

DEN USE AND CARGO FACILITIES LEASE AGREEMENT

Between

CITY AND COUNTY OF DENVER

And

AMAZON.COM SERVICES LLC

at

DENVER INTERNATIONAL AIRPORT

DEN USE AND CARGO FACILITIES LEASE AGREEMENT

THIS DEN USE AND CARGO FACILITIES LEASE AGREEMENT (the “**Lease Agreement**”), is made and entered into as of the date indicated on the City’s signature page, by and between the **CITY AND COUNTY OF DENVER**, a municipal corporation of the State of Colorado, acting for and on behalf of its Department of Aviation (the “**CITY**”), and **AMAZON.COM SERVICES LLC**, a Delaware limited liability company, and authorized to do business in the State of Colorado, hereinafter referred to as (the “**LESSEE**”), (collectively “**PARTIES**”).

WITNESSETH:

WHEREAS, the City owns and operates Denver International Airport (“**Airport**” or “**DEN**”) and has the power to grant rights and privileges with respect thereto, as hereinafter provided; and

WHEREAS, the Lessee is engaged in the business of transporting property, cargo and mail, or one or more thereof, by aircraft; and

WHEREAS, the Parties desire to enter into this Lease Agreement for the use and lease of certain cargo premises and facilities at DEN as more fully hereinafter set forth;

NOW THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, the City and the Lessee do hereby mutually undertake, promise and agree, each for itself and its successors, as follows:

PART I - DEFINITIONS

1.01 “AIRFIELD AREA FACILITIES”

Means (i) runways; (ii) taxiways; (iii) passenger ramp and apron areas (other than the cargo ramp and apron areas); and (iv) any extensions or additions to the above and any other space or facilities provided by the City at DEN for public and common use by aircraft operators in connection with the landing and taking off of aircraft, or in connection with operations to be performed by aircraft operators upon the runways, taxiways, passenger ramp and apron areas; but only as from time to time provided by the City at DEN for public and common use by aircraft operators.

1.02 “DEN RULES AND REGULATIONS”

Means the reasonable rules and regulations governing the use of the Demised Premises and any other portion of DEN as may from time to time be adopted and promulgated by the City for the management, operation and control of DEN, including those pertaining to the operation of automobile and vehicular traffic and parking facilities thereon, and with such reasonable amendments, revisions, additions and extensions thereof as may from time to time be adopted and promulgated; provided, however, such rules and regulations shall not be inconsistent with the

rights herein granted to the Lessee; provided, further, that nothing herein shall be considered to restrict the police power of the City.

1.03 “CARGO FACILITIES”

Means the cargo ramp and apron areas shown on **Exhibit B** and any extensions or additions to the above and any other cargo space or facilities provided by the City at DEN for public and common use by cargo air carriers.

1.04 “CARGO FEEDER AIRLINE”

Means a Federal Aviation Administration (“FAA”)-certified cargo air carrier providing cargo distribution services to Lessee on the Lessee’s Demised Premises or Preferential Use Premises, provided the feeder airline (i) is under contract to Lessee, (ii) has been designated in writing by Lessee as a cargo feeder for Lessee, and (iii) has on file with DEN the documentation required by DEN Rules and Regulations for a Cargo Feeder Airline.

1.05 “DEMISED PREMISES”

Means, at any time, those areas and facilities which are leased to a Lessee for its use and occupancy, as defined in Section 3.01. Such areas and facilities may not be used or occupied by others unless authorized by such Lessee and approved by the City.

1.06 “FISCAL YEAR”

Means January 1 through December 31.

1.07 “GENERAL BOND ORDINANCE”

Means the 1984 Airport System General Bond Ordinance approved by the City Council of the City and County of Denver on November 29, 1984, Ord. 626, Series of 1984, as supplemented or succeeded.

1.08 “CHIEF EXECUTIVE OFFICER”

Means the Chief Executive Officer (“CEO”) of the City’s Department of Aviation (formerly, the Manager of Aviation) is the officer in full charge and control of the Department including the management, operation, and control of Denver International Airport, the Denver Municipal Airport System and all other facilities relating to or otherwise used in connection with the forgoing. “The CEO’s authorized representative” or words of similar import shall mean the officer or employee of the City designated in writing by the CEO as the CEO’s authorized representative, until notice otherwise is thereafter given to the Lessee.

1.09 “PREFERENTIAL USE PREMISES”

Means, at any time, those areas, and facilities to which Lessee is granted the preferential use and occupancy as set forth in this Lease Agreement.

1.10 “SIGNATORY AIRLINE”

Means, at any time, Lessee, and each other airline, which meet the definition and requirements specified in DEN Rules and Regulations.

PART II - AIRFIELD AREA FACILITIES

2.01 AIRFIELD AREA FACILITIES TO BE PROVIDED

A. The City agrees to provide, operate and maintain in good condition and repair at DEN, in accordance with good airport maintenance practices, and to make available for use by aircraft operators, the Airfield Area Facilities shown upon the attached drawing of DEN marked **Exhibit A**, which drawing is incorporated herein and made a part hereof by reference, and any additions or extensions thereto.

B. The City may from time to time make alterations to, or reconstruct, or relocate, or modify the design and type of construction of, or close the Airfield Area Facilities, or any portion(s) thereof, either temporarily or permanently, provided that reasonably equivalent Airfield Area Facilities are made available to the Lessee.

2.02 USE OF AIRFIELD AREA FACILITIES

A. The airlines shall be entitled to use the Airfield Area Facilities for the following purposes:

1. Runways for the purpose of landing and taking off of aircraft.
2. Taxiways for the purpose of ground movement of aircraft.
3. Cargo ramp and apron areas shown on **Exhibit B** may be used in accordance with DEN Rules and Regulations.
4. Training operations of the Lessee.
5. Any other use normally incidental to the foregoing.

B. The use of the Airfield Area Facilities shall be in common with others authorized by the City to do so, upon compliance with reasonable and nondiscriminatory terms and conditions (including the payment of rates, fees, and charges) upon which they are made available for such use, and in accordance with DEN Rules and Regulations.

2.03 RAMP SERVICES

Lessee shall have the right to use the Cargo Facilities and Lessee’s Preferential Use Cargo Ramp and Apron Areas shown on **Exhibit C** for the purpose of loading and unloading freight, mail, supplies, and cargo to and from aircraft (but the use of aircraft parking positions shall be on a preferential use and non-exclusive basis) and to provide services for aircraft occupying loading

or unloading positions (herein called “ramp services”) incidental to the immediate preparation of aircraft for scheduled operations, such services to include, among others, fueling, parking mobile equipment while in active use in connection with cargo ramp operations, inspection, interior cleaning, and routine maintenance involving minor repairs and the replacement or adjustment of equipment of an emergency nature or in order to insure the safe departure of the aircraft, unless otherwise authorized by the CEO. Ramp services and facilities may be provided at loading and unloading positions in accordance with DEN Rules and Regulations. The Lessee shall leave the ramp area used by it for any such purposes in a neat, clean, safe, and orderly condition upon completion of such services.

2.04 RATES, FEES AND CHARGES FOR THE USE OF THE AIRFIELD AREA FACILITIES

A. The rates, fees, and charges for the use of the Airfield Area Facilities shall be as established from time to time by the City in accordance with this Lease Agreement and DEN Rules and Regulations. For each landing of an aircraft by an airline at DEN, the airline shall be assessed a landing fee in an amount equal to the number of thousands of pounds of maximum allowable gross landing weight of that aircraft, multiplied by the landing fee rate. The landing weight data will be compiled by DEN through the use of an independent radar-based landing fee activity database. Airlines will access a secure website where a summary and detailed monthly activity report and applicable landing fee charges will be available by the 5th day of the month. The Airport will send an invoice by the 7th day of the month. The rates, fees and charges for the use of the Airfield Area Facilities shall be payable no later than twenty (20) days after the close of each calendar month of the Term hereof.

B. The maximum allowable gross landing weight shall be determined based on the current FAA Type Certificate Data Sheet applicable to the particular type, design, and model of aircraft.

PART III - LEASE AND USE OF DEMISED PREMISES AND PREFERENTIAL USE FACILITIES

3.01 DEMISED PREMISES

A. The City hereby leases to the Lessee and Lessee hereby agrees to lease from the City those certain parcels of real property at the Airport designated on **Exhibit C** (which drawings are incorporated herein and made a part hereof by reference) (collectively, the “**Demised Premises**”). The City and Lessee acknowledge and agree that the dimensions of the Demised Premises as set forth in **Exhibit C**, are defined as part of this Lease Agreement. It is acknowledged and agreed that the Demised Premises under this Lease Agreement constitute non-residential real property. Except to the extent required for the performance of the obligations of the Airline hereunder, nothing contained in this Lease Agreement shall grant to the Airline any rights whatsoever in the air space above the Demised Premises except as approved by the City.

3.02 USE OF DEMISED PREMISES

A. The Lessee shall have the use of the portion of the Demised Premises designated in **Exhibit C** during the Term of the letting thereof, for the following purposes, purposes reasonably related thereto and for such other purposes as may be authorized in writing from time to time by the CEO:

B. The Air Cargo Building portion of the Demised Premises as shown on **Exhibit C** for the exclusive use of Lessee and/or Lessee's third-party cargo provider(s) ("**Cargo Providers**") who have obtained the City's applicable ground handling permit ("**GHP**") and who are subject to Lessee's separate ground handling agreement ("**GHA**") as follows:

1. For the reception, handling, build-up, breakdown, sorting and distribution of air cargo transported or to be transported on aircraft owned or operated for and on behalf of the Lessee; and the receipt, handling and distribution of other documents and packages.
2. For the reception, storage and distribution of repair parts, supplies and other personal property owned by, or in the possession of Lessee for the performance of minor repairs to personal property of the Lessee or that of its aircraft operators.
3. For the training of personnel employed or to be employed by the Lessee in connection with its air cargo operations.
4. For normal office purposes associated with the conduct of an air cargo business by Lessee.
5. Vending machines may be permitted for the use of Lessee's employees pursuant to Section 10.04 herein.

C. The portion of the Demised Premises designated "Landside Lease Area" as shown on **Exhibit C** for the exclusive use of Lessee for loading and unloading of cargo and for parking of motor vehicles by employees, customers, patrons, contractors, agents and invitees of Lessee, and as a means of access or ingress to or egress from the premises.

D. Cargo ramp and apron areas, as shown on **Exhibit C** for the purpose of unloading and loading freight, mail, supplies and cargo to and from aircraft (but the use of aircraft parking positions shall be on a preferential use and non-exclusive basis); for the purpose of performing fueling and other ramp services; for the purposes of parking mobile equipment while being actively used in connection with ramp operations, or for any such purpose; but aircraft carrying property, cargo and mail shall use ramp areas designated by the CEO, or the CEO's authorized representatives, for cargo operations.

3.03 PAYMENT OF FIXED AND VARIABLE RATES, FEES AND CHARGES

A. Rentals for the Demised Premises and Preferential Use Facilities shall be paid in twelve (12) equal monthly installments, and shall be due and payable, in advance, without notice on or before the first day of the then current month.

B. In addition to the fixed rates, fees, and charges provided herein, Lessee shall pay for other common use facilities, equipment, services, and maintenance utilized by Lessee. Said rates, fees, and charges shall be paid monthly, in advance, and adjusted, if necessary, based on such actual costs. Any additional amount due from the Lessee or refund owed to the Lessee, as the case may be, based on such actual costs, shall be paid by the Lessee, or credited by the City, as the case may be, to rates, fees, and charges. Such services may include, but are not limited to, industrial waste, sewer, water and trash.

3.04 USE OF PREFERENTIAL USE CARGO RAMP AND APRON AREA

A. The City hereby grants to the Lessee first preferential use of certain cargo ramp and apron areas designated on **Exhibit C**. The right of first preferential use includes the right of the Lessee and its wholly owned subsidiaries and Affiliate Airlines, as defined in DEN Rules and Regulations, to schedule and use such areas on the cargo ramp for the purpose of loading and unloading freight, mail, supplies, and cargo to and from aircraft. Positions on the cargo ramp will be at all times under control of the CEO or their authorized representative. No services will be permitted by the Lessee to aircraft occupying such loading or unloading positions other than those services (herein called "cargo ramp services") incidental to the immediate preparation of aircraft for scheduled departure, such services to include, among others, fueling, parking mobile equipment while in active use in connection with ramp operations, inspection, interior cleaning, and routine maintenance involving minor repairs and the replacement or adjustment of equipment of an emergency nature or in order to insure the safe departure of the aircraft, unless otherwise authorized by the CEO. Ramp services may be provided at loading and unloading positions in accordance with DEN Rules and Regulations. The Lessee shall leave the cargo ramp areas used by it for any such purposes in a neat, clean, safe and orderly condition upon completion of such services.

B. The right of first preferential use is expressly understood to be a non-exclusive right, and the City retains the right to allow other airlines the use of the Lessee's preferential use areas to the extent such other use does not infringe on the Lessee's first preferential use as herein defined.

C. Furthermore, it is expressly agreed and understood that the foregoing right of preferential use is not a property right and shall not be assigned, subleased or otherwise alienated or hypothecated in any manner whatsoever by the Lessee.

D. Lessee agrees to abide by reasonable and nondiscriminatory rules and regulations regarding the operation and use of cargo ramp areas as such rules and regulations exist or may be promulgated in the future DEN Rules and Regulations. The City will provide twenty-one (21) day

notice to Lessee when any rule or regulation affecting Lessee is proposed for amendment, and will post amendments when final.

**PART IV - PROVISIONS RELATING TO AIRFIELD AREA FACILITIES,
PREFERENTIAL USE FACILITIES, DEMISED PREMISES, AND JOINT USE
FACILITIES**

4.01 MAINTENANCE

A. The City shall provide services and maintenance in the Airfield Area Facilities, Preferential Use Facilities and the Demised Premises as indicated in **Exhibit E**, attached hereto and made a part hereof, and shall bear the cost thereof in consideration of payment to be made by the Lessee pursuant to the provisions hereof.

B. The Lessee agrees that it will at all times under its control maintain its Preferential Use Facilities and the Demised Premises in a neat, clean, safe and orderly condition, in compliance with the requirements of 42 U.S.C. § 12101 *et seq.*, 49 U.S.C. § 41705, and 14 C.F.R. Part 382, and in keeping with the general decor of the area in which they are situated, and that it will perform at its own expense those maintenance services shown on said **Exhibit E**, including but not limited to:

1. All utilities, equipment, trash and janitorial services, and maintenance of the Demised Premises, including, but not by way of limitation, snow removal of the Demised Premises; fire extinguishers; maintenance, repair and replacement of doors and windows; water; gas; electricity; light; heat; power and telephone service.
2. All maintenance and repair of the Demised Premises except for latent defects in the Demised Premises or repairs necessitated by the negligence or willful acts of the City, its employees, agents and contractors.

4.02 LESSEE'S ALTERATIONS TO DEMISED PREMISES

A. The Lessee may, subject to prior advanced written approval of the CEO, at Lessee's own cost and expense (except as other specifically set forth in this Agreement), make any improvement or do or make alterations or do remodeling, germane to the use herein or hereafter granted (collectively, "**Alterations**"). Alterations shall not include fixtures, furniture, or equipment and other property installed, erected or placed by the Lessee in, on or about such Demised Premises (collectively, "**FF&E**") provided that the installation or use of such FF&E does not affect the structural components of the Demised Premises or any system servicing the Demised Premises. No advanced approval shall be required for the installation of FF&E; provided, however, Lessee agrees that it will notify City of any FF&E installed, erected, or placed at the Demised Premises. The FF&E shall be deemed to be personal and shall be and remain the property of the Lessee, except as otherwise provided herein and the Lessee shall have the right at any time during the Term hereof to remove any or all of its FF&E, subject to the Lessee's obligation to repair damage, if any, resulting from such removal. All Alterations and FF&E shall be removed

from the Demised Premises by the expiration or earlier termination of the Term and the Demised Premises restored to the condition existing as of the Commencement Date, reasonable wear and tear excepted, unless the City, acting by and through its CEO, shall have advised the Lessee in writing at the time of approval of any Alterations or sixty (60) days in advance of such expiration or thirty (30) days in advance of such earlier termination, of its willingness to accept title to any Alterations in lieu of restoration of the Demised Premises. It is understood and agreed that following expiration or earlier termination of the Term and continuing until all Alterations or FF&E are removed, the Lessee shall pay to the City the full rental applicable to the Demised Premises, as determined by the CEO, which are directly associated with any Alterations and/or FF&E that are not removed and which the Demised Premises is not usable by others due to such failure by Lessee to remove said Alterations and/or FF&E.

B. All Alterations and additions thereto, shall in all respects be constructed in accordance with the ordinances and any applicable codes or rules and regulations of the City and County of Denver, including DEN Rules and Regulations governing tenant construction specifications and other non-technical requirements, in accordance with the attached **Exhibit G**, “Design Standards, Construction Procedures and Environmental Requirements,” which is incorporated herein by reference, in accordance with the requirements of 42 U.S.C. § 12101 et seq., 49 U.S.C. § 41705, and 14 C.F.R. Part 382, and pursuant to any required building permit to be obtained from the City and according to the customary terms and conditions thereof.

4.03 SUB-LETTING, ASSIGNMENT AND GROUND HANDLING ARRANGEMENTS

A. No interest or rights under this Lease Agreement may be transferred except as provided under this Section 4.03. Lessee may sublet, assign or otherwise transfer (each, a “**Transfer**”) the Demised Premises, in whole or in part, subject to the following conditions:

1. No Transfer shall relieve Lessee from primary liability for any of its obligations hereunder, and Lessee shall continue to remain primarily liable for the payment of rentals, fees and charges applicable to such premises and facilities hereunder;
2. Except as set forth in this Section 4.03, if Lessee intends a Transfer, Lessee shall provide written notice to the City and a copy of the proposed Transfer agreement at least thirty (30) days prior to the effective date of such Transfer;
3. Except for a Transfer to a Permitted Assignee, all Transfers shall be subject to the prior written approval of the CEO; and
4. Any authorization by Lessee for use of its Preferential Use Ramp Area by another airline, including a Cargo Feeder Airline, shall require such other airline, if not a Signatory Airline, to remit directly to the City a non-preferential cargo facilities use charge as established by DEN Rules and Regulations; provided however, that such use charge shall not be charged if the other airline or Cargo Feeder Airline is transporting Lessee’s cargo. All

such fees shall be credited in the calculation of rentals, rates, fees, and charges.

B. Lessee may, without the consent of City, effectuate a Transfer (i) to any entity controlling, controlled by, or under common control with, Lessee, or to any corporation resulting from the merger or consolidation with Lessee, or (ii) to any entity which acquires all (or substantially all) of the assets of Lessee as a going concern (collectively, the “**Permitted Assignees**”). Lessee shall provide notice of any Transfer to a Permitted Assignee within thirty (30) days following such Transfer.

C. For purposes of clarification, a GHA shall not be considered a Transfer.

4.04 RIGHT TO ENTER AND MAKE REPAIRS

A. The City and its authorized officers, employees, agents, contractors, subcontractors and other representatives shall have the right (i) at such times as may be reasonable under the circumstances, (ii) with as little interruption to the Lessee’s operations as is reasonably practicable, and (iii) subject to Lessee’s reasonable security protocols (e.g. the requirement that a representative of Lessee accompany City), to enter upon the Demised Premises for the following purposes:

1. To inspect the Demised Premises at reasonable intervals during regular business hours (or at any time in case of emergency) to determine whether the Lessee has complied and is complying with the terms and conditions of this Lease Agreement with respect to the Demised Premises.
2. To perform maintenance and make repairs and replacements in any case where the Lessee is obligated to do so and has failed after reasonable notice to do so, in which event the Lessee shall promptly upon demand reimburse the City for the actual cost thereof, plus a 15% administrative charge.
3. To perform maintenance and make repairs and replacements in any case where the City is obligated to do so, and in any other case where the City, in its reasonable judgment, determines that it is necessary or desirable to do so in order to preserve the structural safety of the Demised Premises or the building in which they are located or to correct any condition likely to cause injuries or damages to persons or property.
4. In the exercise of the City’s police power, no such entry by or on behalf of the City upon such Demised Premises leased to Lessee shall cause or constitute a termination of the letting thereof or be deemed to constitute an interference with the possession thereof by the Lessee.

4.05 ABANDONMENT OF DEMISED PREMISES

If the Lessee ceases to occupy and use a material portion of the Demised Premises for a continuous period of six (6) consecutive months or longer, the City, acting by and through the

CEO, may consider such portion of the Demised Premises abandoned, and if needed for another use, upon thirty (30) days' written notice to the Lessee, terminate the Lease Agreement for such portion of the Demised Premises.

4.06 DESTRUCTION OF PREMISES

A. If by reason of any cause the Demised Premises, or any portion thereof, are damaged or destroyed by fire or other casualty, then:

1. The City, after consultation with Lessee, shall forthwith repair, reconstruct and restore the damaged or destroyed portions of the Demised Premises to substantially the same condition, character, utility and value as existed prior to such damage or destruction, unless the City and Lessee agree that no such reconstruction is necessary, or that reconstruction to some other condition, character, utility and value is appropriate or desired; and
2. If such Demised Premises are damaged to such an extent that the Demised Premises are untenable, the City, acting by and through the CEO, will make all reasonable efforts to provide substantially equivalent substitute premises and facilities, and such substitute premises and facilities will be made available to Lessee consistent with those rentals, fees and charges for the use of DEN established and modified from time to time by the City in accordance with this Lease Agreement.

B. For portions of the Demised Premises that are untenable, Lessee shall receive a pro rata abatement of rentals, fees and charges applicable thereof from the date of such occurrence to the date upon which such portions of the Demised Premises are repaired and restored.

PART V - GENERAL PROVISIONS

5.01 AGREEMENTS WITH THE UNITED STATES

This Lease Agreement is subject and subordinate to the provisions of any agreements between the City and the United States relative to the operation or maintenance of DEN, the execution of which has been or may be required as a condition precedent to the transfer of federal rights or property to the City for airport purposes, or to the expenditure of federal funds for the extension, expansion or development of DEN, including the expenditure of federal funds for the development of DEN in accordance with the provisions of DEN and Airway Improvement Act of 1982, as amended. The provisions in the attached **Appendices 1 and 2** are hereby incorporated herein by reference.

5.02 BOND ORDINANCES

A. This Lease Agreement is in all respects subject and subordinate to any and all City bond ordinances applicable to DEN and airport system and to any other bond ordinances which should amend, supplement, or replace such bond ordinances.

B. The Parties to this Lease Agreement acknowledge and agree that all property subject to this Lease Agreement which was financed by the net proceeds of tax-exempt bonds is owned by the City, and Lessee agrees not to take any action that would impair, or omit to take any action required to confirm, the treatment of such property as owned by the City for purposes of Section 142(b) of the Internal Revenue Code of 1986, as amended. In particular, the Lessee agrees to make, and hereby makes, an irrevocable election (binding on itself and all successors in interest under this Lease Agreement) not to claim depreciation or an investment credit with respect to any property subject to this Lease Agreement which was financed by the net proceeds of tax-exempt bonds and shall execute such forms and take such other action as the City may request in order to implement such election.

5.03 LAWS, REGULATIONS, AND AGREEMENTS TO BE OBSERVED

A. The Lessee shall not use, or authorize the use by any other person or party, of all or any portion of the Demised Premises, or any part of DEN to which it is granted a right of use or occupancy by this Lease Agreement, for any purpose or use other than those authorized by this Lease Agreement, or hereafter authorized in writing by the CEO. No use shall be considered authorized by this Lease Agreement if such use would adversely affect the tax-exempt status of Airport Revenue Bonds.

B. The Lessee shall comply with and shall cause its officers and employees and any other persons over whom it has control to comply with DEN Rules and Regulations and any reporting requirement incident thereto regarding environmental compliance.

C. The Lessee shall, at all times, faithfully obey and comply with all current and future laws, rules and regulations adopted by federal, state, local or other governmental bodies and applicable to or affecting the Lessee and its operations and activities in and at DEN, including 49 U.S.C. § 41705 (the Air Carrier Access Act) and implementing regulations at 14 C.F.R., Part 382, and 42 U.S.C. § 12101 *et seq.* (the Americans with Disabilities Act) and implementing regulations.

D. It is agreed that any disputes regarding laws, ordinances, rules, and regulations regarding DEN issued by the City shall first be presented to administrative hearing before the CEO or the CEO's authorized representative following the procedure outlined in Denver Revised Municipal Code ("D.R.M.C.") Section 5-17. It is further agreed that no action shall be brought against the City contesting any such laws, ordinances, rules, and regulations until there has been full compliance with the terms of said Section 5-17. Nothing herein shall be construed to prevent Lessee from contesting in good faith any laws, ordinances, rules or regulations without being considered in breach hereof during such time as is required to exhaust the administrative hearing procedures, so long as such contest is diligently commenced and prosecuted by Lessee.

PART VI - RATE-MAKING PROCEDURES AND REESTABLISHMENT

6.01 GENERAL PROVISIONS

A. The City agrees that it will establish and fix airline rentals, rates, fees and charges in accordance with the cost-accounting concepts and rate-making procedures described in attached

Exhibit F. Further, the City agrees that said rentals, rates, fees and charges shall be reasonable in relation to the cost of providing, operating and maintaining the services or facilities used or leased by the Lessee. The City acknowledges its obligations to charge air carriers nondiscriminatory and substantially comparable rates, fees, rentals and other charges, subject to reasonable classification such as tenant and non-tenant, Signatory and non-Signatory (as such is defined herein). The City agrees that it will not enter into an Airport Use and Facilities Lease Agreement with another air carrier which is substantially more favorable, unless the same rights, terms, and privileges are offered to the Lessee.

B. Lessee acknowledges that the rate base for rentals, fees and charges must generate gross revenues, which together with Other Available Funds (as defined in the General Bond Ordinance) must be sufficient to satisfy the Rate Maintenance Covenant of the General Bond Ordinance, and Lessee agrees to pay such rentals, rates, fees and charges.

C. The City, acting by and through its CEO, may from time to time reestablish the rentals, rates, fees and other charges for the use of Airport in accordance with the concepts and rate-making procedures provided for herein.

D. The City, acting by and through its CEO, may from time to time, amend the rate-making concepts and procedures set forth in this Lease Agreement with the written consent of a majority of the Signatory Airlines not in default of the Agreement, represented by: (i) a numerical majority; and (ii) a majority in terms of rentals, rates, fees and charges paid in the preceding fiscal year.

6.02 NON-AIRLINE REVENUE

In order to minimize the rentals, rates, fees and charges which Lessee is obligated to pay under this Lease Agreement, the City shall promote and develop non-airline revenues at DEN in a manner consistent with that of a reasonably prudent airport operator.

6.03 PROJECTION OF RENTALS, RATES, FEES AND CHARGES

Not later than forty-five (45) days prior to the end of each Fiscal Year during the Term of this Lease Agreement, City shall furnish Lessee with a projection of the rentals, rates, fees and charges for the next ensuing year for each cost center of Airport. Such projection will include DEN proposed expense budget, and projection of aircraft operations, passenger enplanements, and debt service payments for the ensuing year. The City shall convene a meeting with the Signatory Airlines operating at DEN not later than thirty (30) days prior to the end of each Fiscal Year to consult and review with the Signatory Airlines the projection of rentals, fees, and charges for the next ensuing year.

6.04 MID-YEAR REVIEW OF RENTALS, RATES, FEES AND CHARGES

Not later than September 1st of each year, the City shall furnish the Lessee with a projection of rentals, rates, fees and charges (the Mid-Year Projection), which shall reflect the most recently available information on current aircraft operations and passengers enplaned as well as expenses

actually incurred and revenues realized thus far during such Fiscal year. The City shall provide a pro forma projection of revenues and expenses for the current Fiscal year. The City shall convene a meeting with the Signatory Airlines operating at DEN to consult and review the Mid-Year Projection and any adjustment to the monthly rentals, rates, fees, and charges for such fiscal year.

6.05 FINAL AUDIT

Upon release by the City's independent auditors of the audited financial statements of Airport, the City shall furnish Lessee with a copy of the annual audit report, prepared in accordance with Generally Accepted Accounting Principles and certified by an independent accountant, covering the operation of DEN for such preceding fiscal year. As soon as practical following the release of the annual audit report, the City will prepare an analysis of additional charges or credit due (Year-End Settlement) along with the Airline Revenue Credit calculation to Lessee for the preceding audited Fiscal year. If the rentals, fees, and charges paid by Lessee were greater than the respective amounts chargeable to Lessee, Lessee shall receive credits promptly in the amount of such overpayment against future rentals, fees and charges. If the rentals, fees, and charges paid by Lessee were less than the respective amounts chargeable to Lessee, Lessee shall pay promptly the amount of any such deficiency.

PART VII - TERM OF THE AGREEMENT

7.01 TERM OF AGREEMENT

The Term of this Lease Agreement shall commence on date set forth on the City signature page below (the "**Commencement Date**"), and shall terminate three (3) years thereafter, unless this Lease Agreement is earlier cancelled, terminated, or extended as hereinafter provided. Lessee may extend the Term for two (2) additional periods of one (1) year each (each an "**Extension Term**") commencing on the day following the expiration of the Term. Lessee will give notice (the "**Extension Notice**") of its election to extend the Term at least sixty (60) days prior to the scheduled expiration of the Term. Lessee's occupancy under the Lease Agreement during the applicable Extension Term will be on the same terms and conditions as are in effect immediately prior to the expiration of the Term. If Lessee exercises its right to extend the Term as provided for herein, the "Term" as used in this Lease Agreement will be construed to include the applicable Extension Term.

7.02 TERMINATION OF LEASE BY CITY

A. The City, acting by and through its CEO, may declare this Lease Agreement terminated in part or in its entirety, as the CEO deems appropriate, upon the happening of any one or more of the following events and may exercise all rights of entry and reentry with or without process of law, without liability for trespass upon the Preferential Use Facilities and Demised Premises:

1. If the rentals, rates, fees, charges or other money payment which the Lessee agrees to pay, or any part thereof, shall be unpaid after the date it becomes due; or

2. If the Lessee shall use or permit the use of the Preferential Use Facilities and Demised Premises covered hereby at any time for any purpose for which the use thereof at that time is not authorized by this Lease Agreement or by the subsequent written consent of the CEO, or shall use or permit the use thereof in violation of any law, rule or regulation to which the Lessee has agreed in this Lease Agreement to conform; or
3. If Lessee shall be in violation of any provision of Section IV with respect to the subletting of the Demised Premises hereunder; or
4. If, during the Term of this Lease Agreement, the Lessee shall (i) apply for or consent to, in writing signed on behalf of the Lessee by any of its officers or its duly authorized attorney, the appointment of a receiver, trustee or liquidator of the Lessee or of all or a substantial part of its assets, (ii) file a voluntary petition in bankruptcy, or admit in writing its inability to pay its debts as they come due, (iii) make a general transfer for the benefit of creditors, (iv) file a petition or answer seeking reorganization or arrangement with creditors or to take advantage of an insolvency law, or file an answer admitting the material allegations of a petition filed against the Lessee in any bankruptcy, reorganization or insolvency proceeding, or if during the Term of this Lease Agreement an order, judgment or decree shall be entered by any court of competent jurisdiction, on the application of a creditor, adjudicating the Lessee as bankrupt or as insolvent, or approving a petition seeking a reorganization of Lessee or of all or a substantial part of its assets, and such order, judgment, or decree shall continue unstayed and in effect for any period of ninety (90) consecutive days, then, and in any of such events, the City may give to the Lessee a notice of intention to end the Term of this Lease Agreement in its entirety after the expiration of thirty (30) days from the date of service of such notice, and on the date set forth in said notice the Term of this Lease Agreement and all right, title and interest of Lessee hereunder shall expire as fully and completely as if that day were the date herein specifically fixed for the expiration of the Term, and the Lessee will then voluntarily and peaceably quit and surrender the Preferential Use Facilities and Demised Premises covered hereby to the City, but the Lessee shall remain liable as herein provided; or
5. If Lessee fails to make its Preferential Use Facilities and Demised Premises available for use in accordance with 56 Fed. Reg. 24, 254-01 (1991) (codified at 14 C.F.R. 158, App. A, B.7), but any right to terminate by the City under this Section 7.02 may be exercised only with respect to the portion of the Exclusive Use Premises required by 56 Fed. Reg. 24, 254- (1991) (codified at 14 C.F.R. 158, App. A, B.7).

B. If any of Lessee's directors or officers assigned to or responsible for operations at DEN shall be or have been convicted of any crime which is a disqualifying offense under 49 C.F.R. 1544 governing issuance of airport security badges.

7.03 TERMINATION OF LEASE BY LESSEE

A. The Lessee, at its option, may declare this Lease Agreement terminated in part or in its entirety upon the happening of any one or more of the following events:

1. If by any reason of any action or non-action of any federal or other governmental agency having jurisdiction to grant a certificate of convenience and necessity, or similar document, authorizing the Lessee to operate aircraft in or out of DEN (including action in the nature of alteration, amendment, modification, suspension, cancellation or revocation of any such certificate, permit or document), the Lessee shall cease to have authority to operate aircraft in and out of DEN pursuant to such a certificate or document, provided that (i) such governmental action or non-action was not requested by the Lessee, and the Lessee made all reasonable efforts to prevent such governmental action or non-action, or in the alternate, (ii) the City had a reasonable opportunity to appear before such federal or governmental agency and be heard in opposition to such governmental action or non-action prior to the occurrence, if it desired to do so or, in the alternate, (iii) the Lessee gave the City reasonable advance notice that such governmental action or non-action was being requested or might occur, and the Lessee made a reasonable effort to the end that the City might have an opportunity to appear and be heard as aforesaid; or
2. If by legislative action of the United States the Lessee is deprived of such certificate of similar document; or if a court of competent jurisdiction issues an injunction or restraining order against the City or any successor body to the City preventing or restraining DEN for airport purposes in its entirety, or the use of any part thereof which may be used by the Lessee and which is substantially necessary to the Lessee for its operations, and if such injunction remains in force for a period of ninety (90) days or more and is not stayed by appeal or a writ of error; or
3. If the City's operation of Airport is substantially restricted by action of any federal or other governmental agency having jurisdiction with respect thereto, or the occurrence of any fire or other casualty substantially and adversely affects, for a period of at least ninety (90) days, Lessee's use of Airport in the conduct of its air transportation business; provided, however, none of the foregoing is due primarily to any fault of Lessee.

B. If Demised Premises are damaged or destroyed by fire or other casualty as set forth in Section 4.06 herein and the City and Lessee mutually agree that such destruction of the Demised

Premises is beyond repair and that substantially equivalent substitute premises and facilities are not available.

