

**SECOND AMENDMENT TO COOPERATIVE AGREEMENT
BETWEEN CITY OF KANSAS CITY, MISSOURI AND KANSAS CITY
INTERNATIONAL AIRPORT COMMUNITY IMPROVEMENT DISTRICT**

THIS SECOND AMENDMENT TO COOPERATIVE AGREEMENT (this "**Amendment**"), is made as of the _____ day of _____, 2016, by and between the CITY OF KANSAS CITY, MISSOURI, a constitutional charter city of the State of Missouri (the "**City**") and the KANSAS CITY INTERNATIONAL AIRPORT COMMUNITY IMPROVEMENT DISTRICT, a political subdivision and community improvement district duly organized and validly existing under the laws of the State of Missouri (the "**CID**").

WHEREAS, the City, pursuant City Ordinance No. 050203 (the "**CID Ordinance**"), created the CID in accordance with the Missouri Community Improvement District Act, Sections 67.1401, *et seq.*, RSMo (the "**CID Act**"); and

WHEREAS, the City and CID have entered into that certain Cooperative Agreement dated August 1, 2005, as amended by that certain First Amendment to the Cooperative Agreement dated September 20, 2010 (collectively the "**Current Agreement**", and as amended hereby, the "**Agreement**") whereby the parties have agreed to use a portion of the one percent (1.00%) sales tax imposed by the CID (the "**CID Sales Tax**") to fund the repairs, improvements and rehabilitations of a City-owned aircraft maintenance and overhaul facility located at the Kansas City International Airport and within the boundaries of the CID (the "**Overhaul Base**"); and

WHEREAS, the City and CID desire to further enhance the potential for growth and development of an area within a portion of the boundaries of the CID by allocating certain City tax revenue generated within that area of the CID (the "**Development Area**") described on **Exhibit A** and shown on **Exhibit B** for the purposes set forth herein; and

WHEREAS, the City and CID intend to use the CID Sales Tax to continue to fund the repairs, improvements and rehabilitations of the Overhaul Base (the "**OB Costs**"), as well as to fund some or all of the public infrastructure improvements described on **Exhibit C** (the "**Public Infrastructure Improvements**"), and collectively with the OB Costs, the "**Public Improvements**"); and

WHEREAS, the City desires to allocate and pay over to the CID half of the incremental increase in revenue over and above a threshold level derived within the Development Area from the City's earnings tax on earnings and net profits levied pursuant to Section 68-382 of the Kansas City City Code or any successor thereto ("**Earnings Tax**"), the City's sales taxes on utility costs levied pursuant to Article VII of Chapter 68 of the Kansas City City Code or any successors to any sections thereof ("**Utility Tax**"), and the City's license fees and emergency license taxes on the gross receipts of utility providers levied pursuant to Article VI of Chapter 40 of the Kansas City City Code or any successors to any sections thereof (collectively, the "**Utility License Fees**"), to be used by the CID along with the CID Sales Tax not otherwise obligated by the Current Agreement to fund the Public Improvements; and

WHEREAS, the City and CID desire to further amend the Current Agreement to set forth the terms and conditions of the allocation of such incremental increase in the Earnings Tax, the Utility License Fees and the Utility Tax derived within the Development Area, the payment of the same to the CID, and the use to be made thereof by the CID, all as more particularly set forth below.

NOW, THEREFORE, in consideration of the premises and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and CID agree as follows:

1. **Definitions.** Capitalized words used in this Amendment shall have the meanings set forth in the Recitals to this Amendment or they shall have the following meanings:

“Allocable Earnings Tax” means, with respect to each Fiscal Year commencing with the Fiscal Year 2017 (ending April 30, 2017) an amount equal to fifty percent (50%) of the incremental increase in revenue from the Development Area Earnings Tax over and above the Development Area Earnings Tax Threshold Amount.

“Allocable Utility License Fees” means, with respect to each Fiscal Year commencing with the Fiscal Year 2017 (ending April 30, 2017) an amount equal to fifty percent (50%) of the incremental increase in revenue from the Development Area Utility License Fees over and above the Development Area Utility License Fees Threshold Amount.

