and operations, including any airport noise and relocations.	At a minimum, data is required for race, color, national origin, and limited English proficiency (LEP) populations. The collected data must include the most current U.S. Census Bureau data, where available, such as American Community Survey data. EJSscreen [www.epa.gov/ejscreen] is a useful resource for assessing project areas.	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2.2 The sponsor has, on file, demographic information for beneficiaries. For example, if the applicant is an airport operator, it has collected information for its airport customers.	In most cases, this type of information is available through voluntary disclosures by customers, lessees, community meeting attendees, and businesses seeking opportunities with the applicant. If not applicable or after reasonable efforts, no information was collected, respond, "Yes."	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Criterion	Notes	Response	Comments
2.3 The sponsor has, on file, demographic information for their staff.	<p>In most cases, this type of information is available through voluntary disclosures. See also 49 CFR § 21.5(c).</p> <p>If not applicable or after reasonable efforts, no information was collected, respond, "Yes."</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
2.4 The sponsor has, on file, demographic information for individuals who are members of planning or advisory boards overseeing the applicant's programs, including its airport operations (if applicable).	<p>Airport sponsors, the most common FAA grant applicants, commonly have appointed boards or are overseen directly by elected bodies, such as city councils. In addition, input for specific projects or sponsor priorities is often provided by standing appointed committees. If not already available, the information can be requested on a voluntary basis.</p> <p>If not applicable or after reasonable efforts, no information was collected, respond, "Yes."</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Section 3: Questions about the Sponsor's Programs

By choosing "Yes" below, the sponsor certifies that the related statements are true.

This information is required by DOT Order 1000.12C, Ch. II, Secs. 2, 3, and 4.

Criterion	Notes	Response	Comments
3.1 The sponsor's programs, including any airport operations, have been evaluated for potential impact based on race, color, national origin (including limited English proficiency (LEP)), or low-income status as part of an environmental review process consistent with FAA requirements.	<p>Relevant requirements include Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.) ("Title VI"), DOT's Title VI regulations at 49 CFR part 21, Executive Order 12898, and DOT Order on Environmental Justice (Order 5610.2C).</p> <p>See Title VI of the Civil Rights Act of 1964 [www.justice.gov/crt/fcs/TitleVI];</p> <p>49 CFR part 21 [www.ecfr.gov]</p> <p>DOT Order on Environmental Justice [www.transportation.gov/transportation-policy/environmental-justice]</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.2 The sponsor has evaluated Checklist Section 2 data to identify any potential disparities based on race, color, or national origin (including LEP), as part of an analysis to identify potential discriminatory effects, consistent with FAA requirements.	<p>Relevant requirements include Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d, et seq.) ("Title VI"), DOT's Title VI regulations at 49 CFR part 21, Executive Order 12898, and DOT Order on Environmental Justice (Order 5610.2C).</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	

Criterion	Notes	Response	Comments
<p>3.3 The sponsor has performed a “Four-Factor” LEP analysis for the sponsor’s programs, including its airport operations (if applicable). Plans and procedures and resources are in place to meet the identified LEP needs, consistent with the analysis.</p>	<p>A “Yes” response means yes to both parts of the question. The LEP analysis must be consistent with Executive Order 13166 and DOT Policy Guidance Concerning Recipients’ Responsibilities to LEP Persons (70 FR 74087, December 14, 2005).</p> <p>See DOT's LEP Guidance [https://www.transportation.gov/civil-rights/civil-rights-awareness-enforcement/dots-lep-guidance].</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
<p>3.4 If the sponsor is an airport sponsor, the FAA Unlawful Discrimination Poster is displayed at its public airport facilities.</p> <p>If the sponsor is not an airport sponsor, it uses other effective methods to inform its customers, clients, beneficiaries, etc., that it will not discriminate based on race, color, national origin (including LEP), age, sex (including sexual orientation and gender identity), or creed, and of how to file a complaint of discrimination under Title VI against the applicant.</p>	<p>For airport sponsors, areas where the posters should be displayed include, as applicable, airport terminals, fixed base operator facilities, and at businesses that are open to the public and operating on airport property, such as hotels. For larger facilities, posters should be placed so that people can reasonably be expected to see them, no matter where they are in the facility. The poster is available at Airport Civil Rights Program – National Airport Policy and Compliance [https://www.faa.gov/about/office_org/headquarters_offices/acr/com_civ_support/national_airport_policy_compliance/].</p> <p>If applicant is not an airport, the method used to inform the public must be ongoing and documented.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

