

DATE: January 15, 2024
TO: SAA Board of Directors
FROM: Tim Rogers and Shelli Swanson
SUBJECT: **January 17, 2024, SAA Regular Board Meeting**

Enclosed are items for your review prior to Wednesday's meeting. Please note that the meeting will be held in the **first-floor conference room, Hangar 600, 2720 Arnold Ct.** A map showing the location of Hangar 600 is enclosed in your board meeting packet. The meeting is also available via the following GoTo link.

<https://meet.goto.com/salinaairport/salina-airport-authority-board-meeting>

Wednesday's meeting features agenda items that support Airport Authority **STARS** objectives:

- Improved air service for Salina and Saline County.
- Community partnerships that result in positive economic impact and job growth.
- Successful financial budgeting to ensure that Airport Authority meets operational and capital budget needs.
- Aircraft maintenance worker recruitment and training.
- The use of new clean agent technology for hangar fire suppression systems.

With the start of the New Year SAA staff are focused on the following STARS Lines of Effort.

- a. **K-AIRES Center Lease, Financing, and Construction**
- b. **AIM Center Room 111 Remodel and First Student Class**
- c. **AIM Center Tools and Equipment**
- d. **H626 Construction – Clean Agent Fire Suppression System**
- e. **SLN Fuel Farm Construction**
- f. **UST Removal and Closure**
- g. **GA Hangar Construction**
- h. **Runway 12/30 Design and Construction**
- i. **SRE Specifications and Bids**
- j. **M.J. Kennedy Airport Terminal Design**
- k. **North Ramp Hangar Construction – Project Design and Project Funding**
- l. **SLN West Airfield Development Plan**
- m. **AFFF Transition Plan**
- n. **Schilling Project RA Work**
- o. **2024 Budget Implementation**
- p. **FAA FAST Grant Application Award**
- q. **IAC SLN Use Agreement**
- r. **SkyWest RON Schedule and Incentive Agreement**
- s. **2024 Fly SLN Marketing Campaign**
- t. **Annual FAA Airport Certification Inspection**

- u. **Catch Basin Inserts for SAA Buildings and Stormwater Drains**
- v. **H509 Restroom Improvements**
- w. **Economic Impact Report**
- x. **Airfield security cameras – ARFF station and H600**
- y. **Industrial Center warehouse construction**
- z. **Build Back Kansas Grant Funding Applications**
- aa. **B620 Improvements and Expansion Plans for UFP**
- bb. **Coordinate FOL Events and Operations**
- cc. **2023 Financial Statement Audit**
- dd. **2025 Budget Preparation**
- ee. **Engineering/Consultant Selection for 2025-2029 AIP Projects**

Please note the following agenda item comments.

Agenda Item #5 – Airport Activity Reports and Financial Statement Reports for the Month and Year Ending December 31, 2023 (Rogers and Swanson)

Airport Activity – Air Traffic (Rogers)

The Salina air traffic control tower (ATCT) recorded 4,297 operations during December 2023 which was a 17% increase as compared to the December 2022 total of 3,654. For the year-to-date, a total of 81,719 operations have occurred at Salina Airport which is 20% more than the December 2022 YTD total of 68,262.

Airport Activity – Fuel Flowage (Rogers)

The December 2023 fuel flowage came in at 127,411 gallons which was 3% more than the December 2022 total of 123,282 gallons. For the year-to-date, a total of 2,069,378 gallons have been delivered at the airport which is 12% less than the December 2022 YTD total of 2,371,174 gallons.

Airport Activity – Passenger Enplanements (Rogers)

During December 2023 SkyWest enplaned 1,184 passengers, which was a 10% decrease over the December 2022 total of 1,318 passengers. The December 2023 total passenger count was 2,128 which was a 13% decrease as compared to the December 2022 total of 2,445. Total December 2023 YTD passenger enplanements on SkyWest flights totaled 15,165 which was an 18% decrease as compared to the December 2022 YTD total of 18,458.

Financial Reports – Comments and Notes (Swanson)

The beginning of a new year brings about our usual fiscal year close-out activity necessary to bring you the preliminary December 31 financial statements. In addition to working on tax and informational returns, W-2s, 1099s and other year-end activity, we continue to work on year-end accruals that include the Net KPERS OPEB and pension liabilities (reports are not available from KPERS until January 31, 2024), final depreciation schedule and calculations. Additionally, we anticipate having a few invoices for work that was done in December trickling in between now and the end of January. As is our normal procedure, we will highlight any significant changes from the preliminary statements enclosed in your packet today, to the final audited statements as presented in the Annual Comprehensive Financial Report.

Highlights from the preliminary December 2023 financials include:

- Unrestricted cash in bank at \$1,852,964 (Cash in bank operating funds less security deposits returnable.)
- Total YTD income came in \$188,213 over the same period in 2024 (6%) and ended the year \$235,599 ahead of budget projections.
- Total operating expenses came in 3% over budget and remained nearly flat as compared to 2022

- up only \$1,876.
- Net operating income before depreciation equaled \$180,798 YTD.

The disbursements from the bond proceed project fund accounts during December 2023 are included as a separate report in the enclosed financial statements.

Financial Reports – December 2023 Significant Capital Expenditures/Payables Report Enclosed

Financial Reports – Accounts Receivable Past Due 31 days or more as of January 15, 2024 (Swanson)

Account	Amount	Days	Comments
AGCO Corporation	\$930	31-60	Utilities and finance charges
Central States Enterprises	\$8,644	31>90	Land rent and property taxes
Enel Green Power	\$775	31-90	Building rent
Fairway Electrical Services	\$307	31-60	Building rent
Kansas Military Board	\$1,020	61>90	Building rent
Milenium Inc.	\$1,005	31-90	Land rent
The Sherwin Williams Co.	\$4,156	>90	Utilities and finance charges

Short-term Leasing Activity

On December 22, the SAA entered into a 1-year agreement with Forbes Bros. Timberline Construction, Inc. renewing their lease of 12.1 acres in the Airport Road Equipment Yard. This agreement will generate \$3,085 per month or \$37,020 annually in land rental revenue.

Agenda Item #6 – Scheduled air service and SkyWest Airlines updates. (Rogers and Gary Foss)

The new three-year Salina EAS contract with SkyWest Airlines d/b/a United Express went into effect on January 1, 2024. Gary Foss and I have been working with SkyWest senior management to finalize both the overnight flight incentive agreement and overnight flight schedule. Our goal is to have the agreement and schedule finalized by January 31. Gary will join the meeting to provide a 2023 review.

Agenda Item #7 – Consideration and Approval of an Architectural and Engineering Contract with Architect One, Topeka, KS for H626 Room 111 Design. (Miller and Cunningham)

Enclosed is a copy of the proposed agreement with Architect One for the design, bidding, and construction phases for the remodel of Room 111 at hangar H626. Room 111 will become the permanent classroom for AIM Center aviation maintenance worker training. Architect One was selected following a Notice for Statement of Qualifications and Interest was published and interviews conducted. Architect One is the architect for the H626 rehabilitation project. The \$75,000 lump sum fee will be funded by the AIM Center ALOFT grant.

Pieter and Maynard will review the scope of work associated with the Room 111 project.

Recommendation: Approval of the architectural and engineering contact with Architect One for hangar H626 Room 111 design, bidding and construction observation and authorize Chair Roberg to sign the agreement.

Agenda Item #8 – Consideration and Approval of a Change Order with Hutton Corporation for Installation of a Clean Agent Fire Suppression System at Hangar H626. (Miller and Cunningham)

The enclosed change order will enable the Airport Authority to make a significant change in fire suppression systems for Salina Regional Airport aircraft hangars. The transition to a “clean agent” fire suppression is consistent with the SAA’s objective to apply new technology to MRO hangar construction. The new H626 “clean agent” fire suppression system for the hangar bay meets NFPA and Salina fire code requirements while being safer for the environment and human beings. Enclosed is the risk assessment report that was prepared for the Salina Fire Department’s review.

The total cost for the “clean agent” fire suppression system installation is \$1,522,200. The original H626 contract with Hutton included \$536,700 for a foam fire suppression system. A \$900,000 KDOT Innovative Technology Program grant funds the increased costs to transition to a “clean agent” fire suppression system. Existing project contingency will fund the remaining \$85,500 cost.

Recommendation: Approval of the proposed hangar H626 \$985,500 Change Order for installation of a “clean agent” fire suppression system and authorize Chair Roberg to sign the Change Order.

Agenda Item #9 – Consideration and Approval of a Lease Termination Agreement with Miller Pipeline, LLC for Hangar H506-1. (Swanson)

Miller Pipeline has moved out of hangar H506-1. Miller has been a valued tenant since 2016 and is vacating 506-1 due to the loss of contracts in the Salina area. The agreement is scheduled to expire on March 31, 2024. Once Miller’s notice of intent to vacate was received, the SAA started to market H506-1. We quickly learned that Mr. Terry Belcher was interested in the hangar for aircraft storage and is ready to occupy H506-1 on February 1, 2024. Miller has already moved out of H506-1 and the Authority’s maintenance staff has been preparing the hangar for the next tenant.

The enclosed Miller Pipeline termination agreement terminates the company’s H506-1 effective January 31, 2024, and makes way for the Airport Authority to lease H506-1 to Terry Belcher.

Recommendation: Approval of the Miller Pipeline lease termination agreement and authorize Chair Roberg to sign the agreement.

Agenda Item #10 – Hangar H506-1 Lease Agreement with Safari, Inc. (Swanson)

Enclosed is a copy of the proposed lease agreement with Safari, Inc. (Terry Belcher). The lease agreement provides for aircraft storage only and no commercial aviation activity. The lease would be effective February 1, 2024, which means no interruption in H506-1 lease revenue. Lease terms are as follows.

Lease term: Five (5) years effective February 1, 2024

Option to Renew: Five (5) additional terms of two (2) years each

Basic Rent: \$1,520 per month, \$18,240 per year, \$3.72 per SF per year

Recommendation: Approval of the proposed lease agreement with Safari, Inc for hangar H506-1 and authorize Chair Roberg to sign the agreement.

Please note the Miller, Cunningham, and Windhorst staff reports that are enclosed. Let me know if you have any questions that you would like me to prepare for prior to the board meeting.

