



# City of Chicago



F2013-50

Office of the City Clerk

## Document Tracking Sheet

**Meeting Date:** 9/11/2013

**Sponsor(s):** Mendoza, Susana A. (Clerk)

**Type:** Communication

**Title:** O'Hare Modernization Program agreement with Federal Aviation Administration for OMP completion Phase 2A Fiber Optic Transmissions System, servicing runway, South ATCT, RTR-U and Associated Facilities at O'Hare International Airport

**Committee(s) Assignment:**



CHICAGO DEPARTMENT OF AVIATION  
CITY OF CHICAGO

July 23, 2013

The Honorable Susana A. Mendoza  
Office of the City Clerk  
121 North LaSalle Street, Room 107  
Chicago, Illinois 60602

Subject: O'Hare Modernization Program  
Agreement with Federal Aviation Administration  
Ref: WBS OH.6135.200.30.525.B.1.cc  
OMP-CL-OTH-0020

2013 JUL 31 PM 4:46  
COMMUNICATIONS SECTION

Dear Ms. Mendoza:

Transmitted herewith is a copy of the following document:

- AJW-FN-CSA-13-C131, OMP Completion Phase 2A Fiber Optic Transmissions System (FOTS) Servicing Runway 10R-28L, South ATCT, RTR-U and Associated Facilities at O'Hare International Airport, Chicago, IL

This agreement was executed by the First Deputy Director of the Department of Aviation/O'Hare Modernization Program and is being forwarded to you pursuant to applicable ordinances. Please put this document on file in your office and make it available to members of the public who may wish to review it in accordance with your customary practices.

Sincerely,

Jonathan Leach  
General Counsel, CDA

Originated by: Sally Hettinger, PMO

Enclosures:

1. AJW-FN-CSA-13-C131, OMP Completion Phase 2A Fiber Optic Transmissions System (FOTS) Servicing Runway 10R-28L, South ATCT, RTR-U and Associated Facilities at O'Hare International Airport, Chicago, IL, (14 pages), executed 5/09/2013
2. Attachment A – Sponsor Cost Form (1 page)

Cc: Document Control

**NON-FEDERAL REIMBURSABLE AGREEMENT**

**BETWEEN**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**AND**

**CITY OF CHICAGO  
O'HARE MODERNIZATION PROGRAM  
CHICAGO, ILLINOIS**

**WHEREAS**, the Federal Aviation Administration (FAA) can furnish directly or by contract, material, supplies, equipment, and services which the City Of Chicago (Sponsor) requires, has funds available for, and has determined should be obtained from the FAA;

**WHEREAS**, it has been determined that competition with the private sector for provision of such material, supplies, equipment, and services is minimal; the proposed activity will advance the FAA's mission; and the FAA has a unique capability that will be of benefit to the Sponsor while helping to advance the FAA's mission;

**WHEREAS**, the authority for the FAA to furnish material, supplies, equipment, and services to the Sponsor upon a reimbursable payment basis is found in 49 U.S.C. § 106(l)(6) on such terms and conditions as the Administrator may consider necessary;

**NOW THEREFORE**, the FAA and the Sponsor mutually agree as follows:

**ARTICLE 1. Parties**

The Parties to this Agreement are the FAA the Sponsor.

**ARTICLE 2. Type of Agreement**

This Agreement is an "other transaction" authorized under 49 U.S.C. § 106(l)(6). It is not intended to be, nor will it be construed as, a partnership, corporation, joint venture or other business organization.