Criterion	Notes	Response	Comments
<p>3.5 The sponsor's practices for obtaining proactive and meaningful public participation to ensure that (1) beneficiaries, as well as contractors and sub-recipients (if applicable), are adequately informed about how programs, projects, and other activities will potentially affect them, and</p> <p>(2) diverse views are heard and considered throughout all stages of consultation, planning, and decision-making processes.</p>	<p>To demonstrate compliance with Title VI, the sponsor must specifically be able to show how it affords all members of the community equal opportunity to provide input, regardless of race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed, or age, in accordance with Title VI, 49 U.S.C. § 47123, Executive Orders 12898 and 13166, DOT Order 5610.2C, and the DOT LEP guidance at 70 FR 74087.</p> <p>Please skip this question if the sponsor has an FAA-approved community participation plan.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
<p>3.6 Detailed information for all of the sponsor's Title VI lawsuits, investigations, and complaints filed or pending within the last 2 years been uploaded to the FAA Civil Rights Connect System or sent to ACR-4-TitleVI@faa.gov, with receipt acknowledged.</p>	<p>Sponsors must provide the FAA with both the initial notifications for the individual lawsuits, investigation, and complaints, and status updates. The updates are required until at least the time of grant closeout. The updates must include at least the outcome of the lawsuits, investigation, and complaint, and confirmation for resolution of identified deficiencies.</p> <p>See Appendix C to 49 CFR 21, Sub-part (b)(3) [available through www.ecfr.gov].</p> <p>"Title VI lawsuits, investigations, and complaints" include those alleging discrimination based on race, color, national origin (including LEP), sex (including sexual orientation and gender identity), creed or age.</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	

Criterion	Notes	Response	Comments
3.7 Detailed information for all Title VI oversight activities (including audits, compliance reviews, and assessments for the sponsor) performed or pending within the last 2 years, has been sent to ACR-4-TitleVI@faa.gov , with receipt acknowledged. This requirement does not apply to oversight activities conducted by FAA.	<p>Sponsors must provide the FAA with both the initial notifications for the individual audits, compliance reviews, and assessment, and status updates. The updates are required until at least the time of grant closeout. The updates must include at least the outcome of the audits, compliance reviews, and assessment, and confirmation for resolution of identified deficiencies.</p> <p>See Appendix C to 49 CFR 21, Sub-part (b)(3) [available through www.ecfr.gov].</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
3.8 Detailed information for any pending grant applications with Federal agencies other than FAA identified in the grant application.	<p>The information should be included in narrative fields of the pending application.</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	

[illegible]










CITY OF KANSAS CITY, MISSOURI
AVIATION DEPARTMENT

KCI









<div style="text-align: center;"> EXHIBIT "A" AIRPORT PROPERTY MAP </div>			
design HNTB		drawn HCAD: CRM KARY, SLS HNTB: JESSA WARD	
project no. A66		disp. no. 1 of 3	
disp. date NOVEMBER, 1994		rev. date October 2019	
		file number Exhibit A-1 (sheet)	

AIRPORT PROPERTY FUNDING

AIRPORT PROPERTY	TYPE OF FUNDS USED	TRACT NO.S	PURCHASE DATE	TRACT ACREAGE	TOTAL AIRPORT ACREAGE
	** FAAP NO. 9-23-057-702	9,13,16,18,20,29F	1953	4,805.5	4,805.5
		21,22-28,31-33,35E,38-41			
	** FAAP NO. 9-23-057-0801	A,1A,3,4,10,10A,11,11A,12,28-30,34,34A,35,35A,35B,35C,35D,37			
	*** ADAP NO. 8-29-0040-01	44	1966		
	CITY FUNDS ONLY	48	1972	80.0	4,885.5
		49		53.9	4,939.3
		50		14.2	4,953.5
		54		15.6	4,969.1
		55		15.5	4,984.6
	*** ADAP NO. 6-29-0040-10	77	1976	215.0	5,199.6
	*** ADAP NO. 8-29-0040-09	78	1977	8.9	5,208.5
		80		8.2	5,216.7
		81		4.5	5,221.2
	*** ADAP NO. 6-29-0040-10	90		20.2	5,241.4
	*** ADAP NO. 6-29-0040-10	95	1982	59.3	5,300.7
		98		92.0	5,392.7
		HWY R.O.W.		777	5,322.1
		82		8.9	5,331.0
		83		135.3	5,466.3
		67		58.5	5,524.8
		99		108.4	5,633.2
		100		80.0	5,713.2
		88		105.0	5,818.2
		91		44.7	5,862.9
	*** ADAP NO. 6-29-0040-10	65	1981	80.0	5,942.9
		66	1982	80.0	6,022.9
		68		179.5	6,202.5
		84		160.1	6,362.6
		96		80.3	6,442.9
		97		80.3	6,523.2
		110/111		143.9	6,667.1
		115		80.3	6,747.4
		71		278.8	7,027.2
		112		160.6	7,187.8
	*** AIP NO. 3-29-0040-04	114	1985	157.5	7,345.3
		131		11.8	7,357.1
		132		45.7	7,402.8
		61		252.2	7,655.0
		76		30.2	7,685.2
		87		52.5	7,737.7
		118		68.6	7,806.3
		127		54.2	7,860.5
		128		160.8	8,021.3
		129		36.1	8,057.4
	*** AIP NO. 3-29-0040-12	130	1986	160.0	8,217.4
		108		1.3	8,218.7
		119		63.1	8,281.8
		120/121		16.5	8,298.3
		70		201.4	8,499.7
		117		19.5	8,519.2
		117-2		71.2	8,590.4
		62		120.2	8,710.6
		63		67.1	8,777.7
		72		253.4	9,031.1
	CITY FUNDS ONLY	89	1989	2.5	9,033.6
		126		36.4	9,070.0
		75		116.5	9,186.5
		69		0.4	9,186.9
		73		77.8	9,264.5
		74		77.7	9,342.2
		64		202.2	9,544.4
		122		2.0	9,546.4
		133B		1.1	9,547.5
		133C		0.8	9,548.3
	CITY FUNDS ONLY	*110/111	1996	(143.9)	9,404.4
		102E		0.6	9,405.0
		47		30.9	9,435.9
		133A		106.3	9,542.8
		123		47.8	9,590.6
		124		78.3	9,668.9
		125		79.3	9,749.2
		60		137.3	9,886.5
		92		9.7	9,896.2
		93		25.6	9,921.8
	CITY FUNDS ONLY	101	2000	78.8	10,000.6
		102W		0.6	10,001.2