SALINA AIRPORT AUTHORITY REGULAR BOARD MEETING
Hangar H600, First Floor Conference Room
2720 Arnold Court

January 17, 2024 – 8:00 AM

AGENDA

Call to Order: (Roberg)

1. Determine that a quorum is present and confirm that a meeting notice has been published. (Windhorst)
2. Recognition of guests. (Roberg)
3. Additions to the agenda and agenda overview. (Rogers)

Action Items: (Roberg)

4. Approval of the minutes of the December 20, 2023, regular board meeting. (Roberg)
5. Review of airport activity and financial reports for the month and year ending December 31, 2023. (Rogers and Swanson)
6. Salina and Saline County air service development update. (Rogers and Foss)
7. Consideration and approval of an architectural and engineering contract with Architect One, Topeka, KS for the design of Room 111 improvements at hangar H626 for AIM Center training. (Miller and Cunningham)
8. Consideration and approval of a change order with Hutton Corporation for installation of a clean agent fire suppression system at hangar H626. (Miller and Cunningham)
9. Consideration and approval of a lease termination agreement with Miller Pipeline, LLC for hangar H506-1. (Swanson)
10. Consideration and approval of a lease with Safari, Inc. (Terry Belcher) for hangar H506-1. (Swanson)

Staff Reports: (Rogers)

Directors' Forum: (Roberg)

Visitor's Questions and Comments: (Roberg)

Announcements: (Windhorst)

Adjournment: (Roberg)



**MINUTES OF THE REGULAR MEETING OF THE BOARD
OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY
DECEMBER 20, 2023
HANGAR 600, ROOM 100**

Call to Order

Chair Tod Roberg called the meeting to order at 8:00 A.M. and confirmed that a quorum was present. Business and Communications Manager Kasey Windhorst confirmed that staff published and distributed the board packet on Friday, December 15, 2023.

Attendance

Present were Directors Roberg, Carlin (VTC), Gunn, Boos and O'Brien. Executive Director Tim Rogers; Deputy Executive Director Pieter Miller; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Maynard Cunningham; Business and Communications Manager Kasey Windhorst; Airport Administration Specialist Michelle Moon; and Attorney Greg Bengtson. Guests at the meeting were Julie Yager-Zucker, Avflight Salina; Lindsey Dreiling, Dreiling Aviation Services; Mitch Walter, Gillmore & Bell; Cody Heiman, First Bank Kansas; Dr. Randy Hassler, pilot; Bob Vidricksen, Saline County Commissioner (VTC); and Trent Davis, City Commissioner (VTC).

Agenda

Executive Director Rogers provided an overview of the agenda. There were no additions to the agenda.

Minutes

Director Gunn moved to approve the minutes of the November 15, 2023 regular board meeting

as presented. Director Boos seconded the motion. Motion carried 5-0.

Airport Activity

Rogers reviewed air traffic, fuel flowage and enplanements for the month of November. The Salina air traffic control tower (ATCT) recorded 7,521 operations for November 2023, reflecting a 27% increase from the same period last year. November 2023 fuel flowage came in at 142,909 gallons, which was a 37% decrease compared to 2022. The decrease in fuel is due to a higher number of FOL events scheduled in 2022. SkyWest enplaned 1,181 passengers during the month which was a 10% decrease compared to November 2022. The decrease in travel at SLN is attributed to the tag with Hays.

Financial Review

Swanson presented the financial report for the period ending November 30, 2023. Cash in bank is \$9.6M. Total assets are up 14%, total liabilities are up \$7.5M, and total equity is up 2% over November 2022. Total income is \$213,900 over budget year-to-date, with Swanson noting that fuel flowage fees this period reflected a rate increase. Administrative expenses were slightly over budget (3%, \$54,281) year-to-date, and maintenance expenses were under budget (5%, \$54,945). Net operating income before depreciation year to date is \$244,464. Swanson presented and discussed the 10-year trend analysis report with the board. Swanson reviewed significant capital expenditures and provided a report of the disbursements from the bond proceeds project fund accounts for the month of November. Chair Roberg directed staff to file the financials for audit.

Scheduled air service and SkyWest Airlines

Rogers discussed the incentive agreement between the Airport Authority and SkyWest Airlines.

The Saline County Commission approved \$400,000 disbursement from their ARPA funds toward the program. The City will discuss their portion of the incentive (\$400,000) at their next meeting. Rogers asked the board to consider contributing the remaining \$100,000. Rogers reviewed the work done by Gary Foss with SkyWest to restructure the schedule, bringing non-stop flights back to Salina. Rogers asked the board to approve the incentive agreement between the Airport Authority and SkyWest Airlines and authorize the executive director to sign the agreement. Director Gunn made the motion to approve the agreement as drafted, Director Boos seconded. The motion carried 5 – 0.

Consideration of a ground lease with the Kansas Board of Regents and Resolution 23-18

Rogers provided an overview of the K-AIRES project. PI Labs anticipate construction of the K-AIRES Center to begin in August 2025. Mitch Walter reviewed the lease revenue bond process and the property lease structure. The Airport Authority will transfer the ground to the Kansas Board of Regents with a lease purchase agreement if the bonds are issued. The lease term is 40 years, the ground lease is a zero rental, with no specials or taxes associated with the property. The Airport Authority will lease the K-AIRES Center back to KBOR and K-State. KBOR approved authorizing the ground lease at a previous meeting. Director Boos moved to approve the ground lease agreement between the Kansas Board of Regents and the Salina Airport Authority, as well as approval of SAA Resolution No. 23-18 approving a ground lease for the acquisition, construction and equipping the K-AIRES Center, and authorizing Chair Roberg to sign the ground lease and to sign the resolution. Director O'Brien seconded. The motion carried 5 – 0.

Consideration of a new Lease Agreement with Universal Forest Product's UFP

Harrisonville, LLC for Building B620

Swanson provided a history of the tenant relationship with Universal Forest Products (UFP). The new agreement is to accommodate the company's expanding needs. The proposed terms are:

Facility:	Bldg. 620 (30,000 SF)
Term:	Three Years with Two 3-year Options to Renew
Effective:	May 1, 2024
Rental Rate:	\$11,700/month - \$140,400/year
Rate Adj.	CPI every 2-years
Type:	Modified Net – Tenant responsible for utilities, taxes, ins., and routine maintenance.

The lease agreement includes UFP requested improvements to the property. Director O'Brien moved to approve the lease agreement with UFP Harrisonville, LLC and authorize Chair Roberg to sign the lease, Director Gunn seconded the motion. Motion carried unanimously.

Consideration of a Cheney Construction proposal for building B620

Cunningham reviewed the proposed improvements at Building B620 for Universal Forest Products. Improvements include concrete slab expansion and new fencing to increase storage yard capacity. The construction project includes expansion of concrete in two areas totaling 18,380 sq. ft. north of Building 620 along with relocation and addition of new fencing totaling approximately 600 ft. northeast of Building 620. Director Boos moved to approve the Cheney Construction Inc. contract in the amount of \$166,800 for the construction project including two concrete areas and new fencing located at 1940 Arnold Ave, building B620, leased by Universal Forest Products. Director Gunn seconded. Motion passed 5 – 0.

AIM Center Update

Miller updated the board on the status of the AIM Center. All instructors position has been filled and Chad Robb will be the lead instructor. Architect One (A|O) has been selected to design the

AIM Center training room at Hangar H626. Miller reviewed the concept plans.

Lindsey Dreiling discussed micro credentialing through K-State and the curriculum. The AIM Center website, aimcenter.aero, will launch by the end of the year, with a link for registration and course schedule. Miller discussed sponsorship opportunities.

Resolution 23-19 Reappointing Jim Maes to the Salina Community Economic Development

Organization (SCEDO) Board of Directors

Rogers provided an overview of the SCEDO board and the SAA responsibility as a founding member. Director Gunn moved to approve SAA Resolution No. 23-19 reappointing Jim Maes to the SCEDO board of directors for a three-year term starting on February 1, 2024. Director O'Brien seconded. Motion carried 4 – 0.

2024 Operating Plan and Budget Review

Rogers stated that the 2024 operating plan and budget is tracking with the STARS goals and objectives. Swanson discussed budget highlights including significant items and operating revenues. Director Gunn moved to approve the Salina Airport Authority Operating Plan and Budget for 2024, Director Boos seconded. The motion passed 4 – 0.

Staff Reports

Swanson presented Andrew Hodge, ARFF/Operations Specialist, to the board and recognized Hodge with a STAR Core Values award.

Executive Session

At 9:36 A.M., Director O'Brien made the following motion:

I move that the Salina Airport Authority board of directors' recess into executive session for fifteen (15) minutes to discuss the subjects of the Executive Director's annual performance evaluation and matters affecting the privacy interests of other individual employees based upon the need to discuss personnel matters of non-elected personnel pursuant to K.S.A. 75-4319(b)(1).

The open meeting will resume in this room at 9:51 A.M.

Director Gunn seconded the motion. The motion passed unanimously.

The open meeting resumed at 9:51 A.M.

At 9:51 A.M., Director Gunn made the following motion:

I move that the Salina Airport Authority board of directors' extend the executive session for ten (10) minutes to discuss the subjects of the Executive Director's annual performance evaluation and matters affecting the privacy interests of other individual employees based upon the need to discuss personnel matters of non-elected personnel pursuant to K.S.A. 75-4319(b)(1). The open meeting will resume in this room at 10:01 A.M.

Director O'Brien seconded the motion. The motion passed unanimously.

The open meeting resumed at 10:01 A.M.

There was no board action following the executive session.

Upon a motion duly made, the meeting adjourned at 10:01 A.M.

Minutes approved at the January 17, 2024 board meeting.

Kasey L. Windhorst, Board Clerk

(SEAL)

SALINA AIRPORT AUTHORITY
AIRPORT ACTIVITY REPORT
2023

AIR TRAFFIC/ATCT

Decemeber, 2023	4,297 Operations 567 Instrument Operations 339 Peak Day
Decemeber, 2022	3,654 Operations 717 Instrument Operations 370 Peak Day
January 2023 - Decemeber 2023	81,719 Operations
January 2022 - Decemeber 2022	68,262 Operations
January 2021 - Decemeber 2021	80,970 Operations

FUEL FLOWAGE

Decemeber, 2023	127,411 Gallons
Decemeber, 2022	123,282 Gallons
January 2023 - Decemeber 2023	2,069,378 Gallons
January 2022 - Decemeber 2022	2,371,174 Gallons
January 2021 - Decemeber 2021	2,096,198 Gallons

		Avflight	
		Military/Gov't	Self-fuel
KSU-S	Avflight Salina	Portion	Station Portion
13,309	114,102	9,256	13
4,175	119,107	23,685	185
135,083	1,934,295	632,661	2,829
123,312	2,247,862	881,906	3,705
129,066	1,967,132	396,564	6,590

SkyWest Airlines

ENPLANEMENTS

DEPLANEMENTS

TOTAL

Decemeber, 2023	1,184 Passengers
Decemeber, 2022	1,318 Passengers
January 2023 - Decemeber 2023	15,165 Passengers
January 2022 - Decemeber 2022	18,458 Passengers
January 2021 - Decemeber 2021	18,353 Passengers

944 Passengers
1,127 Passengers

2,128
2,445

ENPLANEMENTS - Charter Flights

Decemeber, 2023	55 Passengers
Decemeber, 2022	68 Passengers
January 2023 - Decemeber 2023	569 Passengers
January 2022 - Decemeber 2022	2,725 Passengers
January 2021 - Decemeber 2021	1,227 Passengers