7.04 EFFECTIVE DATE OF TERMINATION

Notwithstanding anything to the contrary in this Lease Agreement, no termination declared by either party shall be effective until thirty (30) days have elapsed after written notice to the other specifying the date upon which such termination shall take effect and the cause for which it is being terminated (and if such termination is by reason of a default under this Lease Agreement for which termination is authorized, specifying such default with reasonable certainty). No such termination shall be effective if such cause shall have been cured or obviated during such thirty (30) day period, or in the event such cause is a default under this Lease Agreement (for which termination is authorized) and if by its nature such default cannot be cured within such thirty (30) day period, such termination shall not be effective if the party in default commences to correct such default within said thirty (30) days and corrects the same as promptly as reasonably practicable; provided that the thirty (30) day period shall not apply to termination declared for failure of Lessee to make money payments hereunder, for which termination may be declared by the City upon fifteen (15) days' written notice, unless Lessee remedies such default within such fifteen (15) day period; and provided further that the Lessee will be allowed only two (2) notices of default with respect to money payments in any one year which it may cure. Upon termination of this Lease Agreement, the Parties hereto shall be relieved from all obligations hereunder except as set forth in Sections 7.05, 7.06, 8.02, 10.08 and 10.14. The right of any party hereto to terminate this Lease Agreement shall not in any manner affect or limit such party's right to exercise any other right or remedy it may have rather than its right of termination.

7.05 SURRENDER AND HOLDING OVER

A. The Lessee covenants that at the expiration of the Term or any extension thereof, or earlier termination of this Lease Agreement, Lessee will quit and surrender such Demised Premises in good state and condition, reasonable wear and tear, acts of God or other casualty and damage due to the negligent or willful act or omission of the City excepted, and except as otherwise provided in Section IV, the Lessee shall forthwith remove there from all equipment, trade fixtures and personal property belonging to it. The City shall have the right on such termination to enter upon and take possession of such Demised Premises with or without process of law, without liability for trespass.

B. Holding over by Lessee following the expiration of the Term of this Lease Agreement or any extension thereof, without an express agreement as to such holding over, shall be deemed and taken to be a periodic tenancy from month-to-month. The Lessee shall be subject to all the terms and conditions of this Lease Agreement as amended from time to time or any extension thereof. Rent, fees and charges for each month of such holding over shall be paid as provided herein and in a sum equal to the monthly rental required for the month prior to the end of the Term of this Lease Agreement or as reestablished as provided for herein. In the event Lessee fails to surrender the Preferential Use Facilities and Demised Premises upon termination or expiration of this Lease Agreement, or such month-to-month tenancy, then Lessee shall indemnify City against loss or liability resulting from any delay of Lessee in not surrendering same.

7.06 TERMINATION OF HOLDOVER

If Lessee holds over pursuant to Section 7.05 hereof, either party may, with or without cause, cancel or terminate said tenancy by giving a thirty (30) day written notice to the other party. Said notice shall set out the date of such cancellation and termination.

PART VIII - PERFORMANCE BOND, INDEMNIFICATION AND INSURANCE

8.01 PERFORMANCE BOND

A. Unless otherwise provided by DEN Rules and Regulations, as they may be adopted or amended from time to time, upon the commencement of the Term of this Lease Agreement, the Lessee shall deliver to the CEO, and shall maintain in effect at all times during the Term of this Lease Agreement, including a period of six (6) months after expiration (or earlier termination of the letting of the Demised Premises hereunder) of said Lease Agreement, a valid corporate Performance Bond, or an irrevocable Letter of Credit, in the amount of Three Million Dollars (\$3,000,000.00), or an amount equal to three (3) months of rent, rates, fees or charges payable hereunder, whichever is less, payable without condition to the City and County of Denver, with surety acceptable to and approved by the CEO, which bond or irrevocable letter of credit shall guarantee to the City full and faithful performance of all of the terms and provisions of this Lease Agreement to be performed by the Lessee, and as said Lease Agreement may be amended, supplemented or extended.

B. Notwithstanding the foregoing, if at any time during the Term hereof, the CEO deems the amount of the surety insufficient to properly protect the City from loss hereunder because the Lessee is or has been in arrears with respect to such obligations or because the Lessee has, in the opinion of the CEO, violated other terms of this Lease Agreement, the Lessee agrees that it will, after receipt of notice, increase the surety to an amount required by the CEO; provided however, the percentage increase in the amount of surety shall not exceed the annual percentage increase that has occurred with respect to the Lessee's rental and fee rates in effect under this Lease Agreement.

8.02 DEFENSE AND INDEMNIFICATION

A. Lessee hereby agrees to defend, indemnify, reimburse and hold harmless City, its appointed and elected officials, agents and employees for, from and against all liabilities, claims, judgments, suits or demands for damages to persons or property arising out of, resulting from, or relating to the work performed under this Lease Agreement ("**Claims**"), unless such Claims have been specifically determined by the trier of fact to be the sole negligence or willful misconduct of the City. This indemnity shall be interpreted in the broadest possible manner to indemnify City for any acts or omissions of Lessee or its subcontractors either passive or active, irrespective of fault, including City's concurrent negligence whether active or passive, except for the sole negligence or willful misconduct of City.

B. Lessee's duty to defend and indemnify City shall arise at the time written notice of the Claim is first provided to City regardless of whether Claimant has filed suit on the Claim.

Lessee's duty to defend and indemnify City shall arise even if City is the only party sued by claimant and/or claimant alleges that City's negligence or willful misconduct was the sole cause of claimant's damages.

C. Lessee will defend any and all Claims which may be brought or threatened against City and will pay on behalf of City any expenses incurred by reason of such Claims including, but not limited to, court costs and attorney fees incurred in defending and investigating such Claims or seeking to enforce this indemnity obligation. Such payments on behalf of City shall be in addition to any other legal remedies available to City and shall not be considered City's exclusive remedy.

D. Insurance coverage requirements specified in this Lease Agreement shall in no way lessen or limit the liability of the Lessee under the terms of this indemnification obligation. The Lessee shall obtain, at its own expense, any additional insurance that it deems necessary for the City's protection.

E. This defense and indemnification obligation shall survive the expiration or termination of this Lease Agreement.

8.03 INSURANCE MAINTAINED BY LESSEE

At all times during the Term of this Lease Agreement, unless otherwise required by federal or state governmental law or regulation, the Lessee is required and agrees, at its own cost and expense, to comply with the insurance requirements set forth at **Exhibit D**. For evidence of Lessee's insurance policies and the required inclusions, if applicable, the City may agree to rely upon Lessee's memorandum of insurance can be located at www.amazon.com/moi instead of requiring certificates of insurance as set forth in **Exhibit D**.

8.04 LIENS

A. Except to the extent inconsistent with other provisions of this Lease Agreement, the Lessee covenants and agrees to pay promptly all lawful taxes, excises, license fees and permit fees applicable to its operations at DEN and to take out and keep current all licenses, municipal, state or federal, required for the conduct of its business at and upon said Airport, and further agrees not to permit any of said taxes, excises or license fees to become delinquent. The Lessee further covenants and agrees at all times to maintain adequate Worker's Compensation Insurance in accordance with any present or future Colorado law with an authorized insurance company, or through the Colorado State Compensation Insurance Fund, or through an authorized self-insurance plan approved by the State of Colorado insuring the payment of compensation to all its employees at DEN. The Lessee also covenants and agrees not to permit any mechanic's or materialman's or any other lien to be foreclosed upon DEN and improvements thereto or thereon, or any part or parcel thereof, by reason of any work or labor performed or materials furnished at the request of the Lessee by any mechanic or materialman. The Lessee further covenants and agrees to pay promptly when due all bills, debts and obligations incurred by it in connection with its operation of said business on DEN, and not to permit the same to become delinquent and to suffer no lien, mortgage, judgment or execution to be filed against said premises or improvements thereon which

will in any way impair the rights of the City under this Lease Agreement. The Lessee shall have the right on giving the City prior written notice to contest any such mechanic's, materialman's or any other lien, and the Lessee shall not, pending the termination of such contest, be obligated to pay, remove or otherwise discharge such lien or claim. The Lessee agrees to indemnify and save harmless the City from any loss as a result of the Lessee's action as aforesaid.

B. If the Lessee shall in good faith proceed to contest any such tax, assessment or other public charge, or the validity thereof, by proper legal proceedings which shall operate to prevent the collection thereof or to prevent the appointment of a receiver because of nonpayment of any such taxes, assessments or other public charges, the Lessee shall not be required to pay, discharge or remove any such tax, assessment or other public charge so long as such proceeding is pending and undisposed of; provided, however, that the Lessee, at least five (5) days before any such tax, assessment or charge shall become delinquent, shall give notice to the City of the Lessee's intention to contest its validity. If such notice is so given by the Lessee to the City and such contest is conducted in good faith by the Lessee, the City shall not, pending the termination of such legal proceedings, pay, remove or discharge such tax, assessment or other charge.

8.05 LOSS OR DAMAGE TO PROPERTY

The City shall not be liable for any loss of property by theft or burglary from DEN or for any damage to person or property on DEN resulting from DEN operations including but not limited to operating the elevators or electric lighting, or wind, water, rain or snow, which may come into or issue or flow from any part of said Airport, or from the pipes, plumbing, wiring, gas or sprinklers thereof or that may be caused by the City's employees or any other cause whatsoever, and the Lessee hereby covenants and agrees to make no claim for any such loss or damage at any time.

8.06 FORCE MAJEURE

Neither the City nor the Lessee shall be deemed to be in breach of this Lease Agreement by reason of failure to perform any of its obligations under this Lease Agreement if, while and to the extent that such failure is due to embargoes, shortages of materials, acts of God, acts of the public enemy, acts of superior governmental authority, sabotage, strikes, boycotts, labor disputes, weather conditions, riots, rebellion and any circumstances for which it is not responsible and which are not within its reasonable control. This provision shall not apply to failures by the Lessee to pay rents, fees or other charges, or to make any other money payment whatsoever required by this Lease Agreement, except in those cases where provision is made in this Lease Agreement for the abatement of such rents, fees, charges or payments under such circumstances.

8.07 INSURANCE MAINTAINED BY THE CITY

A. Miscellaneous Insurance. The City shall at all times carry with a responsible insurance company or companies authorized and qualified under the laws of the State of Colorado to assume the risk thereof.

B. Fire and Extended Coverage Insurance. From and after the time when any contractors engaged in connection with DEN, or any part thereof, shall cease to be responsible

pursuant to the provisions of their respective contracts for loss or damage thereto occurring from any cause, the City shall insure and at all times keep DEN insured to the extent possible with a responsible insurance company, companies or carriers authorized and qualified under the laws of the State of Colorado assume the risk thereof against direct physical damage or loss from fire and so-called extended coverage perils in an amount not less than 80% of the replacement value of the facilities so insured, less depreciation; but such amount of insurance shall at all times be sufficient to comply with any legal or contractual requirement which, if breached, would result in assumption by the City of a portion of any loss or damage as co-insurer; and also if at any time the City shall be unable to obtain such insurance to the extent above required at reasonable cost as determined by the CEO, the City shall maintain such insurance to the extent reasonably obtainable. Insurance against any other risks or type of loss as are or shall be customarily covered may be obtained, under a standard "all risk policy" with extended coverage for public property, or otherwise, including, without limitation, insurance against loss or damage to DEN by flood or other waters, elements of weather, explosion of any nature, earthquake, and volcanic eruption (or any combination thereof), when, if, and to the extent any such insurance can be procured at reasonable rates in the sole opinion of the CEO.

C. Loss of Use Insurance. To the extent not provided for in leases and other agreements between the City and others relating to DEN, insurance covering loss of revenues from Airport facilities by reason of necessary interruption, total or partial, in the use thereof, resulting from damage thereto or destruction thereof, however caused, in such amount as is estimated to be sufficient to provide a full normal income during the period of suspension; but

1. Such insurance shall cover a period of suspension of the period of reconstruction as estimated by DEN's Engineer, but not less than twelve (12) months;
2. Such insurance may exclude losses sustained by the City during the first seven (7) days of any total or partial interruption of use; and
3. If at any time the City shall be unable to obtain such insurance to the extent above required, it shall carry such insurance to the extent reasonably obtainable at reasonable rates in the sole option of the CEO. In any calculation of the full normal income for such insurance, consideration shall be given to the expected, as well as current and prior, revenues from such Airport facilities, or from other sources, and may also make allowances for any probable decrease in the operation and maintenance expenses or any other charges and expenses while use is interrupted. Any proceeds of such insurance shall be deposited to the credit of the Revenue Fund and shall be subject to the uses of and shall be applied as provided for moneys in the Revenue Fund.

D. Liability Insurance. Insurance in the form and amount recommended by the CEO and reasonably sufficient to insure against liability to any individual sustaining bodily injury or any person sustaining property damage or the death of any individual by reason of any defect or want of repair in or about DEN, or by reason of the negligence of any employees, and against such

other liability for individuals, including workmen's compensation insurance, to the extent attributed to ownership and operation of DEN, and damage to property of persons; but in the case of the company or companies insuring DEN under a general liability policy against loss from bodily injury or property damage, or both, the total liability of such company or companies for all damages because of all bodily injury and all property damage arising out of continuous or repeated exposure to substantially the same general conditions to which the policy applies as the result of any one occurrence, subject to such exclusions generally made to such a policy, shall be not less than \$75,000,000.00 under a single limit of liability endorsement or other like provision of the policy, regardless of the number of:

1. Insureds under the policy,
2. Individuals who sustain bodily injury or persons who sustain property damage, or
3. Claims made or suits brought on account of bodily injury or property.

E. Maintenance of Policies. All such insurance policies designated in Sections 8.03 and 8.07 hereof shall be filed with the CEO and shall be subject to inspection at all reasonable times by Lessee. If the CEO determines that certain insurance required in Sections 8.03 and 8.07 hereof cannot be obtained to the extent therein required at reasonable rates, the CEO shall prepare a written memorandum to that effect, designating each such type of insurance in question and stating in each such case that the insurance was not obtainable or that designated insurance was required in substitution for the required insurance, the reason or reasons for its substitution, and when and to the extent that the substituted insurance was procured at reasonable rates, as the case may be. Each such memorandum shall be filed with the policies on file with the CEO and shall also be subject to such inspection.

PART IX - QUIET ENJOYMENT; INCONVENIENCE DURING CONSTRUCTION

9.01 COVENANT OF QUIET ENJOYMENT

Upon the payment by Lessee of all rentals, rates, fees and charges properly assessed to Lessee and the performance of the covenants and agreements on the part of Lessee to be performed hereunder, Lessee shall peacefully have and enjoy the premises, appurtenances, facilities, licenses and privileges granted herein; provided, however, it is recognized that certain temporary inconveniences may occur during construction.

9.02 INCONVENIENCE DURING CONSTRUCTION

The Lessee recognizes that from time to time during the Term of this Lease Agreement it will be necessary for the City to initiate and carry forward extensive programs of construction, reconstruction, expansion, relocation, maintenance and repair in order that DEN and its facilities may be suitable for the volume and character of air traffic and flight activity which will require accommodation, and that such construction, reconstruction, expansion, relocation, maintenance and repair may inconvenience the Lessee in its operations at DEN. The City shall consult with

Lessee prior to taking any such action which would adversely affect the Lessee's operations at DEN unless such action is necessitated by circumstances which in the opinion of the CEO pose an immediate threat to the health and safety of persons using DEN. The Lessee agrees that no liability shall attach to the City, its officers, agents, employees, contractors, subcontractors and representatives by reason of minor inconvenience or minor discomfort as a result of such action and, for and in further consideration of the lease of the Demised Premises, the Lessee waives any right to claim damages or other consideration for such minor inconvenience or minor discomfort.

PART X - MISCELLANEOUS PROVISIONS

10.01 LEASE BINDING

This Lease Agreement shall be binding on and extend to any successors of the respective Parties hereto.

10.02 PARAGRAPH HEADINGS AND INDEX

The paragraph or Section headings and index or table of contents contained herein are for convenience and reference only and are not intended to define or limit the scope of any provision of this Lease Agreement.

10.03 SIGNS

The Lessee agrees that no signs or advertising displays shall be painted on or erected in any manner upon its Demised Premises without the prior written approval of the CEO or the CEO's authorized representative. Signs identifying the Lessee, or for any other purpose, will conform to reasonable standards established by the CEO, or the CEO's authorized representative, with respect to type, size, design, location, and content. The initial airline directional signage package (roadway, Terminal, Concourse, and directory) is provided by the City. All subsequent revisions and installations are at Lessee's expense unless required pursuant to Section 4.02 herein.

10.04 VENDING MACHINES

No telecommunication devices, personal computers, amusement or vending machines or similar machines operated by coins or tokens, credit cards, paper currency, or any imaging or voice process, and no cash machines or pay telephones shall be installed or maintained in or upon the Lessee's Demised Premises except with the permission of the Lessee and the CEO and the number, type, kind and locations thereof shall be in the discretion of the CEO and the Lessee. This prohibition includes, but not by way of limitation, sales from vending machines of such items as cigarettes, candy, maps, coffee, soft drinks, newspapers, stamps and insurance policies; telephones; dispensation of cash, money orders and checks; and operation of mechanical or electronic game devices, electronic video games, entertainment devices, phone cards and internet access. The Lessee shall not permit the installation of any such machines, except by a concessionaire authorized by the CEO and subject to and in accordance with the concessionaire's agreement with the City. If and when the Lessee permits the installation of vending machines in its Demised Premises, the Lessee shall make no charge to the concessionaire for the privilege of

installing or maintaining such machines, except that if the Lessee provides the electric current or water to the concessionaire a reasonable charge may be made to cover the cost of the electricity and water consumed, and all fees paid by the concessionaire for the privilege shall be the property of the City.

10.05 SALE OF FOOD, BEVERAGES AND MERCHANDISE

The Lessee shall not sell, or permit the sale of food, food products, beverages (both alcoholic and non-alcoholic) or merchandise upon the Preferential Use Facilities and Demised Premises occupied by it except by a concessionaire to whom the City has granted the right to provide such services in said Preferential Use Facilities and Demised Premises and except that, with respect to its Demised Premises, Lessee may sell, or permit the sale of, such items on its own behalf or by a concessionaire selected by Lessee. Lessee agrees to pay the same fees and charges that would be applicable to an Airport concessionaire with respect to the sale of such products.

10.06 PURCHASES BY LESSEE

Property, services and materials (except as otherwise provided in this Lease) may be purchased or otherwise obtained by the Lessee from any person or corporation of its choice and no unjust or unreasonable discriminatory limitations, restrictions, charges or conditions shall be imposed by the City, directly or indirectly, against the Lessee or its suppliers for the privilege of purchasing, selling, using, storing, withdrawing, handling, consuming, loading, unloading, or delivering any personal property of the Lessee, by the Lessee or its suppliers, or for the privilege of transporting such personal property to, from or on DEN.

10.07 NON-DISCRIMINATION.

A. The Lessee, for itself, its successors, and assigns, as a part of the consideration hereof does hereby agree as follows:

1. As more fully set forth in **Appendix 1** attached hereto and incorporated herein by reference, if facilities are constructed, maintained or otherwise operated on the Demised Premises for purposes in which federal financial assistance is extended under a Department of Transportation program or activity, or for another purpose involving the provision of a similar service or benefit, the Lessee shall maintain and operate such facilities and services in compliance with all requirements of 49 C.F.R. Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said regulations may be amended.
2. The Lessee will in all of its operations and activities in and at DEN comply with all requirements of the Air Carrier Access Act and the Americans with Disabilities Act, including regulations implementing such acts.

10.08 NO PERSONAL LIABILITY

No director, officer or employee of either party shall be held personally liable under this Lease Agreement or because of its execution or attempted execution.

10.09 NOTICES

All notices required to be given to the City hereunder shall be in writing and shall be sent by certified mail, return receipt requested, addressed to:

Chief Financial Officer
Denver International Airport
8500 Peña Boulevard,
AOB 9th Floor
Denver, Colorado 80249-6340

All notices required to be given to the Lessee hereunder shall be in writing and shall be sent by certified mail, return receipt requested, addressed to:

c/o Amazon.com, Inc.
Attention: Real Estate Manager (NA Ops: KDEN)
Attention: General Counsel (Real Estate (NA Ops): KDEN)
Attention: NA Ops Asset Management (KDEN)

Each with an address of:
410 Terry Ave. N
Seattle, WA 98109-5210
Telephone: (206) 266-1000

With copies to:
naops-propmgmt@amazon.com
OpsRELegalnotice@amazon.com
na-realestate@amazon.com
naops-rent@amazon.com
na-airport-affairs@amazon.com

using the subject line—Re: KDEN and reason for the notice (e.g., default, cease & desist, bribery or anti-corruption)

provided that the Parties, or either of them, may designate in writing from time to time the addresses of substitute or supplementary persons in connection with said notices. The effective date of service of any such notice shall be the date such notice is mailed to the Lessee or said CEO.

10.10 PLACE AND MANNER OF PAYMENTS

A. In all cases where the Lessee is required by this Lease Agreement to pay any rentals, fees or other charges or to make other payments to the City, such payments shall be due and payable without notice and shall be sent (i) via the City's Automated Clearing House network ("ACH"), or (ii) by U.S. Mail addressed to: Airport Revenue Fund, Denver International Airport, P. O. Box 492065, Denver, Colorado 80249-2065, or (iii) by overnight express mail addressed to: Airport Revenue Fund, Denver International Airport, Attn. Accounts Receivable, 8500 Peña Boulevard, Denver, CO 80249-6340 All payments shall be made in legal tender of the United States. Any check or ACH payment shall be received by the City subject to collection, and the Lessee agrees to pay any bank charges for use of ACH payment methods or for the collection of any payments.

B. Any payment not made to the City or Lessee when due shall accrue interest at the rate of 18% per annum commencing five (5) business days after such due date.

10.11 SEVERABILITY

In the event any covenant, condition or provision contained in this Lease Agreement is held by any court of competent jurisdiction to be invalid, the invalidity of any such covenant, condition or provision shall in no way affect any other covenant, condition or provision herein contained if the invalidity of any such covenant, condition or provision does not materially prejudice either party hereto in its respective rights and obligations contained in the valid covenants, conditions or provisions in this Lease Agreement.

10.12 SECURITY

A. It is understood and agreed by the Lessee that in addition to the Lessee's responsibilities to maintain the Preferential Use Facilities and Demised Premises as provided herein, it shall take reasonable security precautions to use and maintain the Preferential Use Facilities and Demised Premises in a manner as to keep them secure from unauthorized intrusion and shall with respect to any area of the premises opening to an air operations area of the airport provide for an adequate security system designed to prevent unauthorized persons or vehicles from entering such air operations area. An "air operations area" means any area of DEN used or intended to be used for landing, takeoff or surface maneuvering of aircraft. An "adequate security system" is further defined as providing for security at a standard no less than required and set out in Transportation Security Administration ("TSA") regulations, including 49 C.F.R., Subtitle B, Chapter XII, as it may be amended, or any similar law or regulations intended to replace or compliment such regulations.

B. It is further understood and agreed by the Lessee that at any time during the Term hereof when requested in writing by the CEO or their authorized representative, the Lessee shall submit to the CEO the security plans that are to be used and are being used by the Lessee on any or all of the Preferential Use Facilities and Demised Premises.

10.13 WAIVERS

A. No waiver of default by either party of any of the terms, covenants or conditions hereof to be performed, kept and observed by the Lessee or the City shall be construed, or operate, as a waiver of such term, covenant, or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained to be performed, kept and observed by the Lessee or the City.

B. The subsequent acceptance of rent hereunder by the City shall not be deemed to be a waiver of any preceding breach by the Lessee of any term, covenant or condition of this Lease Agreement other than the failure of the Lessee to pay the particular rental so accepted, regardless of the City's knowledge of such preceding breach at the time of acceptance of such rent.

10.14 LESSEE'S BOOKS AND RECORDS

The Lessee agrees that the CEO and the Auditor of the City or any of their duly authorized representatives, until the expiration of three (3) years after the termination of this Lease Agreement, shall have the right, at any reasonable time and at their own expense, to have access to and the right to examine any books, documents, papers and records of the Lessee pertinent to this Lease Agreement. The Lessee, upon request by either, shall make all such books and records available for examination and copying in Denver.

10.15 CITY BOOKS AND RECORDS

The City shall follow such procedures and keep and maintain in Denver such books, records and accounts as are necessary or required under the provisions of this Lease Agreement or the General Bond Ordinance. Such books, records, and accounts shall contain all items affecting the computation of airline rentals, rates, fees, and charges, recorded in accordance with reasonable accounting principles or procedures. Lessee shall have the right, at any reasonable time and at its own expense, until the expiration of three (3) years after the termination of this Lease Agreement, to examine and make copies of the City's books, records, and accounts pertinent to this Lease Agreement.

10.16 COLORADO OPEN RECORDS ACT

A. Lessee acknowledges that the City is subject to the provisions of the Colorado Open Records Act ("CORA"), C.R.S. §§ 24-72-201 *et seq.*, and Lessee agrees that it will fully cooperate with the City in the event of a request or lawsuit arising under such act for the disclosure of any materials or information which Lessee asserts is confidential or otherwise exempt from disclosure. Any other provision of this Lease Agreement notwithstanding, all materials, records, and information provided by Lessee to the City shall be considered confidential by the City only to the extent provided in CORA, and Lessee agrees that any disclosure of information by the City consistent with the provisions of CORA shall result in no liability of the City.

B. In the event of a request to the City for disclosure of such information, time and circumstances permitting, the City will make a good faith effort to advise Lessee of such request

in order to give Lessee the opportunity to object to the disclosure of any material Lessee may consider confidential, proprietary, or otherwise exempt from disclosure. With respect to any notices contemplated in the previous sentence, City agrees to send an additional notice to foia@amazon.com. In the event Lessee objects to disclosure, the City, in its sole and absolute discretion, may file an application to the Denver District Court for a determination of whether disclosure is required or exempted. In the event a lawsuit to compel disclosure is filed, the City may tender all such material to the court for judicial determination of the issue of disclosure. In both situations, Lessee agrees it will either waive any claim of privilege or confidentiality or intervene in such legal process to protect materials Lessee does not wish disclosed. Lessee agrees to defend, indemnify, and hold harmless the City, its officers, agents, and employees from any claim, damages, expense, loss, or costs arising out of Lessee's objection to disclosure, including prompt reimbursement to the City of all reasonable attorney's fees, costs, and damages the City may incur directly or may be ordered to pay by such court, including but not limited to time expended by the City Attorney Staff, whose costs shall be computed at the rate of two hundred dollars and no cents (\$200.00) per hour of City Attorney time.

10.17 CITY SMOKING POLICY

The Lessee agrees that it will prohibit smoking by its employees and the public in the Demised Premises and will not sell or advertise tobacco products. Lessee acknowledges that smoking is not permitted in Airport buildings and facilities. The Lessee and its officers, agents and employees shall cooperate and comply with the provisions of the City's Executive Order No. 99, 1993, Executive Order No. 13, the provisions of D.R.M.C., §§ 24-301 to 317 *et. seq.*, and the Colorado Clean Indoor Air Act, C.R.S. §§ 25-14-201 *et. seq.*

10.18 USE, POSSESSION OR SALE OF ALCOHOL OR DRUGS

The Lessee and its officers, agents and employees shall cooperate and comply with the provisions of Denver Executive Order No. 94 dated, and Attachment A thereto, or any successor executive order concerning the use, possession or sale of alcohol or drugs.

10.19 THIRD PARTIES

This Lease Agreement does not, and shall not be deemed or construed to, confer upon or grant to any third party or parties (excepting Permitted Assignees and any parties to whom the Lessee assigns this Lease Agreement in accordance with Part IV hereof, and excepting any successor to the City) any right to claim damages or to bring any suit, action or other proceeding against either the City or the Lessee because of any breach hereof or because of any of the terms, covenants, agreements and conditions herein contained.

10.20 SUPPLEMENTAL INFORMATION TO BE SUPPLIED BY LESSEE

Not later than fifteen (15) calendar days after the end of each month, the Lessee shall complete and file with the City written activity reports for the preceding month on forms provided by the City. Information to be provided will include, but not be limited to; flight, freight and mail information, in and out and express and freight, in and out, as well as any remain overnight (RON)

activity outside Lessee's Preferential Use Areas, as well as any non-preferential gate and custom use and remain overnight (RON) activity. Flight information will include, but not be limited to, number of flights in and out, revenue and non-revenue, and Domestic and International flights.

10.21 CITY NON-DISCRIMINATION

In connection with the performance of work under this Lease Agreement, the Lessee agrees not to refuse to hire, discharge, promote or demote, or to discriminate in matters of compensation against any person otherwise qualified, solely because of race, color, religion, national origin, ethnicity, citizenship, immigration status, gender, age, sexual orientation, gender identity, gender expression, marital status, source of income, military status, protective hairstyle, or disability. The Lessee further agrees to insert the foregoing provision in all subleases hereunder.

10.22 DISPUTES

All disputes under or related to this Lease Agreement shall be resolved by administrative hearing which shall be conducted in accordance with the procedures set forth in D.R.M.C. Section 5-17, and all related rules and procedures. The City, however, shall retain its right to obtain an order of eviction in accordance with applicable state laws. The Parties hereto agree that the CEO's determination resulting from said administrative hearing shall be final, subject only to the Parties' right to appeal the determination under Colorado Rule of Civil Procedure 106, or subject to rights under federal law.

10.23 AMENDMENTS TO EXHIBITS AND APPENDICES

The Parties acknowledge that the rights and obligations of each of them as set forth in this Lease Agreement will extend over a period of years. The Exhibits and Appendices hereto are intended to set forth the Parties' current understandings and expectations with respect to the intended leasehold interests and such understandings and expectations may change over time. Therefore, the CEO is expressly authorized to make adjustments to such exhibits and appendices from time to time to reflect mutually agreed-upon changes by the Parties, without affecting the underlying rights and obligations as set forth herein. Any such adjustments shall be evidenced in writing, with the same formality as this Lease Agreement.

10.24 ENTIRE AGREEMENT; AMENDMENT

The Parties acknowledge and agree that the provisions contained in this Lease Agreement constitute the entire agreement and understanding between the Parties with respect to the subject matter thereof, and that all representations made by any officer, agent or employee of the respective Parties, unless included herein, are null and void and of no effect. This Lease Agreement cannot be changed or terminated orally. No alterations, amendments, changes or modification, unless expressly reserved to the CEO herein, shall be valid unless executed by an instrument in writing by all the Parties with the same formality as this Lease Agreement.

10.25 CONDITION; FINAL APPROVAL

This Lease Agreement is expressly subject to, and shall not be or become effective or binding on the City until approved by Denver City Council and fully executed by all signatories of the City and a fully executed copy has been delivered to Lessee. This Lease Agreement may be signed electronically by either party in the manner specified by the City.

10.26 COMPLIANCE WITH DENVER WAGE LAWS

To the extent applicable, Lessee shall comply with, and agrees to be bound by, all rules, regulations, requirements, conditions, and City determinations regarding the City's Minimum Wage and Civil Wage Theft Ordinances, Sections 58-1 through 58-26 D.R.M.C., including, but not limited to, the requirement that every covered worker shall be paid all earned wages under applicable state, federal, and city law in accordance with the foregoing D.R.M.C. Sections. By executing this Agreement, Lessee expressly acknowledges that Lessee is aware of the requirements of the City's Minimum Wage and Civil Wage Theft Ordinances and that any failure by Lessee, or any other individual or entity acting subject to this Agreement, to strictly comply with the foregoing D.R.M.C. Sections shall result in the penalties and other remedies authorized therein.

10.27 COUNTERPARTS; ELECTRONIC SIGNATURES

City or Lessee may deliver executed signature pages to this Lease Agreement by electronic means to the other party, and the electronic copy will be deemed to be effective as an original. This Lease Agreement may be executed in any number of counterparts, each of which will be deemed an original and all of which counterparts together will constitute one agreement with the same effect as if the parties had signed the same signature page.

**[END OF DOCUMENT –
SIGNATURE PAGES FOLLOW]**

Contract Control Number: PLANE-202473818-00
Contractor Name: Amazon.com Services LLC

IN WITNESS WHEREOF, the parties have set their hands and affixed their seals at Denver, Colorado as of:

SEAL

CITY AND COUNTY OF DENVER:

ATTEST:

By:

APPROVED AS TO FORM:

REGISTERED AND COUNTERSIGNED:

Attorney for the City and County of Denver


By:

By:

By:

Contract Control Number:
Contractor Name:

PLANE-202473818-00
Amazon.com Services LLC

By:  _____

Name: Fredrick Lutz
(please print)
Title: Authorized Signatory
(please print)

ATTEST: [if required]

By: _____

Name: _____
(please print)

Title: _____
(please print)

APPENDIX 1

STANDARD FEDERAL ASSURANCES AND NONDISCRIMINATION

NOTE: As used below the term "contractor" shall mean and include the Airline, and the term "sponsor" shall mean the "City".

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

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, creed, color, sex, national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. **Solicitations for Subcontractors, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor of the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions.** The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

7. The Airline for itself, representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this agreement for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the Airline shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

8. The Airline for itself, representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land: (1) that no person on the grounds of race, color, sex, creed or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, sex, creed or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the Airline shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

9. NONDISCRIMINATION IN AIRPORT EMPLOYMENT OPPORTUNITIES

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

It is unlawful for airport operators and their lessees, tenants, concessionaires and contractors to discriminate against any person because of race, color, national origin, sex, creed, or handicap in public services and employment opportunities.

APPENDIX NO. 2

DISADVANTAGED BUSINESS ENTERPRISES - REQUIRED STATEMENTS

Policy. It is the policy of the Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

DBE Obligation. The City and its contractors agree to ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. The City and its contractors shall not discriminate on the basis of race, color, sex, creed or national origin in the award and performance of DOT-assisted contracts.

49 CFR 26.5 defines a DOT-assisted contract as “any contract between a recipient and a contractor (at any tier) funded in whole or in part with DOT financial assistance, including letters of credit or loan guarantees.” “Contractor” means one who participates through a contract or subcontract (at any tier) in a DOT-assisted highway, transit, or airport.