“Allocable Utility Tax” means, with respect to each Fiscal Year commencing with the Fiscal Year 2017 (ending April 30, 2017), an amount equal to fifty percent (50%) of the incremental increase in revenue from the Development Area Utility Tax over and above the Development Area Utility Tax Threshold Amount.

“Development Area Earnings Tax” means the amount of revenue generated by the Earnings Tax within the Development Area.

“Development Area Earnings Tax Threshold Amount”¹ means _____ and ___/100 Dollars (\$_____), provided however that this amount shall increase by the Earnings Tax component of any Relocation Carryover Base.

“Development Area Utility License Fees” means the amount of revenue generated by the Utility License Fees within the Development Area.

“Development Area Utility License Fees Threshold Amount” means _____ and ___/100 Dollars (\$_____), provided however that this amount shall increase by the Utility License Fees component of any Relocation Carryover Base.

“Development Area Utility Tax” means the amount of revenue generated by the Utility Tax within the Development Area.

¹ The “Threshold Amount” for each item will be the amount of such item for calendar year 2013; the respective Threshold Amount for each item will be determined after City Council approval of this Amendment

“**Development Area Utility Tax Threshold Amount**” means _____ and ___/100 Dollars (\$_____), provided however that this amount shall increase by the Utility Tax component of any Relocation Carryover Base.

“**Disbursed Allocable Funds**” means the Allocable Earnings Tax, the Allocable Utility License Fees and the Allocable Utility Tax actually disbursed by the City to the CID pursuant to this Amendment.

“**Fiscal Year**” means the time period beginning on May 1 of one calendar year and ending on April 30 of the subsequent calendar year.

“**Relocating Business**” means any business located within the geographical boundaries of Kansas City, Missouri and generating Earnings Tax, Utility License Fees or Utility Tax on the date this Amendment is executed that subsequently relocates to the Development Area directly from a location within the geographical boundaries of Kansas City, Missouri at which such relocating business shall cease conducting business following such relocation, except such businesses designated by the City Manager (upon request of the CID) as being the subject of a retention effort on the part of the City to retain such business within the geographical boundaries of Kansas City, Missouri.

“**Relocation Carryover Base**” means, with regard to a Relocating Business, an amount equal to the amount of Earnings Tax, Utility License Fees and Utility Tax, respectively, paid by such business in the calendar year preceding the calendar year in which such business relocates to the Development Area.

“**Term**” means the term of existence of the CID as specified in the CID Ordinance.

Other capitalized terms used but not defined in this Amendment shall have the meaning given to such term in the Current Agreement.

2. **Deposit and Disbursement.** In accordance with applicable law, and subject to annual appropriation, for so long as the Agreement remains in effect:

A. The City shall, on a semi-annual basis, calculate the revenue received during the preceding six month period from the Development Area Earnings Tax and thereafter disburse the Allocable Earnings Tax to the CID.

B. The City shall, on a semi-annual basis, calculate the revenue received during the preceding six month period from the Development Area Utility License Fees and thereafter disburse the Allocable Utility License Fees to the CID.

C. The City shall, on a semi-annual basis, calculate the revenue received during the preceding six month period from the Development Area Utility Tax and thereafter disburse the Allocable Utility Tax to the CID.

Notwithstanding anything in this section to the contrary, the City shall have no obligation to calculate, disburse or take any other action with regards to any Allocable Earnings Tax,

Allocable Utility License Fees or Allocable Utility Tax unless CID shall have first provided to City, in writing, a list of all businesses within the Development Area and such businesses' corresponding tax identifiers, and which information shall be updated by CID, in writing, on a semi-annual basis for the duration of the Agreement. Furthermore, City shall be obligated to redirect only such portion of the Allocable Earnings Tax, Allocable Utility License Fees or Allocable Utility Tax as is generated in any semi-annual period with respect to those businesses timely submitting the attached **Exhibit D**, such that any increment derived from any business not timely submitting such form shall not be disbursed to the CID notwithstanding the fact that such sums might otherwise be included within the definition of Allocable Earnings Tax, Allocable Utility License Fees or Allocable Utility Tax as defined in this Agreement. It shall be the CID's obligation to cause such forms to be submitted to City on a timely basis, provided that the CID's inability or failure to cause such any forms to be submitted to City on a timely basis shall not be a breach or default hereunder.