AIRPORT PROPERTY FUNDING

AIRPORT PROPERTY	TYPE OF FUNDS USED	TRACT NO.S	PURCHASE DATE	TRACT ACREAGE	TOTAL AIRPORT ACREAGE
	*** AIP NO. 3-29-0040-39	105	2001	39.7	10,040.9
		158		89.9	10,130.8
		113		80.3	10,211.1
	CITY FUNDS ONLY	116	2002	187.6	10,398.7
		HWY R.O.W.		1.9	10,400.6
		107		39.1	10,439.7
	*** AIP NO. 3-29-0040-50	109	2003	0.7	10,440.4
		57		6.8	10,447.2
		59		3.8	10,450.8
	*** AIP NO. 3-29-0040-54	160	2004	99.5	10,550.3
		56		0.5	10,559.8
		220		23.9	10,583.7
	CITY FUNDS ONLY	53	2007	10.8	10,594.3
		224		1.4	10,595.7
		219		0.1	10,595.8
		191		89.1	10,684.9
		193		7.6	10,692.5
	CITY FUNDS ONLY	196	2012	6.3	10,698.8
		221		2.1	10,700.9
		****220		(23.9)	10,677.0
		****224		(1.4)	10,675.6
		EXCEPTIONS		(20.7)	10,654.9

NOTE: All land within the Airport Property Boundary is owned in fee title by the City of Kansas City, Missouri.
*Tract 110/111 was released to Kansas City Parks and Recreation Department on June 1996
**FEDERAL AID AIRPORT PROGRAM (FAAP) WITH CITY FUNDS
***AIRPORT DEVELOPMENT AID PROGRAM (ADAP) & AIRPORT IMPROVEMENT PROGRAM (AIP) WITH CITY FUNDS
****TRACT 220 AND 224 WERE RELEASED TO AMBASSADOR BUILDING, LLC ON OCTOBER 15, 2019 (NO FEDERAL ACTION)

KANSAS CITY INTERNATIONAL AIRPORT
AIRPORT PROPERTY MAP

EXHIBIT "A"

Part of the North 1/2 of Sections 3 and 4, Township 51 North, Range 34 West, all of Sections 21,22,27, 28 and 33 and part of Sections 7, 8, 9, 10, 15, 16, 17, 18, 20, 23, 26, 29, 30, 31, 32, 34 and 35, in Township 52 North, Range 34 West of the fifth principal meridian including part of Kansas City International Airport and all of Kansas City International Airport,second plat, both subdivisions, all in Kansas City, Platte County, Missouri, described as follows:

Description - Parcel "A"

Beginning at the northeast corner of said Section 5, Township 51, Range 34, said corner being the point of beginning; thence south 0°-29'-58" west along the east line of said Section 5, a distance of 1056.37 feet; thence south 89°-47'-43" west, a distance of 1279.94 feet; thence south 79°-50'-43" west, a distance of 1025.65 feet; thence south 89°-49'-38" west, a distance of 358.43 feet to a point on the east line of the northwest quarter of said Section 5; thence north 89°-51'-28" west, a distance of 786.72 feet; thence north 0°-46'-36" east, a distance of 1203.51 feet to the south line of the Southwest quarter of Section 32; thence south 89°-51'-26" east, a distance of 786.72 feet; to the northwest corner of the northeast quarter of Section 5, thence north 89°-47'-42" east, a distance of 63.82 feet, to the southwest corner of the southeast quarter of Section 32, Township 52, Range 34; thence north 0°-04'-36" west, a distance of 2645.65 feet; thence south 89°-45'-16" west, a distance of 2642.40 feet to a point on the west line of the northwest quarter of said Section 32; thence north 0°-40'-22" west along the last said west line, a distance of 126.01 feet; thence south 89°-53'-43" west, a distance of 26.34 feet; thence south 45°-19'-03" west, a distance of 56.92 feet; thence south 89°-53'-43" west, a distance of 1275.00 feet to a point along the easterly right-of-way line of Interstate Route 435, as now established.