### ARTICLE 3. Scope

- A. Any interference with FAA activities and responsibilities will add additional costs to the original estimate submitted. The Sponsor shall be responsible for ensuring all Sponsor work associated with the project is done in compliance with all applicable codes. This Agreement provides funding for the FAA to establish engineering and construction services. Therefore, this Agreement is titled:

**"OMP Completion Phase 2A Fiber Optic Transmission System (FOTS) – Serving Runway 10R-28L, South ATCT, RTR-U and Associated Facilities at O’Hare International Airport in Chicago, Illinois."**

The purpose of this Agreement between the FAA and the Sponsor is for the Completion of Phase 2A, Fiber Optic Transmission System (FOTS). The addition of the new South ATCT, RTR-U and Runway 10R-28L to the airport requires the expansion of fiber optic loops serving the South Airfield to pick up additional new and existing navigation, light aid, communication and terminal facilities. The migration of all existing facilities (not to be decommissioned) to the new single mode fiber optic network will occur as part of the scope of this agreement. All single mode FOTS equipment will be established on each loop prior to transitioning service to the new loop.

- B. The Federal Aviation Administration (FAA) will be responsible for the following:

1. Engineering Responsibilities
  - a. Review and comment on engineering plans and drawings for FOTS designs, specifications, and schedules for upcoming projects at the 30%, 60%, 90% and 100%, as well as construction bulletins, field orders and plans for the correction of any deficiencies by the Sponsor or its contractors.
  - b. Ensure compliance and consistency with FAA orders, standards and testing requirements, including but not limited to duct bank placement, cable routing diversity, technical specifications, labeling, test results, etc.
  - c. Support field engineering and installation efforts throughout the project.
  - d. Provide final as-built drawings.

2. Construction Responsibilities

- a. Observe the construction and clearing of duct banks, innerduct and manhole/handhole infrastructure which will contain FAA cables.
- b. Provide oversight during Sponsor's removal of confirmed abandoned FAA cables with FAA's System Support Center (SSC) assistance.
- c. Observe and sign-off on the Sponsor's completed manhole/handhole checklists for each manhole along the fiber loop route. Ensure the Sponsor includes coordinates, manhole numbers, an accurate depiction of ductbank, cells assigned for FAA use (including spares), and acknowledgement that the cells have been cleaned, mandrelled, pull strings installed, and any noted deficiencies found/corrected by the Sponsor. If there is innerduct already installed, ensure the Sponsor notes quantities, color and if reserved.
- d. Review and comment on submittals and shop drawings regarding acceptability to the FAA.
- e. Observe the Sponsor's pulling of innerduct, fiber optic cables, and tracer wire.
- f. Oversee the Sponsor's installation of the new FOTS patch panel or additional ports on an existing OMP FOTS patch panel at each facility served by a loop and the termination and labeling of the fiber optic cables entering the facility.
- g. Ensure testing documentation and materials are provided to the FAA engineering section for review:
  - (a) Factory tests
  - (b) On site pre-installation reel tests (including launch cable used)
  - (c) Installed cable tests (including launch cable used)
  - (d) Final testing after cables dressed in manholes or problem corrected
- h. Ensure FAA's engineering section reviews testing results as they become available. Advise Sponsor of deficiencies found to be unacceptable and in need of corrections.
- i. Oversee Sponsor correction of any deficiencies or obstructions with infrastructure found by FAA.
- j. Receive copies of all warranty and closeout documents from Sponsor in a binder at CAI.
- k. Conduct CAI with Sponsor and their contractor(s).
- l. Work with the Sponsor's Construction Manager (CM) to clear all CAI exceptions.

3. Installation Responsibilities

- a. Install fiber optic and multiplexer hardware in all required facilities and complete connectivity, testing and integration into the FAA facilities.
- b. Provision services as needed for changes or additions to FOTS equipment.
- c. Complete a Joint Acceptance Inspection with the District and address outstanding exceptions.

C. The Sponsor will be responsible for the following:

1. Provide a schedule within 30 days of the effective date of this Agreement, updated as changes occur with, at a minimum, the following tasks:
  - a. Design start
  - b. Design complete
  - c. Construction bid
  - d. Construction award
  - e. Construction start
  - f. Construction complete
  - g. Overall Construction sequencing schedule
  
2. Ensure its Contractor maintains an adequate inspection system and performs such inspections to ensure the work performed under the contract conforms to requirements. The Sponsor's Contractors shall maintain complete inspection records and make them available to the FAA.
  