3. Use of Disbursed Allocable Funds. The CID agrees that it shall use the Disbursed Allocable Funds to pay for the costs of the Public Improvements, in such order of priority as the City's Aviation Department shall determine after consultation with the CID. Notwithstanding the foregoing, the Disbursed Allocable Funds may not be used to fund costs of ordinary repairs or maintenance of the Overhaul Base without the prior written consent of the City Manager, and in no event may the Disbursed Allocable Funds be used to pay for improvements to any building located outside the boundaries of the Development Area, including but not limited to current or future terminals, air passenger gates, parking garages or lots or other air travel structures or amenities.

4. Annual Appropriation.

A. The City's obligation to appropriate the Allocable Earnings Tax, Allocable Utility License Fees and Allocable Utility Tax shall not be construed to be a debt of the City within the meaning of Article VI, Section 26(a) of the Missouri Constitution or any other applicable constitutional or statutory limitations, nor shall anything contained herein constitute a pledge of the general credit, tax revenues, funds or moneys of the City.

B. The City covenants and agrees that with respect to each Fiscal Year occurring during the Term, the Finance Director or other designated representative at any time charged with the responsibility of formulating budget proposals will be directed to include in the budget proposal submitted to the City a request for (i) an appropriation equal to the Allocable Earnings Tax received in such Fiscal Year, (ii) an appropriation equal to the Allocable Utility License Fees received in such Fiscal Year, and (iii) an appropriation equal to the Allocable Utility Tax received in such Fiscal Year.

C. The City is obligated only to make the payments set forth in this Amendment as may lawfully be made from funds budgeted and appropriated or otherwise legally available to make the required payments during each respective Fiscal Year.

D. The obligations of the City to make the payments hereunder constitute a current expense of the City, are from year to year and do not constitute a mandatory payment obligation

of the City in any Fiscal Year beyond the then current Fiscal Year in which such appropriation has been made.

5. Miscellaneous.

A. This Amendment may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same agreement.

B. The rights and responsibilities of the parties to this Amendment may not be assigned without the written consent of the other party.

C. If any one or more of the provisions of this Amendment, or the applicability of any such provision to a specific situation, shall be held invalid or unenforceable by final non-appealable order of a court of competent jurisdiction, such provision shall be judicially modified to the minimum extent necessary to make it or its application valid and enforceable, and the validity and enforceability of all other provisions of this Amendment and all other applications of any such provision shall not be affected thereby.

IN WITNESS WHEREOF, the parties have hereto caused this Amendment to be executed on their behalf as of the date first above written.

CITY OF KANSAS CITY, MISSOURI

By: _____
Name: _____
Title: _____

Approved as to Form:

Assistant City Attorney

**KANSAS CITY INTERNATIONAL AIRPORT
COMMUNITY IMPROVEMENT DISTRICT**

By: _____
Name: _____
Title: _____

EXHIBIT A

Legal Description of Development Area

Commencing at the southeast corner of Section 15, Township 52 North, Range 34 West; thence south $0^{\circ}-05'-26''$ 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 to the true point of beginning.; thence north $89^{\circ}-52'-00''$ east along the south right-of-way line, a distance of 1397.94 feet; thence south $76^{\circ}-47'-02''$ east along the last said south right-of-way line, a distance of 303.19 feet to a point on the westerly right-of-way line of **Interstate Route 29**, as now established; thence the following courses along said westerly right-of-way line: south $53^{\circ}-19'-50''$ east, a distance of 313.70 feet; thence south $32^{\circ}-12'-09''$ east, a distance of 633.63 feet; thence south $19^{\circ}-55'38''$ east, a distance of 412.04 feet; thence in a southerly direction along a curve to the right having a radius of 12,146.47 feet, and a tangent bearing of south $9^{\circ}-19'-43''$ east, an arc distance of 1060.80 feet; thence south $5^{\circ}-58'-55''$ 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 $89^{\circ}-51'-07''$ west, a distance of 1015.25 feet to the northwest corner of **Lot 1, Platte Gardens**; thence south $0^{\circ}-34'-10''$ west, a distance of 449.74 feet to the southwest corner of **Lot 1, Platte Gardens**; thence north $89^{\circ}-51'-07''$ east, a distance of 1046.90 feet to the northeast corner of **Lot 2, Platte Gardens**; thence south $0^{\circ}-34'-10''$ west, a distance of 459.74 feet to the northeast corner of **Lot 3, Platte Gardens**; thence south $0^{\circ}-32'-16''$ west, a distance of 415.66 feet to the southeast corner of **Lot 3, Platte Gardens**, said point also being on the westerly right-of-way line of said **Interstate Route 29**, as now established; thence south $0^{\circ}-18'-00''$ west along the west right-of-way line of **Interstate Route 29**, a distance of 492.70 feet; thence south $89^{\circ}-34'-19''$ west and departing from the west right-of-way line of **Interstate Route 29**, a distance of 612.41 feet; thence south $0^{\circ}-16'-38''$ west, a distance of 322.60 feet; thence north $89^{\circ}-48'-51''$ east, a distance of 611.44 feet to a point on the west right-of-way line of **Interstate Route 29**; thence south $0^{\circ}-31'-26''$ west along said right-of-way line, a distance of 77.30 feet; thence south $88^{\circ}-38'-20''$ west along said right-of-way line, a distance of 29.33 feet; thence continuing along said right-of-way line to a curve to the left, having a radius of 2,362.00 feet and an initial tangent bearing of south $0^{\circ}-21'-40''$ east, an arc distance of 247.35 feet; thence south $82^{\circ}-38'-20''$ 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 arc distance of 35.78 feet; thence south $38^{\circ}-49'-48''$ west along said right-of-way line a distance of 313.00 feet; thence south $15^{\circ}-06'-28''$ east, a distance of 280.00 feet; thence south $62^{\circ}-55'-44''$ east, a distance of 438.08 feet; thence in a southeasterly direction along a curve to the left having a radius of 2,332.00 feet and an initial tangent bearing of south $26^{\circ}-50'-20''$ east, an arc distance of 108.02 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 1,197.92 feet; thence south $60^{\circ}-30'-26''$ west, a distance of 5.00 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 350.00 feet; thence north $60^{\circ}-30'-26''$ east, a distance of 5.00 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 450.00 feet; thence south $60^{\circ}-30'-26''$ west, a distance of 5.00 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 200.00 feet; thence north $60^{\circ}-30'-26''$ east, a distance of 5.00 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 1,829.17 feet; thence south $89^{\circ}-44'-27''$ west, a distance of 34.38 feet; thence south $29^{\circ}-29'-34''$ east, a distance of 660.53 feet.

Thence departing from said right-of-way line, south $89^{\circ}-44'-27''$ west, a distance of 388.07 feet; thence south $0^{\circ}-14'-50''$ east, a distance of 555.10 feet to a point on the north line of