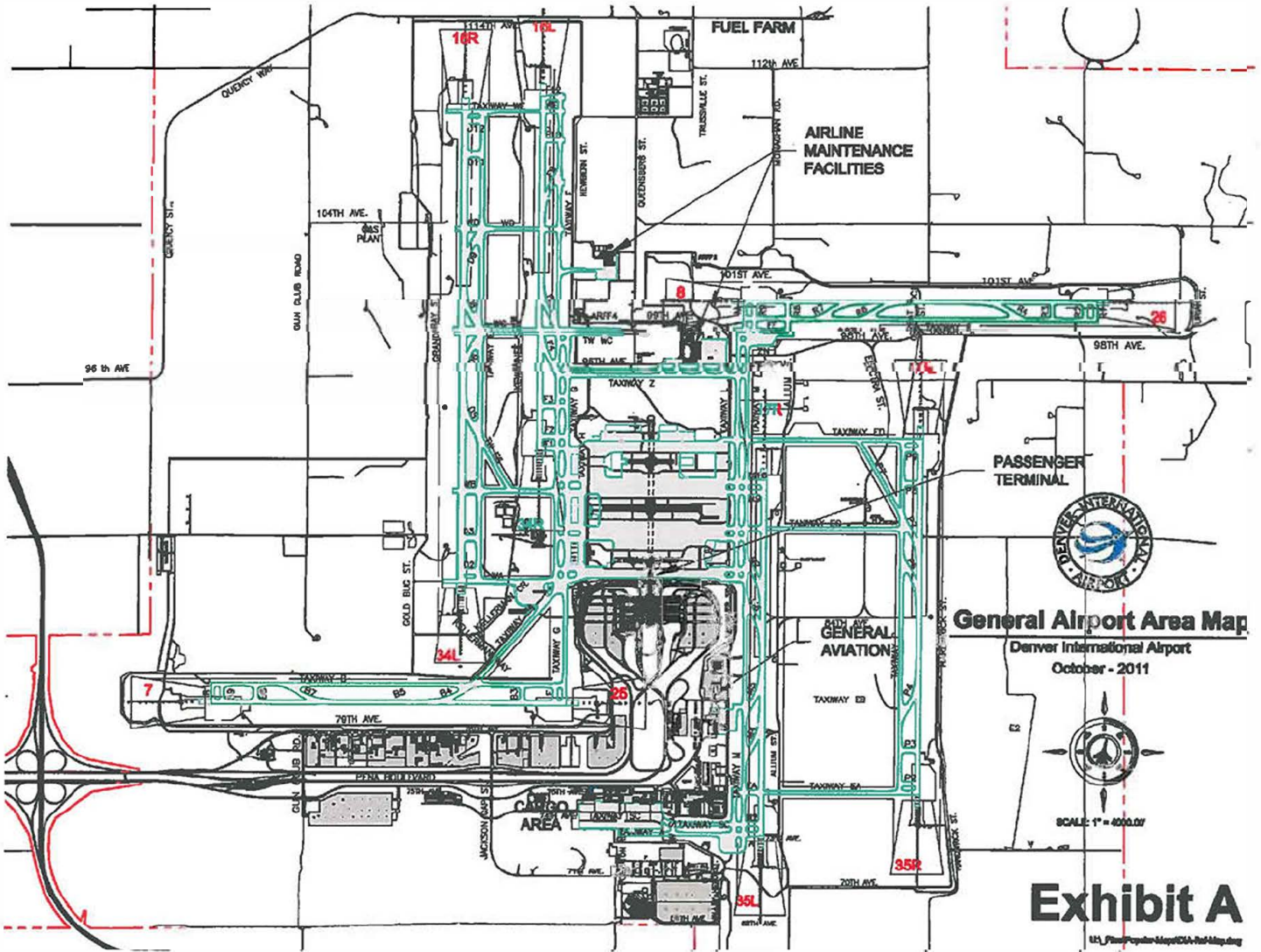
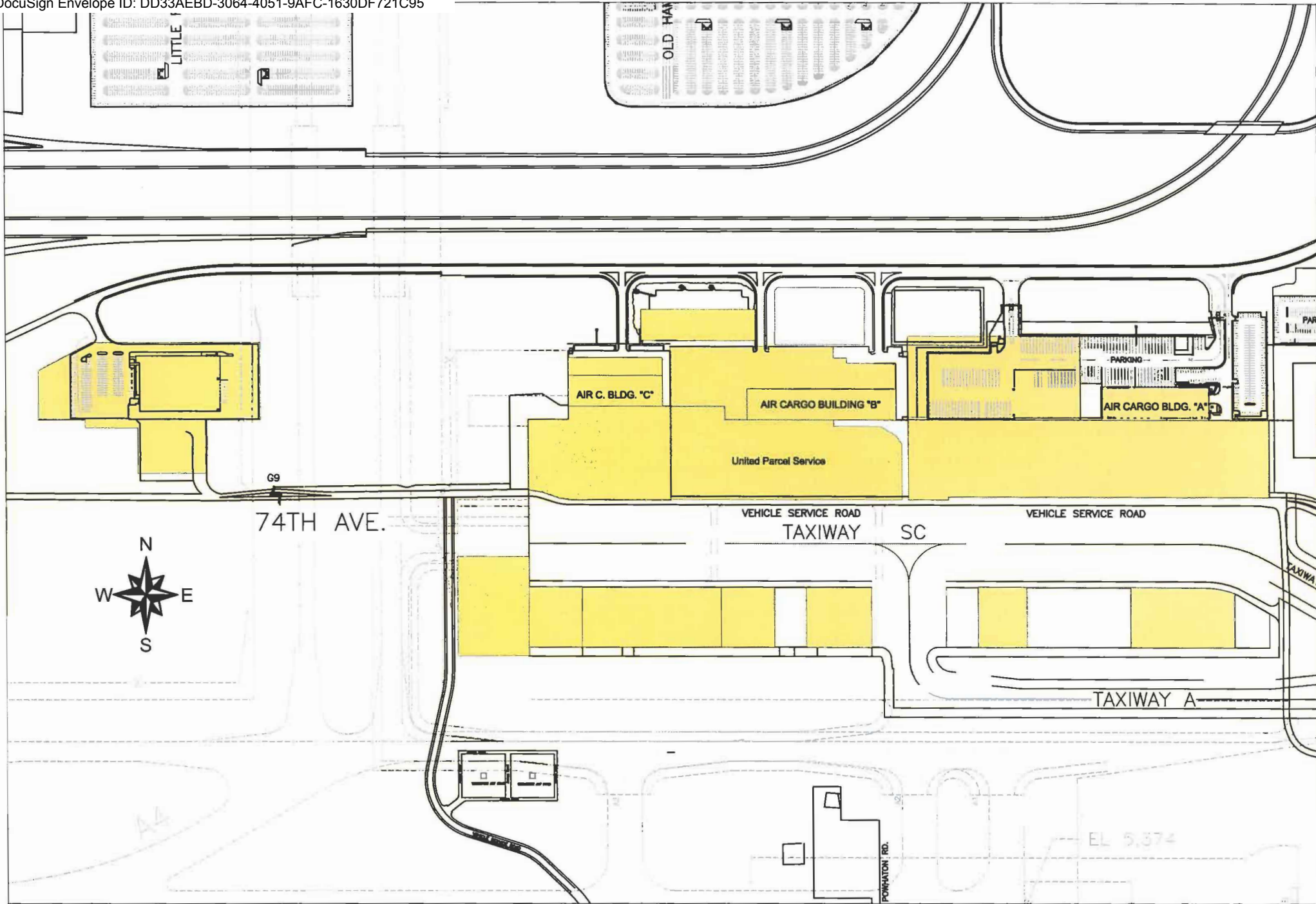


Exhibit A

USA Flight Computer Maps/DCA-Ref Map.dwg



Cargo Facilities

Denver International Airport
December - 2012

Exhibit B

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: March 24th, 2021

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°52'40" East, a distance of 5289.46 feet, monuments as shown.

Commencing at the East Quarter corner of said Section 33;

Thence South 89°52'40" West along the east-west mid-section line, a distance of 2082.49 feet to the interior wall of an existing building known as Joint Cargo, also being the Point of Beginning;

Thence South 00°02'02" East along said interior wall line, a distance of 65.72 feet to the centerline of a common wall;

Thence South 89°57'58" West along said centerline, a distance of 114.00 feet to the centerline of the westerly wall, also being Point A;

Thence North 00°02'02" West along said centerline, a distance of 137.47 feet to the centerline of a common wall;

Thence North 89°57'58" East along said centerline, a distance of 114.00 feet to the interior wall;

Thence South 00°02'02" East along said interior wall, a distance of 71.75 feet to the Point of Beginning.

Said Building Lease Area contains 15,672.10 square feet.

Beginning at Point A as described above;

Thence South 89°57'58" West, a distance of 107.00 feet;

Thence North 00°02'02" West, a distance of 137.47 feet;

Thence North 89°57'58" East, a distance of 107.00 feet to the centerline of the westerly wall of said existing building;

Thence South 00°02'02" East along said centerline, a distance of 137.47 feet to Point A.

Said Landside Lease Area contains 14,702.50 square feet.

Building Lease area and Landside Lease area equals 30,374.60 square feet.

See Exhibit C, Page 2.

Jeremy P. Harris 3/25/21
Prepared by: Jeremy P. Harris, PLS Date

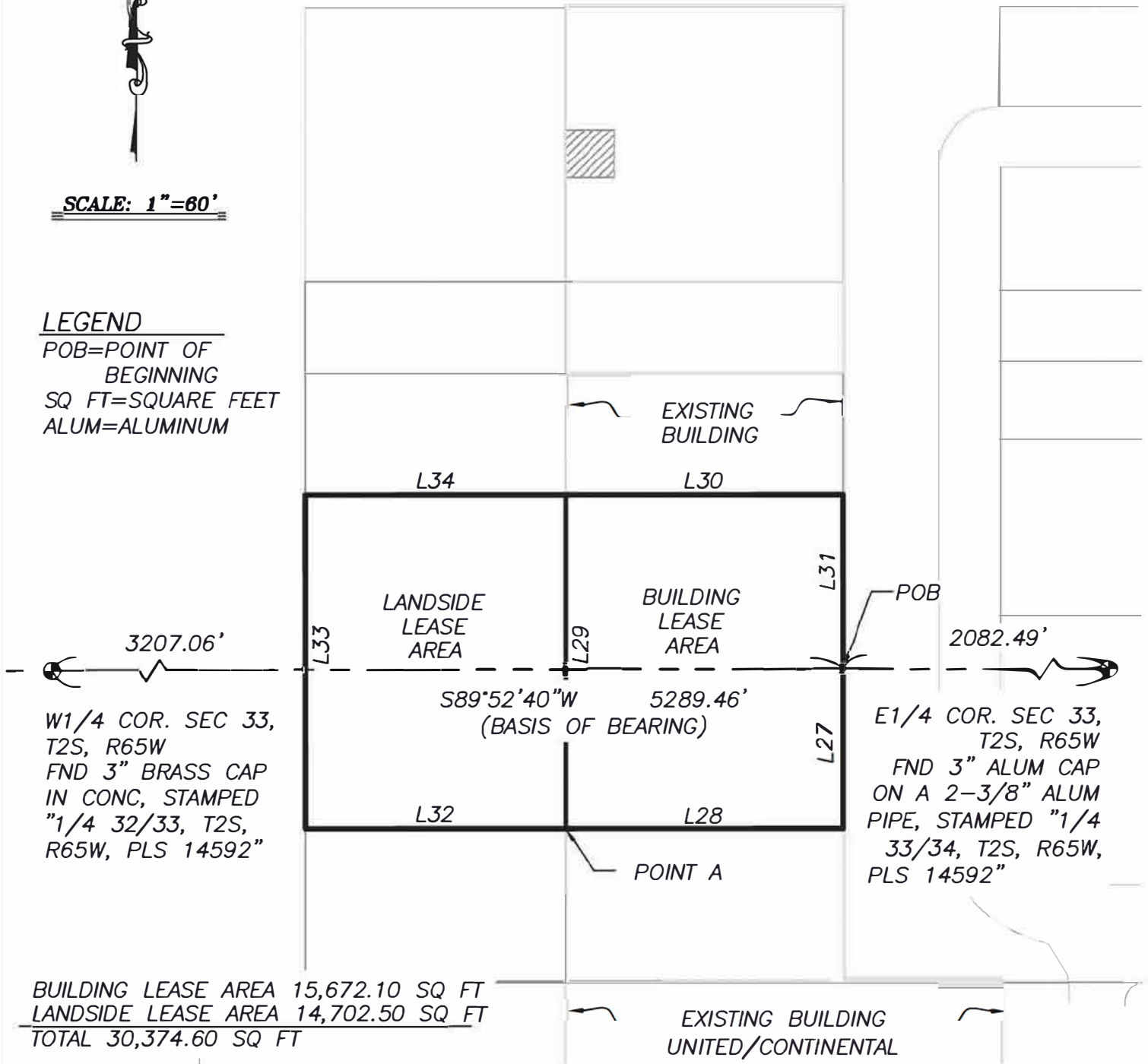
EXHIBIT C



SCALE: 1"=60'

LEGEND

POB=POINT OF BEGINNING
 SQ FT=SQUARE FEET
 ALUM=ALUMINUM



W1/4 COR. SEC 33,
 T2S, R65W
 FND 3" BRASS CAP
 IN CONC, STAMPED
 "1/4 32/33, T2S,
 R65W, PLS 14592"

E1/4 COR. SEC 33,
 T2S, R65W
 FND 3" ALUM CAP
 ON A 2-3/8" ALUM
 PIPE, STAMPED "1/4
 33/34, T2S, R65W,
 PLS 14592"

BUILDING LEASE AREA 15,672.10 SQ FT
 LANDSIDE LEASE AREA 14,702.50 SQ FT
 TOTAL 30,374.60 SQ FT

EXISTING BUILDING
 UNITED/CONTINENTAL

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME

AMAZON LEASE AREA
 Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 03/24/21	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

Line Table		
Line #	Direction	Length
L27	N00°00'00"E	32.00'
L28	N90°00'00"E	63.36'
L29	S00°00'00"E	32.00'
L30	N90°00'00"W	63.36'
L31	N90°00'00"E	25.00'
L32	N00°00'00"E	32.00'
L33	S90°00'00"E	113.16'
L34	S00°00'00"E	32.00'
L35	N90°00'00"W	113.16'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487

	CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT				
	AMAZON Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.				
REVISED					
NO.	DATE	NAME			
1	3/09/15	TJB			
2	4/14/21	JPH			
REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 2 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: April 14th, 2021

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°52'40" East, a distance of 5289.46 feet, monuments as shown.

Commencing at the West Quarter corner of said Section 33;

Thence North 89°52'40" East along the east-west mid-section line, a distance of 3271.54 feet;

Thence North 00°00'00" East, a distance of 91.41 feet to the Point of Beginning of Parcel 6;

Thence continuing North 00°00'00" East, a distance of 32.00 feet;

Thence North 90°00'00" East, a distance of 63.36 feet;

Thence South 00°00'00" East, a distance of 32.00 feet to Point A;

Thence North 90°00'00" West, a distance of 63.36 feet to the Point of Beginning.

Said Parcel 6 contains 2027.586 square feet.

Commencing from Point A described above;

Thence North 90°00'00" East, a distance of 25.00 feet to the Point of Beginning of Parcel 7

Thence North 00°00'00" East, a distance of 32.00 feet;

Thence South 90°00'00" East, a distance of 113.16 feet;

Thence South 00°00'00" East, a distance of 32.00 feet;

Thence North 90°00'00" West, a distance of 113.16 feet to the Point of Beginning.

Said Parcel 7 contains 3621.058 square feet.

Total area of Parcels 6 & 7 equals 5648.644 square feet.

See Exhibit C, Page 5.

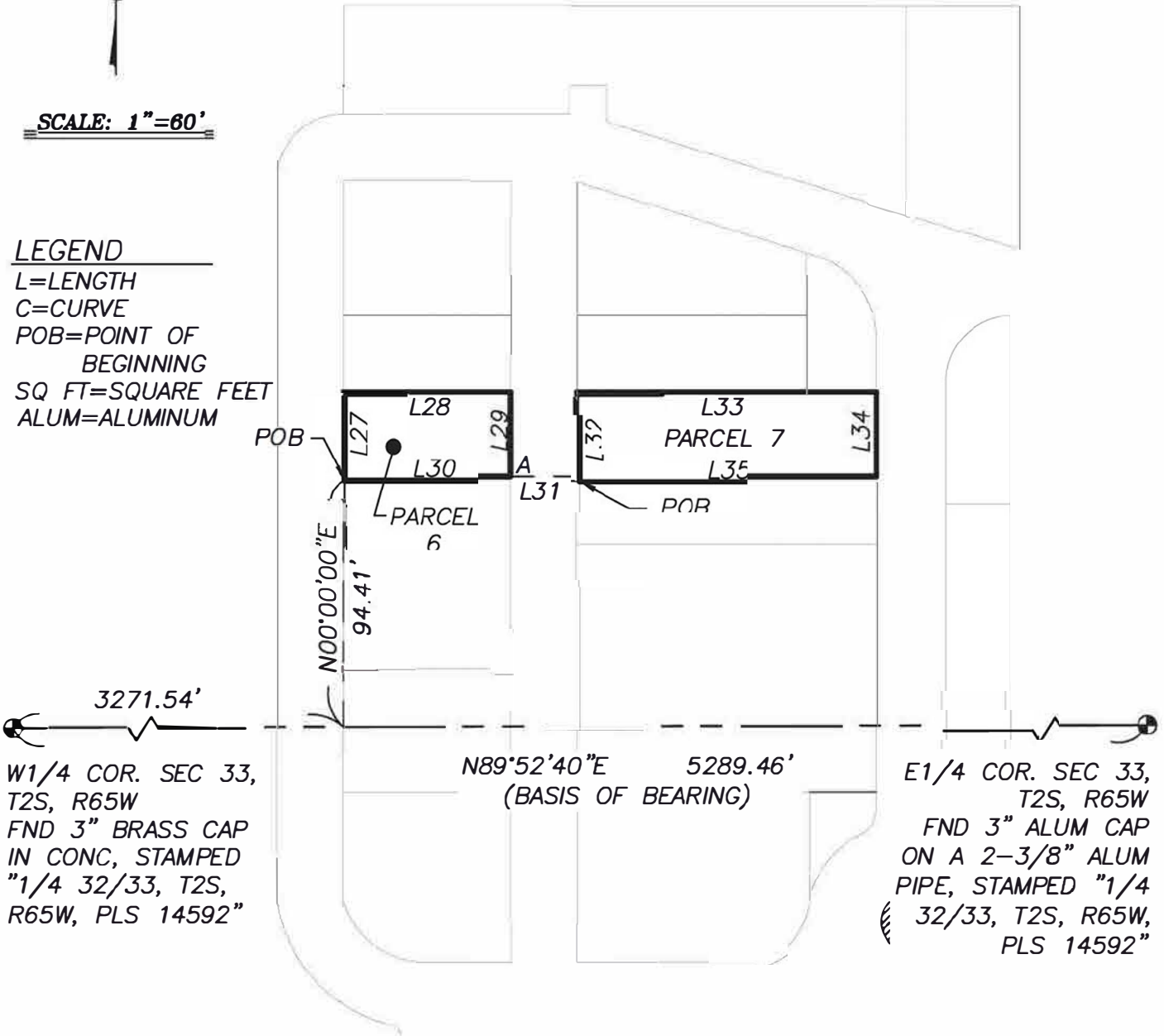
EXHIBIT C



SCALE: 1"=60'

LEGEND

- L=LENGTH
- C=CURVE
- POB=POINT OF BEGINNING
- SQ FT=SQUARE FEET
- ALUM=ALUMINUM



W1/4 COR. SEC 33,
T2S, R65W
FND 3" BRASS CAP
IN CONC, STAMPED
"1/4 32/33, T2S,
R65W, PLS 14592"

N89°52'40"E 5289.46'
(BASIS OF BEARING)

E1/4 COR. SEC 33,
T2S, R65W
FND 3" ALUM CAP
ON A 2-3/8" ALUM
PIPE, STAMPED "1/4
32/33, T2S, R65W,
PLS 14592"

PARCEL 6 2027.586 SQ FT
PARCEL 7 3621.058 SQ FT
TOTAL 5648.644 SQ FT

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
JEREMY P. HARRIS, PLS
COLO. REGISTRATION NO. 38487

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAMR.
1	3/09/15	TJB
2	4/14/21	JPH

AMAZON
Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L27	S00°02'02"E	65.72'
L28	S89°57'58"W	114.00'
L29	N00°02'02"W	137.47'
L30	N89°57'58"E	114.00'
L31	S00°02'02"E	71.75'
L32	S89°57'58"W	107.00'
L33	N00°02'02"W	137.47'
L34	N89°57'58"E	107.00'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487


		CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT																				
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<table border="1"> <thead> <tr> <th colspan="3">REVISED</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>NAME</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISED			NO.	DATE	NAME										REQUESTED BY: Moore, Susan	DATE 03/24/21	SCALE 1"=60'	DRAWN BY: <u>JPH</u> FIELD BY: <u>NA</u> CHECKED BY: <u>RTL</u>	SHEET NO. <u>2</u> OF <u>2</u> SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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Commencing at the West Quarter corner of said Section 33;

Thence North 89°52'40" East along the east-west mid-section line, a distance of 3271.54 feet;

Thence North 00°00'00" East, a distance of 21.79 feet to the Point of Beginning of Parcel 8;

Thence continuing North 00°00'00" East, a distance of 72.62 feet;

Thence North 90°00'00" East, a distance of 63.36 feet to Point A;

Thence South 00°00'00" East, a distance of 72.62 feet;

Thence North 90°00'00" West, a distance of 63.36 feet to the Point of Beginning.

Said Parcel 8 contains 4601.265 square feet.

Commencing from Point A described above;

Thence North 90°00'00" East, a distance of 25.00 feet to the Point of Beginning of Parcel 9

Thence continuing North 90°00'00" East, a distance of 113.16 feet;

Thence South 00°00'00" East, a distance of 25.32 feet;

Thence North 90°00'00" West, a distance of 113.16 feet;

Thence North 00°00'00" East, a distance of 25.32 feet to the Point of Beginning.

Said Parcel 9 contains 2865.162 square feet.

Total area of Parcels 8 & 9 equals 7466.427 square feet.

See Exhibit C, Page 8

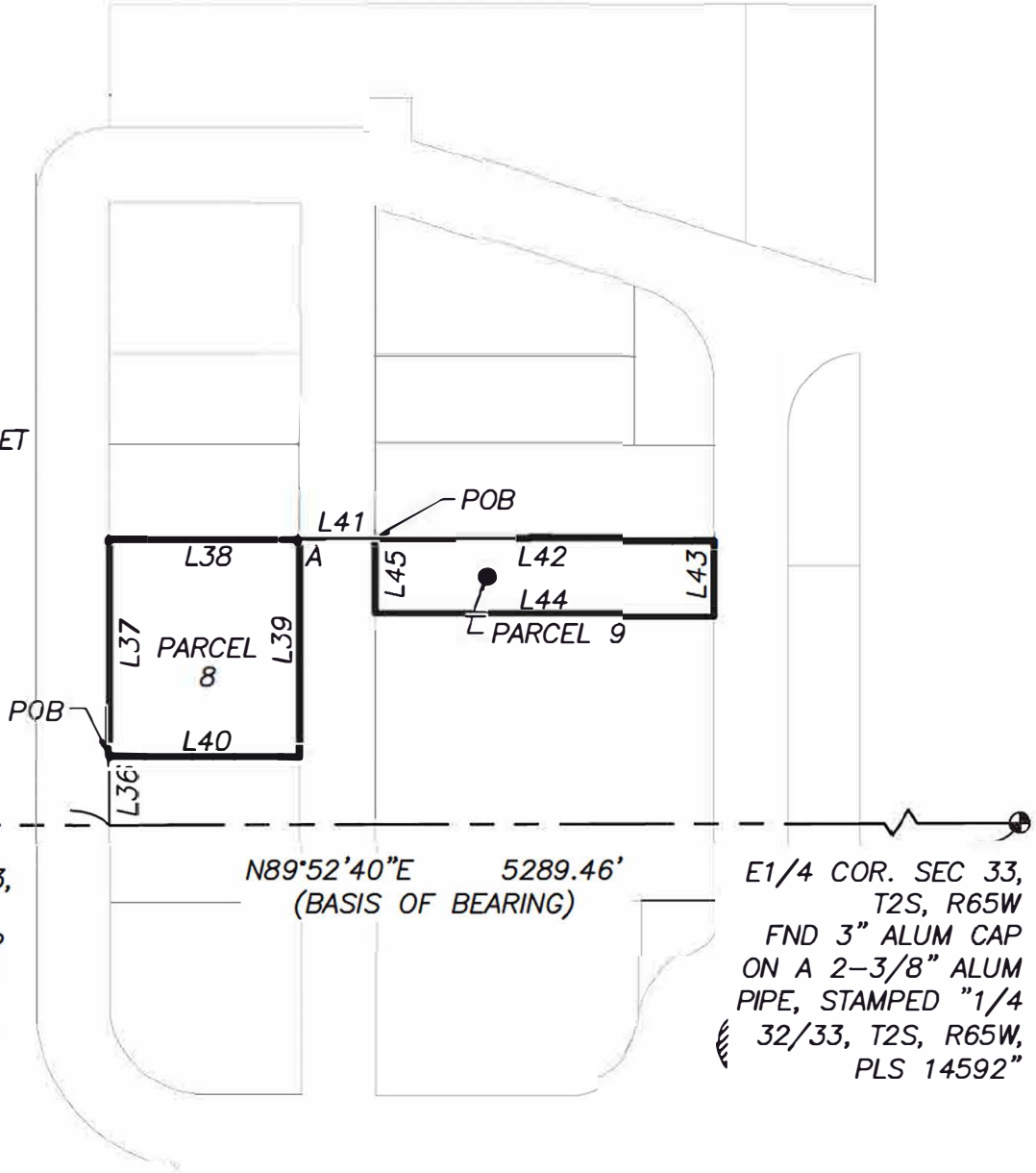
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PLS 14592"

PARCEL 8 4601.265 SQ FT
PARCEL 9 2865.162 SQ FT
TOTAL 7466.427 SQ FT

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description

Jeremy P. Harris
JEREMY P. HARRIS, PLS
COLO. REGISTRATION NO. 38487



CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME
1	4/14/21	JPH

AMAZON
Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L36	N00°00'00"E	21.79'
L37	N00°00'00"E	72.62'
L38	N90°00'00"E	63.36'
L39	S00°00'00"E	72.62'
L40	N90°00'00"W	63.36'
L41	N90°00'00"E	25.00'
L42	N90°00'00"E	113.16'
L43	S00°00'00"E	25.32'
L44	N90°00'00"W	113.16'
L45	N00°00'00"E	25.32'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487


	CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT				
	AMAZON Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.				
REVISED					
NO.	DATE	NAME			
1	4/14/21	JPH			
REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: <u>JPH</u> FIELD BY: <u>NA</u> CHECKED BY: <u>RTL</u>	SHEET NO. <u>2</u> OF <u>2</u> SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: April 12, 2018

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°35'34" West, a distance of 5289.46 feet, monuments as shown.

Commencing at the East Quarter corner of said Section 33;

Thence North 89°52'40" West along the east-west mid-section line, a distance of 1816.40 feet to the Point of Beginning of Parcel 11;

Thence South 00°31'46" West, a distance of 25.24 feet;

Thence North 89°28'14" West, a distance of 113.16 feet to Point "A";

Thence North 00°31'46" East, a distance of 93.90 feet;

Thence South 89°28'14" East, a distance of 113.16 feet;

Thence South 00°31'46" West, a distance of 68.66 feet to the Point of Beginning.

Said Parcel 11 contains 10625.203 square feet.

Commencing from Point A described above;

Thence North 89°28'14" West, a distance of 25.00 feet;

Thence continuing North 89°28'14" West, a distance of 63.36 feet;

Thence North 00°31'46" East, a distance of 46.60 feet;

Thence South 89°28'14" East, a distance of 63.36 feet;

Thence South 00°31'46" West, a distance of 46.60 feet to the Point of Beginning.

Said Parcel 10 contains 2952.570 square feet.

Total area of Parcels 10 & 11 equals 13577.773 square feet. See Exhibit C, Page 11.



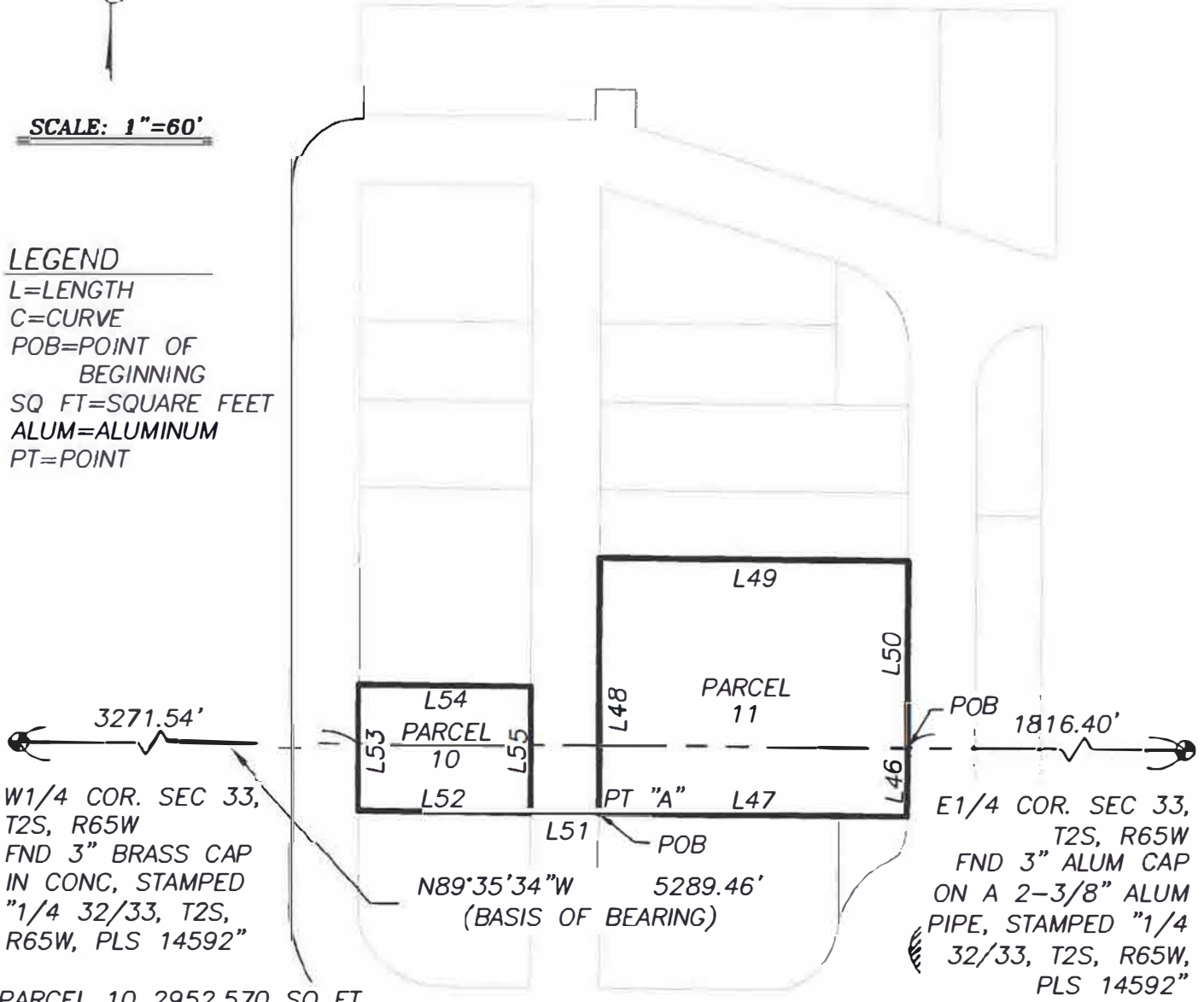
EXHIBIT C



SCALE: 1"=60'

LEGEND

- L=LENGTH
- C=CURVE
- POB=POINT OF BEGINNING
- SQ FT=SQUARE FEET
- ALUM=ALUMINUM
- PT=POINT



PARCEL 10 2952.570 SQ FT
 PARCEL 11 10625.203 SQ FT
 TOTAL 13577.773 SQ FT



I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

THOMAS J. BREITNAUER, PLS
 COLO. REGISTRATION NO. 30085

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

AMAZON

Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REVISED		
NO.	DATE	NAME

REQUESTED BY: Moore, Susan	DATE 04/12/18	SCALE 1"=60'	DRAWN BY: TJB FIELD BY: NA CHECKED BY: YB	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L46	S00°31'46"W	25.24'
L47	N89°28'14"W	113.16'
L48	N00°31'46"E	93.90'
L49	S89°28'14"E	113.16'
L50	S00°31'46"W	68.66'
L51	N89°28'14"W	25.00'
L52	N89°28'14"W	63.36'
L53	N00°31'46"E	46.60'
L54	S89°28'14"E	63.36'
L55	S00°31'46"W	46.60'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.



THOMAS J. BREITNAUER, PLS
 COLO. REGISTRATION NO. 30085



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME

AMAZON
 Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 04/12/18	SCALE 1"=60'	DRAWN BY: TJB FIELD BY: NA CHECKED BY: YB	SHEET NO. 2 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

AMAZON PARCEL DESCRIPTION

A parcel of land located in the East half of Section 33, Township 2 South, Range 65 West of the 6TH P.M., County of Denver, State of Colorado.

Basis of Bearings: Assuming the East Line of the of Section 33, Township 2 South, Range 65 West of the 6TH Principal Meridian, as monumented by 3/4" aluminum cap marked "LS 35593" at the Southeast Corner of said Section 33 and a 3/4 inch cap marked "LS 14592" at the East 1/4 of said Section 33 to bear N 00° 05' 53" W, a distance of 2644.01 feet with all bearings contained herein relative thereto.