Thence the following courses along said easterly right-of-way line: north 45°-06'-17" west, a distance of 141.42 feet; thence south 89°-53'-43" west, a distance of 600.00 feet; thence north 65°-21'-52" west, a distance of 371.17 feet; thence north 25°-14'-48" west, a distance of 455.41 feet; thence north 43°-52'-45" west, a distance of 563.56 feet; thence north 25°-29'-42" west, a distance of 506.36 feet; thence north 16°-24'-17" west, a distance of 1759.80 feet; thence in a northerly direction along a curve to the right having a radius of 5495.58 feet and an initial tangent bearing of north 76°-24'-17" west, an arc distance of 998.44 feet; thence north 7°-49'-38" east, a distance of 292.57 feet; thence in a northerly direction along a curve to the right having a radius of 5459.58 feet and an initial tangent bearing of north 3°-00'-10" west, an arc distance of 94.94 feet; thence north 24°-19'-25" west, a distance of 103.34 feet; thence in a northerly direction along a curve to the right having a radius of 5475.58 feet and an initial tangent bearing of north 1°-00'-10" west, an arc distance of 334.73 feet; thence north 17°-40'-44" east, a distance of 98.64 feet; thence in a northerly direction along a curve to the right having a radius of 5454.58 feet and an initial tangent bearing of north 3°-29'-50" east, an arc distance of 142.80 feet; thence north 10°-42'-12" west, a distance of 199.10 feet; thence north 83°-00'-10" west, a distance of 70.00 feet; thence in a northerly direction along a curve to the right having a radius of 5575.58 feet, and an initial tangent bearing of north 0°-59'-50" east, an arc distance of 607.53 feet; thence north 13°-14'-08" east, a distance of 376.10 feet; thence north 60°-37'-44" east, a distance of 148.66 feet; thence north 9°-37'-05" east, a distance of 475.43 feet; thence north 13°-46'-40" east, a distance of 632.82 feet; thence north 16°-35'-40" east, a distance of 569.66 feet; thence north 15°-57'-49" east, a distance of 275.16 feet; thence north 25°-03'-56" east, a distance of 267.59 feet; thence north 16°-35'-06" east, a distance of 1959.16 feet; thence north 20°-46'-45" east, a distance of 555.36 feet; thence north 17°-33'-04" east, a distance of 532.75 feet; thence north 20°-46'-45" east, a distance of 435.00 feet; thence north 25°-29'-57" east, a distance of 616.32 feet; thence in a northerly direction along a curve to the left having a radius of 1959.16 feet, and an initial tangent bearing of north 20°-45'-46" east, an arc distance of 1174.93 feet; thence north 34°-42'-46" east, a distance of 637.14 feet; thence north 17°-58'-05" east, a distance of 418.97 feet; thence north 9°-15'-52" east, a distance of 178.71 feet; thence north 89°-04'-53" west, a distance of 300.72 feet; thence north 76°-07'-04" east, a distance of 336.64 feet, to a point on the south right of way line of Northwest 120th Street as now established; thence north 0°-08'-06" west, a distance of 60.00 feet, to a point on the north right of way line of Northwest 120th street; thence north 76°-23'-16" west, a distance of 336.64 feet, along the east right of way of Interstate 435 as now established; thence north 49°-12'-55" west, a distance of 603.72 feet; thence north 5°-31'-43" west, a distance of 510.27 feet; thence north 7°-13'-52" east, a distance of 594.17 feet; thence north 42°-12'-12" east, a distance of 36.75 feet; thence north 9°-13'-52" east, a distance of 75.00 feet; thence north 23°-06'-59" west, a distance of 173.55 feet; thence north 9°-13'-52" east, a distance of 2150.00 feet; thence north 19°-09'-27" east, a distance of 203.04 feet; thence north 9°-13'-52" east, a distance of 1093.01 feet to a point on the north line of the last said quarter section; also being the south line of southeast quarter of section 7; thence north 7°-26'-38" east, a distance of 19.49 feet; thence continuing along said right-of-way line, north 7°-20'-38" east, a distance of 587.83 feet; thence north 10°-03'-37" west, a distance of 105.95 feet; thence north 9°-13'-42" east, a distance of 1115.53 feet; thence north 32°-40'-34" east, a distance of 201.07 feet; thence north 9°-13'-52" east, a distance of 500.00 feet; thence north 5°-42'-01" west, a distance of 186.58 feet; thence north 5°-42'-01" west, a distance of 123.90 feet; thence north 9°-13'-42" east, a distance of 1600.00 feet; thence north 16°-40'-36" east, a distance of 336.41 feet; thence in a northerly direction along a curve to the right having a radius of 3544.71 feet and an initial tangent bearing of north 9°-13'-52" east, an arc distance of 372.51 feet to a point on the southerly right-of-way line of Northwest 130th Street (outer road).