TOTAL ENPLANEMENTS - Scheduled Flights & Charter Flights

Decemeber, 2023	1,239 Passengers
Decemeber, 2022	1,386 Passengers
January 2023 - Decemeber 2023	15,734 Passengers
January 2022 - Decemeber 2022	21,183 Passengers
January 2021 - Decemeber 2021	19,580 Passengers

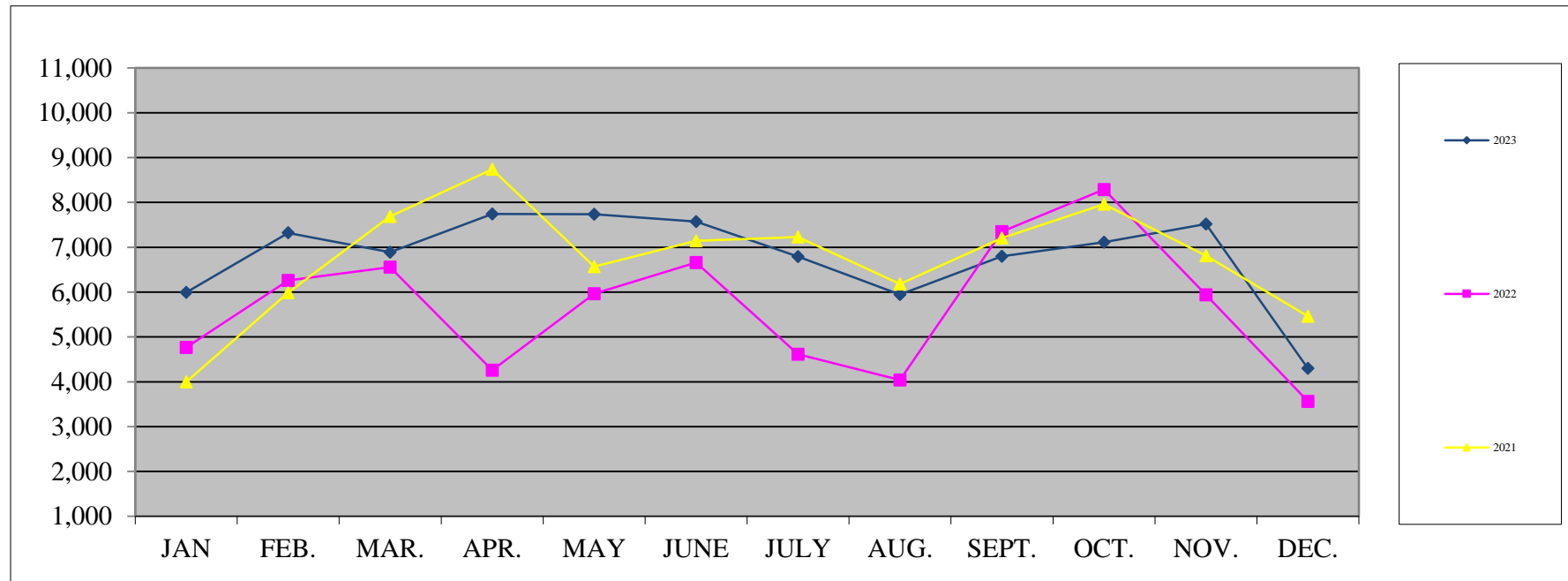
AIRPORT TRAFFIC RECORD

2022 - 2023

	ITINERANT					LOCAL			
	AC	AT	GA	MI	Total Itinerant	Civil	Military	Total Local	Total Operations
2023									
January, 23	125	1,650	655	267	2,697	3,018	278	3,296	5,993
February, 23	130	2,351	701	299	3,481	3,615	224	3,839	7,320
March, 23	138	1,757	652	349	2,896	3,766	228	3,994	6,890
April, 23	130	2,074	759	348	3,311	4,246	186	4,432	7,743
May, 23	128	1,893	898	341	3,260	4,184	290	4,474	7,734
June, 23	133	1,930	856	373	3,292	4,010	270	4,280	7,572
July, 23	130	1,553	842	252	2,777	3,780	234	4,014	6,791
August, 23	120	1,422	873	306	2,721	2,934	290	3,224	5,945
September, 23	134	1,836	1,541	228	3,739	2,986	76	3,062	6,801
October, 23	148	1,785	786	181	2,900	4,092	120	4,212	7,112
November, 23	129	1,741	858	193	2,921	4,448	152	4,600	7,521
December, 23	139	907	730	164	1,940	2,267	90	2,357	4,297
Totals January - December	1,584	20,899	10,151	3,301	35,935	43,346	2,438	45,784	81,719
2022									
January, 22	124	1,618	610	156	2,508	2,062	194	2,256	4,764
February, 22	128	2,269	680	151	3,228	2,974	58	3,032	6,260
March, 22	131	2,009	722	329	3,191	3,188	178	3,366	6,557
April, 22	176	1,876	616	151	2,819	1,381	58	1,439	4,258
May, 22	186	1,617	711	176	2,690	3,093	182	3,275	5,965
June, 22	178	1,782	749	450	3,159	3,209	292	3,501	6,660
July, 22	148	1,508	773	88	2,517	2,040	56	2,096	4,613
August, 22	122	1,392	644	168	2,326	1,630	84	1,714	4,040
September, 22	140	2,305	1,058	673	4,176	2,912	264	3,176	7,352
October, 22	140	2,622	1,451	182	4,395	3,802	92	3,894	8,289
November, 22	124	1,560	699	269	2,652	3,210	78	3,288	5,940
December, 22	134	816	623	283	1,856	1,444	264	1,708	3,564
Totals January - December	1,731	21,374	9,336	3,076	35,517	30,945	1,800	32,745	68,262
Difference	-147	-475	815	225	418	12,401	638	13,039	13,457
YTD % Change	-8%	-2%	9%	7%	1%	40%	35%	40%	20%
Legend:	AC: Air Carrier		AT: Air Taxi						
	GA: General Aviation		MI: Military						

AIR TRAFFIC

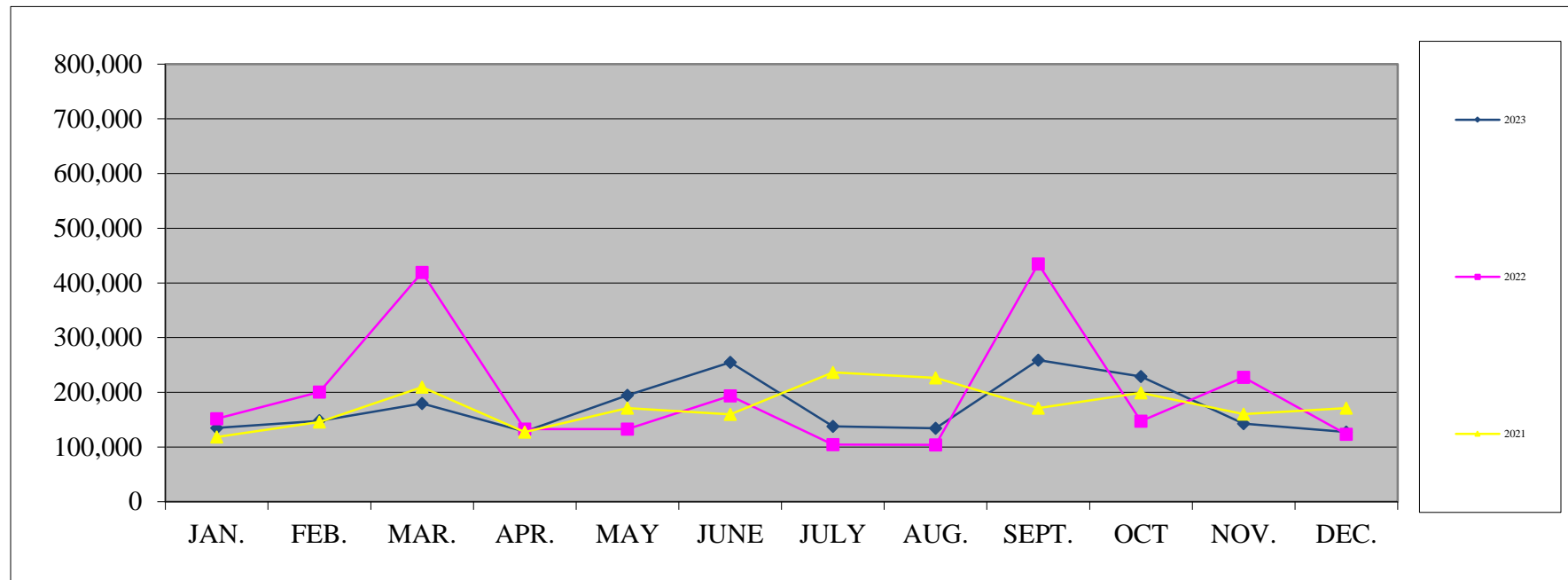
	<u>JAN</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2023	5,993	7,320	6,890	7,743	7,734	7,572	6,791	5,945	6,801	7,112	7,521	4,297	81,719
2022	4,764	6,260	6,557	4,258	5,965	6,660	4,613	4,040	7,352	8,289	5,940	3,564	68,262
2021	3,996	5,989	7,688	8,739	6,570	7,142	7,230	6,181	7,206	7,958	6,808	5,463	80,970
2020	3,109	6,494	2,841	1,398	2,614	5,846	5,399	7,318	7,550	8,532	5,078	4,269	60,448
2019	3,102	4,852	6,848	8,225	6,328	8,541	8,051	5,520	7,187	7,240	6,072	4,587	76,553
2018	3,418	4,601	6,312	5,510	5,094	6,865	6,865	4,910	6,336	9,974	5,317	4,091	69,293
2017	3,539	6,598	5,329	5,340	4,253	4,338	3,613	4,717	7,081	6,177	6,062	4,094	61,141
2016	4,422	7,789	7,962	7,312	6,898	8,011	5,877	4,789	7,593	6,052	5,458	4,948	77,111
2015	6,918	7,133	8,557	8,870	8,022	7,268	8,089	5,426	8,846	11,367	8,753	7,101	96,350
2014	6,511	6,887	7,143	8,426	8,365	7,234	7,423	5,756	9,035	10,496	8,316	5,509	91,101
2013	5,341	7,146	7,440	7,349	7,336	8,291	6,696	6,694	8,755	10,136	7,946	7,001	90,131