Section 35; thence south $89^{\circ}-44'-27''$ west, a distance of 446.47 feet; thence south $0^{\circ}-31'-49''$ west, a distance of 40.00 feet; thence south $89^{\circ}-44'-29''$ west, a distance of 560.21 feet; thence south $0^{\circ}-31'-49''$ west, a distance of 340.00 feet; thence north $89^{\circ}-44'-29''$ east, a distance of 671.21 feet; thence south $0^{\circ}-31'-49''$ west, a distance of 280.00 feet to a point on the north right-of-way line of **Northeast 103rd Street**, as now established; thence south $89^{\circ}-44'-29''$ west, along said north right-of-way line, a distance of 33.31 feet; thence south $0^{\circ}-32'-08''$ west, a distance of 60.01 feet, to a point on the south right-of-way line of **Northwest 103rd Street**, as now established; thence north $89^{\circ}-44'-29''$ east, along said south right-of-way line, a distance of 342.97 feet; thence southeasterly 39.61 feet along a curve to the right having a radius of 25.00 feet and a chord bearing of south $44^{\circ}-51'-51''$ east, 35.60 feet to a point on the west right-of-way line of **North Everton Avenue**, as now established; thence south $0^{\circ}-31'-49''$ west along said west right-of-way line, a distance of 849.99 feet; thence southwesterly 38.93 feet along a curve to the right having a radius of 25.00 feet and a chord bearing of south $45^{\circ}-08'-09''$ west, 35.11 feet to a point on the north right-of-way line of **Northwest 101st Terrace**, as now established; thence south $89^{\circ}-44'-29''$ west, along said north right-of-way line, a distance of 478.74 feet; thence south $0^{\circ}-32'-08''$ west, a distance of 80.01 feet to a point on the south right-of-way line of **Northwest 101st Terrace**, as now established; thence north $89^{\circ}-44'-29''$ east along said south right-of-way line, a distance of 315.00 feet; thence south $0^{\circ}-32'-08''$ west, a distance of 268.72 feet; thence north $51^{\circ}-32'-08''$ west, a distance of 99.32 feet; thence south $57^{\circ}-26'-29''$ west, a distance of 37.83 feet; thence south $6^{\circ}-37'-24''$ east, a distance of 48.29 feet; thence south $38^{\circ}-54'-09''$ west, a distance of 72.80 feet; thence south $71^{\circ}-35'-40''$ west, a distance of 70.27 feet; thence north $63^{\circ}-29'-46''$ west, a distance of 89.77 feet; thence north $22^{\circ}-21'-37''$ west, a distance of 67.10 feet; thence south $64^{\circ}-33'-25''$ west, a distance of 56.11 feet; thence south $20^{\circ}-17'-22''$ west, a distance of 72.47 feet; thence north $80^{\circ}-55'-37''$ west, a distance of 32.17 feet; thence north $64^{\circ}-57'-03''$ west, a distance of 62.61 feet; thence south $44^{\circ}-10'-26''$ west, a distance of 29.21 feet; thence south $4^{\circ}-41'-23''$ east, a distance of 47.06 feet; thence south $74^{\circ}-10'-38''$ west, a distance of 96.39 feet; thence south $7^{\circ}-35'-49''$ west, a distance of 47.80 feet; thence north $81^{\circ}-54'-09''$ west, a distance of 51.49 feet; thence south $0^{\circ}-31'-49''$ west, a distance of 502.96 feet; thence south $89^{\circ}-43'-13''$ west, a distance of 673.50 feet; thence north $0^{\circ}-32'-08''$ east, a distance of 250.21 feet; thence north $59^{\circ}-46'-09''$ east, a distance of 133.83 feet; thence north $0^{\circ}-32'-08''$ east, a distance of 46.55 feet; thence south $59^{\circ}-46'-09''$ west, a distance of 176.84 feet; thence south $89^{\circ}-42'-30''$ west, a distance of 163.04 feet; thence south $0^{\circ}-32'-08''$ west, a distance of 275.25 feet; thence south $89^{\circ}-43'-13''$ west, a distance of 455.31 feet; thence south $0^{\circ}-31'-21''$ west, a distance of 1,323.65 feet to a point on the north $\frac{1}{2}$ of the southwest $\frac{1}{4}$ of said Section 35; thence south $89^{\circ}-37'-44''$ west, a distance of 2,633.30 feet to the southwest corner of said north $\frac{1}{2}$ southwest $\frac{1}{4}$; thence north $0^{\circ}-16'-25''$ east, a distance of 1,322.28 feet to the east $\frac{1}{4}$ corner of said Section 34; thence south $89^{\circ}-58'-41''$ west, a distance of 2,620.21 feet to the center of said Section 34.

Thence south $89^{\circ}-37'-24''$ west, a distance of 526.93 feet along the south line of the northwest $\frac{1}{4}$ of said Section 34; thence north $6^{\circ}-57'-05''$ east, a distance of 4,366.42 feet; thence south $83^{\circ}-43'-53''$ east, a distance of 5,319.27 feet to a point on the west line of the southeast $\frac{1}{4}$ of said Section 26; thence north $49^{\circ}-26'-44''$ east, a distance of 359.18 feet; thence north $89^{\circ}-47'-34''$ east, a distance of 474.64 feet; thence north $6^{\circ}-19'-55''$ east, a distance of 1,366.17 feet; thence north $89^{\circ}-44'-02''$ west, a distance of 888.77 feet; thence north $0^{\circ}-15'-58''$ east, a distance of 318.94 feet; thence north $83^{\circ}-43'-59''$ west, a distance of 1,285.45 feet; thence north $6^{\circ}-16'-$