Thence departing from said easterly right-of-way line and along the following courses along last said southerly right-of-way line, north 77°-46'-33" east, a distance of 101.21 feet; thence south 75°-35'-53" east, a distance of 199.92 feet; thence north 82°-16'-11" east, a distance of 136.53 feet; thence north 71°-55'-56" east, a distance of 272.62 feet; thence north 76°-04'-46" east, a distance of 219.15 feet; thence in an easterly direction along a curve to the right having a radius of 879.93 feet, and an initial tangent bearing of north 69°-28'-45" east, an arc distance of 310.46 feet; thence north 79°-35'-12" east, a distance of 141.57 feet; thence south 69°-22'-42" east, a distance of 302.17 feet; thence north 79°-02'-48" east, a distance of 111.29 feet; thence north 89°-29'-07" west, a distance of 236.35 feet; thence south 0°-30'-50" east, a distance of 25.00 feet; thence north 89°-29'-10" east, a distance of 413.00 feet; thence south 48°-54'-46" east, a distance of 240.48 feet; thence south 89°-53'-26" east, a distance of 60.00 feet; thence north 48°-17'-40" east, a distance of 243.43 feet; thence north 89°-29'-01" east, a distance of 428.98 feet; thence south 5°-46'-37" east, a distance of 20.10 feet; thence north 89°-29'-10" east, a distance of 30.15 feet; thence north 5°-46'-37" east, a distance of 20.10 feet; thence north 89°-29'-10" east, a distance of 247.36 feet, to a point on the southerly right-of-way line of Interstate Route 635 and Interstate Route 29, as now established; thence the following courses along the last said right-of-way line: south 88°-31°-51" east, a distance of 103.64 feet; thence south 87°-32°-21" east, a distance of 236.37 feet; thence south 74°-50°-24" east, a distance of 953.91 feet; thence south 81°-08°-11" east, a distance of 223.07 feet; thence south 53°-41°-48" east, a distance of 828.58 feet; thence south 1°-18°-28" west, a distance of 160.21 feet; thence south 89°-50°-32" east, a distance of 127.87 feet to a point on the east line of said quarter section; thence south 89°-50°-32" east, a distance of 122.13 feet; thence north 0°-47°-39" east, a distance of 100.73 feet; thence south 88°-31°-55" east, a distance of 336.73 feet; thence south 79°-01°-35" east, a distance of 304.38 feet; thence south 68°-39°-37" east, a distance of 505.54 feet; thence south 96°-26°-53" east, a distance of 1375.06 feet; thence south 54°-46°-46" east, a distance of 197.02 feet; thence south 56°-26°-15" east, a distance of 1597.72 feet; thence south 55°-29°-12" east, a distance of 411.13 feet; thence south 57°-26°-51" east, a distance of 301.47 feet; thence south 44°-16°-38" east, a distance of 472.65 feet; thence south 31°-04°-33" east, a distance of 188.37 feet;

thence south 15°-43°-30" east, a distance of 1391.66 feet; thence south 17°-09°-31" east, a distance of 501.67 feet; thence south 45°-19°-03" east, a distance of 76.32 feet; thence south 60°-52°-33" east, a distance of 51.92 feet; thence south 13°-04°-30" west, a distance of 207.00 feet; thence south 76°-55°-29" east, a distance of 198.50 feet; thence north 14°-41°-49" east, a distance of 170.37 feet; thence north 12°-49°-40" east, a distance of 236.60 feet; thence north 13°-04°-30" east, a distance of 531.03 feet; thence north 17°-37°-57" east, a distance of 706.53 feet to a point on the southwestly right-of-way line of said Interstate Route 435 and Interstate Route 29, as now established.