FUEL FLOWAGE

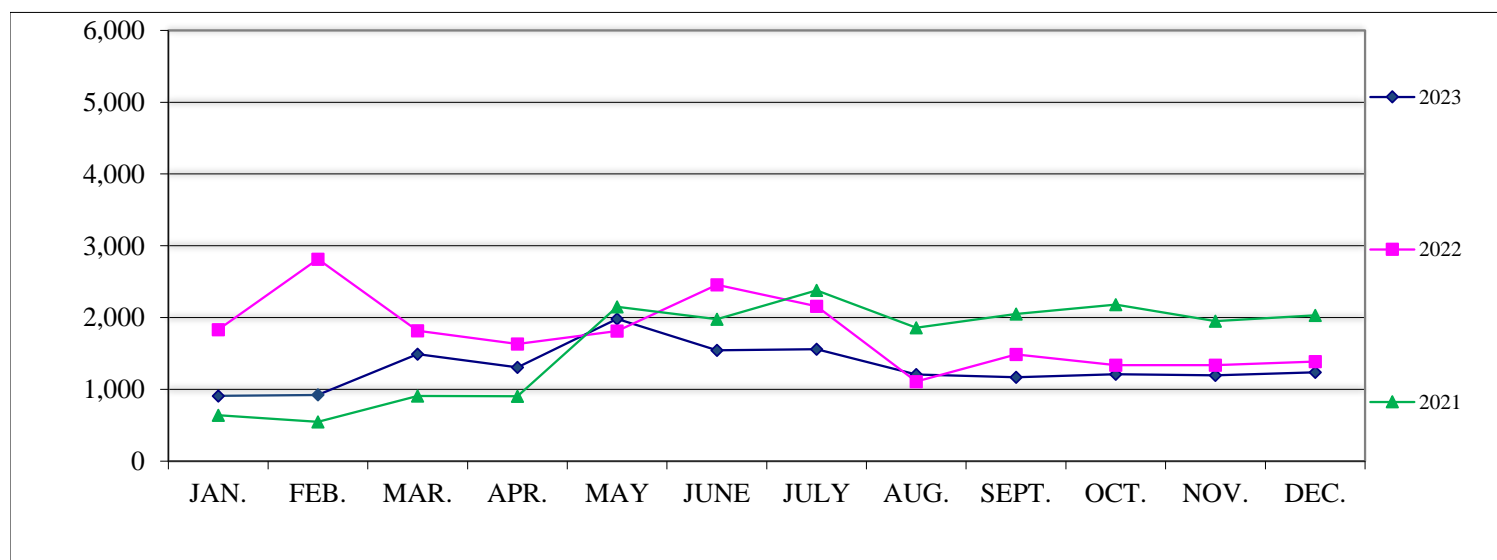
Gallons of Fuel Sold at SLN

	<u>JAN.</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2023	134,955	147,775	179,414	128,122	194,746	254,599	137,603	134,249	258,893	228,702	142,909	127,411	2,069,378
2022	151,697	200,550	418,947	132,791	132,881	193,611	104,328	103,932	434,725	147,216	227,214	123,281	2,371,173
2021	118,269	145,726	209,376	127,107	171,289	159,725	236,452	226,367	171,259	199,197	160,279	171,150	2,096,198
2020	118,337	341,329	124,865	56,765	90,326	105,987	142,234	692,613	128,710	208,081	170,893	114,869	2,295,009
2019	156,531	183,334	150,881	119,745	172,835	157,376	111,147	645,834	161,888	223,382	108,525	87,182	2,278,659
2018	74,807	186,507	172,561	154,513	131,941	367,663	288,977	303,273	348,454	161,563	125,129	99,437	2,414,825
2017	115,075	588,072	203,387	149,134	143,801	211,351	160,134	126,751	418,616	172,614	200,050	133,173	2,622,158
2016	80,221	136,763	130,990	94,673	153,410	132,964	208,846	375,330	137,906	126,983	100,764	182,062	1,860,912
2015	176,746	188,406	290,470	132,543	128,100	126,428	237,782	108,581	143,816	717,601	147,853	89,277	2,487,603
2014	115,573	135,651	112,694	95,549	110,387	282,468	103,108	83,757	91,423	652,207	90,948	97,295	1,971,061
2013	139,227	165,167	138,056	121,295	120,083	282,743	134,677	137,840	126,523	134,024	151,427	106,917	1,757,981



ENPLANEMENTS

	<u>JAN.</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2023	910	922	1,489	1,307	1,982	1,544	1,558	1,209	1,167	1,212	1,195	1,239	15,734
2022	1,833	2,815	1,815	1,634	1,813	2,458	2,157	1,109	1,486	1,338	1,339	1,386	20,252
2021	638	548	909	904	2,151	1,979	2,379	1,859	2,050	2,182	1,949	2,032	19,407
2020	1,232	4,716	2,219	52	105	338	392	1,705	552	624	602	628	10,561
2019	996	1,659	1,698	1,548	1,865	1,727	2,065	2,556	1,540	1,958	1,703	1,874	21,189
2018	414	715	370	783	1,387	1,751	1,623	5,553	2,095	2,230	1,756	1,622	20,299
2017	720	1,344	731	756	761	852	793	746	3,874	946	1,229	1,207	13,959
2016	36	0	0	0	0	104	372	910	637	558	574	692	3,883
2015	528	107	4,550	531	122	88	77	79	61	3,574	592	80	10,389
2014	145	109	140	135	175	403	282	223	178	431	157	178	2,556
2013	166	191	205	214	243	218	202	205	161	178	212	243	2,438



****Adjustment based on Nonscheduled/On-Demand Air Carrier Filings FAA Form 1800-31**

***SALINA** Airport*

Authority

DECEMBER 2023

FINANCIAL STATEMENTS

PRELIMINARY

Moody's Credit Opinion -
Salina Airport Authority, KS /
8 May 2023

Salina Airport Authority
Statement of Net Position Prev Year Comparison
As of December 31, 2023

01/14/2024

	Dec 31, 23	Nov 30, 23	\$ Change	Dec 31, 22	\$ Change	% Change
ASSETS						
Current Assets						
Checking/Savings						
Cash in Bank-Bond Funds	10,377,982	6,844,768	3,533,214	995,068	9,382,914	943%
Cash in bank-Operating Funds	1,965,540	2,010,500	-44,960	2,121,973	-156,433	-7%
Cash in Bank - AIM Center	1,004	990	14	0	1,004	100%
Cash in Bank - Mill Levy	791,911	811,063	-19,152	468,461	323,450	69%
Total Checking/Savings	13,136,437	9,667,321	3,469,116	3,585,502	9,550,935	266%
Accounts Receivable						
Accounts Receivable	118,682	140,143	-21,461	90,230	28,452	32%
Total Accounts Receivable	118,682	140,143	-21,461	90,230	28,452	32%
Other Current Assets						
Mill Levy receivable	0	19,989	-19,989	0	0	0%
Other current assets	678,738	799,637	-120,899	1,213,049	-534,311	-44%
Undeposited Funds	0	12,320	-12,320	2,905	-2,905	-100%
Total Other Current Assets	678,738	831,946	-153,208	1,215,954	-537,216	-44%
Total Current Assets	13,933,857	10,639,410	3,294,447	4,891,686	9,042,171	185%
Fixed Assets						
Fixed assets at cost	109,162,286	108,508,450	653,836	101,816,915	7,345,371	7%
Less accumulated depreciation	-56,453,721	-56,203,721	-250,000	-53,453,721	-3,000,000	-6%
Total Fixed Assets	52,708,565	52,304,729	403,836	48,363,194	4,345,371	9%
Other Assets						
Deferred Outflow of Resources	1,020,668	1,147,779	-127,111	1,147,779	-127,111	-11%
Other assets	3,009,970	3,009,970	0	3,009,970	0	0%
Total Other Assets	4,030,638	4,157,749	-127,111	4,157,749	-127,111	-3%
TOTAL ASSETS	70,673,060	67,101,888	3,571,172	57,412,629	13,260,431	23%
LIABILITIES & EQUITY						
Liabilities						
Current Liabilities						
Accounts Payable						
Accounts payable	887,194	1,768,095	-880,901	684,393	202,801	30%
Total Accounts Payable	887,194	1,768,095	-880,901	684,393	202,801	30%
Credit Cards						
Sam's Club Discover	2,078	-73	2,151	2,768	-690	-25%
VISA - Sunflower Bank, N.A. - S	2,575	0	2,575	83	2,492	3,002%
Total Credit Cards	4,653	-73	4,726	2,851	1,802	63%
Other Current Liabilities						
Accrued debt interest payable	176,339	131,748	44,591	194,893	-18,554	-10%
Debt, current portion	6,803,560	1,760,000	5,043,560	8,397,157	-1,593,597	-19%
Deferred Mill Levy revenue	0	227,739	-227,739	0	0	0%
Other current liabilities	178,120	267,551	-89,431	278,460	-100,340	-36%
Total Other Current Liabilities	7,158,019	2,387,038	4,770,981	8,870,510	-1,712,491	-19%
Total Current Liabilities	8,049,866	4,155,060	3,894,806	9,557,754	-1,507,888	-16%
Long Term Liabilities						
Debt - Long Term	38,045,619	33,029,395	5,016,224	24,929,989	13,115,630	53%
Deferred Inflows of Resources	3,621,787	3,621,787	0	3,621,787	0	0%
Less current portion	-6,803,560	-1,760,000	-5,043,560	-8,397,157	1,593,597	19%
Net OPEB Liability (KPERs)	9,003	9,003	0	9,003	0	0%
Net Pension Liability	942,015	942,015	0	942,015	0	0%
Security Deposits Returnable	112,576	117,986	-5,410	128,146	-15,570	-12%
Total Long Term Liabilities	35,927,440	35,960,186	-32,746	21,233,783	14,693,657	69%
Total Liabilities	43,977,306	40,115,246	3,862,060	30,791,537	13,185,769	43%
Equity						
Invested in Capital Assets net	25,352,719	25,227,270	125,449	24,694,502	658,217	3%
Net assets, Designated	90,000	90,000	0	90,000	0	0%
Net assets, Unrestricted	1,178,373	1,303,821	-125,448	-1,862,637	3,041,010	163%
Net Income	74,662	365,550	-290,888	3,699,226	-3,624,564	-98%
Total Equity	26,695,754	26,986,641	-290,887	26,621,091	74,663	0%
TOTAL LIABILITIES & EQUITY	70,673,060	67,101,887	3,571,173	57,412,628	13,260,432	23%