3. Funding Responsibilities:
  - a. Fund the actual cost of material and equipment, engineering, construction, installation, programming and labor required to establish the two new FOTS system loops and connect all associated facilities.
  - b. Provide funding for the cost of FAA resources utilized in support of the design, construction, installation, commissioning or closeout of this project through its duration.

**Engineering Responsibilities:**

- a. Provide engineering plans and drawings for FOTS designs, specifications, and schedules for upcoming projects at the 30%, 60%, 90% and 100% review for FAA input as well as construction bulletins, field orders and plans for the correction of any deficiencies noted by FAA. All post-award changes impacting FOTS designs and specifications shall be coordinated with the Design Engineer and vetted through the FAA Facilities Coordination meeting.
- b. Ensure compliance and consistency with FAA orders, standards and testing requirements, including but not limited to duct bank placement, cable routing diversity, technical specifications, labeling, etc. and appropriate incorporation into contracting documents.
- c. Provide electronic copies of engineering drawings requested by the FAA during the review processes in an FAA acceptable format to allow feedback, redlining, and interior placement of FOTS within facilities.
- d. Ensure that grounding and cable tracer wire are included in all cable design packages.
- e. Provide a current cable management plan, including engineering drawings for all duct banks and cable runs. These drawings shall include the practices to be followed when implementing service coils in the manholes and handholes and information describing the format and information to be used for all fiber optic cable and tracer wire labels.

**4. Construction Responsibilities:**

- a. Construct duct banks, innerduct and manhole/handhole infrastructure where needed.
- b. Where existing ductbank is used, ensure integrity of ductbank. Should duct capacity not be available, remove identified abandoned FAA cables with FAA assistance and clean vacated ducts.
- c. Provide manhole/handhole checklists for each manhole along the fiber loop route, including coordinates, manhole numbers, depiction of ductbank, cells assigned for FAA use (including spares), and acknowledgement that the cells have been cleaned, mandrelled, pull strings installed, and any noted deficiencies found/corrected. If there is innerduct already installed, note quantities, color and if reserved.
- d. Correct any deficiencies or obstructions with infrastructure found in a timely fashion.
- e. Provide and pull 4 - 1" PVC innerduct for each 4" duct. All fiber optic cable shall be installed in yellow (single mode) or orange (multimode) 1" innerduct. After being pulled, the innerduct shall lie dormant for a period of time specified by the manufacturer to allow it to contract to its resting length before cutting as required by OMP Specification L-110.
- f. Provide and install new FOTS cable without splices as indicated for each project.