Thence the following courses along last said right-of-way line: thence south 50°-19°-21" east, a distance of 300.31 feet; thence south 56°-17°-16" east, a distance of 686.07 feet; thence south 55°-31°-01" east, a distance of 700.01 feet; thence south 59°-45°-13" east, a distance of 601.40 feet; thence south 51°-40°-04" east, a distance of 346.36 feet; thence south 40°-31°-14" east, a distance of 525.17 feet; thence south 40°-29°-32" east, a distance of 119.76 feet; thence south 22°-40°-32" east, a distance of 269.60 feet; thence south 33°-10°-22" east, a distance of 346.93 feet; thence south 46°-36°-04" east, a distance of 217.73 feet; thence south 9°-25°-11" west, a distance of 97.00 feet; thence south 50°-10°-41" west, a distance of 238.41 feet; thence south 80°-10°-44" east, a distance of 224.00 feet; thence south 64°-58°-16" east, a distance of 209.70 feet; thence south 67°-53°-35" east, a distance of 411.15 feet; thence south 82°-25°-19" east, a distance of 252.87 feet; thence south 65°-08°-42" east, a distance of 118.75 feet to a point on the east line of the northeast quarter of said Section 15; thence departing from said right-of-way line, south 0°-30°-50" west, a distance of 210.35 feet to the east quarter corner of said Section 15; thence south 89°-59°-52" east, a distance of 306.28 feet to the west line of Prairie View Road; thence south 38°-11°-07" east, a distance of 405.03 feet along said Prairie View Road right-of-way; thence departing from said Prairie View Road right-of-way, south 00°-29°-45" west, a distance of 2161.96 feet to a point on the north right-of-way line of Missouri Route "D" highway, as now established; thence along said north right-of-way line, south 89°-52°-35" west, a distance of 559.52 feet to a point on the east line of said Section 15; thence south 0°-28°-45" west, a distance of 160.77 feet to the southeast corner of said Section 15; thence south 0°-5°-26" west along the east line of Section 22, a distance of 239.60 feet to a point on the south right-of-way line of Missouri Route "D", as now established.

Thence north 89°-52°-00" east along the south right-of-way line, a distance of 1387.94 feet; thence south 76°-47°-02" east along the last said south right-of-way line, a distance of 303.19 feet to a point on the western right-of-way line of Interstate Route 29, as now established; thence the following courses along said westerly right-of-way line: thence south 53°-19°-50" east, a distance of 313.70 feet; thence south 32°-12°-49" east, a distance of 633.63 feet; thence south 19°-55°-38" east, a distance of 412.04 feet; thence in a southerly direction along a curve to the right having a radius of 12,145.47 feet, and an initial tangent bearing of south 0°-09°-07" east, an arc distance of 1080.80 feet; thence south 5°-58°-45" east, a distance of 174.18 feet to a point being the northeast corner of Lot 1, Platte Gardens; thence departing from said westerly right-of-way line, south 89°-51°-07" west, a distance of 1015.25 feet to the northwest corner of Lot 1, Platte Gardens; thence south 0°-34°-10" west, a distance of 909.44 feet to a point on the south line of Northwest 115th Street, as now established; thence north 89°-51°-07" east, a distance of 38.08 feet to the northwest corner of Lot 3, Platte Gardens; thence north 89°-48°-51" east, a distance of 1008.89 to the NE corner of said Lot 3; thence south 0°-32°-16" west, a distance of 415.66 feet to the southeast corner of said Lot 3, said point also being on the westerly right-of-way line of said Interstate Route 29, as now established; thence south 0°-18°-00" west along the west right-of-way line of Interstate Route 29, a distance of 492.70 feet; thence south 89°-34°-07" west and departing from the west right-of-way line of Interstate Route 29, a distance of 612.41 feet; thence south 0°-16°-38" west, a distance of 322.80 feet; thence north 89°-46°-51" east, a distance of 611.44 feet to a point on the west right-of-way line of Interstate Route 29; thence south 0°-31°-26" west along said right-of-way line, a distance of 77.30 feet; thence south 89°-38°-29" west along said right-of-way line, a distance of 29.33 feet; thence continuing along said right-of-way line on a curve to the left, having a radius of 2,362.00 feet, and an initial tangent bearing of south 1°-21°-40" east, an arc distance of 247.35 feet; thence south 82°-38°-20" west along said right-of-way line a distance of 10.00 feet; thence continuing along said right-of-way line on a curve to the left, having a radius of 2,372.00 feet, and an initial tangent bearing of south 1°-21°-40" east, an arc distance of 35.76 feet; thence south 38°-49°-48" west along said right-of-way line a distance of 513.03 feet; thence south 15°-49°-49" east, a distance of 286.00 feet; thence south 62°-55°-44" east, a distance of 438.08 feet; thence in a southeasterly direction along a curve to the left having a radius of 2332.00 feet and an initial tangent bearing of south 28°-50°-20" east, an arc distance of 108.02 feet; thence south 28°-29°-34" east, a distance of 1197.02 feet; thence south 60°-30°-26" east, a distance of 5.00 feet; thence south 29°-29°-34" west, thence north 60°-30°-26" east, a distance of 5.00 feet; thence south 29°-29°-34" east, a distance of 450.00 feet; thence south 60°-30°-26" west, a distance of 5.00 feet; thence south 29°-29°-34" east, a distance of 1626.17 feet; thence south 89°-44°-27" west, a distance of 34.36 feet; thence south 29°-29°-34" east, a distance of 660.53 feet.