Salina Airport Authority
Profit & Loss Budget Performance
December 2023

7:42 PM
01/14/2024
Accrual Basis

	Dec 23	Jan - Dec 23	YTD Budget	\$ Over Budget	% of Budget	Annual Budget
Ordinary Income/Expense						
Income						
Airfield revenue						
Fuel Flowage Fees	12,142	188,185	180,000	8,185	105%	180,000
Hangar rent	88,454	1,083,354	943,000	140,354	115%	943,000
Landing fees	2,193	25,866	30,550	-4,684	85%	30,550
Ramp rent	6,380	76,341	67,000	9,341	114%	67,000
Total Airfield revenue	109,169	1,373,746	1,220,550	153,196	113%	1,220,550
Building and land rent						
Agri land rent	0	69,539	71,000	-1,461	98%	71,000
Building rents - Long Term						
Short-term leasing	29,844	401,273	566,000	-164,727	71%	566,000
Building rents - Long Term - Other	90,928	1,069,658	849,000	220,658	126%	849,000
Total Building rents - Long Term	120,772	1,470,931	1,415,000	55,931	104%	1,415,000
Land rent						
Basic Land Rent	11,438	137,400	127,574	9,826	108%	127,574
Property tax - tenant share	30,868	131,701	107,426	24,275	123%	107,426
Total Land rent	42,306	269,101	235,000	34,101	115%	235,000
Tank rent	1,306	14,898	14,640	258	102%	14,640
Total Building and land rent	164,384	1,824,469	1,735,640	88,829	105%	1,735,640
Other revenue						
Airport Marketing	0	20,000	20,000	0	100%	20,000
ARFF Training	0	4,320	0	4,320	100%	0
Commissions	1,050	29,796	20,000	9,796	149%	20,000
Other income	1,998	54,458	75,000	-20,542	73%	75,000
Total Other revenue	3,048	108,574	115,000	-6,426	94%	115,000
Total Income	276,601	3,306,789	3,071,190	235,599	108%	3,071,190
Gross Income	276,601	3,306,789	3,071,190	235,599	108%	3,071,190
Expense						
Administrative expenses						
A/E, consultants, brokers	6,943	98,921	46,667	52,254	212%	46,667
Airport promotion	20,582	273,489	251,000	22,489	109%	251,000
Bad Debt Expense	0	0	5,000	-5,000	0%	5,000
Computer/Network Admin.	4,019	48,370	52,320	-3,950	92%	52,320
Dues and subscriptions	2,361	26,791	29,170	-2,379	92%	29,170
Employee retirement	13,587	102,858	92,483	10,375	111%	92,483
FICA and medicare tax expense	8,294	79,111	73,313	5,798	108%	73,313
Industrial development	4,792	57,500	60,000	-2,500	96%	60,000
Insurance , property	18,750	225,417	225,000	417	100%	225,000
Insurance, medical	737	199,636	222,000	-22,364	90%	222,000
Kansas unemployment tax	0	739	1,000	-261	74%	1,000
Legal and accounting	920	50,178	60,000	-9,822	84%	60,000
Office salaries	105,179	683,175	599,693	83,482	114%	599,693
Office Supplies	762	6,772	10,000	-3,228	68%	10,000
Other administrative expense	901	13,082	14,850	-1,768	88%	14,850
Postage	24	1,650	2,000	-350	83%	2,000
Property appraisal expense	0	0	0	0	0%	0
Property tax expense	46,891	179,808	145,000	34,808	124%	145,000
Special Events	0	1,099	2,000	-901	55%	2,000
Telephone	1,527	18,656	28,200	-9,544	66%	28,200
Training	0	5,464	11,350	-5,886	48%	11,350
Travel and meetings	195	5,884	15,000	-9,116	39%	15,000
Total Administrative expenses	236,464	2,078,600	1,946,046	132,554	107%	1,946,046

	Dec 23	Jan - Dec 23	YTD Budget	\$ Over Budget	% of Budget	Annual Budget
Maintenance expenses						
Airfield maintenance	0	51,436	50,000	1,436	103%	50,000
Airport Security	0	1,648	2,500	-852	66%	2,500
Building maintenance	16,513	220,054	185,000	35,054	119%	185,000
Equipment fuel and repairs	4,016	86,530	80,000	6,530	108%	80,000
Fire Services	16,000	19,646	32,000	-12,354	61%	32,000
Grounds maintenance	900	14,980	22,000	-7,020	68%	22,000
Maintenance salaries	37,493	411,480	399,024	12,456	103%	399,024
Other maintenance expenses	1,232	19,349	22,000	-2,651	88%	22,000
Snow removal expense	0	5,494	20,000	-14,506	27%	20,000
Utilities	18,624	216,774	280,000	-63,226	77%	280,000
Total Maintenance expenses	94,778	1,047,391	1,092,524	-45,133	96%	1,092,524
Total Expense	331,242	3,125,991	3,038,570	87,421	103%	3,038,570
Net Ordinary Income	-54,641	180,798	32,620	148,178	554%	32,620
Other Income/Expense						
Other Income						
Capital contributed	0	712,318	2,500,000	-1,787,682	28%	2,500,000
Gain on sale of assets	0	29,653	0	29,653	100%	0
Interest income						
Int. Income -2023 Bond Proceeds	28,742	234,855	26,000	208,855	903%	26,000
Interest income on deposits	4,261	82,848	10,000	72,848	828%	10,000
Total Interest income	33,003	317,703	36,000	281,703	883%	36,000
Mill levy income	207,751	2,719,303	2,732,871	-13,568	100%	2,732,871
Total Other Income	240,754	3,778,977	5,268,871	-1,489,894	72%	5,268,871
Other Expense						
Debt interest expense net						
Bond issue cost	39,078	206,694	105,000	101,694	197%	105,000
Interest Expense on Debt	187,925	678,421	535,086	143,335	127%	535,086
Total Debt interest expense net	227,003	885,115	640,086	245,029	138%	640,086
Depreciation expense	250,000	3,000,000	3,000,000	0	100%	3,000,000
Total Other Expense	477,003	3,885,115	3,640,086	245,029	107%	3,640,086
Net Other Income	-236,249	-106,138	1,628,785	-1,734,923	-7%	1,628,785
Net Income	-290,890	74,660	1,661,405	-1,586,745	4%	1,661,405

Salina Airport Authority
Profit & Loss Prev Year Comparison
January through December 2023

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01/14/2024
Accrual Basis

	Jan - Dec 23	Jan - Dec 22	\$ Change	% Change
Ordinary Income/Expense				
Income				
Airfield revenue				
Fuel Flowage Fees	188,185	213,067	-24,882	-12%
Hangar rent	1,083,354	976,846	106,508	11%
Landing fees	25,866	39,249	-13,383	-34%
Ramp rent	76,341	66,254	10,087	15%
Total Airfield revenue	1,373,746	1,295,416	78,330	6%
Building and land rent				
Agri land rent	69,539	63,863	5,676	9%
Building rents - Long Term				
Short-term leasing	401,273	464,326	-63,053	-14%
Building rents - Long Term - Other	1,069,658	904,162	165,496	18%
Total Building rents - Long Term	1,470,931	1,368,488	102,443	7%
Land rent				
Basic Land Rent	137,400	141,849	-4,449	-3%
Property tax - tenant share	131,701	103,801	27,900	27%
Land rent - Other	0	0	0	0%
Total Land rent	269,101	245,650	23,451	10%
Tank rent	14,898	14,640	258	2%
Total Building and land rent	1,824,469	1,692,641	131,828	8%
Other revenue				
Airport Marketing	20,000	20,000	0	0%
ARFF Training	4,320	5,610	-1,290	-23%
Commissions	29,796	26,619	3,177	12%
Other income	54,458	78,290	-23,832	-30%
Total Other revenue	108,574	130,519	-21,945	-17%
Total Income	3,306,789	3,118,576	188,213	6%
Gross Profit	3,306,789	3,118,576	188,213	6%
Expense				
Administrative expenses				
A/E, consultants, brokers	98,921	89,315	9,606	11%
Airport promotion				
Air Serv. Mktg - SAA	262,392	246,254	16,138	7%
Airport promotion - Other	11,097	7,936	3,161	40%
Total Airport promotion	273,489	254,190	19,299	8%
Computer/Network Admin.	48,370	40,734	7,636	19%
Dues and subscriptions	26,791	34,724	-7,933	-23%
Employee retirement	102,858	142,507	-39,649	-28%
FICA and medicare tax expense	79,111	72,480	6,631	9%
Industrial development	57,500	57,500	0	0%
Insurance , property	225,417	217,830	7,587	3%
Insurance, medical	199,636	198,527	1,109	1%
Kansas unemployment tax	739	978	-239	-24%
Legal and accounting	50,178	58,386	-8,208	-14%
Office salaries	683,175	615,896	67,279	11%
Office Supplies	6,772	11,015	-4,243	-39%
Other administrative expense				
Merchant Processing Fees	8,121	6,976	1,145	16%
Other administrative expense - Other	4,960	5,669	-709	-13%
Total Other administrative expense	13,081	12,645	436	3%
Postage	1,650	1,503	147	10%
Property tax expense	179,808	135,127	44,681	33%
Special Events	1,099	1,553	-454	-29%
Telephone	18,656	21,287	-2,631	-12%
Training	5,464	7,970	-2,506	-31%
Travel and meetings	5,884	13,709	-7,825	-57%
Total Administrative expenses	2,078,599	1,987,876	90,723	5%

	Jan - Dec 23	Jan - Dec 22	\$ Change	% Change
Maintenance expenses				
Airfield maintenance	51,436	56,476	-5,040	-9%
Airport Security	1,648	377	1,271	337%
Building maintenance	220,054	230,196	-10,142	-4%
Equipment fuel and repairs	86,530	84,585	1,945	2%
Fire Services	19,646	21,018	-1,372	-7%
Grounds maintenance	14,980	17,687	-2,707	-15%
Maintenance salaries	411,480	383,515	27,965	7%
Other maintenance expenses	19,349	26,462	-7,113	-27%
Snow removal expense	5,494	22,135	-16,641	-75%
Utilities	216,774	293,787	-77,013	-26%
Total Maintenance expenses	1,047,391	1,136,238	-88,847	-8%
Uncategorized Expenses	0	0	0	0%
Total Expense	3,125,990	3,124,114	1,876	0%
Net Ordinary Income	180,799	-5,538	186,337	3,365%
Other Income/Expense				
Other Income				
Capital contributed				
ARPA Grant No. 45 - Equipment	0	0	0	0%
ARPA Grant No. 45 - Operating	0	75,272	-75,272	-100%
Capital contributed - Other	712,318	5,372,073	-4,659,755	-87%
Total Capital contributed	712,318	5,447,345	-4,735,027	-87%
Gain on sale of assets	29,653	60,778	-31,125	-51%
Interest income				
Int. Income -2023 Bond Proceeds	234,855	0	234,855	100%
Interest income on deposits	82,848	8,383	74,465	888%
Leases	0	105,299	-105,299	-100%
Total Interest income	317,703	113,682	204,021	179%
Mill levy income	2,719,303	2,431,667	287,636	12%
Total Other Income	3,778,977	8,053,472	-4,274,495	-53%
Other Expense				
2021-05-26 Storm Damage Repairs	0	7,107	-7,107	-100%
2021-12-15 Storm Damage Repairs	0	148,219	-148,219	-100%
Debt interest expense net				
Bond issue cost	206,694	11,640	195,054	1,676%
Interest Expense on Debt	678,421	708,917	-30,496	-4%
Total Debt interest expense net	885,115	720,557	164,558	23%
Depreciation expense	3,000,000	3,472,824	-472,824	-14%
Total Other Expense	3,885,115	4,348,707	-463,592	-11%
Net Other Income	-106,138	3,704,765	-3,810,903	-103%
Net Income	74,661	3,699,227	-3,624,566	-98%