- g. Ensure no FOTS cable shall be installed during a 12 hour period in which the National Weather Service Forecast for O'Hare International Airport forecasts temperatures at or below the cable's minimum installation temperature. Refer to OMP Specification 16125.
- h. Service coils shall be implemented in each manhole and handhole as described in the FAA approved documentation.
- i. Every cable shall be tagged with an identifying label as described in the FAA approved documentation in all manholes, handholes, pullboxes, junction boxes and panels.
- j. Provide and install copper tracer wire of the type and in the manner specified by the FAA layout for this project. A separate tracer wire shall be installed without splices in every duct between facilities. All tracer wires shall be labeled as described in the FAA approved documentation.
- k. Ensure path used, including duct, conduit, innerduct, fiber and tracer wire method are accurately reflected. Include color photographs of each wall of the manhole/handhole after installation.
- l. Provide and install a new FOTS patch panel or additional ports on an existing OMP FOTS patch panel at each facility served by a loop as required to terminate the fiber optic cables entering the facility.
- m. Terminate all strands of each fiber optic cable at the facility FOTS patch panel.
- n. Test the performance of each strand on every fiber optic cable segment and provide the test results electronically (formatted and labeled for each segment) as it becomes available for FAA review and acceptance. Ensure compliance with latest Spec 16125. In addition, final test results will be provided in both electronic and hard copy format at CAI/BOD. The following tests shall be performed and the associated documentation provided:
  - i. Factory tests
  - ii. On site pre-installation reel tests (including launch cable used)
  - iii. Installed cable tests (including launch cable used)
  - iv. Final testing after cables dressed in manholes or problem corrected
- o. Correct any deficiencies noted by FAA to be unacceptable.
- p. Provide copies of all warranty and closeout documents in binder at CAI.
- q. Provide red-line drawings at CAI/BOD to the FAA Resident Engineer (RE).
- r. Provide a completed material requisition/issue/receipt FAA Form 4650-12 at the building occupancy date/contractor acceptance inspection.
- s. Provide 3 copies of final as-built drawings in .pdf and Microstation .dgn format within 90 days of Substantial Completion/BOD. Provide three copies of the final construction package to the FAA:
  - FAA Communications Engineering Center Chicago, AJW-C13A
  - ATTN: Jane Melle
  - FAA Great Lakes Regional Office
  - O'Hare Lake Office Center
  - 2300 East Devon Ave.
  - Des Plaines, IL 60018

**ARTICLE 4. Points of Contact**

A. FAA:

1. The Technical Operations Central Services Area will perform the Scope of Work included in this Agreement. Jane Melle is the FAA Technical Officer and liaison with the Sponsor and can be reached at (847) 294-7593. This liaison is not authorized to make any commitment, or otherwise obligate the FAA, or authorize any changes which affect the estimated cost, period of performance, or other terms and conditions of this Agreement.
2. FAA Contracting Officer: the execution, modification, and administration of this Agreement must be authorized and accomplished by the Contracting Officer, Irene Medina who can be reached at (847) 294-8398.

B. Sponsor:

Ms. Tiffany Green  
OMP Business Manager  
City of Chicago — O'Hare Modernization Program  
10510 W. Zemke Road  
Chicago, IL 6066 6  
Phone: (773) 462-7327  
Fax: (773) 462-8550  
Tax ID No. 36-600-5820

**ARTICLE 5. Non-Interference with Operations**

The Sponsor understands and hereby agrees that any relocation, replacement, or modification of any existing or future FAA facility, system, and/or equipment covered by this Agreement during its term or any renewal thereof made necessary by Sponsor improvements, changes, or other actions which in the FAA's opinion interfere with the technical and/or operations characteristics of an FAA facility, system, and/or piece of equipment will be at the expense of the Sponsor, except when such improvements or changes are made at the written request of the FAA. In the event such relocations, replacements, or modifications are necessitated due to causes not attributable to either the Sponsor or the FAA, the parties will determine funding responsibility.

**ARTICLE 6. Property Transfer**

- A. To the extent that the Sponsor provides any material associated with the Project, and to the extent that performance of the requirements of this Project results in the creation of assets constructed, emplaced, or installed by the Sponsor, all such material and assets will become the property of the FAA upon project completion. For purposes of this Article 6, "project completion" means that FAA has inspected the equipment or construction, and has accepted it as substantially complete and ready for use. The sponsor shall enter into a transfer agreement with the FAA for conveyance of ownership. The Sponsor and the FAA acknowledge that the FAA has accepted the fundamental responsibilities of ownership by assuming all operation and maintenance requirements for all property transferred to the FAA, and the subject transfer to FAA is in the best interest of both the Sponsor and the FAA.

The costs incurred in procurement of the real and personal property being transferred, to include both design and construction costs, shall be supported by an Attachment A (Sponsor Cost and Transfer Certification Form) executed by the Sponsor and FAA. Real property descriptions shall include the name of the asset (building, tower, fence, etc.), its composition (metal, brick, fiberglass, etc.) and its dimensions (L x W, Height, Capacity, etc.). Personal property descriptions will show the system/component being transferred along with the model number and/or capacity.