A parcel of land located in the East half of said section 33, being particularly described as follows:

Commencing at the Southeast Corner of Section33;

THENCE North 37°14'29" West, 3225.51 feet to a Point of beginning;

THENCE North 0°31'44" East, 64.06 feet;

THENCE North 89°28'16" West, 63.36 feet

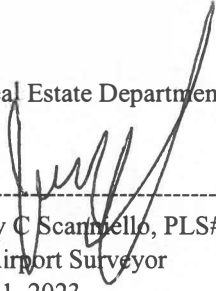
THENCE South 0°31'44" West, 39.80 feet to the beginning of a tangent curve concave southeasterly, said curve has a radius of 31.74 feet, to which a radial line bears South 76°57'10" West;

THENCE Southeasterly along said curve through a central angle of 69°23'27" an arc distance of 38.44 feet;

THENCE South 89°09'05" East, 36.40 feet, to Point of Beginning

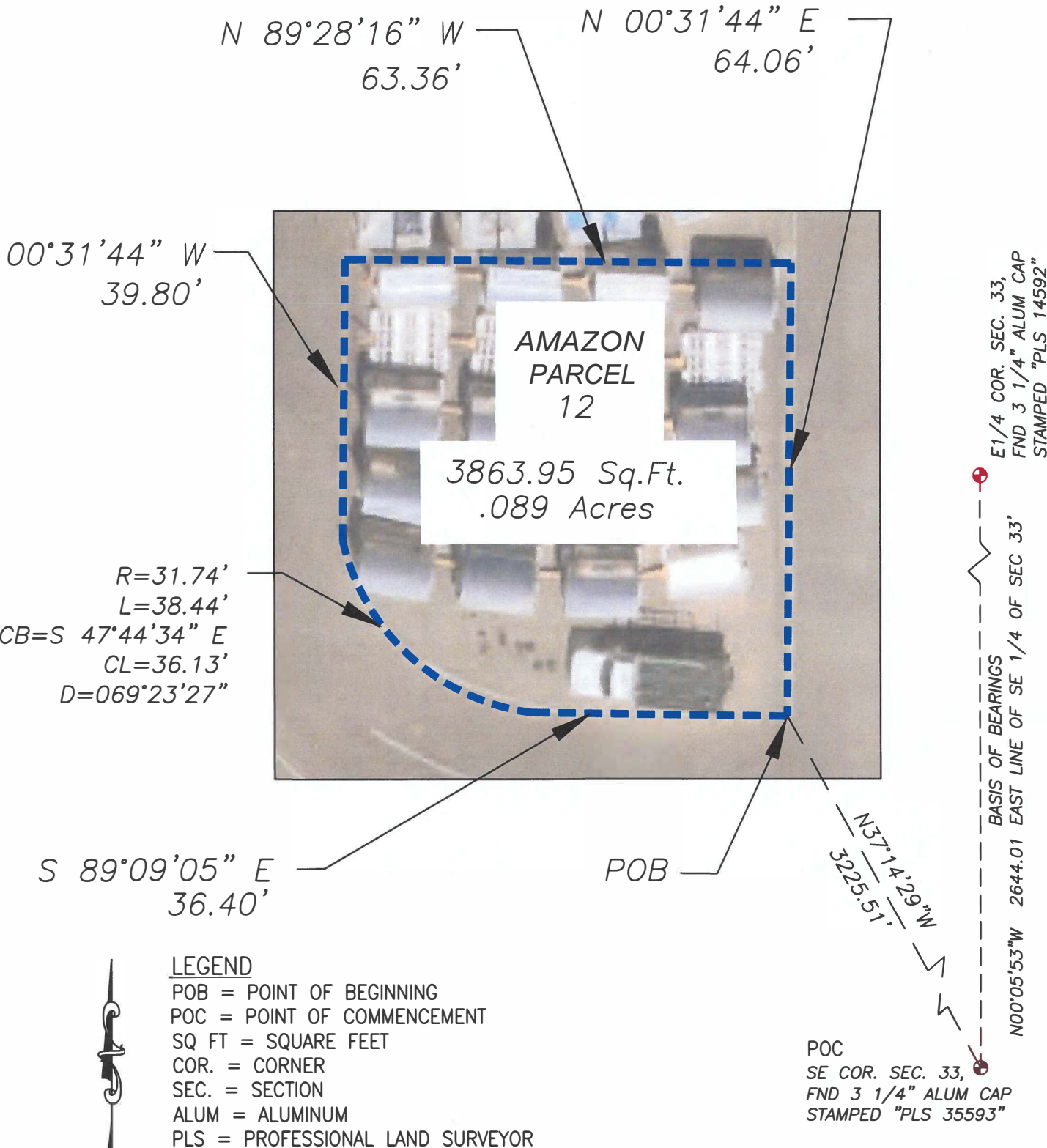
Containing 3,863.95 square feet or .089 acres, more or less

This legal description was prepared by Den Survey for Denver International Airport Real Estate Department.



Jeffrey C Scambello, PLS# 36565
Den Airport Surveyor
May 31, 2023

EXHIBIT C



LEGEND

- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- SQ FT = SQUARE FEET
- COR. = CORNER
- SEC. = SECTION
- ALUM = ALUMINUM
- PLS = PROFESSIONAL LAND SURVEYOR



SCALE: 1"=20'

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION



**CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNATIONAL**

REVISED		
NO.	DATE	NAME

AMAZON
Situating in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE: 06/01/23	SCALE: 1"=20'	DRAWN BY: JCS FIELD BY: JCS CHECKED BY: CAB	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\137\13T0907R\LeaseExhibits
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EXHIBIT C

PARCEL DESCRIPTION AMAZON LEASE AREA

A parcel of land located in the North Half of Section 4, Township 3 South, Range 65 West of the 6TH P.M., County of Denver, State of Colorado.

Basis of Bearings: Assuming the South Line of the Northeast Quarter of Section 4, Township 3 South, Range 65 West of the 6TH Principal Meridian, as monumented by a no. 6 Rebar with 3 ¼" aluminum cap marked "LS 00000" at the Center Corner of said Section 4 and a no. 6 rebar with 3 ¼ inch cap marked "LS 34577" at the West ¼ of said Section 4 to bear N 89° 45' 13" W, a distance of 2640.15 feet with all bearings contained herein relative thereto.

A parcel of land located in the Northeast Quarter of said section 4, being particularly described as follows:

Commencing at the center of Section 4;

THENCE North 78° 54' 34" East, 523.13 feet to a Point of beginning;

THENCE (1) South 89°26'45" East, 239.11 feet to the beginning of a non-tangent curve concave northwesterly, said curve has a radius of 115.28 feet, to which a radial line bears South 16°49'53" East;

THENCE (2) northeasterly along said curve through a central angle of 40°29'20" an arc distance of 81.46 feet to a point of non-tangency;

THENCE (3) North 0°32'17" East, 164.12 feet;

THENCE (4) South 89°06'55" East, 45.39 feet;

THENCE (5) North 0°32'17" East, 34.51 feet;

THENCE (6) North 89°06'55" West, 45.39 feet;

THENCE (7) North 0°32'17" East, 21.68 feet;

THENCE (8) South 89°27'43" East, 6.41 feet;

THENCE (9) North 0°00'01" West, 10.24 feet;

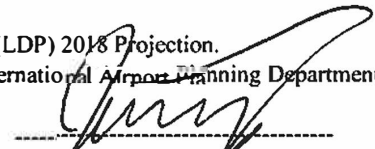
THENCE (10) North 89°27'43" West, 6.31 feet;

THENCE (11) North 0°32'17" East, 93.22 feet;

THENCE (12) South 89°57'24" West, 306.03 feet;

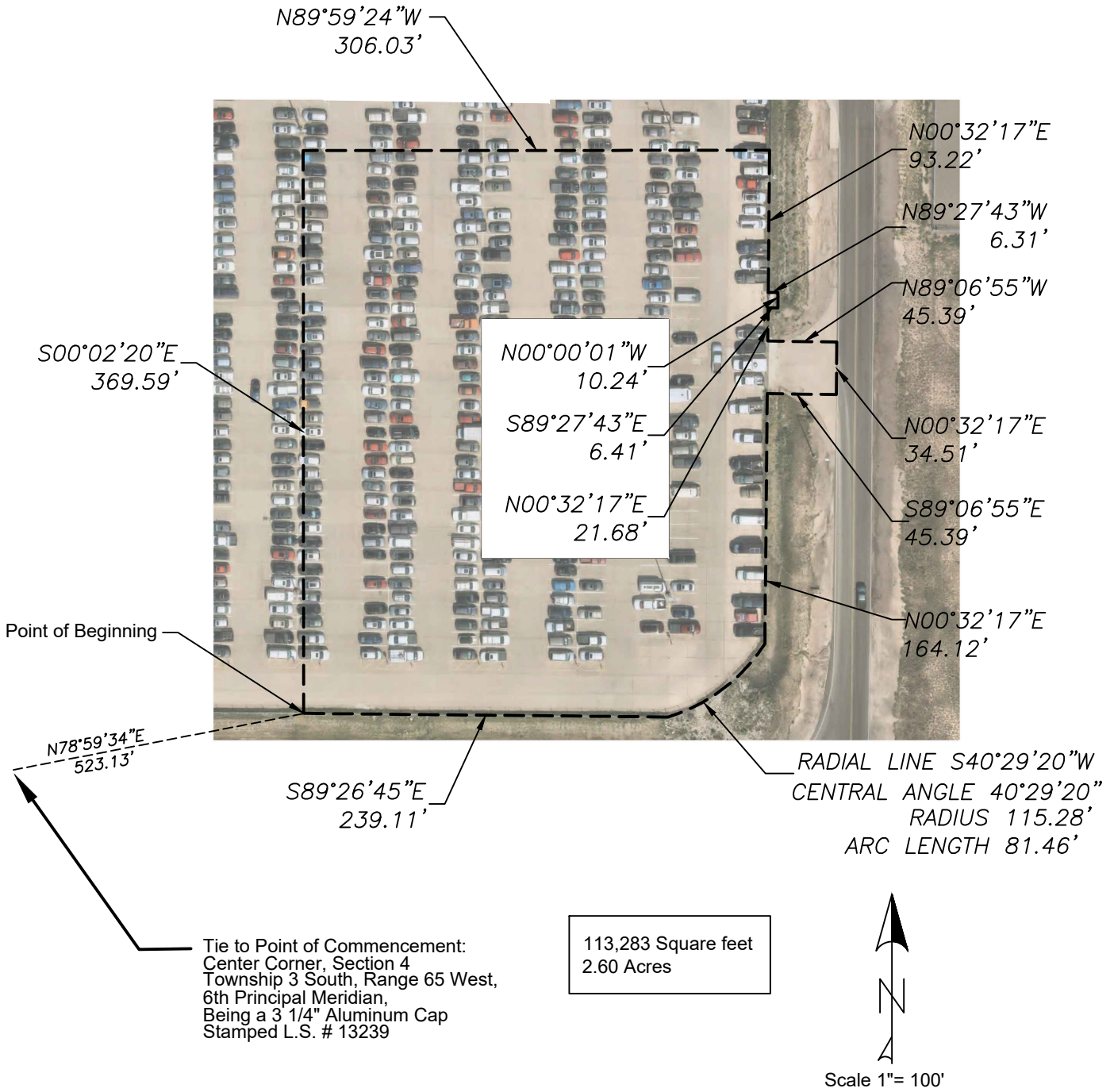
THENCE (13) South 0°02'20" East, 369.59 feet; to the Point of Beginning
Containing 113,283.13 square feet or 2.60 acres, more or less

The description is based on the Denver International Airport Low Distortion Projection (LDP) 2018 Projection.
This legal description was prepared by Jeffrey C. Scanniello, LS# 36565, for Denver International Airport Planning Department



Jeffrey C Scanniello, PLS# 36565
Den Airport Surveyor
November 25, 2020

EXHIBIT C



I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

JC Scanniello PLS# 36565

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description Basis of Bearing based Denver International Airport LDP 2018 Projection.


		CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT																	
		AMAZON PARKING LEASE AREA Situated in Section 4, Township 3 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.																	
<table border="1"> <thead> <tr> <th colspan="3">REVISED</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>NAME</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISED			NO.	DATE	NAME							REQUESTED BY: DEN PLANNING	DATE 11/25/20	SCALE 1"=100'	DRAWN BY: <u>JCS</u> FIELD BY: <u>JCS</u> CHECKED BY: <u>JS</u>	SHEET NO. <u>1</u> OF <u>2</u> SHEETS	DRAWING NO.
REVISED																			
NO.	DATE	NAME																	

EXHIBIT D

**CITY AND COUNTY OF DENVER
INSURANCE REQUIREMENTS FOR DEPARTMENT OF AVIATION
AIR CARRIER – CARGO USE AND LEASE AGREEMENT**

A. Certificate Holder and Submission Instructions

Contractor must provide a Certificate of Insurance as follows:

Certificate Holder: CITY AND COUNTY OF DENVER
Denver International Airport
8500 Peña Boulevard
Denver CO 80249
Attn/Submit to: AirlineAffairsAdmin.SharedMailbox@flydenver.com

- ACORD Form (or equivalent) certificate is required.
- Contractor must be evidenced as a Named Insured party.
- Electronic submission only, hard copy documents will not be accepted.
- Reference on the certificate must include the City-assigned Contract Number, if applicable.

The City may at any time modify submission requirements, including the use of third-party software and/or services, which may include an additional fee to the Contractor.

B. Defined Terms

1. “Agreement” as used in this exhibit refers to the contractual agreement to which this exhibit is attached, irrespective of any other title or name it may otherwise have.
2. “Contractor” as used in this exhibit refers to the party contracting with the City and County of Denver pursuant to the attached Agreement.

C. Coverages and Limits

1. Airline Liability

Contractor shall maintain insurance coverage including bodily injury, property damage, aircraft liability, premises liability, personal injury, advertising injury, independent contractors, and products and completed operations in minimum limits stated below based on aircraft maximum gross landing weight.

- a. Coverage shall include Contractual Liability covering liability assumed under this Agreement (including defense costs assumed under contract) within the scope of coverages provided.
- b. Coverage shall include Mobile Equipment Liability, if used to perform services under this Agreement.
- c. Coverage shall include Cargo Legal Liability.
- d. Coverage shall include War and Allied Perils.
- e. Coverage shall include Fire Legal Liability with a minimum limit of \$100,000 any one fire.
- f. If certain coverage types listed in this section cannot be obtained at the minimum limit stated, the maximum limit available shall be maintained.
- g. If a “per location” policy aggregate is required, “location” shall mean the entire airport premises.

Category (maximum gross landing weight)	Liability Limit
0-20,000 lbs.	\$ 35,000,000 combined single limit
20,001-50,000 lbs.	\$100,000,000 combined single limit
50,001 lbs. or more	\$300,000,000 combined single limit

2. Business Automobile Liability

Contractor shall maintain a minimum limit of \$1,000,000 combined single limit each occurrence for bodily injury and property damage for all owned, leased, hired and/or non-owned vehicles used in performing services under this Agreement.

- a. If operating vehicles unescorted airside at DEN, a \$10,000,000 combined single limit each occurrence for bodily injury and property damage is required.
- b. If Contractor does not have blanket coverage on all owned and operated vehicles and will require unescorted airside driving privileges, then a schedule of insured vehicles (including year, make, model and VIN number) must be submitted with the Certificate of Insurance.
- c. If transporting waste, hazardous material, or regulated substances, Contractor shall carry a Broadened Pollution Endorsement and an MCS 90 endorsement on its policy.
- d. If Contractor does not own any fleet vehicles and Contractor's owners, officers, directors, and/or employees use their personal vehicles to perform services under this Agreement, Contractor shall ensure that Personal Automobile Liability including a Business Use Endorsement is maintained by the vehicle owner, and if appropriate, Non-Owned Auto Liability by the Contractor. This provision does not apply to persons solely commuting to and from the airport.

3. Workers' Compensation and Employer's Liability Insurance

Contractor shall maintain the coverage as required by statute for each work location and shall maintain Employer's Liability insurance with limits no less than \$100,000 per occurrence for each bodily injury claim, \$100,000 per occurrence for each bodily injury caused by disease claim, and \$500,000 aggregate for all bodily injuries caused by disease claims.

- a. Colorado Workers' Compensation Act allows for certain, limited exemptions from Worker's Compensation insurance coverage requirements. It is the sole responsibility of the Contractor to determine their eligibility for providing this coverage, executing all required documentation with the State of Colorado, and obtaining all necessary approvals. Verification document(s) evidencing exemption status must be submitted with the Certificate of Insurance.

4. Cyber Liability

Contractor shall maintain a minimum limit of \$1,000,000 per occurrence and \$1,000,000 annual policy aggregate covering claims involving privacy violations, information theft, damage to or destruction of electronic information, intentional and/or unintentional release of private information, alteration of electronic information, extortion and network security.

5. Pollution Legal Liability

Contractor shall maintain minimum limits of \$1,000,000 per occurrence and \$1,000,000 annual policy aggregate. Policy to include coverage for bodily injury, property damage, emergency response, clean-up costs, and defense costs including costs and expenses incurred during an investigation.

6. Property Insurance

Contractor is solely responsible for any loss or damage to its real or business personal property located on DEN premises including, but not limited to, materials, tools, equipment, vehicles, furnishings, structures and personal property of its employees and subcontractors unless caused by the sole, gross negligence of the City. If Contractor carries property insurance on its property located on DEN premises, a waiver of subrogation as outlined in Section F will be required from its insurer.

7. Property Insurance – Business Interruption Coverage

Business Interruption Coverage in such amounts as will reimburse Contractor for direct or indirect loss of earnings attributable to the perils commonly covered by business interruption insurance, which shall include losses arising from mechanical failures on or interruption of services to DEN premises.

8. Property Insurance – Contractor Improvements and Betterments

Contractor shall maintain All-Risk Form Property Insurance on a replacement cost basis. If leased property is located in a flood or earthquake zone (including land subsidence), flood and/or earthquake insurance shall be provided separately or within the property policy.

- a. City shall be included as First Loss Payee, as its interests may appear.
- b. The City and County of Denver shall maintain All-Risk Form Property Insurance coverage for the real property occupied by Contractor.

9. Builder’s Risk Insurance or Installation Floater:

During the duration of any tenant buildout activity, Contractor shall provide, coverage on a Completed Value Replacement Cost Basis, including value of subsequent modifications, change orders, and cost of material supplied or installed by others, comprising total value of the entire project at the site. Such insurance shall:

- a. apply from the time any covered property becomes the responsibility of the Contractor, and continue without interruption during construction, renovation, or installation, including any time during which the covered property is being transported to the construction installation site, or awaiting installation, whether on or off site;
- b. be maintained until formal acceptance of the project by DEN or the placement of permanent property insurance coverage, whichever is later;
- c. include interests of the City and if applicable, affiliated, or associate entities, the General Contractor, subcontractors, and sub-tier contractors in the project;
- d. be written on a Special Completed Value Covered Cause of Loss form and shall include theft, vandalism, malicious mischief, collapse, false-work, temporary buildings, transit, debris removal, demolition, increased cost of construction, flood (including water damage), earthquake, and if applicable, all below and above ground structures, piping, foundations including underground water and sewer mains, pilings including the ground on which the structure rests and excavation, backfilling, filling and grading;
- e. include a Beneficial Occupancy Clause, specifically permitting occupancy of the building during construction. Commercial Operator shall take reasonable steps to obtain consent of the insurer and delete any provisions with regard to restrictions within any Occupancy Clauses within the Builder’s Risk Policy;
- f. include Equipment Breakdown Coverage (a.k.a. Boiler & Machinery), if appropriate, which shall specifically cover insured equipment during installation and testing (including cold and hot testing).

10. Unmanned Aerial Vehicle (UAV) Liability:

If Contractor desires to use drones in any aspect of its work or presence on DEN premises, the following requirements must be met prior to commencing any drone operations:

- a. Express written permission must be granted by DEN.
- b. Express written permission must be granted by the Federal Aviation Administration (FAA).
- c. Drone equipment must be properly registered with the FAA.
- d. Drone operator(s) must be properly licensed by the FAA.
- e. Contractor must maintain UAV Liability including flight coverage, personal and advertising injury liability, and hired/non-owned UAV liability for its commercial drone operations with a limit no less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage.

11. Excess/Umbrella Liability

Combination of primary and excess coverage may be used to achieve minimum required coverage limits. Excess/Umbrella policy(ies) must follow form of the primary policies with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance.

D. Reference to Project and/or Contract

The City Project Name, Title of Agreement and/or Contract Number and description shall be noted on the Certificate of Insurance, if applicable.

E. Additional Insured

For all coverages required under this Agreement (excluding Workers' Compensation, Employer's Liability and Professional Liability, if required), Contractor's insurer(s) shall include the City and County of Denver, its elected and appointed officials, successors, agents, employees, and volunteers as Additional Insureds by policy endorsement.

F. Waiver of Subrogation

For all coverages required under this Agreement (excluding Professional Liability, if required), Contractor's insurer(s) shall waive subrogation rights against the City and County of Denver, its elected and appointed officials, successors, agents, employees, and volunteers by policy endorsement.

If Contractor will be completing all services to the City under this Agreement remotely and not be traveling to locations under direction of the City to perform services, this requirement is waived specific to Workers' Compensation coverage.

G. Notice of Material Change, Cancellation or Nonrenewal

Each certificate and related policy shall contain a valid provision requiring notification to the Certificate Holder in the event any of the required policies be canceled or non-renewed or reduction in required coverage before the expiration date thereof.

1. Such notice shall reference the DEN assigned contract number related to this Agreement.
2. Such notice shall be sent thirty (30) calendar days prior to such cancellation or non-renewal or reduction in required coverage unless due to non-payment of premiums for which notice shall be sent ten (10) calendar days prior.
3. If such written notice is unavailable from the insurer or afforded as outlined above, Contractor shall provide written notice of cancellation, non-renewal and any reduction in required coverage to the Certificate Holder within three (3) business days of receiving such notice by its insurer(s) and include documentation of the formal notice received from its insurer(s) as verification. Contractor shall replace cancelled or nonrenewed policies with no lapse in coverage and provide an updated Certificate of Insurance to DEN.
4. In the event any general aggregate or other aggregate limits are reduced below the required minimum per occurrence limits, Contractor will procure, at its own expense, coverage at the requirement minimum per occurrence limits. If Contractor cannot replenish coverage within ten (10) calendar days, it must notify the City immediately.

H. Cooperation

Contractor agrees to fully cooperate in connection with any investigation or inquiry and accept any formally tendered claim related to this Agreement, whether received from the City or its representative. Contractor's failure to fully cooperate may, as determined in the City's sole discretion, provide cause for default under the Agreement. The City understands acceptance of a tendered claim does not constitute acceptance of liability.

I. Additional Provisions

1. Deductibles or any type of retention are the sole responsibility of the Contractor.
2. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance.
3. Coverage required may not contain an exclusion related to operations on airport premises.
4. A severability of interests or separation of insureds provision (no insured vs. insured exclusion) is included under all policies where Additional Insured status is required.
5. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the City under all policies where Additional Insured status is required.
6. If the Contractor procures or maintains insurance policies with coverages or limits beyond those stated herein, such greater policies will apply to their full effect and not be reduced or limited by the minimum requirements stated herein.

7. All policies shall be written on an occurrence form. If an occurrence form is unavailable or not industry norm for a given policy type, claims-made coverage will be accepted by the City provided the retroactive date is on or before the Agreement Effective Date or the first date when any goods or services were provided to the City, whichever is earlier, and continuous coverage will be maintained or an extended reporting period placed for three years (eight years for construction-related agreements) beginning at the time work under this Agreement is completed or the Agreement is terminated, whichever is later.
8. Certificates of Insurance must specify the issuing companies, policy numbers and policy periods for each required form of coverage. The certificates for each insurance policy are to be signed by an authorized representative and must be submitted to the City at the time Contractor signed this Agreement.
9. The insurance shall be underwritten by an insurer licensed or authorized to do business in the State of Colorado and rated by A.M. Best Company as A- VIII or better.
10. Certificate of Insurance and Related Endorsements: The City's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements shall not act as a waiver of Contractor's breach of this Agreement or of any of the City's rights or remedies under this Agreement. All coverage requirements shall be enforced unless waived or otherwise modified in writing by DEN Risk Management. Contractor is solely responsible for ensuring all formal policy endorsements are issued by their insurers to support the requirements.
11. The City shall have the right to verify, at any time, all coverage, information, or representations, and the insured and its insurance representatives shall promptly and fully cooperate in any such audit the City may elect to undertake including provision of copies of insurance policies upon request. In the case of such audit, the City may be subject to a non-disclosure agreement and/or redactions of policy information unrelated to verification of required coverage.
12. No material changes, modifications, or interlineations to required insurance coverage shall be allowed without the review and written approval of DEN Risk Management.
13. Contractor shall be responsible for ensuring the City is provided updated Certificate(s) of Insurance prior to each policy renewal.
14. Contractor's failure to maintain required insurance shall be the basis for immediate suspension and cause for termination of this Agreement, at the City's sole discretion and without penalty to the City.

J. Part 230 and the DEN Airport Rules and Regulations

If the minimum insurance requirements set forth herein differ from the equivalent types of insurance requirements in Part 230 of the DEN Airport Rules and Regulations, the greater and broader insurance requirements shall supersede those lesser requirements, unless expressly excepted in writing by DEN Risk Management. Part 230 applies to Contractor and its subcontractors of any tier.

EXHIBIT E**DENVER INTERNATIONAL AIRPORT
SUMMARY OF OPERATION AND MAINTENANCE RESPONSIBILITIES**

	Demised Premises	Common Areas	Public Areas	Airfield
Core Shell Building*	C			
Building Exteriors	C	-	-	C
Overhead Doors	A	-	-	
Landscaping	A	-	C	C
Roadways	-	-	C	C
Fire Protection System/Equipment**	A	-	-	-
Law Enforcement, Fire Protection, Emergency Medical Services	C	C	C	C
Plumbing	C (1,2)	C	-	C
Electrical and Lighting	C (1,2)	C	C (4)	C
HVAC	C (1)	C	-	-
Glass Breakage	C (1)	C	-	C
Communications Systems	C (1)	C (1)	C (1)	C
Custodial Service/Window Cleaning Trash Removal	A	A	C	C
Signage	A	-	C (1,4)	C
Snow Removal	A	A (3)	C (4)	C

Key: A = Airline
C = City

- 1 Airline is responsible for maintenance, repair and replacement of Airline-installed devices and equipment.
- 2 Airline is responsible for routine maintenance, including clearing clogs to the main, relamping.
- 3 Airline is responsible for cleaning and snow removal on aircraft parking ramp (from building to VSR), including emergency stairs on outside of building.
- 4 Public Areas are the public roadways

*City is responsible for the building structure, including exterior and supporting walls, base floor, roof structure and roof.

**Airline is responsible for providing and maintaining fire extinguishers.

If Airline fails to perform its maintenance and repair obligations as stated in this Agreement, the City may perform the work after thirty day written notice and recover its entire cost from Airline as additional rent on the next rent date.

DENVER INTERNATIONAL AIRPORT AIRLINE RATE-MAKING METHODOLOGY

GENERAL RATE-MAKING CONCEPTS

The City will use a "compensatory" methodology to establish Terminal Complex rental rates. The Airlines will pay the fully allocated cost of the space that they lease in the Landside Terminal building and airside concourses.

Landing fees will be established according to a "cost center residual cost" methodology, under which the airlines will pay the costs of the Airfield, after first deducting airfield revenues from other sources (primarily general aviation landing fees and fuel flowage fees).

RATE-MAKING PROCEDURES AT THE AIRPORT

At the Airport, the City intends to use cost accounting concepts and rate-making procedures as described in the following sections.

1. COST CENTERS

A. Direct (revenue-producing) cost centers include the following:

1. **Terminal Complex** All levels of space in the Landside Terminal and airside Concourses A, B, and C, including the pedestrian bridge to Concourse A, public escalators, elevators and moving walkways.
2. **Commuter and Regional Jet Facilities** All levels of space in facilities in the Terminal Complex airside Concourses A and C primarily used for commuter and regional jet operations. The Commuter and Regional Jet Facilities cost center excludes the Concourse B Commuter Facility which is allocated to the Concourse B Tenant Finish cost center as outlined in the Stipulated Order dated November 21, 2003. Any additional commuter facilities on Concourse B will be allocated to the Commuter and Regional Jet Facilities. Sub-cost centers will be established for each respective facility. Commuter and Regional Jet ramp areas are assessed separately.
3. **Airline Tenant Finishes and Equipment** Airline space finishes and equipment in the Terminal Complex, ticketing facilities, loading bridges, communications equipment, baggage and flight information display systems, and baggage sortation systems which shall include related equipment and space within Concourses A and B (and additional concourses as such sortation systems are operational), and approved modifications to the Automated Baggage system and Space. Sub-cost centers will be established for the Landside Terminal, International Facilities, each airside concourse and each airline as applicable.
4. **Interline Bag Transfer Area** All space in the Landside Terminal used

by airlines for interline baggage transfer operations.

5. **Common Use Terminal Equipment** All costs associated with the installation and maintenance of the City's common use terminal equipment. The airline is responsible for its proprietary equipment.
6. **Concourse Joint Use Facilities** All space and related equipment in Concourses A, B, and C for tug space (parking, drives, and circulation) and common use facilities, (including, but not limited to, pre-conditioned air facilities, triturators, etc.). The apron level on Concourse C shall be included in the Concourse C tug circulation space (excluding the space occupied by the baggage carousels on the Concourse C Apron).
7. **Baggage Claim** All baggage claim space and equipment in the Landside Terminal including carousels, input conveyors and related inbound baggage handling space in the Landside Terminal.
8. **Automated Baggage System and Space** The inbound and outbound automated DCV baggage systems (AABS and UABS), including their equipment and related space (excluding the Tunnel space allocated to the AGTS and Tunnel cost center) in the Landside Terminal and in the Tunnel from the Landside Terminal to the Concourses, separately serving Concourse A (the "AABS") and separately serving Concourse B (the "UABS"), including the costs of the maintenance space, control room equipment and related control room space, (excluding the costs of baggage sortation system equipment and space in the concourses and the costs of approved modifications to the automated systems which are included in the baggage sortation for each concourse).
9. **Conventional Baggage System** The outbound conveyor baggage system and equipment, including all costs of baggage equipment, and construction costs to accommodate the Conventional Baggage System and related operations, Landside Terminal tug spaces (parking, drives and circulation), porter warming shelters, and odd size lift space in the Landside Terminal, Baggage Sortation space in the Landside Terminal, related maintenance space and the Baggage Sortation Space in the parking structure used for the Conventional Baggage System.
10. **AGTS and Tunnels** The Automatic Guideway Transit System ("AGTS"), including vehicles and equipment, the AGTS tunnels and the baggage and tug tunnels between the Landside Terminal and the airside concourses and tunnel modifications for tug and cart operations.
11. **International Facilities** International gates on Concourse A and related holdrooms, sterile circulation space, ramp areas, operations space, international baggage recheck belt space and equipment, and the FIS area in the Landside Terminal, and the international portion of the connector to

Concourse A.

12. **Concourse Ramp Area** The aircraft parking aprons and pushback zones located adjacent to the airside concourses.
13. **Airfield Area** The runway and taxiway system, deicing and related facilities, undeveloped acreage, and 50% of the costs incurred to develop the North Cargo Site prior to February 28, 1995.
14. **Public Parking Area** All space allocated for public parking in the parking structure and all other public parking lots (excluding the cost of the parking structure space allocated to the Conventional Baggage System in the Conventional Baggage System cost center in the event the average number of cars in the Parking Structure exceeds 12,000 for 22 consecutive days).
15. **Employee Parking Area** The employee parking lot(s).
16. **Fueling System** The fuel storage and distribution system, including hydrant fueling pits at the aircraft parking aprons.
17. **Commercial Vehicle Facilities** The surface parking area and building to be used for staging commercial vehicles and the dedicated commercial roadways serving the Terminal Complex. Commercial vehicles include but not limited to hotel/motel courtesy vans, taxis and limousines.
18. **Rental Car Facilities** Areas and roadways provided for rental car operations (excluding the Terminal Complex).
19. **Cargo Area** The joint use air cargo facilities (including apron, building, ground service equipment, and truck parking areas) and other areas provided for air cargo carriers and freight forwarders. Sub-cost centers will be established for cargo building, cargo apron, cargo tenant finishes, and cargo ground service equipment areas.
20. **Airline Maintenance and Support Area** Areas provided for airline maintenance facilities, cargo facilities, ground service equipment facilities and inflight kitchens.
21. **Airport Mail Facility** Areas provided for the Airport mail facility.
22. **Future Concourses** Costs related to all levels of space and associated apron areas of any airside concourses in addition to Concourses A, B, and C shall be allocated to new cost centers to be established.
23. **Future Baggage Systems** Costs related to all levels of space and equipment for future baggage systems.

- B. Indirect (nonrevenue-producing) cost centers are to include, but not limited to:
1. **Access, Terminal, and Service Roadways** Peña Boulevard, other secondary access roads, the terminal area roadways, the terminal curbsides, the perimeter circulation roadway, and other secondary internal roadways.
 2. **Airport Maintenance** Airport maintenance facilities and indirect (unallocated) maintenance expenses.
 3. **Airport Administration** Airport administrative facilities and administrative expenses.
 4. **Aircraft Rescue And Fire Fighting (ARFF)** The rapid response stations, structural fire station(s) and ARFF operating expenses.

2. CERTAIN COST CENTER ALLOCATIONS

The net requirement of the Terminal Complex will be recovered through rental rates. Net Terminal Complex requirements will be divided by total Rentable Space in the Terminal Complex to determine the average rental rate per square foot of rentable space. For purposes of calculating the average Terminal Complex rental rate, Rentable Space shall be the sum of (a) 65% of approximately 99,000 square feet of Concourse B Basement Space on Concourse B, and (b) 100% of all other airline and nonairline Rentable Space in the Terminal Complex. Concourse B Basement Space shall be defined as exclusive use space on Concourse B located in the basement below the apron level. Concourse B Basement Space shall not include Baggage Sortation Space, Automated Baggage System Space, or Concourse Joint Use Facility space. The rental rate per square foot charged for 99,000 square feet of Basement Space on Concourse B will be equal to 65% of the average Terminal Complex rental rate. The rental rate for all other airline space shall be equal to 100% of the average Terminal Complex rental rate. Space costs associated with baggage claim, Automated Baggage System and Space, International Facilities, and baggage sortation space on Concourse B shall be determined using the average Terminal Complex rental rate.

The net requirement of Commuter and Regional Jet Facilities shall be computed independently for each airside concourse. The requirement of each concourse Commuter and Regional Jet Facilities shall include all allocated Airport Costs. The requirement of each concourse Commuter and Regional Jet Facilities will be recovered through separate fees assessed based on the City's estimate of full utilization of the respective facility and allocated based on landed weight.

Charges for the Interline Bag Transfer Area will be assessed among airlines based on their respective linear feet of baggage shelving area in the Interline Baggage Transfer Area as a percent of total linear baggage shelving area.

The requirement for the Common Use Terminal Equipment (CUTE) will be recovered through a fee assessed to airlines utilizing the system. The CUTE fee will be assessed based on the City's estimate of full utilization of the equipment and allocated based on landed weight.