Salina Airport Authority
Capital Additions Budget vs. Actual
As of December 31, 2023

6:31 PM
01/14/2024
Accrual Basis

	Dec. 23	Jan - Dec 23	Annual Budget	+/- Annual Budget	% of Annual Budget
ASSETS					
Fixed Assets					
Fixed assets at cost					
Airfield					
AIP-42 Rwy 17/35 Rehab		8,947	50,410	-41,463	18%
AIP-47 Fuel Farm-A/E & Bidding		226,155	200,000	26,155	113%
AIP-48 Rwy 12/30 Rehab Design	111,290	212,161	375,000	-162,839	57%
AIP-49 Fuel Farm Construction		833,686	8,417,585	-7,583,899	10%
AIP-50 SRE Equip A/E & Acq.		15,893	45,000	-29,107	35%
AIP-XX AFFF to F3 Transition		6,816	25,000	-18,184	27%
AIP-XX Term. Bldg. Exp. Design		52,259	55,000	-2,741	95%
AIP-XX Term. Parking Lot Design	3,360	26,660	560,000	-533,340	5%
Airfield Improvements		79,695	50,000	29,695	159%
Fuel Farm Construction-Non Fed	4,925	32,953	1,860,000	-1,827,047	2%
GA Hangar Construction	21,699	1,801,842	2,912,809	-1,110,967	62%
K-AIRES Center	3,000	3,000	5,000	-2,000	60%
Rwys 17/35 - 12/30 LED Lighting		57,128	30,000	27,128	190%
Total Airfield	144,274	3,357,195	14,585,804	-11,228,609	23%
Buildings & Improvements					
Bldg. 120 Terminal building					
Concourse Imps.		7,200	20,000	-12,800	36%
Total Bldg. 120 Terminal building	0	7,200	20,000	-12,800	36%
Building improvements					
Bldg. 412 Imps.		36,475	25,000	11,475	146%
Bldg. 520 Imps.		708	20,000	-19,292	4%
Bldg. Imps. Other	2,200	55,495	75,000	-19,505	74%
Hangar #509 Imps.	9,424	9,306	5,000	4,306	186%
Hangar 504 Improvements	23,312	25,916	10,000	15,916	259%
Hangar 626 Rehabilitation	331,920	3,299,486	5,020,000	-1,720,514	66%
Hangar 959 Rehabilitation		58,750	100,000	-41,250	59%
Total Building improvements	366,856	3,486,136	5,255,000	-1,768,864	66%
FBO Improvements					
Bldg. 700 Imps. Avflight North		4,370	20,000	-15,630	22%
Hangar 409-1 Imps Avflight So.		3,020	20,000	-16,980	15%
Total FBO Improvements	0	7,390	40,000	-32,610	18%
Pumphouse 305		5,069	15,000	-9,931	34%
Total Buildings & Improvements	366,856	3,505,795	5,330,000	-1,824,205	66%
Equipment					
Airfield Equipment		10,211	15,000	-4,789	68%
ARFF equipment	4,198	18,985	25,000	-6,015	76%
Communications equipment		16,996	20,000	-3,004	85%
Computer equipment		18,802	15,000	3,802	125%
Industrial center equipment	4,433	8,233	25,000	-16,767	33%
Office equipment	4,740	4,740	7,500	-2,760	63%
Other Equipment	128,413	152,071	15,000	137,071	1,014%
Shop equipment		7,900	15,000	-7,100	53%
Terminal bldg equipment		0	10,000	-10,000	0%
Total Equipment	141,784	237,938	147,500	90,438	161%
Land					
Airport Indust. Cent. Imps.		1,955	15,000	-13,045	13%
Rail Spur Imps.		0	20,000	-20,000	0%
Total Land		1,955	35,000	-33,045	6%
Total Fixed assets at cost	652,914	7,102,883	20,098,304	-12,995,421	35%

Salina Airport Authority

Significant Capital Expenditures Detail

December 2023

Type	Date	Name	Memo	Amount	Balance
Fixed assets at cost					
Airfield					
AIP-48 Rwy 12/30 Rehab Design					
Bill	12/22/2023	Jviation Inc	Progress estimate for AIP 048 - RNWY 12/30 Rehab design	111,290.00	111,290.00
			Total AIP-48 Rwy 12/30 Rehab Design	111,290.00	111,290.00
AIP-XX Term. Parking Lot Design					
Bill	12/31/2023	Coffman Associates, Inc.	Professional services through 12/31/23 - Catex to 89.6% complete; ter...	3,360.00	3,360.00
			Total AIP-XX Term. Parking Lot Design	3,360.00	3,360.00
Fuel Farm Construction-Non Fed					
Bill	12/20/2023	Accurate Electric Inc	Jumper Road Gate Power	4,925.00	4,925.00
			Total Fuel Farm Construction-Non Fed	4,925.00	4,925.00
GA Hangar Construction					
Bill	12/14/2023	Dellinger Temp Fence & Supply L...	Temporary Construction Fence for GA Hangar project	4,320.00	4,320.00
Bill	12/14/2023	Dellinger Temp Fence & Supply L...	Additional temporary fence dates at site	326.00	4,646.00
Bill	12/20/2023	Precision Electrical Contractors L...	GA Hangar Construction - progress payment #2	17,053.43	21,699.43
			Total GA Hangar Construction	21,699.43	21,699.43
K-AIRES Center					
Bill	12/01/2023	Kaw Valley Engineering, Inc.	K-AIRES site survey, staking and legal description	3,000.00	3,000.00
			Total K-AIRES Center	3,000.00	3,000.00
			Total Airfield	144,274.43	144,274.43
Buildings & Improvements					
Building improvements					
Bldg. Imps. Other					
Bill	12/29/2023	Callabresi Heating & Cooling, Inc.	B620 - HVAC repairs - unites 5, 9, 10	2,200.00	2,200.00
			Total Bldg. Imps. Other	2,200.00	2,200.00
Hangar #509 Imps.					
Bill	12/05/2023	Gerken Rent-All	H509 - East side bathroom - Floor stripper rental, blades	69.75	69.75
Bill	12/06/2023	Construction Rental, Inc.	Bldg 509 - Buffer head mastic removal; Floor polisher/sander	137.50	207.25
Bill	12/06/2023	Lowe's Business Account Inc	H509 Improvements - sheetrock and Fiberglass Reinforced Plastic (Fr...	2,237.08	2,444.33
Bill	12/07/2023	Lowe's Business Account Inc	H509 remodel - Drywall primer, screws, shims, mastic	432.21	2,876.54
Bill	12/11/2023	Lowe's Business Account Inc	H509 remodel - adhesive, pipe, fittings	301.68	3,178.22
Bill	12/11/2023	Lowe's Business Account Inc	H509 remodel - PVC pipe	34.99	3,213.21
Bill	12/11/2023	Lowe's Business Account Inc	H509 remodel - PVC pipe, quick seal	205.67	3,418.88
Bill	12/11/2023	Border States Industries, Inc.	H509 Bathroom lights	428.03	3,846.91
Bill	12/12/2023	Lowe's Business Account Inc	H509 remodel - PVC pipe, vanity	191.42	4,038.33
Bill	12/12/2023	Border States Industries, Inc.	H509 - emergency lighting	72.21	4,110.54
Bill	12/13/2023	Lowe's Business Account Inc	H509 remodel - PVC pipe, plumbing parts, electrical components	246.77	4,357.31
Bill	12/14/2023	Lowe's Business Account Inc	H509 remodel - hangers, PVC parts, silicone, latch	190.45	4,547.76
Bill	12/14/2023	Salina Supply Company, Inc.	H509 remodel - toilets and urinals, east side restrooms	1,849.27	6,397.03
Bill	12/21/2023	Sherwin Williams Co., Inc.	Bldg 509 rest rooms - floor paint	462.36	6,859.39
Bill	12/27/2023	Lowe's Business Account Inc	H509 bathrooms - plumbing parts	112.37	6,971.76
Bill	12/28/2023	Sage Products, Inc.	Hangar H509 - restroom towel holders, tissue holders, soap	569.62	7,541.38
Bill	12/28/2023	Sage Products, Inc.	Hangar H509 remodel - restrooms - toilet tissue holders	359.10	7,900.48
Bill	12/28/2023	Salina Supply Company, Inc.	Hangar H509 - remodel bathroom - plumbing parts	1,468.78	9,369.26
Bill	12/29/2023	Lowe's Business Account Inc	H509 bathrooms - door kickplate	55.06	9,424.32
			Total Hangar #509 Imps.	9,424.32	9,424.32
Hangar 504 Improvements					
Bill	12/13/2023	Earles Engineering & Inspections...	H504 - Drainage Survey and Topo	1,625.00	1,625.00
Bill	12/15/2023	Coy Enterprise	H504 - Drainage Improvements - concrete pavement, Curb and Gutter	20,720.52	22,345.52
Bill	12/28/2023	Salina Steel Supply, Inc.	Hangar H504 - sq. tube for handrails	890.40	23,235.92
Bill	12/28/2023	Salina Steel Supply, Inc.	Hangar 504 - flat steel for handrail	76.33	23,312.25
			Total Hangar 504 Improvements	23,312.25	23,312.25
Hangar 626 Rehabilitation					
Bill	12/31/2023	Hutton Corporation	Hangar 626 Renovations - Progress estimate 9, December 23'	331,919.97	331,919.97
			Total Hangar 626 Rehabilitation	331,919.97	331,919.97
			Total Building improvements	366,856.54	366,856.54
			Total Buildings & Improvements	366,856.54	366,856.54
Equipment					
ARFF equipment					
Bill	12/07/2023	Weis Fire & Safety Equip. LLC	ARFF 1 - 2004 Rosenbauer Panther 4 x 4 - repair foam system	4,197.50	4,197.50
			Total ARFF equipment	4,197.50	4,197.50
Industrial center equipment					
Bill	12/21/2023	Bobcat of Salina, Inc.	Battery, Wet 1000 CCA	218.29	218.29
Bill	12/21/2023	Bobcat of Salina, Inc.	Additional labor	817.80	1,036.09
Bill	12/21/2023	Bobcat of Salina, Inc.	2021 Bobcat S66 Skid Steer - replace pump	3,396.64	4,432.73
			Total Industrial center equipment	4,432.73	4,432.73
Office equipment					
Bill	12/31/2023	Design Central LLC	Hangar 600 Room 214 furniture	4,740.00	4,740.00