01" east, a distance of 200.00 feet; thence north $83^{\circ}-43'-59''$ west, a distance of 650.00 feet; thence south $6^{\circ}-16'-01''$ west, a distance of 200.00 feet; thence north $83^{\circ}-43'-59''$ west, a distance of 2,817.34 feet to a point 750.00 feet easterly of the centerline of **Runway 1R-19L**, as now established; thence north $13^{\circ}-04'-41''$ east, parallel with said centerline, a distance of 2,808.70 feet; thence south $73^{\circ}-00'-46''$ east, a distance of 259.03 feet; thence north $73^{\circ}-00'-46''$ east, a distance of 4,296.53 feet to a point on the south right-of-way line of **Missouri Route "D"**, as now established; thence north $89^{\circ}-52'-00''$ east along said south right-of-way line, a distance of 254.92 feet to the point of beginning. Containing 1,415.6 acres more or less.

Exception Description –

Tract 223:

Beginning at the northeast corner of Section 35, Township 52 North, Range 34 West; thence south $89^{\circ}-44'-29''$ west along the north line of said Section 35, a distance of 2,648.50 feet to the point of beginning; thence south $89^{\circ}-44'-28''$ west along the north line of said Section 35, a distance of 330.00 feet; thence south $0^{\circ}-31'-43''$ west, a distance of 200.00 feet; thence north $89^{\circ}-44'-28''$ east, a distance of 330.00 feet; thence north $0^{\circ}-31'-43''$ west, a distance of 200.00 feet to the point of beginning. Containing 1.5 Acres more or less.

Therefore, total boundary area of 1,415.6 acres more or less, minus Tract 223 (Southwestern Bell) of 1.5 acres more or less, equals a total area for the **Development Area** of 1,414.1 acres more or less.

EXHIBIT C

List of Public Infrastructure Improvements

Public Infrastructure Improvements:

Land Grading

Utility Upgrades/Extensions

Road Upgrades/Extensions

EXHIBIT D

**KCI CID Development Area
Economic Activity Tax Summary Form**

Period/s of Submission:

1st Half 20_____ (Jan. – June, **due July 31st**)
2nd Half 20_____ (July – Dec., **due January 31st**)

Business Name: _____

Business Address
(local): _____

Contact Name/Telephone: _____

E-Mail Address: _____

Individual Earnings Tax, Net Profits Tax:

Federal Identification Number (FEIN): _____

1. Total KCMO Earnings Tax paid during 6 month reporting period: \$ _____
2. Total KCMO Net Profits Tax paid during 6 month reporting period: \$ _____
3. Total Employees Working in Kansas City, MO on last day of 6 month reporting period: _____
4. Total Employees Working in KCI CID's Development Area on last day of 6 month reporting period (See area marked in red on attached map): _____
5. Percentage of Employees in KCI CID's Development Area: _____ (divide line 4 by line 3)

Utility Tax and Utility License Fees:

Please provide photocopies reflecting the tax break down portions on the following applicable utility bills paid during the 6 month period covered by this report for the business located in the KCI CID's Development Area:

- Electricity
- Water
- Cable and internet services
- Gas
- Telephone (land line and cellular)

I/We, _____ (insert name of signator for business), in my capacity as the _____ (insert title of signator), hereby certify that I am authorized by _____ (insert authorizing entity), to release such confidential tax information referenced herein to the City of Kansas City, Missouri and the Kansas City International Airport Community Improvement District, and that such records are true and correct, as of _____ (insert date), and in the event any such records should be proven incorrect, I will notify the City via the addresses shown below.

(Signature)

(Date)

Please PDF email or Mail ONE copy of this completed and signed form to each of the following:

Mail: City of Kansas City, MO Finance Director's Office Attn: Sean Carroll 414 E. 12 th Street, 3 rd Floor Kansas City, Missouri 64106 Email: Sean.Carroll@kcmo.org	Mail: City of Kansas City, MO Aviation Department Attn: Pete Fullerton 601 Brasilia Avenue Kansas City, Missouri 64153 Email: Pete.Fullerton@kcmo.org
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