- B. In order to ensure that the assets and materials subject to this Article remain fully accounted-for and operational, the Sponsor will provide the FAA any additional documents and publications that will enhance the FAA's ability to manage, maintain and track the assets being transferred. Examples may include, but are not limited to, operator manuals, maintenance publications, warranties, inspection reports, etc. These documents will be considered required hand-off items upon Project completion.

**ARTICLE 7. Estimated Costs**

The estimated FAA costs associated with this Agreement are as follows:

<b>COST ESTIMATE - OMP Completion of Phase 2A Fiber Optic Transmission System (FOTS) – Serving Runway 10R-28L, South ATCT, RTR-U and Associated Facilities at O’Hare International Airport in Chicago, Illinois</b>	<b>Estimated Cost</b>
<b>FAA FOTS Labor Costs</b>	
Civil Engineer WB4020, WB4010	\$ 129,000.00
Drafting WB4020	\$ 74,000.00
Electronics Engineer WB4020, WB4010	\$ 374,000.00
Electrical Engineer WB4020, WB4010	\$ 3,000.00
Resident Engineer WB4020, WB4010, WB4050	\$ 730,000.00
Installation WB4060, WB4070	\$ 296,000.00
<b>Labor Sub-Total</b>	<b>\$1,606,000.00</b>
<b>FAA FOTS Non-labor Costs</b>	
Contract Support Engineering WB4020	\$ 150,000.00
Contract Support construction/Installation WB4010, WB4050, WB4060	\$ 360,000.00
Equipment WB4060	\$ 41,300.00
Administrative Overhead (6%)	\$ 33,078.00
<b>Non-Labor Sub-Total</b>	<b>\$ 584,378.00</b>
<b>Grand Total</b>	<b>\$ 2,190,378.00</b>

**ARTICLE 8. Period of Agreement and Effective Date**

This Agreement supersedes and nullifies any previous agreements between the parties on the subject matter. The effective date of this Agreement is the date of the last signature. This Agreement is considered complete when the final invoice is provided to the Sponsor and a refund is sent or payment is received as provided for in Article 9, Section E of this Agreement. Under no circumstances will this Agreement extend five years beyond its effective date.

**ARTICLE 9. Reimbursement and Accounting Arrangements**

- A. The Sponsor agrees to prepay the entire estimated cost of the Agreement. The Sponsor will send a copy of the executed Agreement and full advance payment in the

amount stated in Article 7 to the Accounting Division listed in Section C of this Article. The advance payment will be held as a non-interest bearing deposit. Such advance payment by the Sponsor must be received before the FAA incurs any obligation to implement this Agreement.

- B. The Sponsor certifies that arrangements for sufficient funding have been made to cover the estimated costs of the Agreement.
- C. The Accounting Division is identified by the FAA as the billing office for this Agreement. The Sponsor will send a copy of the executed Agreement and the full advance payment to the Accounting Division shown below. All payments must include the Agreement number, Agreement name, Sponsor name, and project location.

The mailing address is:

FAA Mike Monroney Aeronautical Center  
Attn: AMZ-330, Reimbursable Project Team  
P.O. Box 25082  
Oklahoma City, OK 73125

The overnight mailing address is:

FAA Mike Monroney Aeronautical Center  
Attn: AMZ-330, Reimbursable Project Team  
6500 S. MacArthur Blvd. -  
Oklahoma City, OK 73169  
Telephone: (405) 954-9585

The Sponsor hereby identifies the office to which the FAA will render bills for the project costs incurred as:

Ms. Tiffany Green  
OMP Business Manager  
City of Chicago — O'Hare Modernization Program  
10510 W. Zemke Road  
Chicago, IL 6066 6  
Phone: (773) 462-7327  
Phone: (773) 462-7327  
Fax: (773) 462-8550  
Tax ID No. 36-600-5820