The net requirement of the Concourse Ramp Area will be recovered through separate ramp fees assessed on a per-linear-foot basis measured two hundred and fifty (250) feet from the exterior

walls of each concourse. Commuter and regional aircraft ramp fees will be calculated based on a 50% of the sum of the per-lineal-foot measurement of the respective ramp area.

The net requirement of the Airfield Area will be recovered through landing fees assessed on the basis of the total landed weight of all aircraft using the Airport.

International fees will be assessed as follows to recover costs allocable to the International Facilities cost center. A fee will be assessed per deplaned international passenger for the FIS area and a separate fee will be assessed per enplaned and deplaned passenger for the gate-use fee. The City will record the shortfall of revenues each year as a payment-in-aid and will keep a cumulative account of this shortfall. If revenues exceed expenses in any given year the cumulative payment-in-aid will be reduced.

Fueling system charges will be distributed 10% equally and 90% on a gallonage basis among airlines to recover all of the costs associated with the fueling system.

Charges for the AGTS and Tunnels will be assessed among airlines on the basis of their respective (a) originating and destination passengers at the Airport for domestic flights, (b) originating passengers at the Airport for international flights for the preceding three-month period, and (c) numbers of connecting passengers who deplane their inbound flight in one concourse and enplane their outbound flight in another concourse, with such numbers to be based upon estimates and set forth in Rule 120 of the Airport Rules and Regulations.

Baggage Claim space will be costed at the average rental rate in the Terminal Complex. This amount will be added to the Baggage Claim cost center costs. Charges for the Baggage Claim cost center will be allocated among airlines on the basis of their respective deplaned domestic destination passengers for the preceding three-month period until outbound bag tracking information is available when charges will be allocated based upon the respective number of outbound bags including odd-size bags.

Landside Terminal space allocated to the Conventional Baggage System will be costed at the average rental rate of the Terminal Complex. The cost of this space shall be allocated to airlines based on Airline rented square footage in the Landside Terminal. Space in the Public Parking Area will be costed at the average cost per square foot of the Parking Structure, and, when applicable, will be added to the Conventional Baggage System cost center. Charges for the Conventional Baggage System cost center, including equipment, construction costs and related Baggage Sortation Space in the Landside Terminal, and related Public Parking Area space will be allocated to a sub-cost center for each of the modules presently developed in the Landside Terminal and Parking Structure (additional modules will be added when developed). The costs of each module shall be charged to the airline(s) leasing or using those facilities. In the event the Conventional Baggage System equipment and/or space is jointly used by two or more airlines, such costs will be allocated among such airlines on the basis of their proportional number of carousels in the module exclusively used by each airline to the total number of carousels in their module. Furthermore, if a carousel is jointly used by two or more airlines, the costs allocated to such carousel will be further allocated to each carrier using the carousel based on their proportional share of originating passengers.

The cost of the Parking Structure and Baggage Sortation Space in the Landside Terminal will be allocated to each module based on the square footage of that module used for the Conventional Baggage System. However, the airlines will not be charged for such costs until the average number of cars in the Parking Structure exceeds 12,000 for 22 consecutive days.

The cost of Concourse Joint Use Facilities shall be determined on the basis of the average Terminal Complex rate. The cost of the Joint Use Facilities in each concourse shall be separately allocated based on Airline rentable square footage within the respective concourse and charged to the respective airlines using the facilities in each concourse based on their proportional share of rented square footage to the total airline rentable square footage. Airline rentable space used to allocate the cost of Concourse Joint Use Facilities on Concourse C shall include approximately 83,855 square feet of undeveloped space on that concourse. If the approximately 83,855 square feet of undeveloped space on Concourse C, or any portion thereof, is leased by an airline, the leased portion shall be reclassified as airline rentable and the remainder of the approximately 83,855 square feet shall remain a part of the airline rentable space used to allocate the cost of Concourse Joint Use Facilities on Concourse C.

The space associated with the Automated Baggage System and Space in the Terminal Complex will be costed at the average rental rate of the Terminal Complex. This amount will be added to the equipment costs of the Automated Baggage System and Space and allocated 65% to UABS serving Concourse B and 35% to AABS serving Concourse A and assessed among the airlines on each respective concourse on the basis of their respective originating and destination passengers on each concourse for the preceding three-month period. Debt service on Bonds issued to construct the Airport originally, amortization charges, and variable rate bond fees included in the 35% of costs allocable to the AABS shall be reduced by PFC revenues, which shall be allocated to the AABS. The PFC revenue allocated to the AABS will be adjusted from time to time by the City and the City will use its best efforts to achieve a 12% premium in the weighted average effective rate per square foot on Concourse A in comparison to the weighted average effective rate on Concourse C. The methodology to calculate the weighted average effective rate per square foot on each concourse is described below. The amount of PFC revenue allocated to the AABS shall not exceed the portion of the Automated Baggage System and Space that is eligible to be funded with PFC revenues under the Record of Decision. The Record of Decision states that Baggage Systems are 47.22% eligible.

The weighted average effective rate per square foot for each concourse shall be equal to the sum of: (a) the average Terminal Complex rental rate, (b) the average tenant finish and equipment rate per square foot applicable to each concourse, (c) the cost of Concourse Joint Use Facilities divided by airline rentable space on each concourse, (d) baggage sortation equipment charges divided by total airline rented space on each concourse, and (e) Automated Baggage System and Space charges divided by total airline rented space on each concourse. For purposes of calculating the weighted average effective rate per square foot, Concourse A total airline rented space shall be 91,760 square feet.

Airline Tenant Finish and Equipment costs, excluding the costs of the baggage sortation equipment and approved modifications to the Automated Baggage System and Space to provide for the automated system on Concourses A and B, shall be allocated to the applicable sub-costs centers and then divided by total airline rentable space in that cost center to determine the average

tenant finish rate per square foot. The cost of Baggage Sortation Space located on concourses shall be determined using the average Terminal Complex rental rate and allocated based on airline rentable space located on each respective concourse.

The costs of the Concourse A baggage sortation system equipment and approved modifications, so long as such equipment is not being leased or utilized, shall be allocated exclusively to the airlines operating on Concourse A on the basis of their respective passenger enplanements on Concourse A. One-half of Concourse A baggage sortation equipment is located on the east side of Concourse A and one-half of said equipment is located on the west side of Concourse A.

If an airline or airlines lease or utilize all of the baggage sortation system equipment on Concourse A, or a portion of said equipment on both the east and west sides of Concourse A, the costs of such equipment shall be allocated exclusively to such airline or airlines leasing or utilizing all the equipment on the basis of their respective Concourse A passenger enplanements. To the extent all of the Concourse A baggage sortation equipment is leased or utilized by an airline or airlines, all other airlines operating on Concourse A will not be responsible for costs associated with the Concourse A baggage sortation equipment.

If an airline or airlines lease or utilize all or any portion of the Concourse A baggage sortation system equipment at only one of the two locations, 50% of the cost of the Concourse A baggage sortation system equipment shall be allocated exclusively to such airline or airlines on the basis of their respective passenger enplanements on Concourse A. Costs of the Concourse A baggage sortation system equipment not being leased or utilized by an airline or airlines shall continue to be allocated to all airlines operating on Concourse A on the basis of their respective passenger enplanements on Concourse A.

The costs of the Concourse B baggage sortation system equipment and approved modifications shall be allocated exclusively to the airlines operating on Concourse B on the basis of their respective passenger enplanements on Concourse B. The costs of the Concourse C baggage sortation system equipment as of February 28, 1995 shall be allocated to the Concourse B sortation system equipment until such equipment is otherwise utilized or leased by other airlines.

In the event an automated baggage system is constructed for Concourse C or for any additional airside concourse, the costs related to such baggage system(s), equipment and space shall be allocated to Concourse C, or the new concourse as applicable, and charged exclusively to the airlines operating on such concourse.

In the event a Future Baggage System is constructed for any concourse or concourses, the costs related to such baggage system(s), equipment and space shall be charged to the airlines operating on such concourse(s) as the City and airlines may reasonably allocate. Costs associated with the planning and design, excluding construction documents, for the Future Baggage System will be allocated to the Terminal Complex Cost Center.

Costs associated with undeveloped acreage will be allocated to the Airfield Area until the land is developed. Costs and revenues associated with developed acreage will be allocated to the applicable cost center.

Not more than forty percent (40%) of the costs (debt service and operating and maintenance expenses) associated with the Access and Terminal Roadways shall be allocated to the Terminal Complex.

Costs associated with the Service Roadways shall be allocated back to the direct cost centers based primarily on which cost centers benefit from such Service Roadways.

Not more than eighty percent (80%) of the costs associated with Aircraft Rescue and Fire Fighting shall be allocated to the Airfield Area cost center.

Costs associated with the Airport Administration cost center will be allocated based on a 50/50 revenue/direct expense formula: fifty percent (50%) on the percentage distribution of operating revenue by cost center and the remaining fifty percent (50%) allocated on the percentage distribution of direct Operation and Maintenance Expenses by cost center.

Undeveloped space shall include space in which no buildout has occurred.

Rentable Space shall mean space leased pursuant to an agreement or on a per use basis, or typically available for lease in the Terminal Complex except for: (i) mechanical and electrical space, (ii) public spaces including restrooms, circulation spaces, stairwells, stairways, escalators, elevators, public lounges and public queuing space, (iii) Undeveloped Space, (iv) approximately 83,855 square feet of space in the basement of Concourse C until such space is leased or utilized, (v) the space in level 3 of the Landside Terminal interior to the tug circulation rights-of-way not otherwise leased or used, (vi) approximately 108,000 square feet of baggage sortation space on Concourse A, (vii) baggage sortation space in the Landside Terminal, unless the average number of cars in the parking structure exceeds 12,000 for 22 consecutive days, (viii) approximately 105,100 square feet of Concourse B baggage sortation space, (ix) space in the Administration Office Building and (x) space for security checkpoint areas and areas for explosive detection systems and explosive trace detection. The City shall determine what constitutes the various types of space and associated square footage in this paragraph and shall have the right, from time to time, to revise the categories of space and the square footage of each category.

If the 108,000 square feet of former baggage sortation Concourse A space is leased, the space will not be included in the calculation of airline rates and charges and, specifically, the calculation of the average Terminal Complex rental rate. The annual rental rate per square foot charged for Concourse A baggage sortation space shall be equal to 50% of the average Terminal Complex rental rate in that year.

Baggage Sortation Space includes all areas where out-bound baggage is sorted for delivery to departing aircraft.

3. AIRPORT COSTS

- A. Airport Costs (also referred to as "requirements") include without limitation:
 - 1. Operation and Maintenance Expenses.
 - 2. Deposits to the Operation and Maintenance Reserve Account of the General

Bond Ordinance

3. Debt service including variable rate bond fees on Bonds issued for Airport and any other amounts required under the General Bond Ordinance except debt service paid by PFC revenues.
4. Debt service including variable rate bond fees on Bonds used for Airport land acquisition.
5. Equipment and capital outlays
6. Amortization of 50% of the City's Airport expenditures incurred prior to January 1, 1990, from Capital Fund and Operating Fund moneys used for (a) pre-1990 planning and administrative costs, (b) Airport land acquisition, (c) Airport project costs, and (d) debt service including variable bond fees, on Bonds used for Airport land acquisition.
7. Amortization of all investments made for the New Airport project from other than Bonds or grants after January 1, 1990 and prior to February 28, 1995.
8. Amortization of the City's investment in the Airport Coverage Account to be accumulated prior to February 28, 1995.
9. For the purposes of items (6), (7), and (8) above, amortization charges are to be calculated over 15 years at the weighted average effective interest cost on all Airport fixed-rate Bonds as originally issued prior to January 1, 1997. Except and only to the extent, if any, that the rights of the owners of its airport revenue bonds (including, without limitation, the rights arising from the rate maintenance covenant) are not thereby materially impaired, the City will cause, by January 1, 1997 (or as soon thereafter as possible consistent with the City's aforesaid obligations to owners of its airport revenue bonds), amortization of the net unamortized balance of City's investments in items (6), (7) and (8) above on a straight-line basis for the balance of the period through March 1, 2025.
10. Amortization of reimbursements made to United Airlines related to costs for modifications to the United Airlines automated DCV baggage system, not to exceed \$45 million, from other than bonds shall be calculated on a straight line basis over 30 years, effective as of the date of any such reimbursement, at the weighted average effective interest rate of all Airport fixed-rate bonds prior to January 1, 1997.
11. Amortization of the City's investments from the Capital Fund, subsequent to February 28, 1995, shall be amortized at the average rate of the Airport fixed-rate bonds over 15 years or the life of the asset, whichever is shorter, and charged to the Airlines.

12. All airline bad debt will be allocated to the airfield cost center.
13. Notwithstanding anything to the contrary in paragraphs (9) and (11) above, amortization charges shall be calculated and charged to the Airlines as follows:
 - a. Amortization on Existing City Investments. From and after January 1, 2015, the unamortized amount of all City investments from the Capital Fund made prior to January 1, 2015 that are charged to Airlines will be amortized at an interest rate of 4.5%.
 - b. Amortization on Future City Investments. From and after January 1, 2015, the City will amortize any City investments from the Capital Fund made on or after January 1, 2015 that are charged to Airlines based on the life for each project, as reasonably determined by the City up to the economic life of the project, and calculated using an interest rate set to equal the average ali-in cost of Airport debt sold by the City during the calendar year when such project is put in service or, if no Airport debt was sold, set to equal comparable published average borrowing costs.

4. PFC REVENUES

PFC Revenues will not be treated as Gross Revenues for the purpose of establishing airline rates, fees and charges. For rate-making purposes, PFC revenues shall be allocated to the extent available, to at least fifty percent (50%) of the capital costs and/or debt service associated with the following eligible projects in the following order of priority: (1) facilities for the Federal Inspection Services, (2) the portion of Pena Boulevard from an interchange with E-470 to the Terminal Complex and terminal area roads, (3) the AGTS and Tunnels. That portion of the capital costs or debt service paid for by PFC revenues will not be included in the calculation of the airline rate base.

5. AIRPORT "CREDITS"

- A. **Interest Income** Interest income on the Bond Reserve Fund (provided that the minimum Bond Reserve Requirement has been funded) and on the Interest and Principal Accounts of the Bond Fund that are Gross Revenues shall be credited to the cost centers of the Airport in the same proportion as the debt service allocation.
- B. **Other Credit** To the extent the City receives revenues for the use and lease of all, or any part, of the 108,000 square feet of undeveloped Concourse A baggage sortation space, such revenues will be allocated to the cost centers of the Airport in the same proportion as debt service on Bonds issued for the Original Airport Project.
- C. **Airline Revenue Credit** The City shall establish accounts within the Capital Fund as illustrated in Figure 1. Net Revenues of the Airport System, as defined in the General Bond Ordinance, flowing to the Capital Fund each year are to be used

to replenish reserve funds or accounts as required in the General Bond Ordinance and the Coverage Account and to fund the Equipment and Capital Outlay Account for equipment and capital outlays included in the operating budget. Remaining Net Revenues are to be allocated as follows: (a) 75% from March 1, 2000 through February 28, 2006 and 50% thereafter, up to a maximum of \$40 million to flow into the Airline Revenue Credit Account to be applied as a credit against Signatory Airlines rates and charges in the following fiscal years and (b) the balance to flow into the Capital Improvement Account.

The City shall maintain a Coverage Account and fund that account up to an amount equal to twenty-five percent (25%) of Debt Service Requirements on Bonds issued to finance the Airport, improvements at the Airport and land acquired for the Airport. Bonds shall not include Special Facilities Bonds and other Bonds to finance support facilities such as cargo, maintenance and food preparation facilities). The Coverage Account shall be considered as Other Available Funds (as defined in the General Bond Ordinance) for the purpose of meeting the Rate Maintenance Covenant of the General Bond Ordinance.

6. REDUCTION OF AIRLINE RATES AND CHARGES

The City will reduce all airline rates and charges by \$4 million per year from 2004 through 2010. The sources available to the City for the rates and charges cost reductions include, but are not limited to: \$1.50 PFC revenues, the City's share of revenue credit, and annual debt service interest savings from refunding outstanding airport revenue bonds.

The rates and charges cost reductions outlined above shall cease if (i) there is an insufficient annual deposit to the Capital Improvement Account to make the annual \$1.5 million payment to Stapleton Development Corporation, (ii) the City is unable to meet its annual irrevocable commitment to pay debt with PFC revenues under the Bond Ordinance, or (iii) regulatory or other legal action precludes payment of these rates and charges cost reductions (cost reductions will be deferred during the pendency of any such actions, and reinstated and extended as necessary upon a successful conclusion to such action to ensure that all airlines receive the full benefit of these reductions).

The City's rates and charges cost reduction contribution shall be reduced if Airport management (i) determines in good faith that there is a deficiency in any of the required Airport fund balances, (ii) receives an official written communication from any rating agency that a downgrade of the Airport's existing credit rating is likely unless a reduction to the City's rates and charges cost reduction contribution is made, or (iii) determines in good faith that operating cash balances are insufficient and contributions would jeopardize the ongoing operation of the airport.

7. MISCELLANEOUS

All defined terms used herein shall be consistent and subordinate to the defined terms in the General Bond Ordinance.

8. CONCOURSE A BAGGAGE SORTATION SPACE

The City redeemed Airport project Bonds equal to the principal outstanding associated with

approximately 108,000 square feet of Concourse A baggage sortation space.

Debt service costs associated with Bonds issued by the City to redeem the Bonds associated with the 108,000 square feet of Concourse A baggage sortation space shall be allocated to the cost centers of the Airport in the same proportion as debt service on Bonds issued for the Original Airport Project.

EXHIBIT G

Design Standards, Construction Procedures and Environmental Requirements

Section 1. Design Standards. The Airline agrees to utilize and comply with the Denver International Airport Design Standards Manuals for design of the Facilities. The Airline further agrees to design, construct, and operate the Facilities in accordance with the Denver International Airport Tenant Development Guidelines and the Denver International Airport Rules and Regulations, as they may be established or amended from time to time, and any other applicable design, construction, operation, and maintenance standards. See additional information at <http://business.flydenver.com/bizops/bizRequirements.asp>

All civil design drawings submitted by the Airline to the City shall be provided and submitted according to FAA requirements in Advisory Circular AC150/5300-18B GIS Standards: Collection of airport data through field and post processing methodologies are specified in this FAA Advisory Circular. The data model specifies the following Geographical Information System (GIS) feature groups: Airfield, Airspace, Cadastral, Environmental, Geospatial, Man Made Structures, Navigational Aids, Seaplane, Security, Surface Transportation, and Utilities. The model incorporates safety critical data including runway thresholds, navigational aids as well as other airport features including runways, taxiways, aprons, buildings, roadways, cadastral, land-uses, and utilities. The single GIS airport database will serve numerous needs and therefore requires a very robust set of data features and associated attributes. As a result, significant time and effort is required to collect and input the metadata (data about data). The power of an airport GIS database is derived from the metadata. The long term application of airport GIS data collection methodology will reduce survey costs, errors, and missing data.

To facilitate these FAA requirements GIS/CADD data submittals shall adhere to the data standards set forth in DIA Design Standards Manual 12 (DSM 12). CADD/GIS files must be submitted that are compatible with the FAA's AGIS database and includes all features required by the FAA relevant to the project. Each feature shall be fully and accurately attributed according to the specifications of FAA AC 150/5300-18B. Any files rejected by the FAA must be corrected and resubmitted to DIA's Project Manager until satisfactorily accepted by the FAA. Final CADD survey data required for FAA submission should adhere to the standards provided in DSM 12.

Approval of the City shall extend to and include consideration of architectural and aesthetic matters and the City reserves the right to reject any designs submitted and to require the Airline to resubmit designs and layout proposals until they meet with the City's approval.

In the event of disapproval by the City of any portion of the plans and specifications, the Airline shall promptly submit necessary modifications and revisions thereof.

Section 2. Construction Procedures. All construction work shall comply with the requirements of and standards established by the City and all other appropriate governmental agencies and entities.

The City shall at all times have the right to monitor and inspect the construction of the Facilities and all site improvements to assure that the Facilities and all site improvements are constructed and installed in compliance with the Plans and Specifications.

In order to assist the City in monitoring and inspecting such construction, the Airline's contractor or contractors shall submit, or cause to be submitted to the City, for information and record purposes, copies of all (i) permit applications, permits and plans required by permits, (ii) field test reports, (iii) material certificates, (iv) approved shop drawings to be reviewed for compliance with the Airport design and construction standards, (v) requests for payment to contractors or subcontractors, (vi) progress reports, (vii) notification of substantial completion of the leased facilities and all site improvements and final acceptance thereof, (viii) two copies of maintenance and operation manuals in connection with building systems and all updates thereof, (ix) as-constructed drawings, and (x) any other documents related to the construction of the Facilities which may be reasonably requested by the City.

No change order which materially changes the scope of the work shall be effected by the Airline without the approval of the Manager, which approval shall not be unreasonably withheld. The City will approve, conditionally approve or disapprove submissions of change orders within a reasonable period of time following receipt thereof. Any conditional approval or disapproval shall be accompanied by an explanation as to the reason therefore.

All construction work, materials, and installations involved in or incidental to the construction of the Facilities and all other improvements on Airport Property undertaken by the Airline throughout the term hereof shall be subject at all times to inspection and approval by the City.

The Airline shall give or cause to be given to the Manager advance notice before performing any modification to Airport Property.

The Airline shall cause all construction work, workmanship, materials, and installations to be in full compliance with plans and specifications. The City shall have the right to halt construction of the Facilities or any site improvement at any time if such construction is at material variance from the Plans and Specifications until such variance is corrected, or if such construction poses an immediate safety hazard at the Airport, until such safety hazard is eliminated. The City shall cooperate and use its best efforts to alleviate and resolve any such variance or impediment to the safe operation of the Airport so as to permit continuation of construction as expeditiously as possible.

The Airline, at its sole cost and expense, shall make and obtain such utility connections, hook-ups or taps as shall be necessary and shall have the right to receive all necessary utilities and services and shall secure all necessary applications and permits and shall pay all application and permit fees, hook-up or tap fees and all other user charges of whatever nature occasioned thereby. The Airline further agrees at its sole cost and expense to provide meters adequate to measure the amount of utilities and water used or consumed and to maintain said equipment in such a manner as to supply accurate measurement of such usage and consumption.

The Airline shall also include in its agreements with its general contractors covenants that require the construction contractor and its subcontractors of any tier to pay all workers, mechanics, and laborers in accordance with the rates and classifications established under the federal Davis-Bacon Act and Section 20-76 or the Denver Revised Municipal Code, whichever is greater. The Airline further agrees, if requested by the Manager, to fully comply with the procedural requirements of Section 20-76 of the Denver Revised Municipal Code by requiring its general contractors and their subcontractors of any and all tiers to submit to the City true and correct copies of the payroll records of all workers, laborers and mechanics employed.

The Airline throughout the term of this Agreement shall not without the prior written approval of the Manager make any material or structural alterations, improvements or additions to Airport Property, including without limitation any interior modifications or improvements.

Any work necessary to make any alterations, improvements or additions to the premises throughout the term of this Agreement shall be done at the Airline's sole cost and expense and in accordance with and subject to all of the required approvals, submittals and procedures, and all other requirements of whatsoever nature, set forth herein in reference to the initial construction by the Airline of the Facilities and its related site improvements.

Upon completion of such work, the Airline shall deliver to the City revised as-constructed drawings, and evidence of payment, contractor's affidavits, and full and final waivers of any liens for labor, services, or materials. The Airline shall include in the Airline's agreement with its contractors provisions whereby such contractors shall defend and hold the City harmless from all costs, damages, liens, and expenses related to such work.

All work done by the Airline or its contractors shall be done in a first-class workmanlike manner using only good grades of materials and shall comply with all insurance requirements and all applicable laws and ordinances and rules and regulations of governmental departments or agencies. Whenever a conflict arises between state or local law, ordinances or regulations, and federal law or regulations, Federal law or regulations applicable to this agreement shall control.

Within 60 days after completion of construction of the Facilities, the Airline shall furnish to the Manager two sets of as-constructed drawings, showing in detail all construction, including the locations of all underground and above ground utility lines.

All civil as-constructed drawings shall be provided by the Airline to the City in accordance with the City's design standards, and shall be submitted to: AC150/5300-18B GIS Standards and shall adhere to the data standards set forth in DIA Design Standards Manual 12 (DSM 12). CADD/GIS files must be submitted that are compatible with the FAA's AGIS database and include all features required by the FAA relevant to the project. Each feature shall be fully and accurately attributed according to the specifications of FAA AC 150/5300-18B. Any files rejected by the FAA must be corrected and resubmitted to DIA's Project Manager until satisfactorily accepted by the FAA. Final CADD survey data required for FAA submission should adhere to the standards provided in DSM 12.

Section 3. Compliance with Environmental Requirements.

(a) Compliance by the Airline. The Airline, in conducting any activity on the Airport, including any environmental response or remedial activities, shall comply with all applicable local, state, and federal environmental rules, regulations, statutes, laws or orders, (collectively, "Environmental Requirements").

The Airline agrees to ensure that any new facilities or any modifications or alterations to existing facilities are designed, constructed, operated and maintained in a manner that minimizes environmental impact through appropriate preventive measures and complies with all federal, state, and local environmental requirements, including the Airport's Tenant Development Guidelines, which shall be provided to Airline.

The Airline shall financially reimburse the City for penalties incurred by the City as a result of the release of any pollutant or contaminant from the premises covered in this Agreement resulting from or arising out of the Airline's operations.

The Airline shall conduct all environmental monitoring pertaining to Airline construction, operation, and maintenance activities required by Environmental Requirements. Monitoring records shall be retained as required by Environmental Requirements and available for inspection. The Airline is required to release any or all nonprivileged environmental data upon request from the City.

The Airline shall obtain all necessary federal, state, and local environmental permits and comply with all applicable federal, state, and local environmental permit requirements concerning its operations at the airport.

In the case of a release, spill, or leak caused by Airline construction, operation or maintenance activities, the Airline shall immediately call the Airport Communications Center at x4200. The Airline then shall, as soon as reasonably practicable, control and remediate the contaminated media as required by applicable Environmental Requirements.

(b) Review of Environmental Documents. The Airline, at the request of the City, shall make available for inspection and copying at the City's expense, upon reasonable notice and at reasonable times, any or all of the documents and materials that the Airline has prepared or submitted to any governmental agency. If there is a federal, state or local duty to file any notice or report of a release or threatened release of Regulated Materials on, under or about the leased facilities, the Airline shall provide a copy of such report or notice to the City.

For purposes of this Agreement, "Regulated Materials" shall mean any wastes, substances, radiation, or materials (whether solids, liquids, or gases) that are defined as or included in the definition of "hazardous substances", "hazardous wastes", "hazardous materials", "solid wastes", "universal wastes", "toxic substances", "toxic pollutants", "contaminants", "pollutants", "regulated substances", or words of similar import, under any applicable federal, Colorado, or local rules, regulations, statutes, laws, or orders.

(c) Access for Environmental Inspection. The City shall have a right of access to the leased facilities and to any of the improvements thereon without prior notice to inspect the same to confirm that the Airline is using the premises in accordance with the Environmental Requirements. Such inspection will not unreasonably interfere with Airline's operations. If the City finds evidence of non-compliance or threatened non-compliance with Environmental Requirements, the Airline, at the request of the City, shall conduct such testing and analysis as is necessary to ascertain whether the Airline is using the premises in compliance with all Environmental Requirements.

(d) Correction of Environmental Non-Compliance. If the Airline fails to comply in all material respects with any applicable Environmental Requirement, the City, after providing Airline with reasonable notice under the circumstances and reasonable opportunity to correct such noncompliance, in addition to its rights and remedies described elsewhere in this Agreement, at its election, may enter the premises and take such measures as may be necessary to insure compliance with the Environmental Requirements, all at the Airline's expense.

(e) Duty to Notify City. In the event of a release or threatened release of pollutants to the environment caused by Airline's use or occupancy of the premises, the Airline shall immediately notify the Airport Communications Center at x4200 and shall notify the City in writing as soon as reasonably practicable. In the event any claim, demand, action or notice is made against the Airline with regard to the Airline's failure or alleged failure to comply with any Environmental Requirements, the Airline, shall notify the City in writing as soon as reasonably practicable, and provide the City with copies of any written claims, demands, notices or actions so made.

(f) Environmental Remediation. The Airline shall undertake all actions as required by applicable Environmental Requirements to remedy or remove any Regulated Materials and any other environmental contamination discovered on or under the premises and/ caused by the Airline to bring the premises into compliance with all applicable Environmental Requirements in effect as of the date thereof.

The work shall be performed at the Airline's expense after the Airline submits to the City a written plan for completing such work and receives the prior written approval of the City, not to be unreasonably withheld, and the City shall have the right to review and inspect all such work at any time and at the City's expense using consultants and representatives of the City's choice. Cleanup levels for any environmental remediation work shall comply with applicable Environmental Requirements.

(g) Environmental Requirements for New Construction (including modifications or alterations to existing facilities). Throughout the construction activities for any facilities, the Airline is responsible for complying with all of the requirements under Denver International Airport Technical Specifications Section 01566 (Environmental Controls), Section 16642 (Cathodic Protection) and the Airports' Tenant Development Guidelines, all of which shall be provided to Airline.

(1) Air Pollution. All activities associated with the construction of the Facilities shall be performed under the Airline's (or its agent's) fugitive dust permit for

the construction project. The Airline is responsible for complying with the terms of its permit.

In order to comply with the above-referenced permit requirements, the Airline shall implement the procedures and techniques identified in Technical Specifications Section 01566.

(2) Water Pollution Controls. The Airline shall comply with the environmental specifications identified in Technical Specifications Section 01566.

(3) Soil Erosion and Sedimentation Control. The Airline shall comply with the environmental specifications for soil erosion and sediment control during construction, identified in Technical Specifications Section 01566. The Airline shall implement "best management practices" in preventing soil erosion and controlling sedimentation. The Airline shall obtain all necessary state and local permits for new development or construction. The Airline is responsible for the preparation and implementation of any plan required by the permits.

(4) Solid and Hazardous Waste Controls. This subsection applies to solid waste and hazardous waste as defined by federal and state regulations. Solid waste is defined as all putrescible and non-putrescible solid, semi-solid and liquid wastes, but does not include hazardous waste. The Airline is responsible to minimize the amount of solid and hazardous waste generated during construction activities. A commercially reasonable effort should be made to recycle generated construction debris. The Airline is responsible for the safe disposal of all solid and hazardous waste and shall dispose of such waste in accordance with Environmental Requirements and Mayor's Executive Order No. 115 (City requirement to direct all non-hazardous waste to DADS Landfill for disposal). Disposal of hazardous wastes on Denver International Airport property is prohibited. Recyclable waste is accepted at approved Airport recycling locations.

The Airline is responsible for complying with the solid and hazardous waste control requirements listed in Technical Specifications Section 01566.

(5) Noise and Vibration Control. Noise and vibration control requirements are listed in Technical Specifications Section 01566.

(h) Environmental Requirements for Operation and Maintenance.

(1) Storage Tanks and Ancillary Equipment. All underground storage tanks and pipelines, and any above-ground storage tanks and pipelines in contact with the ground, and any other underground metallic structures installed by Airline on Airport Property shall be integrated into a cathodic protection program. Airport officials shall be notified of any removal, addition, or modification of underground tanks, piping, and other metallic structures.

Wastewater from maintenance activities shall be pretreated with a water quality pre-treatment device. These devices shall be inspected and maintained by the Airline.

The Airline shall be responsible for all containment, treatment, and disposal of all fuel spills caused by Airline operations using "Best Management Practices." The Airline shall make all "best efforts" to recycle recovered fuel. A Spill Prevention Control and Countermeasures Plan shall be prepared and submitted according to federal (40 CFR 112) and state requirements.

Fuel storage tanks shall either be installed above ground, according to appropriate federal and state requirements, or underground in accordance with EPA regulations cited in 40 CFR Part 280 and State of Colorado CCR 1101-14.

(2) Air Pollution Control. The Airline shall obtain all necessary air emission control permits associated with operation and maintenance of its facilities.

(3) Water Pollution Control. The Airline shall obtain all necessary permits under NPDES (National Pollutant Discharge Elimination System) stormwater regulations (40 CFR Part 122-124), Colorado Pollutant Discharge System (CDDS), and industrial and sanitary pretreatment requirements.

The Airline shall comply with all federal and state water pollution control requirements. Upon the direction of the City, the Airline will be responsible for conducting all appropriate water quality monitoring related to its Denver International Airport operations. This data shall be released to the City upon the City's request.

(i) Waste Management Plan.

(1) The Airline shall prepare and submit to the City upon request a waste management plan outlining its program for recycling, waste management and waste minimization at DIA to the extent reasonably possible.

(2) The Airline shall make good faith efforts to participate in recycling programs offered by the Airport and to identify upon request locations on the Demised Premises at which recycling collection containers may be placed.

APPENDIX 1

STANDARD FEDERAL ASSURANCES AND NONDISCRIMINATION

NOTE: As used below the term "contractor" shall mean and include the Airline, and the term "sponsor" shall mean the "City".

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

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, creed, color, sex, national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. **Solicitations for Subcontractors, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor of the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. **Incorporation of Provisions.** The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

7. The Airline for itself, representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this agreement for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the Airline shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

8. The Airline for itself, representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land: (1) that no person on the grounds of race, color, sex, creed or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, sex, creed or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the Airline shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

9. NONDISCRIMINATION IN AIRPORT EMPLOYMENT OPPORTUNITIES

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

It is unlawful for airport operators and their lessees, tenants, concessionaires and contractors to discriminate against any person because of race, color, national origin, sex, creed, or handicap in public services and employment opportunities.