Salina Airport Authority

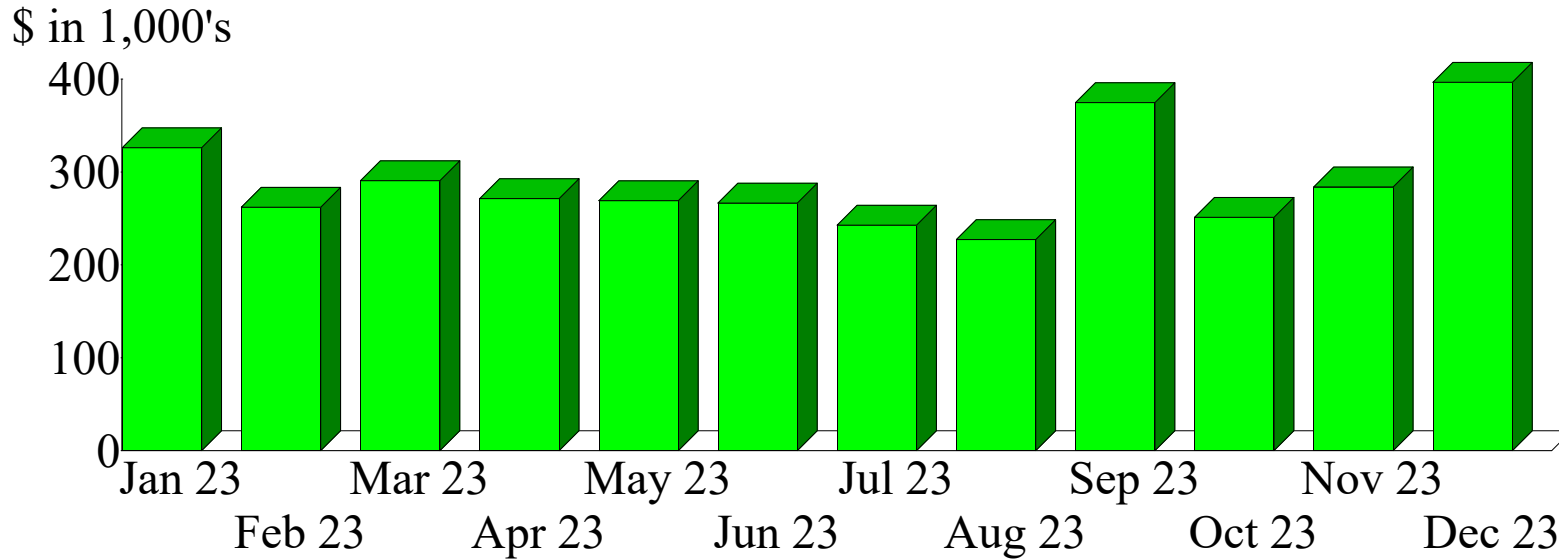
Significant Capital Expenditures Detail

December 2023

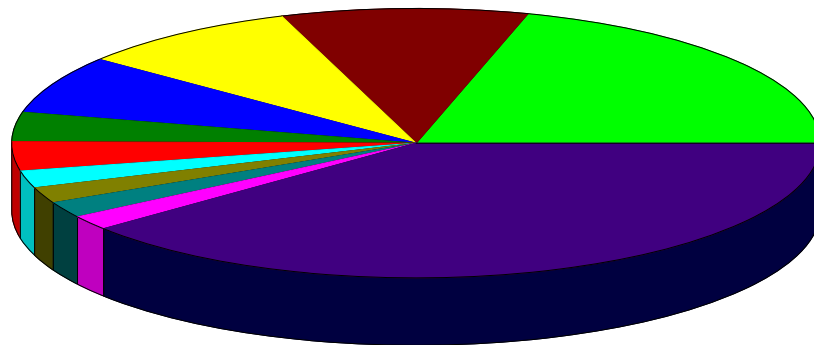
Type	Date	Name	Memo	Amount	Balance
Total Office equipment				4,740.00	4,740.00
Other Equipment					
Bill	12/01/2023	Digi-Key Electronics	AIM Center Equipment - 1660 Point Breadboards	498.75	498.75
Bill	12/01/2023	Digi-Key Electronics	Freight	44.88	543.63
Bill	12/01/2023	Digi-Key Electronics	AIM Center Equipment - Hook up wire kits: 22 AWG; 14 AWG	496.30	1,039.93
Bill	12/05/2023	DMC Tools	AIM Center - Electronics - components	7,319.60	8,359.53
Bill	12/05/2023	DMC Tools	Freight	39.14	8,398.67
Bill	12/07/2023	Mittler Bros. Machine & Tool	AIM Center Equipment (48" 16 Gauge Box & Pan Brake & 52" Foot Sh...	8,467.09	16,865.76
Bill	12/08/2023	Digi-Key Electronics	AIM Center Electronics - cables, wires	1,678.91	18,544.67
Bill	12/08/2023	Heatcon Composite Systems, Inc.	AIM Center - Dual Zone Bounder Sales kits	91,154.88	109,699.55
Bill	12/11/2023	Digi-Key Electronics	AIM Center - Electronics - cable ties	283.90	109,983.45
Bill	12/15/2023	Digi-Key Electronics	AIM Center - Electronics components - Ins/rem tool	35.61	110,019.06
Bill	12/18/2023	Digi-Key Electronics	AIM Center - Electronics components - Ins/REM tool	10.47	110,029.53
Bill	12/28/2023	Avotek	AIM Center - text books re: composites	3,383.30	113,412.83
Bill	12/31/2023	Design Central LLC	Hangar 600 Room 214 furniture	15,000.00	128,412.83
Total Other Equipment				128,412.83	128,412.83
Total Equipment				141,783.06	141,783.06
Total Fixed assets at cost				652,914.03	652,914.03
TOTAL				652,914.03	652,914.03

Sales by Month
January through December 2023

■ Dollar Sales



Sales Summary
January through December 2023

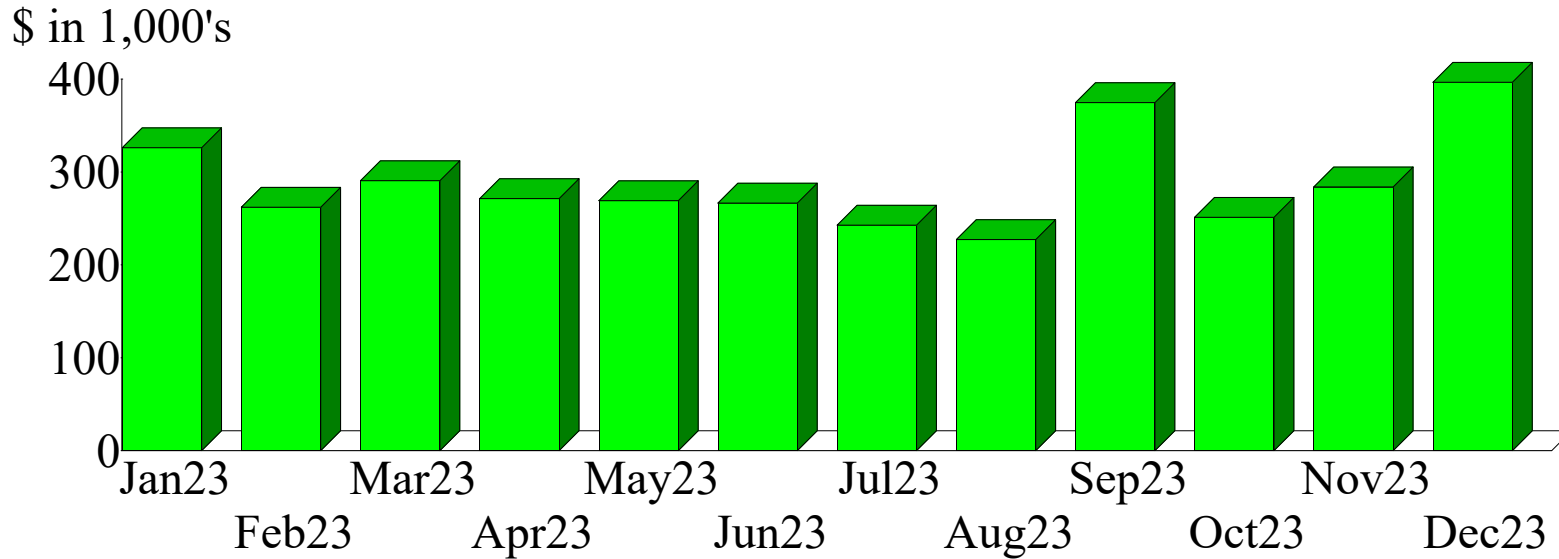


1 Vision Aviation, PLLC	20.66%
Avflight Salina	9.87
Kansas Erosion Products, LLC.	8.98
Stryten Salina, LLC	7.10
Universal Forest Products (UFP)	3.63
K-State Salina	3.60
SFC Global Supply Chain	2.18
1st Infantry Division - Ft. Riley	1.98
Durham School Service, L.P.	1.93
Gartner Refrigeration, Inc.	1.83
Other	38.22
Total	\$3,462,505.06

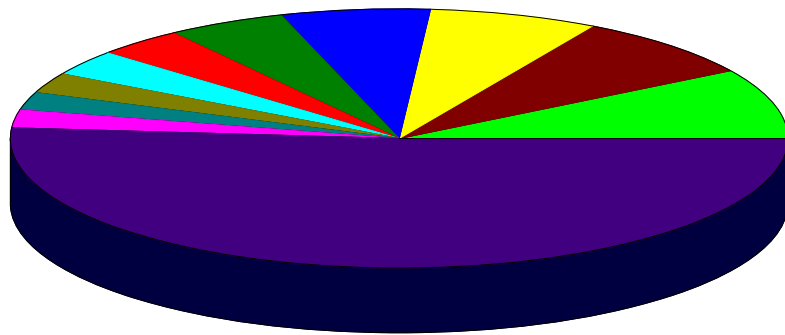
By Customer

Sales by Month
January through December 2023

Dollar Sales



Sales Summary
January through December 2023



H-00959-1 (Hangar Facility H959 - 2	8.77%
H-0606-3 (Hangar 606, 2630 Arnold C	8.03
B-01021 (Building #1021 located at 36	7.02
B-00655-3 (Bldg. #655 (96,611 SF) - 2	6.31
FFF-Avflight Salina (Fuel Flowage Fee	4.95
pptx (2023 Real Estate Taxes (see attac	3.80
B-00620-1 (Building #620 (30,000 SF)	3.31
H-0600-1 (Hangar 600 - 20,217 sq. ft.)	2.67
H-0600-4 (Hangar 600 - 2720 Arnold C	2.36
H-00409-1 (FBO Hangar - 2010 Roger	2.24
Other	50.54
Total	\$3,462,505.06