- D. The FAA will provide a quarterly Statement of Account of costs incurred against the advance payment.
- E. The cost estimates contained in Article 7 are expected to be the maximum costs associated with this Agreement, but may be modified to recover the FAA's actual costs. If during the course of this Agreement actual costs are expected to exceed the

estimated costs, the FAA will notify the Sponsor immediately. The FAA will also provide the Sponsor a modification to the Agreement which includes the FAA's additional costs. The Sponsor agrees to prepay the entire estimated cost of the modification. The Sponsor will send a copy of the executed modification to the Agreement to the FAA-Mike Monroney Aeronautical Center with the additional advance payment. Work identified in the modification cannot start until receipt of the additional advance payment. In addition, in the event that a contractor performing work pursuant to the scope of this Agreement brings a claim against the FAA and the FAA incurs additional costs as a result of the claim, the Sponsor agrees to reimburse the FAA for the additional costs incurred whether or not a final bill or a refund has been sent.

#### **ARTICLE 10. Changes and Modifications**

Changes and/or modifications to this Agreement will be formalized by a written modification that will outline in detail the exact nature of the change. Any modification to this Agreement will be executed in writing and signed by the authorized representative of each party. The parties signing this Agreement and any subsequent modification(s) represent that each has the authority to execute the same on behalf of their respective organizations. No oral statement by any person will be interpreted as modifying or otherwise affecting the terms of the Agreement. Any party to this Agreement may request that it be modified, whereupon the parties will consult to consider such modifications.

#### **ARTICLE 11. Termination**

In addition to any other termination rights provided by this Agreement, either party may terminate this Agreement at any time prior to its expiration date, with or without cause, and without incurring any liability or obligation to the terminated party other than payment of amounts due and owing and performance of obligations accrued, in each case on or prior to the termination date, by giving the other party at least thirty (30) days prior written notice of termination. Payment of amounts due and owing may include all costs reimbursable under this Agreement, not previously paid, for the performance of this Agreement before the effective date of the termination; the total cost of terminating and settling contracts entered into by the FAA for the purpose of this Agreement; and any other costs necessary to terminate this Agreement. Upon receipt of a notice of termination, the receiving party will take immediate steps to stop the accrual of any additional obligations which might require payment. All funds due after termination will be netted against the advance payment and, as appropriate, a refund or bill will be issued.

**ARTICLE 12. Order of Precedence**

If attachments are included in this Agreement and in the event of any inconsistency between the attachments and the terms of this Agreement, the inconsistency will be resolved by giving preference in the following order:

A. This Agreement

B. The attachments

**ARTICLE 13. Legal Authority**

This Agreement is entered into under the authority of 49 U.S.C. § 106(l)(6), which authorizes the Administrator of the FAA to enter into and perform such contracts, leases, cooperative agreements and other transactions as may be necessary to carry out the functions of the Administrator and the Administration on such terms and conditions as the Administrator may consider appropriate. Nothing in this Agreement will be construed as incorporating by reference or implication any provision of Federal acquisition law or regulation.

**ARTICLE 14. Disputes**

Where possible, disputes will be resolved by informal discussion between the parties. In the event the parties are unable to resolve any dispute through good faith negotiations, the dispute will be resolved by alternative dispute resolution using a method to be agreed upon by the parties. The outcome of the alternative dispute resolution will be final unless it is timely appealed to the Administrator, whose decision is not subject to further administrative review and, to the extent permitted by law, is final and binding (see 49 U.S.C. § 46110).

**ARTICLE 15. Warranties**

The FAA makes no express or implied warranties as to any matter arising under this Agreement, or as to the ownership, merchantability, or fitness for a particular purpose of any property, including any equipment, device, or software that may be provided under this Agreement.