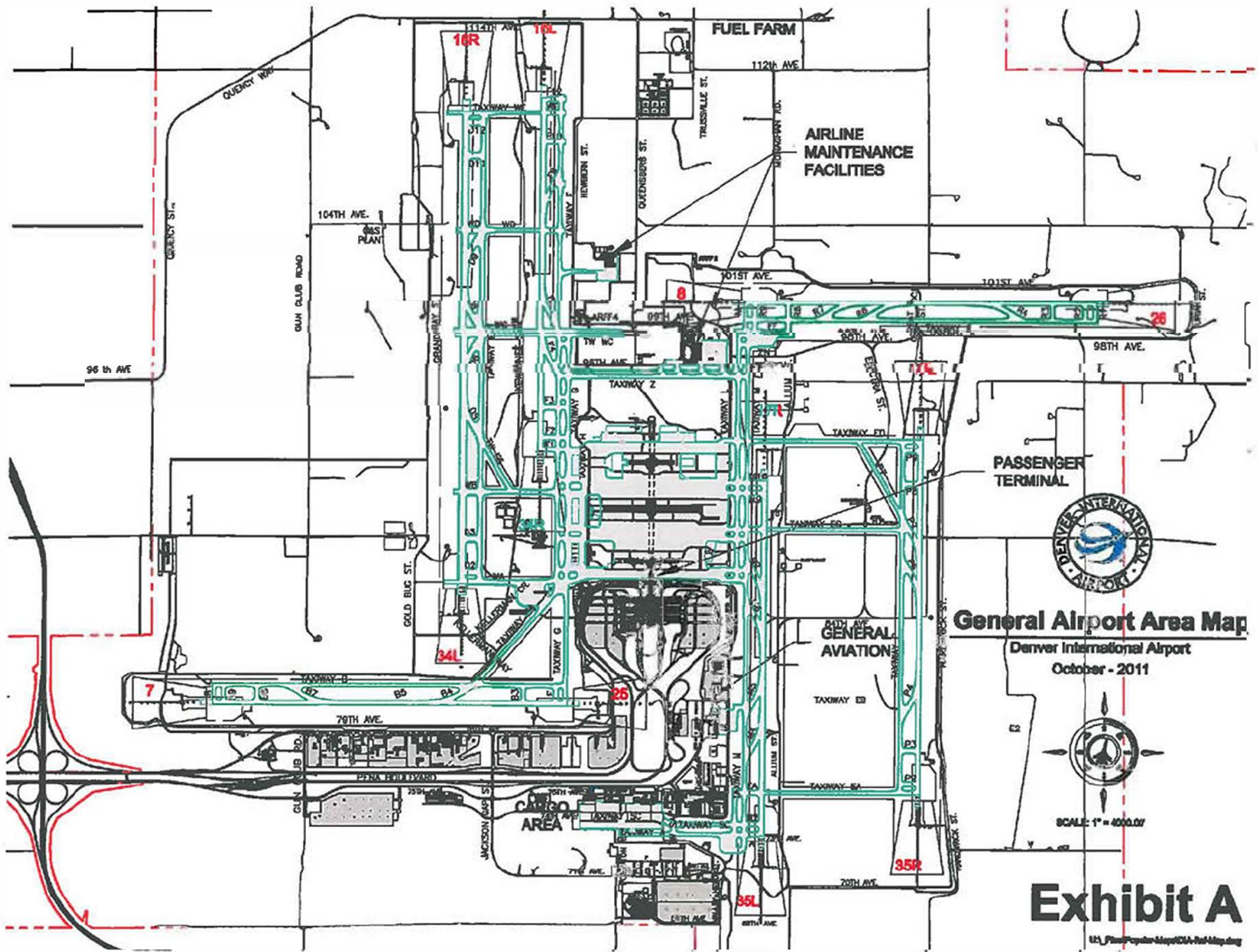
APPENDIX NO. 2

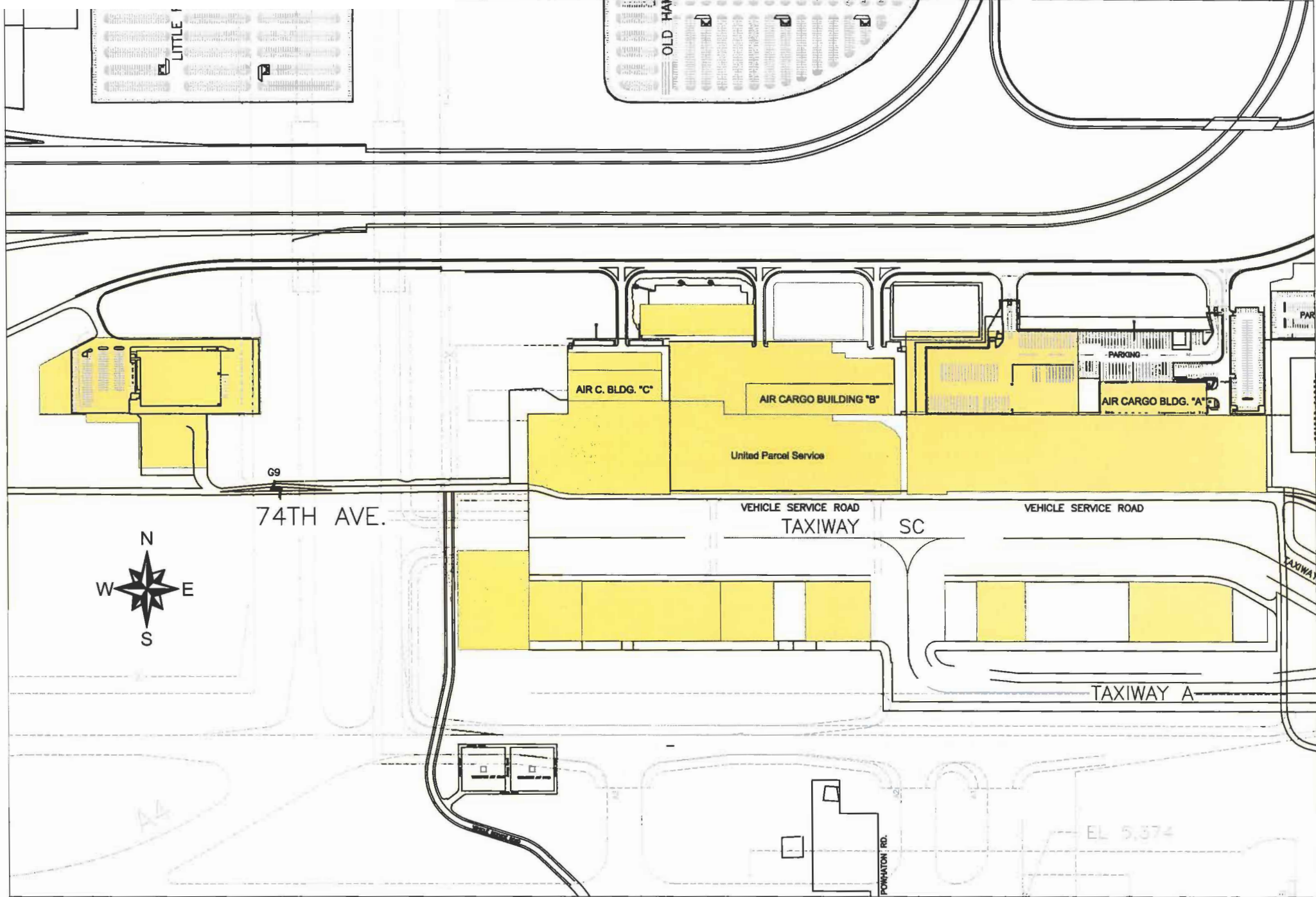
DISADVANTAGED BUSINESS ENTERPRISES - REQUIRED STATEMENTS

Policy. It is the policy of the Department of Transportation that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds under this agreement. Consequently, the DBE requirements of 49 CFR Part 26 apply to this agreement.

DBE Obligation. The City and its contractors agree to ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. The City and its contractors shall not discriminate on the basis of race, color, sex, creed or national origin in the award and performance of DOT-assisted contracts.

49 CFR 26.5 defines a DOT-assisted contract as “any contract between a recipient and a contractor (at any tier) funded in whole or in part with DOT financial assistance, including letters of credit or loan guarantees.” “Contractor” means one who participates through a contract or subcontract (at any tier) in a DOT-assisted highway, transit, or airport.





Cargo Facilities

Denver International Airport
December - 2012

Exhibit B

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: March 24th, 2021

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°52'40" East, a distance of 5289.46 feet, monuments as shown.

Commencing at the East Quarter corner of said Section 33;

Thence South 89°52'40" West along the east-west mid-section line, a distance of 2082.49 feet to the interior wall of an existing building known as Joint Cargo, also being the Point of Beginning;

Thence South 00°02'02" East along said interior wall line, a distance of 65.72 feet to the centerline of a common wall;

Thence South 89°57'58" West along said centerline, a distance of 114.00 feet to the centerline of the westerly wall, also being Point A;

Thence North 00°02'02" West along said centerline, a distance of 137.47 feet to the centerline of a common wall;

Thence North 89°57'58" East along said centerline, a distance of 114.00 feet to the interior wall;

Thence South 00°02'02" East along said interior wall, a distance of 71.75 feet to the Point of Beginning.

Said Building Lease Area contains 15,672.10 square feet.

Beginning at Point A as described above;

Thence South 89°57'58" West, a distance of 107.00 feet;

Thence North 00°02'02" West, a distance of 137.47 feet;

Thence North 89°57'58" East, a distance of 107.00 feet to the centerline of the westerly wall of said existing building;

Thence South 00°02'02" East along said centerline, a distance of 137.47 feet to Point A.

Said Landside Lease Area contains 14,702.50 square feet.

Building Lease area and Landside Lease area equals 30,374.60 square feet.

See Exhibit C, Page 2.

Jeremy P. Harris 3/25/21
Prepared by: Jeremy P. Harris, PLS Date

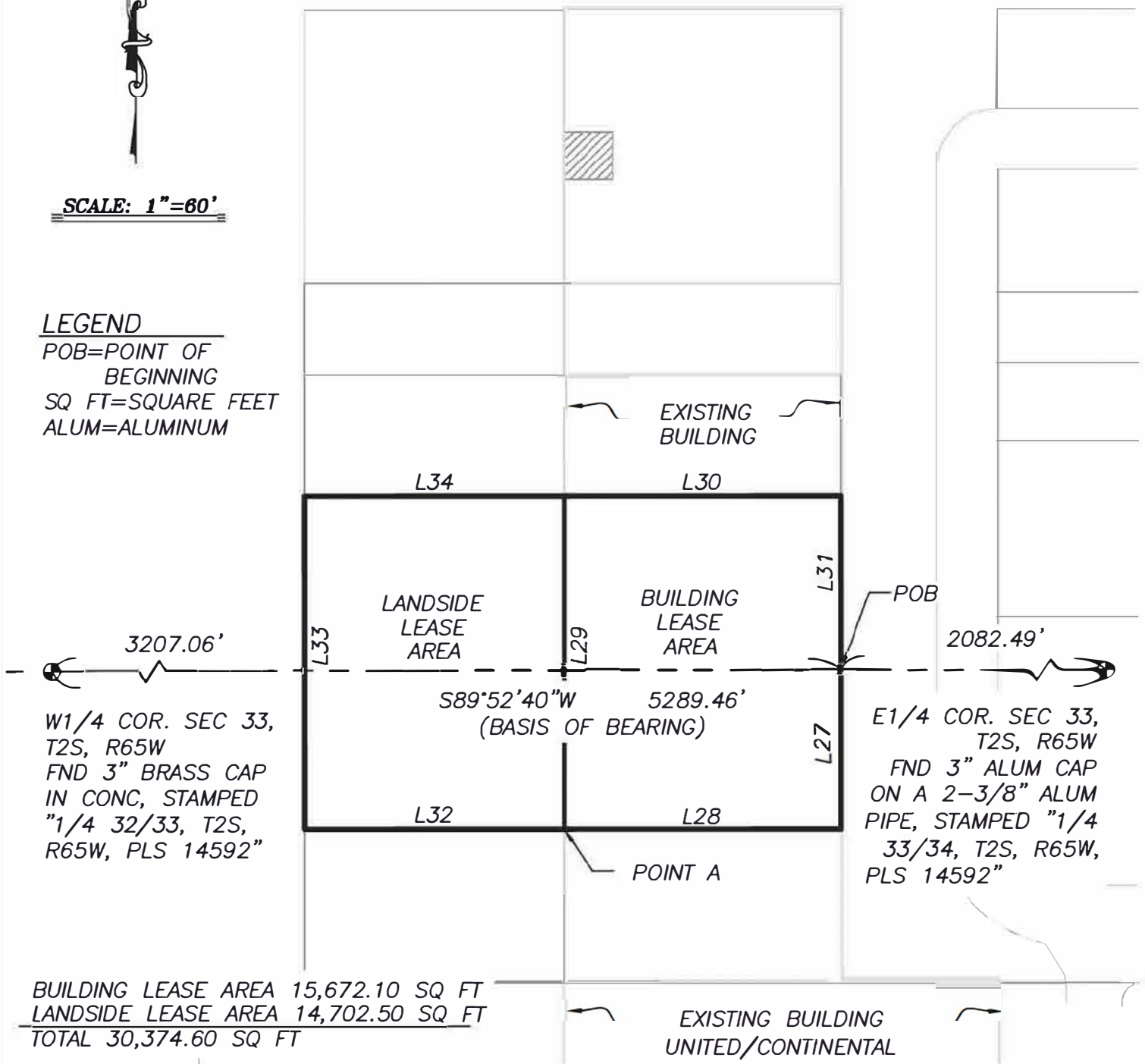
EXHIBIT C



SCALE: 1"=60'

LEGEND

POB=POINT OF BEGINNING
SQ FT=SQUARE FEET
ALUM=ALUMINUM



BUILDING LEASE AREA 15,672.10 SQ FT
LANDSIDE LEASE AREA 14,702.50 SQ FT
TOTAL 30,374.60 SQ FT

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
JEREMY P. HARRIS, PLS
COLO. REGISTRATION NO. 38487

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME

AMAZON LEASE AREA
Situating in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 03/24/21	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

Line Table		
Line #	Direction	Length
L27	N00°00'00"E	32.00'
L28	N90°00'00"E	63.36'
L29	S00°00'00"E	32.00'
L30	N90°00'00"W	63.36'
L31	N90°00'00"E	25.00'
L32	N00°00'00"E	32.00'
L33	S90°00'00"E	113.16'
L34	S00°00'00"E	32.00'
L35	N90°00'00"W	113.16'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487


	CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT			
	AMAZON Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.			
REVISED				
NO.	DATE	NAME		
1	3/09/15	TJB		
2	4/14/21	JPH		
REQUESTED BY:	DATE	SCALE	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 2 OF 2 SHEETS
Moore, Susan	11/07/11	1"=60'		DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: April 14th, 2021

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°52'40" East, a distance of 5289.46 feet, monuments as shown.

Commencing at the West Quarter corner of said Section 33;

Thence North 89°52'40" East along the east-west mid-section line, a distance of 3271.54 feet;

Thence North 00°00'00" East, a distance of 91.41 feet to the Point of Beginning of Parcel 6;

Thence continuing North 00°00'00" East, a distance of 32.00 feet;

Thence North 90°00'00" East, a distance of 63.36 feet;

Thence South 00°00'00" East, a distance of 32.00 feet to Point A;

Thence North 90°00'00" West, a distance of 63.36 feet to the Point of Beginning.

Said Parcel 6 contains 2027.586 square feet.

Commencing from Point A described above;

Thence North 90°00'00" East, a distance of 25.00 feet to the Point of Beginning of Parcel 7

Thence North 00°00'00" East, a distance of 32.00 feet;

Thence South 90°00'00" East, a distance of 113.16 feet;

Thence South 00°00'00" East, a distance of 32.00 feet;

Thence North 90°00'00" West, a distance of 113.16 feet to the Point of Beginning.

Said Parcel 7 contains 3621.058 square feet.

Total area of Parcels 6 & 7 equals 5648.644 square feet.

See Exhibit C, Page 5.

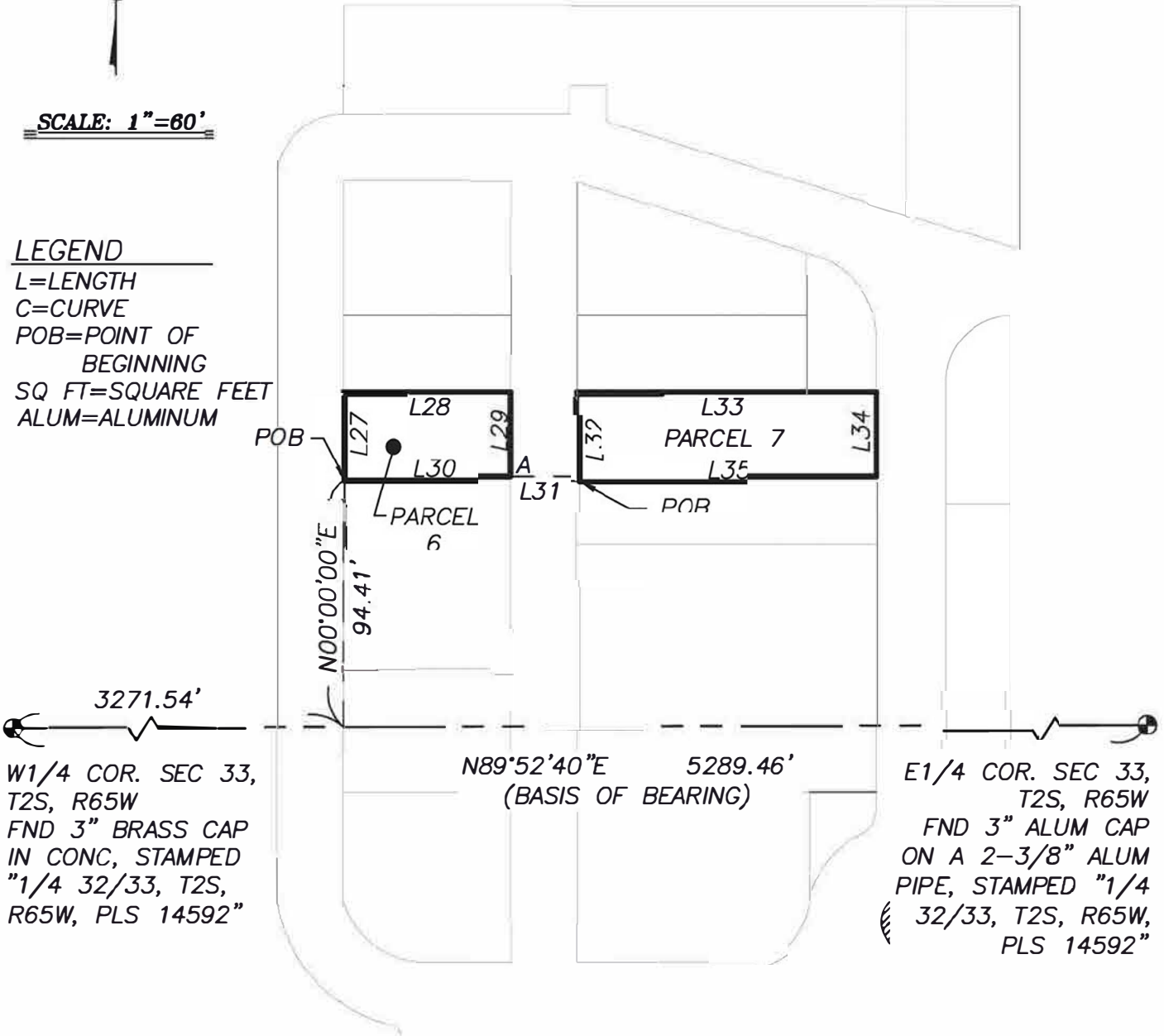
EXHIBIT C



SCALE: 1"=60'

LEGEND

- L=LENGTH
- C=CURVE
- POB=POINT OF BEGINNING
- SQ FT=SQUARE FEET
- ALUM=ALUMINUM



W1/4 COR. SEC 33,
T2S, R65W
FND 3" BRASS CAP
IN CONC, STAMPED
"1/4 32/33, T2S,
R65W, PLS 14592"

N89°52'40"E 5289.46'
(BASIS OF BEARING)

E1/4 COR. SEC 33,
T2S, R65W
FND 3" ALUM CAP
ON A 2-3/8" ALUM
PIPE, STAMPED "1/4
32/33, T2S, R65W,
PLS 14592"

PARCEL 6 2027.586 SQ FT
PARCEL 7 3621.058 SQ FT
TOTAL 5648.644 SQ FT

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
JEREMY P. HARRIS, PLS
COLO. REGISTRATION NO. 38487

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAMR.
1	3/09/15	TJB
2	4/14/21	JPH

AMAZON
Situating in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L27	S00°02'02"E	65.72'
L28	S89°57'58"W	114.00'
L29	N00°02'02"W	137.47'
L30	N89°57'58"E	114.00'
L31	S00°02'02"E	71.75'
L32	S89°57'58"W	107.00'
L33	N00°02'02"W	137.47'
L34	N89°57'58"E	107.00'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487


		CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT																				
		AMAZON LEASE AREA Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.																				
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REVISED																						
NO.	DATE	NAME																				

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: April 14th, 2021

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°52'40" East, a distance of 5289.46 feet, monuments as shown.

Commencing at the West Quarter corner of said Section 33;

Thence North 89°52'40" East along the east-west mid-section line, a distance of 3271.54 feet;

Thence North 00°00'00" East, a distance of 21.79 feet to the Point of Beginning of Parcel 8;

Thence continuing North 00°00'00" East, a distance of 72.62 feet;

Thence North 90°00'00" East, a distance of 63.36 feet to Point A;

Thence South 00°00'00" East, a distance of 72.62 feet;

Thence North 90°00'00" West, a distance of 63.36 feet to the Point of Beginning.

Said Parcel 8 contains 4601.265 square feet.

Commencing from Point A described above;

Thence North 90°00'00" East, a distance of 25.00 feet to the Point of Beginning of Parcel 9

Thence continuing North 90°00'00" East, a distance of 113.16 feet;

Thence South 00°00'00" East, a distance of 25.32 feet;

Thence North 90°00'00" West, a distance of 113.16 feet;

Thence North 00°00'00" East, a distance of 25.32 feet to the Point of Beginning.

Said Parcel 9 contains 2865.162 square feet.

Total area of Parcels 8 & 9 equals 7466.427 square feet.

See Exhibit C, Page 8

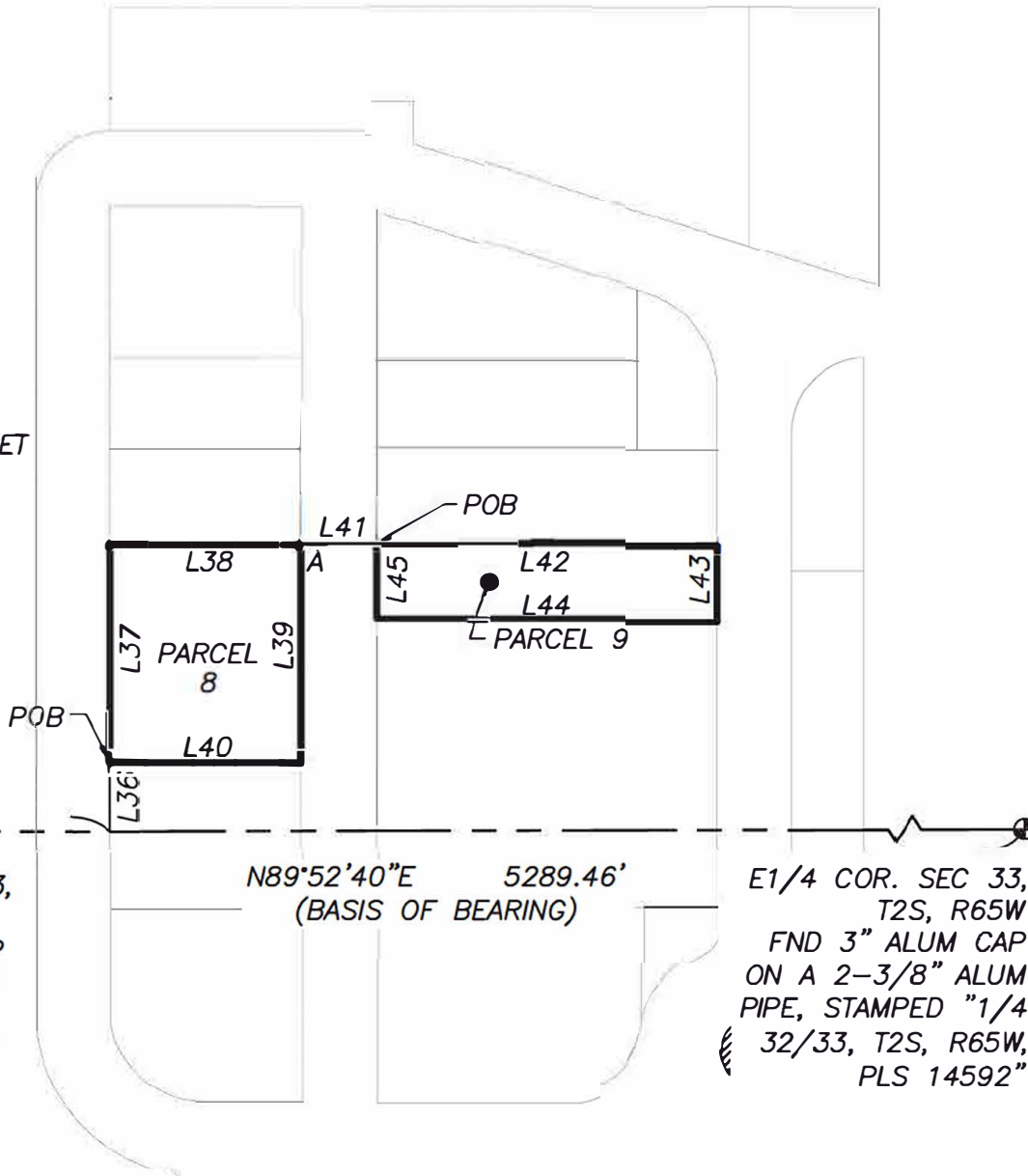
EXHIBIT C



SCALE: 1"=60'

LEGEND

- L=LENGTH
- C=CURVE
- POB=POINT OF BEGINNING
- SQ FT=SQUARE FEET
- ALUM=ALUMINUM



W1/4 COR. SEC 33, T2S, R65W
 FND 3" BRASS CAP
 IN CONC, STAMPED
 "1/4 32/33, T2S,
 R65W, PLS 14592"

E1/4 COR. SEC 33, T2S, R65W
 FND 3" ALUM CAP
 ON A 2-3/8" ALUM
 PIPE, STAMPED "1/4
 32/33, T2S, R65W,
 PLS 14592"

PARCEL 8 4601.265 SQ FT
 PARCEL 9 2865.162 SQ FT
 TOTAL 7466.427 SQ FT

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME
1	4/14/21	JPH

AMAZON
 Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: JPH FIELD BY: NA CHECKED BY: RTL	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L36	N00°00'00"E	21.79'
L37	N00°00'00"E	72.62'
L38	N90°00'00"E	63.36'
L39	S00°00'00"E	72.62'
L40	N90°00'00"W	63.36'
L41	N90°00'00"E	25.00'
L42	N90°00'00"E	113.16'
L43	S00°00'00"E	25.32'
L44	N90°00'00"W	113.16'
L45	N00°00'00"E	25.32'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

Jeremy P. Harris
 JEREMY P. HARRIS, PLS
 COLO. REGISTRATION NO. 38487


	CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT				
	AMAZON Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.				
REVISED					
NO.	DATE	NAME			
1	4/14/21	JPH			
REQUESTED BY: Moore, Susan	DATE 11/07/11	SCALE 1"=60'	DRAWN BY: <u>JPH</u> FIELD BY: <u>NA</u> CHECKED BY: <u>RTL</u>	SHEET NO. <u>2</u> OF <u>2</u> SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits

EXHIBIT C

LEGAL DESCRIPTION FOR THE PROPOSED AMAZON LEASE AREA

Date: April 12, 2018

A parcel of land situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado, more particularly described as follows:

Bearings used in this legal description are based on the east-west mid-section line of said Section 33, which bears North 89°35'34" West, a distance of 5289.46 feet, monuments as shown.

Commencing at the East Quarter corner of said Section 33;

Thence North 89°52'40" West along the east-west mid-section line, a distance of 1816.40 feet to the Point of Beginning of Parcel 11;

Thence South 00°31'46" West, a distance of 25.24 feet;

Thence North 89°28'14" West, a distance of 113.16 feet to Point "A";

Thence North 00°31'46" East, a distance of 93.90 feet;

Thence South 89°28'14" East, a distance of 113.16 feet;

Thence South 00°31'46" West, a distance of 68.66 feet to the Point of Beginning.

Said Parcel 11 contains 10625.203 square feet.

Commencing from Point A described above;

Thence North 89°28'14" West, a distance of 25.00 feet;

Thence continuing North 89°28'14" West, a distance of 63.36 feet;

Thence North 00°31'46" East, a distance of 46.60 feet;

Thence South 89°28'14" East, a distance of 63.36 feet;

Thence South 00°31'46" West, a distance of 46.60 feet to the Point of Beginning.

Said Parcel 10 contains 2952.570 square feet.

Total area of Parcels 10 & 11 equals 13577.773 square feet. See Exhibit C, Page 11.



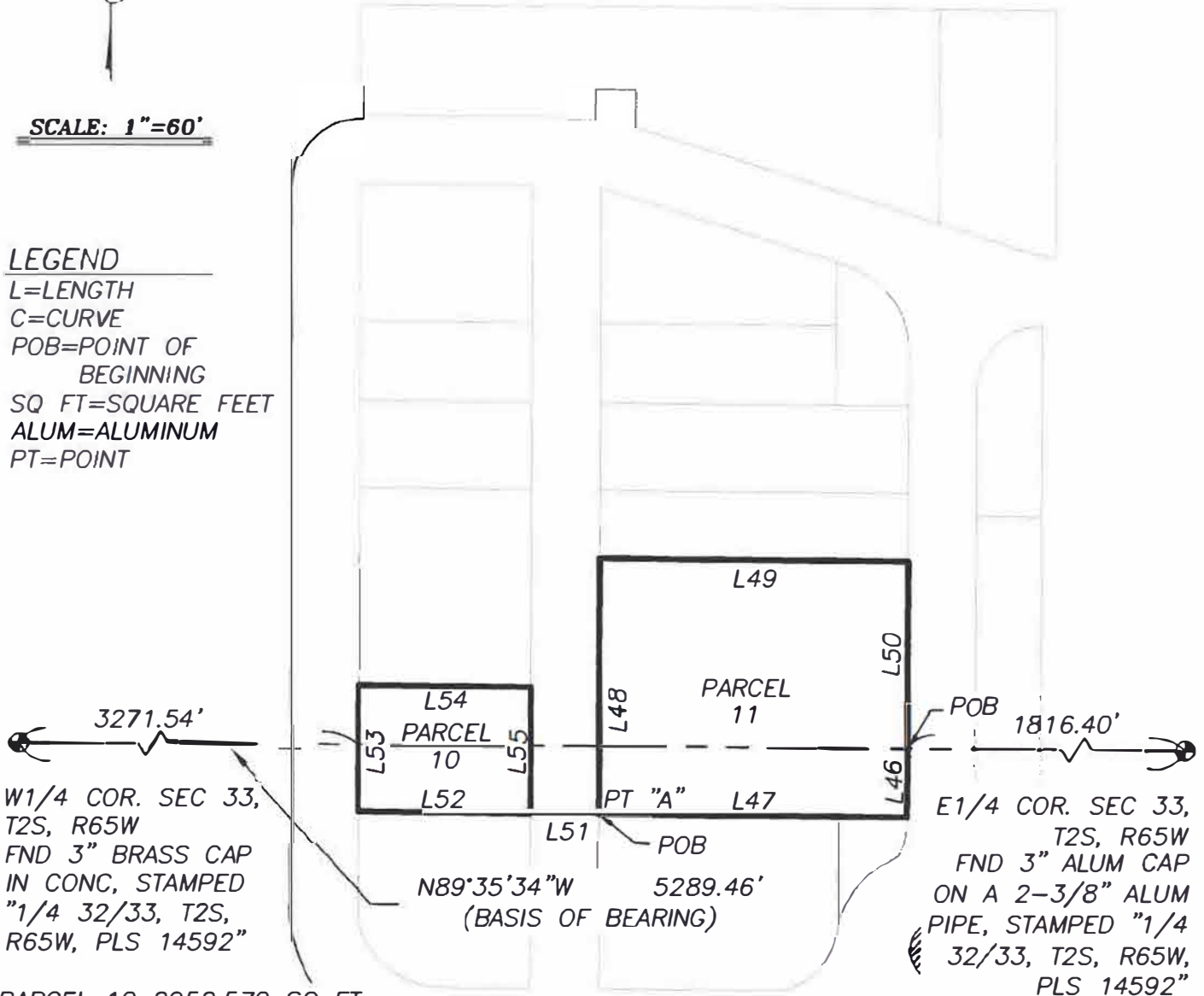
EXHIBIT C



SCALE: 1"=60'

LEGEND

- L=LENGTH
- C=CURVE
- POB=POINT OF BEGINNING
- SQ FT=SQUARE FEET
- ALUM=ALUMINUM
- PT=POINT



PARCEL 10 2952.570 SQ FT
 PARCEL 11 10625.203 SQ FT
 TOTAL 13577.773 SQ FT



I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

THOMAS J. BREITNAUER, PLS
 COLO. REGISTRATION NO. 30085

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

AMAZON

Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REVISED		
NO.	DATE	NAME

REQUESTED BY: Moore, Susan	DATE 04/12/18	SCALE 1"=60'	DRAWN BY: TJB FIELD BY: NA CHECKED BY: YB	SHEET NO. 1 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\137\13T0907R\LeaseExhibits
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EXHIBIT C

LINE TABLE		
Line #	Direction	Length
L46	S00°31'46"W	25.24'
L47	N89°28'14"W	113.16'
L48	N00°31'46"E	93.90'
L49	S89°28'14"E	113.16'
L50	S00°31'46"W	68.66'
L51	N89°28'14"W	25.00'
L52	N89°28'14"W	63.36'
L53	N00°31'46"E	46.60'
L54	S89°28'14"E	63.36'
L55	S00°31'46"W	46.60'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.



THOMAS J. BREITNAUER, PLS
 COLO. REGISTRATION NO. 30085



CITY AND COUNTY OF DENVER
 DEPARTMENT OF AVIATION
 DENVER INTERNATIONAL AIRPORT

REVISED		
NO.	DATE	NAME

AMAZON
 Situated in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY: Moore, Susan	DATE 04/12/18	SCALE 1"=60'	DRAWN BY: TJB FIELD BY: NA CHECKED BY: YB	SHEET NO. 2 OF 2 SHEETS	DRAWING NO. S:\DRAWINGS\13T\13T0907R\LeaseExhibits
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EXHIBIT C

AMAZON PARCEL DESCRIPTION

A parcel of land located in the East half of Section 33, Township 2 South, Range 65 West of the 6TH P.M., County of Denver, State of Colorado.