Thence departing from said right-of-way line, south 89°-44°-27" west, a distance of 388.07 feet; thence south 0°-14°-50" east, a distance of 555.10 feet to a point on the north line of Section 35; thence south 89°-44°-27" west, a distance of 446.47 feet; thence south 00°-31°-49" west, a distance of 40.00 feet; thence south 89°-44°-29" west, a distance of 560.21 feet; thence south 00°-31°-49" west, a distance of 340.00 feet; thence north 89°-44°-29" east, a distance of 571.21 feet; thence south 00°-31°-49" west, a distance of 280.00 feet, to a point on the north right-of-way line of N.W. 103rd Street, as now established; thence south 89°-44°-29" west, along said north right-of-way line, a distance of 33.31 feet; thence south 00°-32°-08" west, a distance of 80.01 feet, to a point on the south right-of-way line of N.W. 103rd Street, as now established; thence north 89°-44°-29" east, along said south right-of-way line, a distance of 342.97 feet; thence southeasterly 36.61 feet along a curve to the right having a radius of 25.00 feet and a chord bearing of south 44°-51°-51" east 35.60 feet to a point on the west right-of-way line of North Everton Avenue, as now established; thence south 00°-31°-49" west along said west right-of-way line, a distance of 849.99 feet; thence southeasterly 36.93 feet along a curve to the right having a radius of 25.00 feet and a chord bearing of south 45°-08°-08" west 35.11 feet to a point on the north right-of-way line of N.W. 101st Terrace, as now established; thence north 89°-44°-29" west, along said north right-of-way line, a distance of 476.74 feet; thence south 00°-32°-08" west, a distance of 80.01 feet to a point on the south right-of-way line of N.W. 101st Terrace, as now established; thence north 89°-44°-29" east along said south right-of-way line, a distance of 315.00 feet; thence south 00°-32°-08" west, a distance of 268.72 feet; thence north 51°-42°-08" west, a distance of 99.32 feet; thence south 57°-26°-29" west, a distance of 37.83 feet; thence south 06°-37°-24" east, a distance of 48.29 feet; thence south 38°-54°-09" west, a distance of 72.80 feet; thence south 71°-25°-40" west, a distance of 70.27 feet; thence north 63°-29°-46" east, a distance of 88.77 feet; thence north 22°-21°-37" west, a distance of 67.10 feet; thence south 64°-33°-25" west, a distance of 56.11 feet; thence south 20°-17°-22" west, a distance of 72.47 feet; thence north 80°-55°-37" west, a distance of 32.17 feet; thence north 64°-37°-03" west, a distance of 62.61 feet; thence north 44°-10°-38" west, a distance of 29.21 feet; thence south 04°-41°-23" east, a distance of 47.06 feet; thence south 74°-10°-38" west, a distance of 96.30 feet; thence south 07°-35°-49" west, a distance of 47.80 feet; thence north 61°-54°-09" west, a distance of 51.49 feet; thence south 00°-31°-49" west, a distance of 502.96 feet; thence north 89°-43°-13" west, a distance of 673.50 feet; thence north 00°-32°-08" east, a distance of 250.21 feet; thence north 59°-46°-09" east, a distance of 133.83 feet; thence north 00°-32°-08" east, a distance of 46.55 feet; thence south 59°-46°-09" west, a distance of 176.84 feet; thence south 89°-42°-30" west, a distance of 163.04 feet; thence south 00°-32°-08" west, a distance of 275.25 feet; thence north 89°-43°-13" west, a distance of 455.31 feet; thence south 0°-31°-21" west, a distance of 1323.65 feet to a point on the north half of the southwest quarter of said Section 35; thence south 89°-37°-44" west, a distance of 2653.30 feet to the southwest corner of said half southwest quarter section; thence north 0°-16°-25" east, a distance of 1322.26 feet to the east quarter corner of said Section 34; thence south 89°-58°-41" west, a distance of 2602.21 feet to the center of said Section 34; thence south 0°-38°-30" west, a distance of 2657.47 feet to the south quarter corner of Section 34; thence north 89°-52°-49" west, along the north line of said Section 34, a distance of 153.38 feet; thence south 0°-14°-10" west, a distance of 862.74 feet; thence north 89°-52°-49" west, a distance of 1335.40 feet; thence south 0°-45°-07" east, a distance of 1428.24 feet; thence north 89°-23°-00" west, a distance of 1272.87 feet to a point on the west line of Section 3.