**ARTICLE 16. Insurance**

The Sponsor will arrange by insurance or otherwise for the full protection of itself from and against all liability to third parties arising out of, or related to, its performance of this Agreement. The FAA assumes no liability under this Agreement for any losses arising out of any action or inaction by the Sponsor, its employees, or contractors, or any third party acting on its behalf.

**ARTICLE 17. Limitation of Liability**

To the extent permitted by law, the Sponsor agrees to indemnify and hold harmless the FAA, its officers, agents and employees from all causes of action, suits or claims arising out of the work performed under this Agreement. However, to the extent that such claim is determined to have arisen from the act or omission by an officer, agent, or employee of the FAA acting within the scope of his or her employment, this hold harmless obligation will not apply and the provisions of the Federal Tort Claims Act, 28 U.S.C. § 2671, et seq., will control. The FAA assumes no liability for any losses arising out of any action or inaction by the Sponsor, its employees, or contractors, or any third party acting on its behalf. In no event will the FAA be liable for claims for consequential, punitive, special and incidental damages, claims for lost profits, or other indirect damages.

**ARTICLE 18. Civil Rights Act**

The Sponsor will comply with Title VI of the Civil Rights Act of 1964 relating to nondiscrimination in federally assisted programs.

**ARTICLE 19. Protection of Information**

The parties agree that they will take appropriate measures to identify and protect proprietary, privileged, or otherwise confidential information that may come into their possession as a result of this Agreement.

**ARTICLE 20. Security**

In the event that the security office determines that the security requirements under FAA Order 1600.72A applies to work under this Agreement, the FAA is responsible for ensuring that security requirements, including compliance with AMS clause 3.14-2, Contractor Personnel Suitability Requirements (January 2011) are met.

**ARTICLE 21. Entire Agreement**

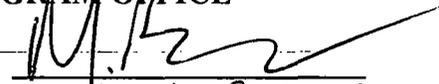
This document is the entire Agreement of the parties, who accept the terms of this Agreement as shown by their signatures below. In the event the parties duly execute any modification to this Agreement, the terms of such modification will supersede the terms of this Agreement to the extent of any inconsistency. Each party acknowledges participation in the negotiations and drafting of this Agreement and any modifications thereto, and, accordingly that this Agreement will not be construed more stringently against one party than against the other. If this Agreement is not executed by the Sponsor within 120 calendar days after the FAA transmits it to the Sponsor, the terms contained and set forth in this Agreement shall be null and void.

AGREED:

**FEDERAL AVIATION  
ADMINISTRATION**

**CITY OF CHICAGO  
O'HARE MODERNIZATION  
PROGRAM OFFICE**

SIGNATURE   
NAME GLEN R. TIMMERMAN  
TITLE Contracting Officer  
DATE 5/9/2013

SIGNATURE   
NAME Michael Boland  
TITLE First Deputy Commissioner  
DATE 5/1/13

**Reimbursable Agreement Sponsor/Cost and Transfer Certification Form**

<b>Agreement #</b>	AJW-FN-CSA-13-C131
<b>Agreement Title</b>	OMP Completion Phase 2A Fiber Optic Transmission System (FOTS) - Serving Runway 10R-28L, South ATCT, RTR-U and Associated Facilities at O'Hare International Airport in Chicago, Illinois.
<b>FAA JCN</b>	1398397
<b>Airport</b>	Chicago O'Hare International Airport
<b>City/State</b>	Chicago, IL

Item	LOC ID	FAC TYPE	Description (including type and dimensions)	Total Cost	Sponsor		Sign Off Date		FOR FAA USE ONLY	
					Initials	Date	Initials	Date	JAI #	JAI Date
1	ORDD	FOTS	Equipment - FOL 200 Improvements							
2	ORDE	FOTS	Equipment - FOL 300 Improvements							
3	ORDH	FOTS	Equipment - FOL 600 Improvements							
4	ORDI	FOTS	Equipment - FOL 700 Improvements							
<b>Total</b>										