Basis of Bearings: Assuming the East Line of the of Section 33, Township 2 South, Range 65 West of the 6TH Principal Meridian, as monumented by 3/4" aluminum cap marked "LS 35593" at the Southeast Corner of said Section 33 and a 3/4 inch cap marked "LS 14592" at the East 1/4 of said Section 33 to bear N 00° 05' 53" W, a distance of 2644.01 feet with all bearings contained herein relative thereto.

A parcel of land located in the East half of said section 33, being particularly described as follows:

Commencing at the Southeast Corner of Section33;

THENCE North 37°14'29" West, 3225.51 feet to a Point of beginning;

THENCE North 0°31'44" East, 64.06 feet;

THENCE North 89°28'16" West, 63.36 feet


THENCE South 0°31'44" West, 39.80 feet to the beginning of a tangent curve concave southeasterly, said curve has a radius of 31.74 feet, to which a radial line bears South 76°57'10" West;

THENCE Southeasterly along said curve through a central angle of 69°23'27" an arc distance of 38.44 feet;

THENCE South 89°09'05" East, 36.40 feet, to Point of Beginning

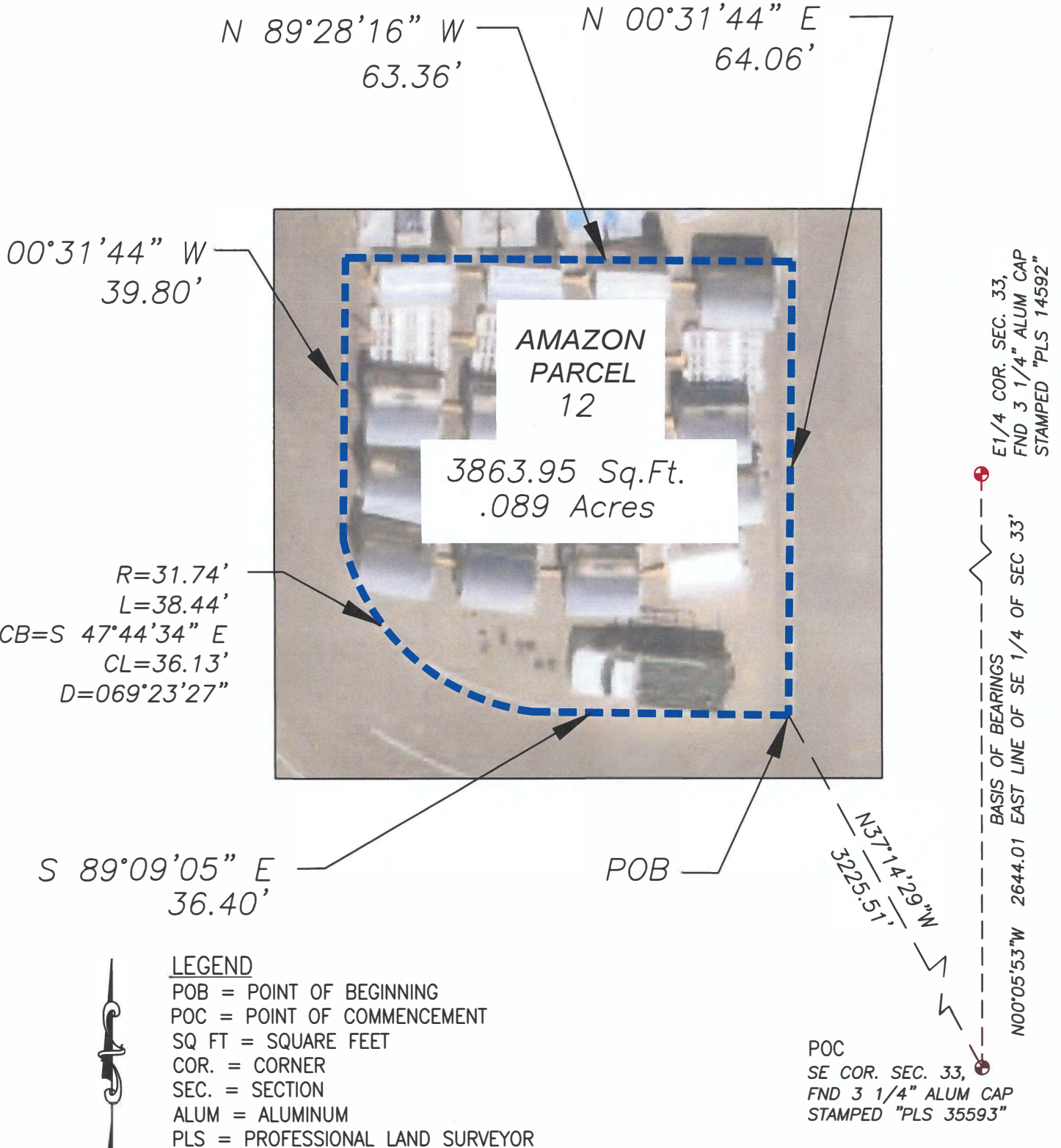
Containing 3,863.95 square feet or .089 acres, more or less

This legal description was prepared by Den Survey for Denver International Airport Real Estate Department.



Jeffrey C Scambello, PLS# 36565
Den Airport Surveyor
May 31, 2023

EXHIBIT C



LEGEND

- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- SQ FT = SQUARE FEET
- COR. = CORNER
- SEC. = SECTION
- ALUM = ALUMINUM
- PLS = PROFESSIONAL LAND SURVEYOR



SCALE: 1"=20'

I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description



CITY AND COUNTY OF DENVER
DEPARTMENT OF AVIATION
DENVER INTERNAT

REVISED		
NO.	DATE	NAME

AMAZON
Situating in Section 33, Township 2 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.

REQUESTED BY:
Moore, Susan

DATE
06/01/23

SCALE
1"=20'

DRAWN BY: JCS
FIELD BY: JCS
CHECKED BY: CAB

SHEET NO. 1
OF 2 SHEETS

DRAWING NO.
S:\DRAWINGS\137\13T0907R\LeaseExhibits

EXHIBIT C

PARCEL DESCRIPTION AMAZON LEASE AREA

A parcel of land located in the North Half of Section 4, Township 3 South, Range 65 West of the 6TH P.M., County of Denver, State of Colorado.

Basis of Bearings: Assuming the South Line of the Northeast Quarter of Section 4, Township 3 South, Range 65 West of the 6TH Principal Meridian, as monumented by a no. 6 Rebar with 3 ¼" aluminum cap marked "LS 00000" at the Center Corner of said Section 4 and a no. 6 rebar with 3 ¼ inch cap marked "LS 34577" at the West ¼ of said Section 4 to bear N 89° 45' 13" W, a distance of 2640.15 feet with all bearings contained herein relative thereto.

A parcel of land located in the Northeast Quarter of said section 4, being particularly described as follows:

Commencing at the center of Section 4;

THENCE North 78° 54' 34" East, 523.13 feet to a Point of beginning;

THENCE (1) South 89°26'45" East, 239.11 feet to the beginning of a non-tangent curve concave northwesterly, said curve has a radius of 115.28 feet, to which a radial line bears South 16°49'53" East;

THENCE (2) northeasterly along said curve through a central angle of 40°29'20" an arc distance of 81.46 feet to a point of non-tangency;

THENCE (3) North 0°32'17" East, 164.12 feet;

THENCE (4) South 89°06'55" East, 45.39 feet;

THENCE (5) North 0°32'17" East, 34.51 feet;

THENCE (6) North 89°06'55" West, 45.39 feet;

THENCE (7) North 0°32'17" East, 21.68 feet;

THENCE (8) South 89°27'43" East, 6.41 feet;

THENCE (9) North 0°00'01" West, 10.24 feet;

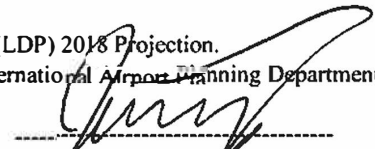
THENCE (10) North 89°27'43" West, 6.31 feet;

THENCE (11) North 0°32'17" East, 93.22 feet;

THENCE (12) South 89°57'24" West, 306.03 feet;

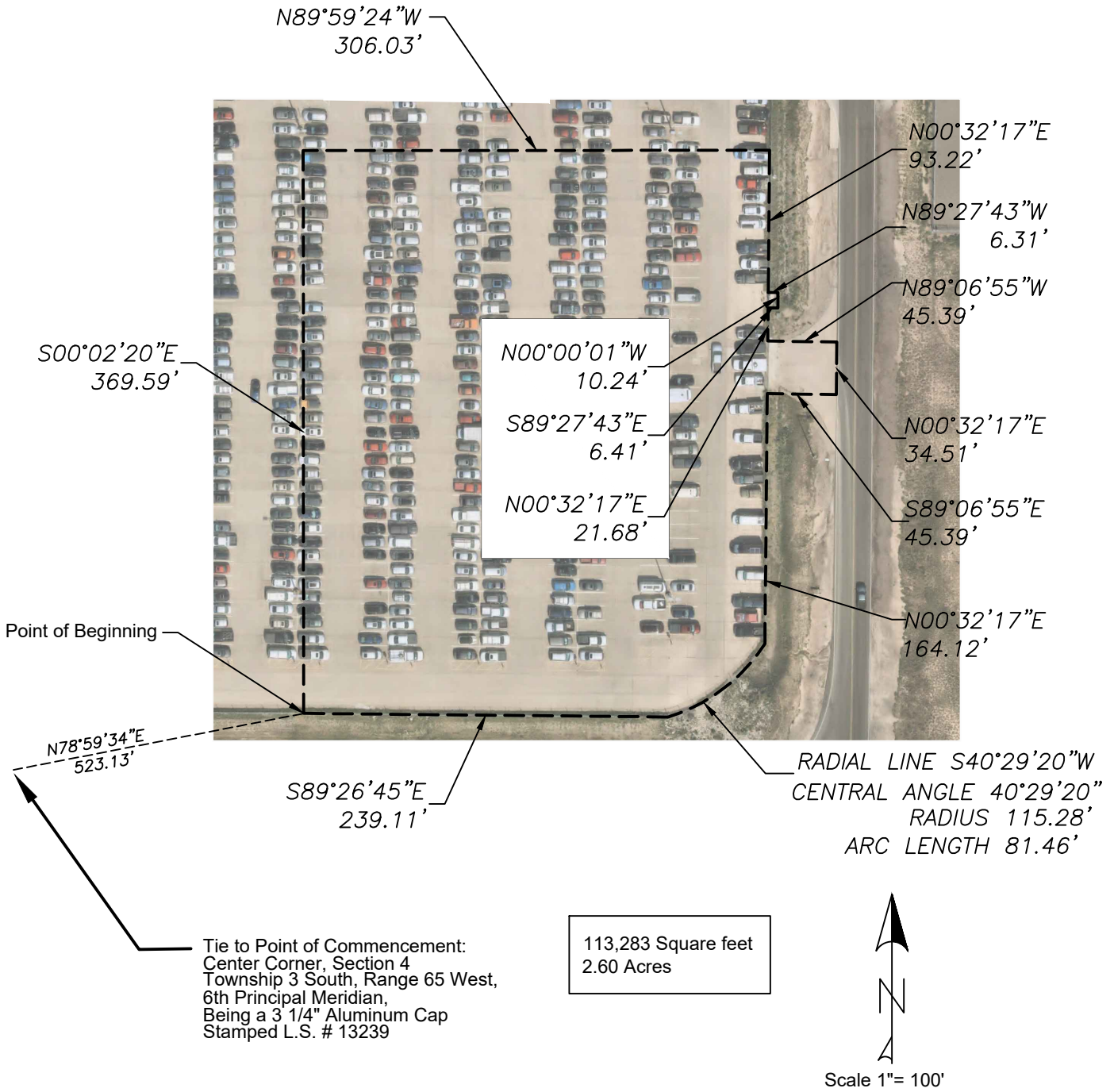
THENCE (13) South 0°02'20" East, 369.59 feet; to the Point of Beginning
Containing 113,283.13 square feet or 2.60 acres, more or less

The description is based on the Denver International Airport Low Distortion Projection (LDP) 2018 Projection.
This legal description was prepared by Jeffrey C. Scanniello, LS# 36565, for Denver International Airport Planning Department



Jeffrey C Scanniello, PLS# 36565
Den Airport Surveyor
November 25, 2020

EXHIBIT C



I HEREBY CERTIFY THAT THIS LEGAL DESCRIPTION WAS PREPARED UNDER MY DIRECT SUPERVISION.

JC Scanniello PLS# 36565

Note: This does not represent a monumented land survey. Nor does it represent a search for easements or Rights-of-Way of record. It is intended only to depict the attached description Basis of Bearing based Denver International Airport LDP 2018 Projection.


		CITY AND COUNTY OF DENVER DEPARTMENT OF AVIATION DENVER INTERNATIONAL AIRPORT																	
		AMAZON PARKING LEASE AREA Situated in Section 4, Township 3 South, Range 65 West of the 6th Principal Meridian, City and County of Denver, State of Colorado.																	
<table border="1"> <thead> <tr> <th colspan="3">REVISED</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>NAME</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		REVISED			NO.	DATE	NAME							REQUESTED BY: DEN PLANNING	DATE 11/25/20	SCALE 1"=100'	DRAWN BY: JCS FIELD BY: JCS CHECKED BY: JS	SHEET NO. 1 OF 2 SHEETS	DRAWING NO.
REVISED																			
NO.	DATE	NAME																	

EXHIBIT D

CITY AND COUNTY OF DENVER INSURANCE REQUIREMENTS FOR DEPARTMENT OF AVIATION AIR CARRIER – CARGO USE AND LEASE AGREEMENT

A. Certificate Holder and Submission Instructions

Contractor must provide a Certificate of Insurance as follows:

Certificate Holder: CITY AND COUNTY OF DENVER
Denver International Airport
8500 Peña Boulevard
Denver CO 80249
Attn/Submit to: AirlineAffairsAdmin.SharedMailbox@flydenver.com

- ACORD Form (or equivalent) certificate is required.
- Contractor must be evidenced as a Named Insured party.
- Electronic submission only, hard copy documents will not be accepted.
- Reference on the certificate must include the City-assigned Contract Number, if applicable.

The City may at any time modify submission requirements, including the use of third-party software and/or services, which may include an additional fee to the Contractor.

B. Defined Terms

1. “Agreement” as used in this exhibit refers to the contractual agreement to which this exhibit is attached, irrespective of any other title or name it may otherwise have.
2. “Contractor” as used in this exhibit refers to the party contracting with the City and County of Denver pursuant to the attached Agreement.

C. Coverages and Limits

1. Airline Liability

Contractor shall maintain insurance coverage including bodily injury, property damage, aircraft liability, premises liability, personal injury, advertising injury, independent contractors, and products and completed operations in minimum limits stated below based on aircraft maximum gross landing weight.

- a. Coverage shall include Contractual Liability covering liability assumed under this Agreement (including defense costs assumed under contract) within the scope of coverages provided.
- b. Coverage shall include Mobile Equipment Liability, if used to perform services under this Agreement.
- c. Coverage shall include Cargo Legal Liability.
- d. Coverage shall include War and Allied Perils.
- e. Coverage shall include Fire Legal Liability with a minimum limit of \$100,000 any one fire.
- f. If certain coverage types listed in this section cannot be obtained at the minimum limit stated, the maximum limit available shall be maintained.
- g. If a “per location” policy aggregate is required, “location” shall mean the entire airport premises.

Category (maximum gross landing weight)	Liability Limit
0-20,000 lbs.	\$ 35,000,000 combined single limit
20,001-50,000 lbs.	\$100,000,000 combined single limit
50,001 lbs. or more	\$300,000,000 combined single limit

2. Business Automobile Liability

Contractor shall maintain a minimum limit of \$1,000,000 combined single limit each occurrence for bodily injury and property damage for all owned, leased, hired and/or non-owned vehicles used in performing services under this Agreement.

- a. If operating vehicles unescorted airside at DEN, a \$10,000,000 combined single limit each occurrence for bodily injury and property damage is required.
- b. If Contractor does not have blanket coverage on all owned and operated vehicles and will require unescorted airside driving privileges, then a schedule of insured vehicles (including year, make, model and VIN number) must be submitted with the Certificate of Insurance.
- c. If transporting waste, hazardous material, or regulated substances, Contractor shall carry a Broadened Pollution Endorsement and an MCS 90 endorsement on its policy.
- d. If Contractor does not own any fleet vehicles and Contractor's owners, officers, directors, and/or employees use their personal vehicles to perform services under this Agreement, Contractor shall ensure that Personal Automobile Liability including a Business Use Endorsement is maintained by the vehicle owner, and if appropriate, Non-Owned Auto Liability by the Contractor. This provision does not apply to persons solely commuting to and from the airport.

3. Workers' Compensation and Employer's Liability Insurance

Contractor shall maintain the coverage as required by statute for each work location and shall maintain Employer's Liability insurance with limits no less than \$100,000 per occurrence for each bodily injury claim, \$100,000 per occurrence for each bodily injury caused by disease claim, and \$500,000 aggregate for all bodily injuries caused by disease claims.

- a. Colorado Workers' Compensation Act allows for certain, limited exemptions from Worker's Compensation insurance coverage requirements. It is the sole responsibility of the Contractor to determine their eligibility for providing this coverage, executing all required documentation with the State of Colorado, and obtaining all necessary approvals. Verification document(s) evidencing exemption status must be submitted with the Certificate of Insurance.

4. Cyber Liability

Contractor shall maintain a minimum limit of \$1,000,000 per occurrence and \$1,000,000 annual policy aggregate covering claims involving privacy violations, information theft, damage to or destruction of electronic information, intentional and/or unintentional release of private information, alteration of electronic information, extortion and network security.

5. Pollution Legal Liability

Contractor shall maintain minimum limits of \$1,000,000 per occurrence and \$1,000,000 annual policy aggregate. Policy to include coverage for bodily injury, property damage, emergency response, clean-up costs, and defense costs including costs and expenses incurred during an investigation.

6. Property Insurance

Contractor is solely responsible for any loss or damage to its real or business personal property located on DEN premises including, but not limited to, materials, tools, equipment, vehicles, furnishings, structures and personal property of its employees and subcontractors unless caused by the sole, gross negligence of the City. If Contractor carries property insurance on its property located on DEN premises, a waiver of subrogation as outlined in Section F will be required from its insurer.

7. Property Insurance – Business Interruption Coverage

Business Interruption Coverage in such amounts as will reimburse Contractor for direct or indirect loss of earnings attributable to the perils commonly covered by business interruption insurance, which shall include losses arising from mechanical failures on or interruption of services to DEN premises.

8. Property Insurance – Contractor Improvements and Betterments

Contractor shall maintain All-Risk Form Property Insurance on a replacement cost basis. If leased property is located in a flood or earthquake zone (including land subsidence), flood and/or earthquake insurance shall be provided separately or within the property policy.

- a. City shall be included as First Loss Payee, as its interests may appear.
- b. The City and County of Denver shall maintain All-Risk Form Property Insurance coverage for the real property occupied by Contractor.

9. Builder’s Risk Insurance or Installation Floater:

During the duration of any tenant buildout activity, Contractor shall provide, coverage on a Completed Value Replacement Cost Basis, including value of subsequent modifications, change orders, and cost of material supplied or installed by others, comprising total value of the entire project at the site. Such insurance shall:

- a. apply from the time any covered property becomes the responsibility of the Contractor, and continue without interruption during construction, renovation, or installation, including any time during which the covered property is being transported to the construction installation site, or awaiting installation, whether on or off site;
- b. be maintained until formal acceptance of the project by DEN or the placement of permanent property insurance coverage, whichever is later;
- c. include interests of the City and if applicable, affiliated, or associate entities, the General Contractor, subcontractors, and sub-tier contractors in the project;
- d. be written on a Special Completed Value Covered Cause of Loss form and shall include theft, vandalism, malicious mischief, collapse, false-work, temporary buildings, transit, debris removal, demolition, increased cost of construction, flood (including water damage), earthquake, and if applicable, all below and above ground structures, piping, foundations including underground water and sewer mains, pilings including the ground on which the structure rests and excavation, backfilling, filling and grading;
- e. include a Beneficial Occupancy Clause, specifically permitting occupancy of the building during construction. Commercial Operator shall take reasonable steps to obtain consent of the insurer and delete any provisions with regard to restrictions within any Occupancy Clauses within the Builder’s Risk Policy;
- f. include Equipment Breakdown Coverage (a.k.a. Boiler & Machinery), if appropriate, which shall specifically cover insured equipment during installation and testing (including cold and hot testing).

10. Unmanned Aerial Vehicle (UAV) Liability:

If Contractor desires to use drones in any aspect of its work or presence on DEN premises, the following requirements must be met prior to commencing any drone operations:

- a. Express written permission must be granted by DEN.
- b. Express written permission must be granted by the Federal Aviation Administration (FAA).
- c. Drone equipment must be properly registered with the FAA.
- d. Drone operator(s) must be properly licensed by the FAA.
- e. Contractor must maintain UAV Liability including flight coverage, personal and advertising injury liability, and hired/non-owned UAV liability for its commercial drone operations with a limit no less than \$1,000,000 combined single limit per occurrence for bodily injury and property damage.

11. Excess/Umbrella Liability

Combination of primary and excess coverage may be used to achieve minimum required coverage limits. Excess/Umbrella policy(ies) must follow form of the primary policies with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance.

D. Reference to Project and/or Contract

The City Project Name, Title of Agreement and/or Contract Number and description shall be noted on the Certificate of Insurance, if applicable.

E. Additional Insured

For all coverages required under this Agreement (excluding Workers' Compensation, Employer's Liability and Professional Liability, if required), Contractor's insurer(s) shall include the City and County of Denver, its elected and appointed officials, successors, agents, employees, and volunteers as Additional Insureds by policy endorsement.

F. Waiver of Subrogation

For all coverages required under this Agreement (excluding Professional Liability, if required), Contractor's insurer(s) shall waive subrogation rights against the City and County of Denver, its elected and appointed officials, successors, agents, employees, and volunteers by policy endorsement.

If Contractor will be completing all services to the City under this Agreement remotely and not be traveling to locations under direction of the City to perform services, this requirement is waived specific to Workers' Compensation coverage.

G. Notice of Material Change, Cancellation or Nonrenewal

Each certificate and related policy shall contain a valid provision requiring notification to the Certificate Holder in the event any of the required policies be canceled or non-renewed or reduction in required coverage before the expiration date thereof.

1. Such notice shall reference the DEN assigned contract number related to this Agreement.
2. Such notice shall be sent thirty (30) calendar days prior to such cancellation or non-renewal or reduction in required coverage unless due to non-payment of premiums for which notice shall be sent ten (10) calendar days prior.
3. If such written notice is unavailable from the insurer or afforded as outlined above, Contractor shall provide written notice of cancellation, non-renewal and any reduction in required coverage to the Certificate Holder within three (3) business days of receiving such notice by its insurer(s) and include documentation of the formal notice received from its insurer(s) as verification. Contractor shall replace cancelled or nonrenewed policies with no lapse in coverage and provide an updated Certificate of Insurance to DEN.
4. In the event any general aggregate or other aggregate limits are reduced below the required minimum per occurrence limits, Contractor will procure, at its own expense, coverage at the requirement minimum per occurrence limits. If Contractor cannot replenish coverage within ten (10) calendar days, it must notify the City immediately.

H. Cooperation

Contractor agrees to fully cooperate in connection with any investigation or inquiry and accept any formally tendered claim related to this Agreement, whether received from the City or its representative. Contractor's failure to fully cooperate may, as determined in the City's sole discretion, provide cause for default under the Agreement. The City understands acceptance of a tendered claim does not constitute acceptance of liability.

I. Additional Provisions

1. Deductibles or any type of retention are the sole responsibility of the Contractor.
2. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance.
3. Coverage required may not contain an exclusion related to operations on airport premises.
4. A severability of interests or separation of insureds provision (no insured vs. insured exclusion) is included under all policies where Additional Insured status is required.
5. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the City under all policies where Additional Insured status is required.
6. If the Contractor procures or maintains insurance policies with coverages or limits beyond those stated herein, such greater policies will apply to their full effect and not be reduced or limited by the minimum requirements stated herein.

7. All policies shall be written on an occurrence form. If an occurrence form is unavailable or not industry norm for a given policy type, claims-made coverage will be accepted by the City provided the retroactive date is on or before the Agreement Effective Date or the first date when any goods or services were provided to the City, whichever is earlier, and continuous coverage will be maintained or an extended reporting period placed for three years (eight years for construction-related agreements) beginning at the time work under this Agreement is completed or the Agreement is terminated, whichever is later.
8. Certificates of Insurance must specify the issuing companies, policy numbers and policy periods for each required form of coverage. The certificates for each insurance policy are to be signed by an authorized representative and must be submitted to the City at the time Contractor signed this Agreement.
9. The insurance shall be underwritten by an insurer licensed or authorized to do business in the State of Colorado and rated by A.M. Best Company as A- VIII or better.
10. Certificate of Insurance and Related Endorsements: The City's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements shall not act as a waiver of Contractor's breach of this Agreement or of any of the City's rights or remedies under this Agreement. All coverage requirements shall be enforced unless waived or otherwise modified in writing by DEN Risk Management. Contractor is solely responsible for ensuring all formal policy endorsements are issued by their insurers to support the requirements.
11. The City shall have the right to verify, at any time, all coverage, information, or representations, and the insured and its insurance representatives shall promptly and fully cooperate in any such audit the City may elect to undertake including provision of copies of insurance policies upon request. In the case of such audit, the City may be subject to a non-disclosure agreement and/or redactions of policy information unrelated to verification of required coverage.
12. No material changes, modifications, or interlineations to required insurance coverage shall be allowed without the review and written approval of DEN Risk Management.
13. Contractor shall be responsible for ensuring the City is provided updated Certificate(s) of Insurance prior to each policy renewal.
14. Contractor's failure to maintain required insurance shall be the basis for immediate suspension and cause for termination of this Agreement, at the City's sole discretion and without penalty to the City.

J. Part 230 and the DEN Airport Rules and Regulations

If the minimum insurance requirements set forth herein differ from the equivalent types of insurance requirements in Part 230 of the DEN Airport Rules and Regulations, the greater and broader insurance requirements shall supersede those lesser requirements, unless expressly excepted in writing by DEN Risk Management. Part 230 applies to Contractor and its subcontractors of any tier.

EXHIBIT E

DENVER INTERNATIONAL AIRPORT SUMMARY OF OPERATION AND MAINTENANCE RESPONSIBILITIES

	Demised Premises	Common Areas	Public Areas	Airfield
Core Shell Building*	C			
Building Exteriors	C	-	-	C
Overhead Doors	A	-	-	
Landscaping	A	-	C	C
Roadways	-	-	C	C
Fire Protection System/Equipment**	A	-	-	-
Law Enforcement, Fire Protection, Emergency Medical Services	C	C	C	C
Plumbing	C (1,2)	C	-	C
Electrical and Lighting	C (1,2)	C	C (4)	C
HVAC	C (1)	C	-	-
Glass Breakage	C (1)	C	-	C
Communications Systems	C (1)	C (1)	C (1)	C
Custodial Service/Window Cleaning	A	A	C	C
Trash Removal				
Signage	A	-	C (1,4)	C
Snow Removal	A	A (3)	C (4)	C

Key: A = Airline
C = City

- 1 Airline is responsible for maintenance, repair and replacement of Airline-installed devices and equipment.
- 2 Airline is responsible for routine maintenance, including clearing clogs to the main, relamping.
- 3 Airline is responsible for cleaning and snow removal on aircraft parking ramp (from building to VSR), including emergency stairs on outside of building.
- 4 Public Areas are the public roadways

*City is responsible for the building structure, including exterior and supporting walls, base floor, roof structure and roof.

**Airline is responsible for providing and maintaining fire extinguishers.

If Airline fails to perform its maintenance and repair obligations as stated in this Agreement, the City may perform the work after thirty day written notice and recover its entire cost from Airline as additional rent on the next rent date.

DENVER INTERNATIONAL AIRPORT AIRLINE RATE-MAKING METHODOLOGY

GENERAL RATE-MAKING CONCEPTS

The City will use a "compensatory" methodology to establish Terminal Complex rental rates. The Airlines will pay the fully allocated cost of the space that they lease in the Landside Terminal building and airside concourses.

Landing fees will be established according to a "cost center residual cost" methodology, under which the airlines will pay the costs of the Airfield, after first deducting airfield revenues from other sources (primarily general aviation landing fees and fuel flowage fees).

RATE-MAKING PROCEDURES AT THE AIRPORT

At the Airport, the City intends to use cost accounting concepts and rate-making procedures as described in the following sections.

1. COST CENTERS

A. Direct (revenue-producing) cost centers include the following:

1. **Terminal Complex** All levels of space in the Landside Terminal and airside Concourses A, B, and C, including the pedestrian bridge to Concourse A, public escalators, elevators and moving walkways.
2. **Commuter and Regional Jet Facilities** All levels of space in facilities in the Terminal Complex airside Concourses A and C primarily used for commuter and regional jet operations. The Commuter and Regional Jet Facilities cost center excludes the Concourse B Commuter Facility which is allocated to the Concourse B Tenant Finish cost center as outlined in the Stipulated Order dated November 21, 2003. Any additional commuter facilities on Concourse B will be allocated to the Commuter and Regional Jet Facilities. Sub-cost centers will be established for each respective facility. Commuter and Regional Jet ramp areas are assessed separately.
3. **Airline Tenant Finishes and Equipment** Airline space finishes and equipment in the Terminal Complex, ticketing facilities, loading bridges, communications equipment, baggage and flight information display systems, and baggage sortation systems which shall include related equipment and space within Concourses A and B (and additional concourses as such sortation systems are operational), and approved modifications to the Automated Baggage system and Space. Sub-cost centers will be established for the Landside Terminal, International Facilities, each airside concourse and each airline as applicable.
4. **Interline Bag Transfer Area** All space in the Landside Terminal used

by airlines for interline baggage transfer operations.

5. **Common Use Terminal Equipment** All costs associated with the installation and maintenance of the City's common use terminal equipment. The airline is responsible for its proprietary equipment.
6. **Concourse Joint Use Facilities** All space and related equipment in Concourses A, B, and C for tug space (parking, drives, and circulation) and common use facilities, (including, but not limited to, pre-conditioned air facilities, triturators, etc.). The apron level on Concourse C shall be included in the Concourse C tug circulation space (excluding the space occupied by the baggage carousels on the Concourse C Apron).
7. **Baggage Claim** All baggage claim space and equipment in the Landside Terminal including carousels, input conveyors and related inbound baggage handling space in the Landside Terminal.
8. **Automated Baggage System and Space** The inbound and outbound automated DCV baggage systems (AABS and UABS), including their equipment and related space (excluding the Tunnel space allocated to the AGTS and Tunnel cost center) in the Landside Terminal and in the Tunnel from the Landside Terminal to the Concourses, separately serving Concourse A (the "AABS") and separately serving Concourse B (the "UABS"), including the costs of the maintenance space, control room equipment and related control room space, (excluding the costs of baggage sortation system equipment and space in the concourses and the costs of approved modifications to the automated systems which are included in the baggage sortation for each concourse).
9. **Conventional Baggage System** The outbound conveyor baggage system and equipment, including all costs of baggage equipment, and construction costs to accommodate the Conventional Baggage System and related operations, Landside Terminal tug spaces (parking, drives and circulation), porter warming shelters, and odd size lift space in the Landside Terminal, Baggage Sortation space in the Landside Terminal, related maintenance space and the Baggage Sortation Space in the parking structure used for the Conventional Baggage System.
10. **AGTS and Tunnels** The Automatic Guideway Transit System ("AGTS"), including vehicles and equipment, the AGTS tunnels and the baggage and tug tunnels between the Landside Terminal and the airside concourses and tunnel modifications for tug and cart operations.
11. **International Facilities** International gates on Concourse A and related holdrooms, sterile circulation space, ramp areas, operations space, international baggage recheck belt space and equipment, and the FIS area in the Landside Terminal, and the international portion of the connector to

Concourse A.

12. **Concourse Ramp Area** The aircraft parking aprons and pushback zones located adjacent to the airside concourses.
13. **Airfield Area** The runway and taxiway system, deicing and related facilities, undeveloped acreage, and 50% of the costs incurred to develop the North Cargo Site prior to February 28, 1995.
14. **Public Parking Area** All space allocated for public parking in the parking structure and all other public parking lots (excluding the cost of the parking structure space allocated to the Conventional Baggage System in the Conventional Baggage System cost center in the event the average number of cars in the Parking Structure exceeds 12,000 for 22 consecutive days).
15. **Employee Parking Area** The employee parking lot(s).
16. **Fueling System** The fuel storage and distribution system, including hydrant fueling pits at the aircraft parking aprons.
17. **Commercial Vehicle Facilities** The surface parking area and building to be used for staging commercial vehicles and the dedicated commercial roadways serving the Terminal Complex. Commercial vehicles include but not limited to hotel/motel courtesy vans, taxis and limousines.
18. **Rental Car Facilities** Areas and roadways provided for rental car operations (excluding the Terminal Complex).
19. **Cargo Area** The joint use air cargo facilities (including apron, building, ground service equipment, and truck parking areas) and other areas provided for air cargo carriers and freight forwarders. Sub-cost centers will be established for cargo building, cargo apron, cargo tenant finishes, and cargo ground service equipment areas.
20. **Airline Maintenance and Support Area** Areas provided for airline maintenance facilities, cargo facilities, ground service equipment facilities and inflight kitchens.
21. **Airport Mail Facility** Areas provided for the Airport mail facility.
22. **Future Concourses** Costs related to all levels of space and associated apron areas of any airside concourses in addition to Concourses A, B, and C shall be allocated to new cost centers to be established.
23. **Future Baggage Systems** Costs related to all levels of space and equipment for future baggage systems.

- B. Indirect (nonrevenue-producing) cost centers are to include, but not limited to:
1. **Access, Terminal, and Service Roadways** Peña Boulevard, other secondary access roads, the terminal area roadways, the terminal curbsides, the perimeter circulation roadway, and other secondary internal roadways.
 2. **Airport Maintenance** Airport maintenance facilities and indirect (unallocated) maintenance expenses.
 3. **Airport Administration** Airport administrative facilities and administrative expenses.
 4. **Aircraft Rescue And Fire Fighting (ARFF)** The rapid response stations, structural fire station(s) and ARFF operating expenses.