Thence north 0°-46°-05" west along the west line of Section 3, a distance of 1397.96 feet; thence north 0°-10°-46" west, a distance of 177.50 feet; thence south 89°-39°-11" west, a distance of 825.00 feet; thence north 10°-04°-46" west, a distance of 363.00 feet; thence south 89°-39°-11" west, a distance of 396.00 feet; thence south 0°-10°-46" east, a distance of 99.00 feet; thence north 89°-39°-11" west, a distance of 755.50 feet; thence north 0°-10°-46" west, a distance of 247.50 feet to a point on the north line of Section 4; thence south 89°-19°-52" west, a distance of 1453.16 feet; thence south 89°-43°-38" west, a distance of 1643.93 feet to the southwest corner of Section 33; thence south 89°-43°-38" west, a distance of 54.50 feet to the northeast corner of Section 5, and the point of beginning.

Description - Excepted Tract 94:

Beginning at the southwest quarter of the southeast corner of Section 29, Township 52 North, Range 34 West; thence north 89°-50°-58" east, a distance of 333.00 feet along the south line of said Section 29; thence north 0°-41°-17" east along the east line of the cemetery, a distance of 306.00 feet; thence south 89°-50°-58" west along the north line of the cemetery, a distance of 255.00 feet; thence south 0°-41°-17" west along the west line of the cemetery, a distance of 128.00 feet; thence south 89°-50°-58" west along the north line of the cemetery, a distance of 68.00 feet; thence south 0°-41°-17" west, a distance of 176.00 feet to the south quarter corner of said Section 29, and the point of beginning. Containing 2.1 Acres more or less.

Description - Excepted Tract 161:



Beginning at a point south 89°-55°-45" west, a distance of 39.62 feet from the southeast corner of Section 32, Township 52 North, Range 34 West, to the point of beginning; thence south 89°-55°-45" west, a distance of 677.86 feet; thence north 13°-20°-47" west, a distance of 1065.69 feet; thence north 42°-30°-15" east, a distance of 236.00 feet; thence south 28°-38°-45" east, a distance of 650.12 feet; thence south 18°-18°-15" east, a distance of 167.07 feet; thence north 89°-55°-45" east, a distance of 652.05 feet; thence south 03°-04°-15" east, a distance of 474.72 feet; thence south 18°-55°-45" east, a distance of 198.00 feet, to the point of beginning. Containing 17.0 Acres more or less.


Description - Excepted Tract 223:

Beginning at the northeast corner of Section 35, Township 52 North, Range 34 West; thence south 89°-44°-29" west along the north line of said Section 35, a distance of 2843.50 feet, to the point of beginning; thence south 89°-44°-28" west along the north line of said Section 35, a distance of 330.00 feet; thence south 00°-31°-43" west, a distance of 200.00 feet; thence north 89°-44°-28" east, a distance of 330.00 feet; thence north 00°-31°-43" east, a distance of 200.00 feet, to the point of beginning. Containing 1.5 Acres more or less.

Parcel "A" containing 10,654.9 Acres more or less.

J:\MapKCM\Exhibit A-FAA\Exhibit_A-3.dwg May 15, 2020 - 8:43am										EXHIBIT "A" AIRPORT PROPERTY DESCRIPTION	
NO.	REVISIONS	DATE	APPROV	NO.	REVISIONS	DATE	APPROV	NO.	REVISIONS	DATE	APPROV
1	Property Acquisitions: 47,1026,110,111,123-125,133a	5-6-09		7	Property Acquisition: Tract 160	1-26-10		13	Added Tract 218 To Ultimate Prop Brdry	1-30-10	
2	Property Acquisitions: 60,62,83,101,102w	4-30-09		8	Property Acquisition: Tract 58	4-30-09		14	Added Section E Of Tract 160-Prop Brdry	12-10-10	
3	Property Acquisitions: 106,113,116,158	3-26-09		9	Prop Acq. Tract 26, Rev Prop Fund Stat,107b,108	8-26-09		15	New City Owned Excepted Tracts	12-10-10	
4	Property Acquisitions: 107,109; Rev Ulrm Brdry	2-24-04		10	Property Acquisition: Fairland Building	2-27-07		16	Property Acquisition: Tract 219	8-11-10	
5	Revised Property Funding Status: 92,93,105,158	3-04-06		11	Revised Property Funding Status: Tract 160	8-47-07		17	Property Acq. Tracts 191, 193, 196 & 221	4-12-11	
6	Property Acquisition: Tracts 57 & 59	3-26-05		12	Property Acquisition: Tract 53	12-20-07		18	Corrected acreage for Tracts 191, 193 and 196	12-15-10	





PROJECT	NO.	DATE	REV.	DATE	REV.	DATE	REV.	DATE	REV.
1	1	11/05/2019	1	11/05/2019	1	11/05/2019	1	11/05/2019	1