**Notes**

1. All personal and real property associated with this agreement should be listed on this form. FAA will provide cost data for costs incurred under the reimbursable agreement. Sponsor must provide cost information for costs incurred by sponsor not covered under the reimbursable agreement.
2. Building/Shelter cost will include foundation and attached stoops, porches, patios and walkways.
3. Fuel storage system cost will include slabs, containment structures, piping, monitoring and metering devices.
4. Underground cable system cost (all types) includes duct banks, conduit, manholes, hand holes, fasteners and fixtures external to the building or shelter. Cost of UG cable systems supporting a single NAS system will be applied to the supported system's cost.
5. Road cost includes cost of any culverts, bridging, curbing or ditching.
6. Fence cost includes cost of gates, tie-downs, foundations, mounting fixtures, etc.

**Signatures**

**Project Sponsor**  
 I hereby attest that I am the \_\_\_\_\_ (title) of \_\_\_\_\_  
 (Organization). I hereby certify that I have the authority to transfer the above listed real and personal property assets on behalf of \_\_\_\_\_  
 (Organization) and that the subject property transferred on the date of the final inspection.

<b>Signature</b>	<b>Date</b>

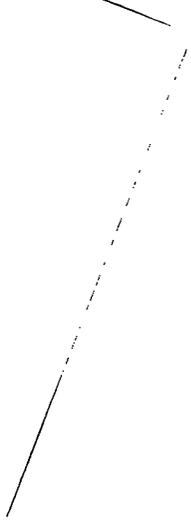
**FAA Program Implementation Manager (PIM)**  
 On behalf of the FAA, I hereby attest that the work associated with the assets listed above has been completed and have been transferred.

<b>Signature</b>	<b>Date</b>

**FAA Contracting Officer (CO)**  
 On behalf of FAA, I hereby accept the transfer of the above listed real and personal property assets.

<b>Signature</b>	<b>Date</b>

*This document will be used to update the inventory of real and personal property assets.*



Handwritten marks or characters in the top-right corner.





Rosemarie S. Andolino  
Commissioner  
Department of Aviation

# O'Hare Modernization Program

10510 West Zemke  
First Floor  
Chicago, IL 60666

www.oharemodernization.org

## TRANSMITTAL

**To:** Peter Polacek, City of Chicago - Office of the City Clerk      **Date:** 7/31/2013

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**From:** Sally Hettinger, DMJM Aviation Partners, PMO      **WBS/DCN:** OH.6135.110.30.512.B.6.gg  
OH6135.200.30.525.B.6.gg  
OH6135.110.30.512.B.6.gg

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**Trans #** PMO-OTH-T-0165      **cc:**

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**Subject:** Runway 10R-28L – Various FAA Executed Agreements for Record

We Transmit:       Under Separate Cover      Via:

For Your:	<input type="checkbox"/> Information	<input type="checkbox"/> Distribution	Other:
	<input type="checkbox"/> Review/Comment	<input checked="" type="checkbox"/> Record	
	<input type="checkbox"/> Approval	<input type="checkbox"/> Use	
The Following:	<input type="checkbox"/> Drawings	<input type="checkbox"/> Correspondence	Other:
	<input type="checkbox"/> Specifications	<input type="checkbox"/> Report	

Copies	Date	Description
1	7/23/2013	FAA Agreement AJW-FN-CSA-12-C116
1	7/23/2013	FAA Agreement AJW-FN-CSA-13-C130
1	7/23/2013	FAA Agreement AJW-FN-CSA-13-C131
1	7/23/2013	FAA Agreement AJW-FN-CSA-13-C133

Remarks: Transmitted here with are the referenced original executed FAA agreements in compliance with the O'Hare Delegation Ordinance, please make them available to members of the public who may wish to review them in accordance with your customary practices.

Submitted by: Sally Hettinger

2013 JUL 31 PM 4:46  
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