2. CERTAIN COST CENTER ALLOCATIONS

The net requirement of the Terminal Complex will be recovered through rental rates. Net Terminal Complex requirements will be divided by total Rentable Space in the Terminal Complex to determine the average rental rate per square foot of rentable space. For purposes of calculating the average Terminal Complex rental rate, Rentable Space shall be the sum of (a) 65% of approximately 99,000 square feet of Concourse B Basement Space on Concourse B, and (b) 100% of all other airline and nonairline Rentable Space in the Terminal Complex. Concourse B Basement Space shall be defined as exclusive use space on Concourse B located in the basement below the apron level. Concourse B Basement Space shall not include Baggage Sortation Space, Automated Baggage System Space, or Concourse Joint Use Facility space. The rental rate per square foot charged for 99,000 square feet of Basement Space on Concourse B will be equal to 65% of the average Terminal Complex rental rate. The rental rate for all other airline space shall be equal to 100% of the average Terminal Complex rental rate. Space costs associated with baggage claim, Automated Baggage System and Space, International Facilities, and baggage sortation space on Concourse B shall be determined using the average Terminal Complex rental rate.

The net requirement of Commuter and Regional Jet Facilities shall be computed independently for each airside concourse. The requirement of each concourse Commuter and Regional Jet Facilities shall include all allocated Airport Costs. The requirement of each concourse Commuter and Regional Jet Facilities will be recovered through separate fees assessed based on the City's estimate of full utilization of the respective facility and allocated based on landed weight.

Charges for the Interline Bag Transfer Area will be assessed among airlines based on their respective linear feet of baggage shelving area in the Interline Baggage Transfer Area as a percent of total linear baggage shelving area.

The requirement for the Common Use Terminal Equipment (CUTE) will be recovered through a fee assessed to airlines utilizing the system. The CUTE fee will be assessed based on the City's estimate of full utilization of the equipment and allocated based on landed weight.

The net requirement of the Concourse Ramp Area will be recovered through separate ramp fees assessed on a per-linear-foot basis measured two hundred and fifty (250) feet from the exterior

walls of each concourse. Commuter and regional aircraft ramp fees will be calculated based on a 50% of the sum of the per-lineal-foot measurement of the respective ramp area.

The net requirement of the Airfield Area will be recovered through landing fees assessed on the basis of the total landed weight of all aircraft using the Airport.

International fees will be assessed as follows to recover costs allocable to the International Facilities cost center. A fee will be assessed per deplaned international passenger for the FIS area and a separate fee will be assessed per enplaned and deplaned passenger for the gate-use fee. The City will record the shortfall of revenues each year as a payment-in-aid and will keep a cumulative account of this shortfall. If revenues exceed expenses in any given year the cumulative payment-in-aid will be reduced.

Fueling system charges will be distributed 10% equally and 90% on a gallonage basis among airlines to recover all of the costs associated with the fueling system.

Charges for the AGTS and Tunnels will be assessed among airlines on the basis of their respective (a) originating and destination passengers at the Airport for domestic flights, (b) originating passengers at the Airport for international flights for the preceding three-month period, and (c) numbers of connecting passengers who deplane their inbound flight in one concourse and enplane their outbound flight in another concourse, with such numbers to be based upon estimates and set forth in Rule 120 of the Airport Rules and Regulations.

Baggage Claim space will be costed at the average rental rate in the Terminal Complex. This amount will be added to the Baggage Claim cost center costs. Charges for the Baggage Claim cost center will be allocated among airlines on the basis of their respective deplaned domestic destination passengers for the preceding three-month period until outbound bag tracking information is available when charges will be allocated based upon the respective number of outbound bags including odd-size bags.

Landside Terminal space allocated to the Conventional Baggage System will be costed at the average rental rate of the Terminal Complex. The cost of this space shall be allocated to airlines based on Airline rented square footage in the Landside Terminal. Space in the Public Parking Area will be costed at the average cost per square foot of the Parking Structure, and, when applicable, will be added to the Conventional Baggage System cost center. Charges for the Conventional Baggage System cost center, including equipment, construction costs and related Baggage Sortation Space in the Landside Terminal, and related Public Parking Area space will be allocated to a sub-cost center for each of the modules presently developed in the Landside Terminal and Parking Structure (additional modules will be added when developed). The costs of each module shall be charged to the airline(s) leasing or using those facilities. In the event the Conventional Baggage System equipment and/or space is jointly used by two or more airlines, such costs will be allocated among such airlines on the basis of their proportional number of carousels in the module exclusively used by each airline to the total number of carousels in their module. Furthermore, if a carousel is jointly used by two or more airlines, the costs allocated to such carousel will be further allocated to each carrier using the carousel based on their proportional share of originating passengers.

The cost of the Parking Structure and Baggage Sortation Space in the Landside Terminal will be allocated to each module based on the square footage of that module used for the Conventional Baggage System. However, the airlines will not be charged for such costs until the average number of cars in the Parking Structure exceeds 12,000 for 22 consecutive days.

The cost of Concourse Joint Use Facilities shall be determined on the basis of the average Terminal Complex rate. The cost of the Joint Use Facilities in each concourse shall be separately allocated based on Airline rentable square footage within the respective concourse and charged to the respective airlines using the facilities in each concourse based on their proportional share of rented square footage to the total airline rentable square footage. Airline rentable space used to allocate the cost of Concourse Joint Use Facilities on Concourse C shall include approximately 83,855 square feet of undeveloped space on that concourse. If the approximately 83,855 square feet of undeveloped space on Concourse C, or any portion thereof, is leased by an airline, the leased portion shall be reclassified as airline rentable and the remainder of the approximately 83,855 square feet shall remain a part of the airline rentable space used to allocate the cost of Concourse Joint Use Facilities on Concourse C.

The space associated with the Automated Baggage System and Space in the Terminal Complex will be costed at the average rental rate of the Terminal Complex. This amount will be added to the equipment costs of the Automated Baggage System and Space and allocated 65% to UABS serving Concourse B and 35% to AABS serving Concourse A and assessed among the airlines on each respective concourse on the basis of their respective originating and destination passengers on each concourse for the preceding three-month period. Debt service on Bonds issued to construct the Airport originally, amortization charges, and variable rate bond fees included in the 35% of costs allocable to the AABS shall be reduced by PFC revenues, which shall be allocated to the AABS. The PFC revenue allocated to the AABS will be adjusted from time to time by the City and the City will use its best efforts to achieve a 12% premium in the weighted average effective rate per square foot on Concourse A in comparison to the weighted average effective rate on Concourse C. The methodology to calculate the weighted average effective rate per square foot on each concourse is described below. The amount of PFC revenue allocated to the AABS shall not exceed the portion of the Automated Baggage System and Space that is eligible to be funded with PFC revenues under the Record of Decision. The Record of Decision states that Baggage Systems are 47.22% eligible.

The weighted average effective rate per square foot for each concourse shall be equal to the sum of: (a) the average Terminal Complex rental rate, (b) the average tenant finish and equipment rate per square foot applicable to each concourse, (c) the cost of Concourse Joint Use Facilities divided by airline rentable space on each concourse, (d) baggage sortation equipment charges divided by total airline rented space on each concourse, and (e) Automated Baggage System and Space charges divided by total airline rented space on each concourse. For purposes of calculating the weighted average effective rate per square foot, Concourse A total airline rented space shall be 91,760 square feet.

Airline Tenant Finish and Equipment costs, excluding the costs of the baggage sortation equipment and approved modifications to the Automated Baggage System and Space to provide for the automated system on Concourses A and B, shall be allocated to the applicable sub-costs centers and then divided by total airline rentable space in that cost center to determine the average

tenant finish rate per square foot. The cost of Baggage Sortation Space located on concourses shall be determined using the average Terminal Complex rental rate and allocated based on airline rentable space located on each respective concourse.

The costs of the Concourse A baggage sortation system equipment and approved modifications, so long as such equipment is not being leased or utilized, shall be allocated exclusively to the airlines operating on Concourse A on the basis of their respective passenger enplanements on Concourse A. One-half of Concourse A baggage sortation equipment is located on the east side of Concourse A and one-half of said equipment is located on the west side of Concourse A.

If an airline or airlines lease or utilize all of the baggage sortation system equipment on Concourse A, or a portion of said equipment on both the east and west sides of Concourse A, the costs of such equipment shall be allocated exclusively to such airline or airlines leasing or utilizing all the equipment on the basis of their respective Concourse A passenger enplanements. To the extent all of the Concourse A baggage sortation equipment is leased or utilized by an airline or airlines, all other airlines operating on Concourse A will not be responsible for costs associated with the Concourse A baggage sortation equipment.

If an airline or airlines lease or utilize all or any portion of the Concourse A baggage sortation system equipment at only one of the two locations, 50% of the cost of the Concourse A baggage sortation system equipment shall be allocated exclusively to such airline or airlines on the basis of their respective passenger enplanements on Concourse A. Costs of the Concourse A baggage sortation system equipment not being leased or utilized by an airline or airlines shall continue to be allocated to all airlines operating on Concourse A on the basis of their respective passenger enplanements on Concourse A.

The costs of the Concourse B baggage sortation system equipment and approved modifications shall be allocated exclusively to the airlines operating on Concourse B on the basis of their respective passenger enplanements on Concourse B. The costs of the Concourse C baggage sortation system equipment as of February 28, 1995 shall be allocated to the Concourse B sortation system equipment until such equipment is otherwise utilized or leased by other airlines.

In the event an automated baggage system is constructed for Concourse C or for any additional airside concourse, the costs related to such baggage system(s), equipment and space shall be allocated to Concourse C, or the new concourse as applicable, and charged exclusively to the airlines operating on such concourse.

In the event a Future Baggage System is constructed for any concourse or concourses, the costs related to such baggage system(s), equipment and space shall be charged to the airlines operating on such concourse(s) as the City and airlines may reasonably allocate. Costs associated with the planning and design, excluding construction documents, for the Future Baggage System will be allocated to the Terminal Complex Cost Center.

Costs associated with undeveloped acreage will be allocated to the Airfield Area until the land is developed. Costs and revenues associated with developed acreage will be allocated to the applicable cost center.

Not more than forty percent (40%) of the costs (debt service and operating and maintenance expenses) associated with the Access and Terminal Roadways shall be allocated to the Terminal Complex.

Costs associated with the Service Roadways shall be allocated back to the direct cost centers based primarily on which cost centers benefit from such Service Roadways.

Not more than eighty percent (80%) of the costs associated with Aircraft Rescue and Fire Fighting shall be allocated to the Airfield Area cost center.

Costs associated with the Airport Administration cost center will be allocated based on a 50/50 revenue/direct expense formula: fifty percent (50%) on the percentage distribution of operating revenue by cost center and the remaining fifty percent (50%) allocated on the percentage distribution of direct Operation and Maintenance Expenses by cost center.

Undeveloped space shall include space in which no buildout has occurred.

Rentable Space shall mean space leased pursuant to an agreement or on a per use basis, or typically available for lease in the Terminal Complex except for: (i) mechanical and electrical space, (ii) public spaces including restrooms, circulation spaces, stairwells, stairways, escalators, elevators, public lounges and public queuing space, (iii) Undeveloped Space, (iv) approximately 83,855 square feet of space in the basement of Concourse C until such space is leased or utilized, (v) the space in level 3 of the Landside Terminal interior to the tug circulation rights-of-way not otherwise leased or used, (vi) approximately 108,000 square feet of baggage sortation space on Concourse A, (vii) baggage sortation space in the Landside Terminal, unless the average number of cars in the parking structure exceeds 12,000 for 22 consecutive days, (viii) approximately 105,100 square feet of Concourse B baggage sortation space, (ix) space in the Administration Office Building and (x) space for security checkpoint areas and areas for explosive detection systems and explosive trace detection. The City shall determine what constitutes the various types of space and associated square footage in this paragraph and shall have the right, from time to time, to revise the categories of space and the square footage of each category.

If the 108,000 square feet of former baggage sortation Concourse A space is leased, the space will not be included in the calculation of airline rates and charges and, specifically, the calculation of the average Terminal Complex rental rate. The annual rental rate per square foot charged for Concourse A baggage sortation space shall be equal to 50% of the average Terminal Complex rental rate in that year.

Baggage Sortation Space includes all areas where out-bound baggage is sorted for delivery to departing aircraft.

3. AIRPORT COSTS

- A. Airport Costs (also referred to as "requirements") include without limitation:
 - 1. Operation and Maintenance Expenses.
 - 2. Deposits to the Operation and Maintenance Reserve Account of the General

Bond Ordinance

3. Debt service including variable rate bond fees on Bonds issued for Airport and any other amounts required under the General Bond Ordinance except debt service paid by PFC revenues.
4. Debt service including variable rate bond fees on Bonds used for Airport land acquisition.
5. Equipment and capital outlays
6. Amortization of 50% of the City's Airport expenditures incurred prior to January 1, 1990, from Capital Fund and Operating Fund moneys used for (a) pre-1990 planning and administrative costs, (b) Airport land acquisition, (c) Airport project costs, and (d) debt service including variable bond fees, on Bonds used for Airport land acquisition.
7. Amortization of all investments made for the New Airport project from other than Bonds or grants after January 1, 1990 and prior to February 28, 1995.
8. Amortization of the City's investment in the Airport Coverage Account to be accumulated prior to February 28, 1995.
9. For the purposes of items (6), (7), and (8) above, amortization charges are to be calculated over 15 years at the weighted average effective interest cost on all Airport fixed-rate Bonds as originally issued prior to January 1, 1997. Except and only to the extent, if any, that the rights of the owners of its airport revenue bonds (including, without limitation, the rights arising from the rate maintenance covenant) are not thereby materially impaired, the City will cause, by January 1, 1997 (or as soon thereafter as possible consistent with the City's aforesaid obligations to owners of its airport revenue bonds), amortization of the net unamortized balance of City's investments in items (6), (7) and (8) above on a straight-line basis for the balance of the period through March 1, 2025.
10. Amortization of reimbursements made to United Airlines related to costs for modifications to the United Airlines automated DCV baggage system, not to exceed \$45 million, from other than bonds shall be calculated on a straight line basis over 30 years, effective as of the date of any such reimbursement, at the weighted average effective interest rate of all Airport fixed-rate bonds prior to January 1, 1997.
11. Amortization of the City's investments from the Capital Fund, subsequent to February 28, 1995, shall be amortized at the average rate of the Airport fixed-rate bonds over 15 years or the life of the asset, whichever is shorter, and charged to the Airlines.

12. All airline bad debt will be allocated to the airfield cost center.
13. Notwithstanding anything to the contrary in paragraphs (9) and (11) above, amortization charges shall be calculated and charged to the Airlines as follows:
 - a. Amortization on Existing City Investments. From and after January 1, 2015, the unamortized amount of all City investments from the Capital Fund made prior to January 1, 2015 that are charged to Airlines will be amortized at an interest rate of 4.5%.
 - b. Amortization on Future City Investments. From and after January 1, 2015, the City will amortize any City investments from the Capital Fund made on or after January 1, 2015 that are charged to Airlines based on the life for each project, as reasonably determined by the City up to the economic life of the project, and calculated using an interest rate set to equal the average ali-in cost of Airport debt sold by the City during the calendar year when such project is put in service or, if no Airport debt was sold, set to equal comparable published average borrowing costs.

4. PFC REVENUES

PFC Revenues will not be treated as Gross Revenues for the purpose of establishing airline rates, fees and charges. For rate-making purposes, PFC revenues shall be allocated to the extent available, to at least fifty percent (50%) of the capital costs and/or debt service associated with the following eligible projects in the following order of priority: (1) facilities for the Federal Inspection Services, (2) the portion of Pena Boulevard from an interchange with E-470 to the Terminal Complex and terminal area roads, (3) the AGTS and Tunnels. That portion of the capital costs or debt service paid for by PFC revenues will not be included in the calculation of the airline rate base.

5. AIRPORT "CREDITS"

- A. **Interest Income** Interest income on the Bond Reserve Fund (provided that the minimum Bond Reserve Requirement has been funded) and on the Interest and Principal Accounts of the Bond Fund that are Gross Revenues shall be credited to the cost centers of the Airport in the same proportion as the debt service allocation.
- B. **Other Credit** To the extent the City receives revenues for the use and lease of all, or any part, of the 108,000 square feet of undeveloped Concourse A baggage sortation space, such revenues will be allocated to the cost centers of the Airport in the same proportion as debt service on Bonds issued for the Original Airport Project.
- C. **Airline Revenue Credit** The City shall establish accounts within the Capital Fund as illustrated in Figure 1. Net Revenues of the Airport System, as defined in the General Bond Ordinance, flowing to the Capital Fund each year are to be used

to replenish reserve funds or accounts as required in the General Bond Ordinance and the Coverage Account and to fund the Equipment and Capital Outlay Account for equipment and capital outlays included in the operating budget. Remaining Net Revenues are to be allocated as follows: (a) 75% from March 1, 2000 through February 28, 2006 and 50% thereafter, up to a maximum of \$40 million to flow into the Airline Revenue Credit Account to be applied as a credit against Signatory Airlines rates and charges in the following fiscal years and (b) the balance to flow into the Capital Improvement Account.

The City shall maintain a Coverage Account and fund that account up to an amount equal to twenty-five percent (25%) of Debt Service Requirements on Bonds issued to finance the Airport, improvements at the Airport and land acquired for the Airport. Bonds shall not include Special Facilities Bonds and other Bonds to finance support facilities such as cargo, maintenance and food preparation facilities). The Coverage Account shall be considered as Other Available Funds (as defined in the General Bond Ordinance) for the purpose of meeting the Rate Maintenance Covenant of the General Bond Ordinance.

6. REDUCTION OF AIRLINE RATES AND CHARGES

The City will reduce all airline rates and charges by \$4 million per year from 2004 through 2010. The sources available to the City for the rates and charges cost reductions include, but are not limited to: \$1.50 PFC revenues, the City's share of revenue credit, and annual debt service interest savings from refunding outstanding airport revenue bonds.

The rates and charges cost reductions outlined above shall cease if (i) there is an insufficient annual deposit to the Capital Improvement Account to make the annual \$1.5 million payment to Stapleton Development Corporation, (ii) the City is unable to meet its annual irrevocable commitment to pay debt with PFC revenues under the Bond Ordinance, or (iii) regulatory or other legal action precludes payment of these rates and charges cost reductions (cost reductions will be deferred during the pendency of any such actions, and reinstated and extended as necessary upon a successful conclusion to such action to ensure that all airlines receive the full benefit of these reductions).

The City's rates and charges cost reduction contribution shall be reduced if Airport management (i) determines in good faith that there is a deficiency in any of the required Airport fund balances, (ii) receives an official written communication from any rating agency that a downgrade of the Airport's existing credit rating is likely unless a reduction to the City's rates and charges cost reduction contribution is made, or (iii) determines in good faith that operating cash balances are insufficient and contributions would jeopardize the ongoing operation of the airport.

7. MISCELLANEOUS

All defined terms used herein shall be consistent and subordinate to the defined terms in the General Bond Ordinance.

8. CONCOURSE A BAGGAGE SORTATION SPACE

The City redeemed Airport project Bonds equal to the principal outstanding associated with

approximately 108,000 square feet of Concourse A baggage sortation space.

Debt service costs associated with Bonds issued by the City to redeem the Bonds associated with the 108,000 square feet of Concourse A baggage sortation space shall be allocated to the cost centers of the Airport in the same proportion as debt service on Bonds issued for the Original Airport Project.

EXHIBIT G

Design Standards, Construction Procedures and Environmental Requirements

Section 1. Design Standards. The Airline agrees to utilize and comply with the Denver International Airport Design Standards Manuals for design of the Facilities. The Airline further agrees to design, construct, and operate the Facilities in accordance with the Denver International Airport Tenant Development Guidelines and the Denver International Airport Rules and Regulations, as they may be established or amended from time to time, and any other applicable design, construction, operation, and maintenance standards. See additional information at <http://business.flydenver.com/bizops/bizRequirements.asp>

All civil design drawings submitted by the Airline to the City shall be provided and submitted according to FAA requirements in Advisory Circular AC150/5300-18B GIS Standards: Collection of airport data through field and post processing methodologies are specified in this FAA Advisory Circular. The data model specifies the following Geographical Information System (GIS) feature groups: Airfield, Airspace, Cadastral, Environmental, Geospatial, Man Made Structures, Navigational Aids, Seaplane, Security, Surface Transportation, and Utilities. The model incorporates safety critical data including runway thresholds, navigational aids as well as other airport features including runways, taxiways, aprons, buildings, roadways, cadastral, land-uses, and utilities. The single GIS airport database will serve numerous needs and therefore requires a very robust set of data features and associated attributes. As a result, significant time and effort is required to collect and input the metadata (data about data). The power of an airport GIS database is derived from the metadata. The long term application of airport GIS data collection methodology will reduce survey costs, errors, and missing data.

To facilitate these FAA requirements GIS/CADD data submittals shall adhere to the data standards set forth in DIA Design Standards Manual 12 (DSM 12). CADD/GIS files must be submitted that are compatible with the FAA's AGIS database and includes all features required by the FAA relevant to the project. Each feature shall be fully and accurately attributed according to the specifications of FAA AC 150/5300-18B. Any files rejected by the FAA must be corrected and resubmitted to DIA's Project Manager until satisfactorily accepted by the FAA. Final CADD survey data required for FAA submission should adhere to the standards provided in DSM 12.

Approval of the City shall extend to and include consideration of architectural and aesthetic matters and the City reserves the right to reject any designs submitted and to require the Airline to resubmit designs and layout proposals until they meet with the City's approval.

In the event of disapproval by the City of any portion of the plans and specifications, the Airline shall promptly submit necessary modifications and revisions thereof.

Section 2. Construction Procedures. All construction work shall comply with the requirements of and standards established by the City and all other appropriate governmental agencies and entities.

The City shall at all times have the right to monitor and inspect the construction of the Facilities and all site improvements to assure that the Facilities and all site improvements are constructed and installed in compliance with the Plans and Specifications.

In order to assist the City in monitoring and inspecting such construction, the Airline's contractor or contractors shall submit, or cause to be submitted to the City, for information and record purposes, copies of all (i) permit applications, permits and plans required by permits, (ii) field test reports, (iii) material certificates, (iv) approved shop drawings to be reviewed for compliance with the Airport design and construction standards, (v) requests for payment to contractors or subcontractors, (vi) progress reports, (vii) notification of substantial completion of the leased facilities and all site improvements and final acceptance thereof, (viii) two copies of maintenance and operation manuals in connection with building systems and all updates thereof, (ix) as-constructed drawings, and (x) any other documents related to the construction of the Facilities which may be reasonably requested by the City.

No change order which materially changes the scope of the work shall be effected by the Airline without the approval of the Manager, which approval shall not be unreasonably withheld. The City will approve, conditionally approve or disapprove submissions of change orders within a reasonable period of time following receipt thereof. Any conditional approval or disapproval shall be accompanied by an explanation as to the reason therefore.

All construction work, materials, and installations involved in or incidental to the construction of the Facilities and all other improvements on Airport Property undertaken by the Airline throughout the term hereof shall be subject at all times to inspection and approval by the City.

The Airline shall give or cause to be given to the Manager advance notice before performing any modification to Airport Property.

The Airline shall cause all construction work, workmanship, materials, and installations to be in full compliance with plans and specifications. The City shall have the right to halt construction of the Facilities or any site improvement at any time if such construction is at material variance from the Plans and Specifications until such variance is corrected, or if such construction poses an immediate safety hazard at the Airport, until such safety hazard is eliminated. The City shall cooperate and use its best efforts to alleviate and resolve any such variance or impediment to the safe operation of the Airport so as to permit continuation of construction as expeditiously as possible.

The Airline, at its sole cost and expense, shall make and obtain such utility connections, hook-ups or taps as shall be necessary and shall have the right to receive all necessary utilities and services and shall secure all necessary applications and permits and shall pay all application and permit fees, hook-up or tap fees and all other user charges of whatever nature occasioned thereby. The Airline further agrees at its sole cost and expense to provide meters adequate to measure the amount of utilities and water used or consumed and to maintain said equipment in such a manner as to supply accurate measurement of such usage and consumption.

The Airline shall also include in its agreements with its general contractors covenants that require the construction contractor and its subcontractors of any tier to pay all workers, mechanics, and laborers in accordance with the rates and classifications established under the federal Davis-Bacon Act and Section 20-76 or the Denver Revised Municipal Code, whichever is greater. The Airline further agrees, if requested by the Manager, to fully comply with the procedural requirements of Section 20-76 of the Denver Revised Municipal Code by requiring its general contractors and their subcontractors of any and all tiers to submit to the City true and correct copies of the payroll records of all workers, laborers and mechanics employed.

The Airline throughout the term of this Agreement shall not without the prior written approval of the Manager make any material or structural alterations, improvements or additions to Airport Property, including without limitation any interior modifications or improvements.

Any work necessary to make any alterations, improvements or additions to the premises throughout the term of this Agreement shall be done at the Airline's sole cost and expense and in accordance with and subject to all of the required approvals, submittals and procedures, and all other requirements of whatsoever nature, set forth herein in reference to the initial construction by the Airline of the Facilities and its related site improvements.

Upon completion of such work, the Airline shall deliver to the City revised as-constructed drawings, and evidence of payment, contractor's affidavits, and full and final waivers of any liens for labor, services, or materials. The Airline shall include in the Airline's agreement with its contractors provisions whereby such contractors shall defend and hold the City harmless from all costs, damages, liens, and expenses related to such work.

All work done by the Airline or its contractors shall be done in a first-class workmanlike manner using only good grades of materials and shall comply with all insurance requirements and all applicable laws and ordinances and rules and regulations of governmental departments or agencies. Whenever a conflict arises between state or local law, ordinances or regulations, and federal law or regulations, Federal law or regulations applicable to this agreement shall control.

Within 60 days after completion of construction of the Facilities, the Airline shall furnish to the Manager two sets of as-constructed drawings, showing in detail all construction, including the locations of all underground and above ground utility lines.

All civil as-constructed drawings shall be provided by the Airline to the City in accordance with the City's design standards, and shall be submitted to: AC150/5300-18B GIS Standards and shall adhere to the data standards set forth in DIA Design Standards Manual 12 (DSM 12). CADD/GIS files must be submitted that are compatible with the FAA's AGIS database and include all features required by the FAA relevant to the project. Each feature shall be fully and accurately attributed according to the specifications of FAA AC 150/5300-18B. Any files rejected by the FAA must be corrected and resubmitted to DIA's Project Manager until satisfactorily accepted by the FAA. Final CADD survey data required for FAA submission should adhere to the standards provided in DSM 12.

Section 3. Compliance with Environmental Requirements.

(a) Compliance by the Airline. The Airline, in conducting any activity on the Airport, including any environmental response or remedial activities, shall comply with all applicable local, state, and federal environmental rules, regulations, statutes, laws or orders, (collectively, "Environmental Requirements").

The Airline agrees to ensure that any new facilities or any modifications or alterations to existing facilities are designed, constructed, operated and maintained in a manner that minimizes environmental impact through appropriate preventive measures and complies with all federal, state, and local environmental requirements, including the Airport's Tenant Development Guidelines, which shall be provided to Airline.

The Airline shall financially reimburse the City for penalties incurred by the City as a result of the release of any pollutant or contaminant from the premises covered in this Agreement resulting from or arising out of the Airline's operations.

The Airline shall conduct all environmental monitoring pertaining to Airline construction, operation, and maintenance activities required by Environmental Requirements. Monitoring records shall be retained as required by Environmental Requirements and available for inspection. The Airline is required to release any or all nonprivileged environmental data upon request from the City.

The Airline shall obtain all necessary federal, state, and local environmental permits and comply with all applicable federal, state, and local environmental permit requirements concerning its operations at the airport.

In the case of a release, spill, or leak caused by Airline construction, operation or maintenance activities, the Airline shall immediately call the Airport Communications Center at x4200. The Airline then shall, as soon as reasonably practicable, control and remediate the contaminated media as required by applicable Environmental Requirements.

(b) Review of Environmental Documents. The Airline, at the request of the City, shall make available for inspection and copying at the City's expense, upon reasonable notice and at reasonable times, any or all of the documents and materials that the Airline has prepared or submitted to any governmental agency. If there is a federal, state or local duty to file any notice or report of a release or threatened release of Regulated Materials on, under or about the leased facilities, the Airline shall provide a copy of such report or notice to the City.

For purposes of this Agreement, "Regulated Materials" shall mean any wastes, substances, radiation, or materials (whether solids, liquids, or gases) that are defined as or included in the definition of "hazardous substances", "hazardous wastes", "hazardous materials", "solid wastes", "universal wastes", "toxic substances", "toxic pollutants", "contaminants", "pollutants", "regulated substances", or words of similar import, under any applicable federal, Colorado, or local rules, regulations, statutes, laws, or orders.

(c) Access for Environmental Inspection. The City shall have a right of access to the leased facilities and to any of the improvements thereon without prior notice to inspect the same to confirm that the Airline is using the premises in accordance with the Environmental Requirements. Such inspection will not unreasonably interfere with Airline's operations. If the City finds evidence of non-compliance or threatened non-compliance with Environmental Requirements, the Airline, at the request of the City, shall conduct such testing and analysis as is necessary to ascertain whether the Airline is using the premises in compliance with all Environmental Requirements.

(d) Correction of Environmental Non-Compliance. If the Airline fails to comply in all material respects with any applicable Environmental Requirement, the City, after providing Airline with reasonable notice under the circumstances and reasonable opportunity to correct such noncompliance, in addition to its rights and remedies described elsewhere in this Agreement, at its election, may enter the premises and take such measures as may be necessary to insure compliance with the Environmental Requirements, all at the Airline's expense.

(e) Duty to Notify City. In the event of a release or threatened release of pollutants to the environment caused by Airline's use or occupancy of the premises, the Airline shall immediately notify the Airport Communications Center at x4200 and shall notify the City in writing as soon as reasonably practicable. In the event any claim, demand, action or notice is made against the Airline with regard to the Airline's failure or alleged failure to comply with any Environmental Requirements, the Airline, shall notify the City in writing as soon as reasonably practicable, and provide the City with copies of any written claims, demands, notices or actions so made.

(f) Environmental Remediation. The Airline shall undertake all actions as required by applicable Environmental Requirements to remedy or remove any Regulated Materials and any other environmental contamination discovered on or under the premises and/ caused by the Airline to bring the premises into compliance with all applicable Environmental Requirements in effect as of the date thereof.

The work shall be performed at the Airline's expense after the Airline submits to the City a written plan for completing such work and receives the prior written approval of the City, not to be unreasonably withheld, and the City shall have the right to review and inspect all such work at any time and at the City's expense using consultants and representatives of the City's choice. Cleanup levels for any environmental remediation work shall comply with applicable Environmental Requirements.

(g) Environmental Requirements for New Construction (including modifications or alterations to existing facilities). Throughout the construction activities for any facilities, the Airline is responsible for complying with all of the requirements under Denver International Airport Technical Specifications Section 01566 (Environmental Controls), Section 16642 (Cathodic Protection) and the Airports' Tenant Development Guidelines, all of which shall be provided to Airline.

(1) Air Pollution. All activities associated with the construction of the Facilities shall be performed under the Airline's (or its agent's) fugitive dust permit for

the construction project. The Airline is responsible for complying with the terms of its permit.

In order to comply with the above-referenced permit requirements, the Airline shall implement the procedures and techniques identified in Technical Specifications Section 01566.

(2) Water Pollution Controls. The Airline shall comply with the environmental specifications identified in Technical Specifications Section 01566.

(3) Soil Erosion and Sedimentation Control. The Airline shall comply with the environmental specifications for soil erosion and sediment control during construction, identified in Technical Specifications Section 01566. The Airline shall implement "best management practices" in preventing soil erosion and controlling sedimentation. The Airline shall obtain all necessary state and local permits for new development or construction. The Airline is responsible for the preparation and implementation of any plan required by the permits.

(4) Solid and Hazardous Waste Controls. This subsection applies to solid waste and hazardous waste as defined by federal and state regulations. Solid waste is defined as all putrescible and non-putrescible solid, semi-solid and liquid wastes, but does not include hazardous waste. The Airline is responsible to minimize the amount of solid and hazardous waste generated during construction activities. A commercially reasonable effort should be made to recycle generated construction debris. The Airline is responsible for the safe disposal of all solid and hazardous waste and shall dispose of such waste in accordance with Environmental Requirements and Mayor's Executive Order No. 115 (City requirement to direct all non-hazardous waste to DADS Landfill for disposal). Disposal of hazardous wastes on Denver International Airport property is prohibited. Recyclable waste is accepted at approved Airport recycling locations.

The Airline is responsible for complying with the solid and hazardous waste control requirements listed in Technical Specifications Section 01566.

(5) Noise and Vibration Control. Noise and vibration control requirements are listed in Technical Specifications Section 01566.

(h) Environmental Requirements for Operation and Maintenance.

(1) Storage Tanks and Ancillary Equipment. All underground storage tanks and pipelines, and any above-ground storage tanks and pipelines in contact with the ground, and any other underground metallic structures installed by Airline on Airport Property shall be integrated into a cathodic protection program. Airport officials shall be notified of any removal, addition, or modification of underground tanks, piping, and other metallic structures.

Wastewater from maintenance activities shall be pretreated with a water quality pre-treatment device. These devices shall be inspected and maintained by the Airline.

The Airline shall be responsible for all containment, treatment, and disposal of all fuel spills caused by Airline operations using "Best Management Practices." The Airline shall make all "best efforts" to recycle recovered fuel. A Spill Prevention Control and Countermeasures Plan shall be prepared and submitted according to federal (40 CFR 112) and state requirements.

Fuel storage tanks shall either be installed above ground, according to appropriate federal and state requirements, or underground in accordance with EPA regulations cited in 40 CFR Part 280 and State of Colorado CCR 1101-14.

(2) Air Pollution Control. The Airline shall obtain all necessary air emission control permits associated with operation and maintenance of its facilities.

(3) Water Pollution Control. The Airline shall obtain all necessary permits under NPDES (National Pollutant Discharge Elimination System) stormwater regulations (40 CFR Part 122-124), Colorado Pollutant Discharge System (CDDS), and industrial and sanitary pretreatment requirements.

The Airline shall comply with all federal and state water pollution control requirements. Upon the direction of the City, the Airline will be responsible for conducting all appropriate water quality monitoring related to its Denver International Airport operations. This data shall be released to the City upon the City's request.

(i) Waste Management Plan.

(1) The Airline shall prepare and submit to the City upon request a waste management plan outlining its program for recycling, waste management and waste minimization at DIA to the extent reasonably possible.

(2) The Airline shall make good faith efforts to participate in recycling programs offered by the Airport and to identify upon request locations on the Demised Premises at which recycling collection containers may be placed.