By Item

Salina Airport Authority Distributions from the Bond Project Funds

As of December 31, 2023

Type	Date	Name	Memo	Debit	Credit	Balance
Cash in Bank-Bond Funds						6,843,795.74
BSB 2022-1 GO Temp Note (9668)						4,931.12
Deposit	12/31/2C		Interest	4.82		4,935.94
Total BSB 2022-1 GO Temp Note (9668)				4.82	0.00	4,935.94
Equity- 2023 GO Bond (8824)						6,838,864.62
Bill Pmt ...	12/15/2C	American Environmen...	New fuel facility contract AIP 3-20-0072-047/049-223 - Progress estimate #1		798,039.90	6,040,824.72
Bill Pmt ...	12/22/2C	Accurate Electric Inc	Bore in pipe for new power service to gate		4,925.00	6,035,899.72
Bill Pmt ...	12/22/2C	Gilmore & Bell	Document preparation, transcripts, note printing for Taxable GO Notes Series 2023-1		14,500.00	6,021,399.72
Bill Pmt ...	12/22/2C	Hutton Corporation	Progress payment #8 for H626 Renov. (230019); Progress payments # 12, 13 for H6...		538,717.66	5,482,682.06
Bill Pmt ...	12/22/2C	Precision Electrical C...	Progress payment #2 - C-Hangar Electrical installation		17,053.43	5,465,628.63
Check	12/22/2C	Salina Airport Authority	Funds Transfer (SFB/CM Reimbursement) - GA Hangar Const. project		82,297.02	5,383,331.61
Deposit	12/31/2C		Interest	28,738.98		5,412,070.59
Total Equity- 2023 GO Bond (8824)				28,738.98	1,455,533.01	5,412,070.59
SFB-2023-GOTN CD (8250)						0.00
General ...	12/06/2C		Transfer bond proceeds to SFB CD	4,960,000.00		4,960,000.00
Total SFB-2023-GOTN CD (8250)				4,960,000.00	0.00	4,960,000.00
Total Cash in Bank-Bond Funds				4,988,743.80	1,455,533.01	10,377,006.53
Cash in bank-Operating Funds						0.00
SFB - Cash mgmt (2636)						0.00
SFB-2023 GOTN-Issuance Costs						0.00
General ...	12/06/2C		Receipt Bond Proceeds - 2023-1 GOTN	5,000,000.00		5,000,000.00
General ...	12/06/2C		Transfer bond proceeds to SFB CD		4,960,000.00	40,000.00
Bill Pmt ...	12/06/2C	Stifel, Nicolaus & Com...	Financial Advisor Services		17,500.00	22,500.00
Transfer	12/20/2C		Funds Transfer - CML Nov./Dec. bobd issue cost (chk no. 021417)		977.00	21,523.00
Transfer	12/22/2C		Funds Transfer - Office of State Treasurer (Bond Issue Cost - Series 23-1)		630.00	20,893.00
Transfer	12/22/2C		Funds Transfer - AGs Office (Bond Issue Cost - Series 23-1)		225.00	20,668.00
Total SFB-2023 GOTN-Issuance Costs				5,000,000.00	4,979,332.00	20,668.00
Total SFB - Cash mgmt (2636)				5,000,000.00	4,979,332.00	20,668.00
Total Cash in bank-Operating Funds				5,000,000.00	4,979,332.00	20,668.00
TOTAL				9,988,743.80	6,434,865.01	10,397,674.53



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January 10, 2024

Shelli Swanson
Salina Airport Authority
2720 Arnold Avenue
Salina, KS 67401

RE: Architectural Services Proposal
PROJECT NUMBER: 23-133
Hangar 626 AIM Center Classroom

Dear Ms. Swanson,

Architect One, Inc is pleased to submit the following proposal for Professional Architectural Design services for the design of a remodeled room at Hangar 626 to serve as the primary classroom space to serve the new AIM technical education pre-apprentice program.

Please refer to the SAA approved and enclosed Scope of Work document dated January 3, 2024 to support this proposal.

The following is our proposed BASIC ARCHITECTURAL SERVICES work scope for your consideration:

PHASE ONE

Discovery & Schematic Design

- ☐ Preliminary Site Visit with owner review project and site needs and requirements.
 - o Task has been completed
- ☐ Review of Client's program to understand space requirements.
 - o Task has been completed
- ☐ Develop Client's program into scaled concept plan(s) representing the number of rooms, their size, and relationships.
 - o Task has been completed
- ☐ Create a preliminary list of consulting services (example: engineering) required based on the scope and complexity of the project.
 - o Task has been completed

PHASE TWO

Design Development Services:

- ☐ Refine scaled Schematic floor plan concept into drawings with detail & dimensions
- ☐ Refine Schematic Site plan to reflect final building plan and general location of amenities on site.
- ☐ Preliminary elevations of design based on Client-approved floor plans.
- ☐ Floor plans representing Mechanical, Electrical, Lighting, and Plumbing systems and fixtures. Approved concept will be used by Mechanical Engineer to finalize Construction Documents.
- ☐ Coordinate a general review of design concept with engineering consultants for concerns or detail to affirm suitability of design.
- ☐ Coordinate Client-review and approval of all design documents.

Architect
One

LISTEN. DESIGN. INSPIRE.

Project Number: 23-133
Date Printed: 1/10/2024 January 10, 2024



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PHASE THREE

Construction Document Services:

- ☐ Develop concept plans and elevations into construction documents. This will include floor plans, elevations, general building and wall sections, and general building details.
- ☐ Integrate engineering consultants' drawings into the construction document set.
- ☐ Include General Architectural Specifications on the drawings.
- ☐ Presentation of the Architectural-Design information in Construction Document form for the purpose of submitting to the city or county for building permit approval and use by Client's Contractor for reference during construction.
- ☐ Detailed Interior elevations and fixed finish plan.
- ☐ Plumbing fixture and lighting fixture selections.

PHASE FOUR

Permits and Contractor Procurement Services:

- ☐ Architect One will make available Construction Documents for the purpose of bidding by contractors. (Architect's Printing Costs associated with bid plans are reimbursable).
- ☐ Architect will be available to answer questions by sub-contractors and General Contractor during the bidding process to expedite the obtaining of the bids.
- ☐ Architect One will assist the owner in building permit applications and obtaining approvals.

PHASE FIVE

Construction Administration & Project Closeout:

- ☐ Attend regularly scheduled progress meetings with Client, Builders, and Design Professionals. Architect will attend up to eight (8) progress meetings (two per month between May and August, 2024).
- ☐ Review submittals and shop drawings.
- ☐ Approve general contractor pay applications.
- ☐ Coordinate with furniture provider.
- ☐ Project closeout, including final walk-thru and punch-lists with Client, Builders, and Design Professionals.

EXCLUSIONS

- ☐ Any engineering not explicitly listed as part of the Basic Service is a supplementary service and reimbursable.
- ☐ 3D Imagery or videos not explicitly listed as part of the Basic Service is a supplementary service and is reimbursable.



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PROFESSIONAL BASIC ARCHITECTURAL SERVICES FEES:

The professional Architectural & Engineering Fee is based on 10% of the estimated project construction budget.

The estimated budget of the project is \$750,000. Fees for each phase will be as follows:

Phase I	Discovery & Schematic Design	\$ 12,000.00
Phase II	Design Development	\$ 8,000.00
Phase III	Construction Documents	\$ 12,000.00
Phase IV	Bidding, Permitting	\$ 3,000.00
Phase V	Construction Admin & Closeout	\$ 16,000.00
Sub-Total Fee		\$ 51,000.00
Architectural Consultant (Hutton)		\$ 3,000.00
Structural, Civil, and MEP Engineering Services		\$ 21,000.00
Total Fee		\$ 75,000.00

After the completion of the Schematic Design Phase, should it be determined that unique design features of the project require this fee to be increased, we will notify you and discuss the appropriate expectations of any additional fees before moving forward.

Permit fees, application fees, and inspection fees are not included and will be the responsibility of the Client or the Client's General Contractor.

All Printing costs of construction documents used for bidding and permitting purposes incurred by Architect One will be reimbursable. The Client is not obligated to use Architect One exclusively for printing for bidding and construction purposes. In-house printing by the Architect for internal review by the Architect will not be forwarded to the Client.



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2024 Architect One Hourly Rates (Rates subject to adjustment on Jan 1st annually):

The Professional Design Services and Supplemental Services as mentioned above, or additional Client-requested services mutually agreed upon or required, will be on an hourly basis as stipulated below:

Principal II (Scott Gales, AIA)	\$295	Senior Project Manager	\$180
Project Architect III	\$205	Project Manager II	\$145
Project Architect II	\$1180	Project Manager I	\$135
Project Architect I	\$145	Associate Project Manager II	\$125
BIM Manager III	\$180	Associate Project Manager I	\$115
BIM Technician III	\$135	Interior Designer III	\$130
BIM Technician II	\$115	Interior Designer II	\$125
BIM Technician I	\$90	Interior Designer I	\$105
Intern	\$60	Administrator III	\$80
		Administrator II	\$70

Our standard general conditions (attached) shall be incorporated into this agreement by reference. Basic Compensation for all Professional Design Services as based on the above-mentioned fees shall be by monthly progress payments, billed on the 1st of the month – due on the 25th of the same month. Should you find these terms and conditions acceptable, please sign and date this letter (see below) and forward it back to my office. If requested, these terms will be implemented into an abbreviated AIA B151 Owner/Architect Standard form of Agreement in lieu of this document sufficing for affirmation of agreement.

Thank you again for the opportunity to submit a services proposal regarding your forthcoming project. We look forward to assisting you in your endeavor. Should you have any additional questions, please contact me or my office.

Respectfully,

Scott Gales, AIA
President

Please sign below to approve the proposal and authorize Architect One to proceed with the commission.

CLIENT APPROVAL of PROPOSAL:

Authorized Client Representative

Date

Enclosures:

Scope of Work dated 1/3/2023

**Architect
One**

LISTEN. DESIGN. INSPIRE.

Project Number: 23-133
Date Printed: 1/10/2024 January 10, 2024



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Architect One, Inc
STANDARD GENERAL CONTRACT CONDITIONS
For Projects of Limited Scope

- 1.) Unless indicated otherwise in the Owner-Architect agreement, the Owner shall provide the Architect with the best available existing building, topographic, utility, and all other available information required for coordination and execution of the work. It is understood that the Architect will rely on the owner provided information and the Architect cannot be responsible for any errors or omissions in said information.
- 2.) Construction documents, reports, specifications, computer files, field data, notes, and other documents prepared by the Architect or their consultants are an instrument of service, and shall remain the property of the Architect or their Consultants. The Architect and their Consultants shall retain all common law, statutory and other reserved rights, including the copyright thereto. The Architect will provide the Owner with two sets of printed construction documents in 24x36 format and a copy of the plans in PDF format for their use to obtain permits and proceed with construction on this project.
- 3.) When plans and specifications prepared thru the basic services are accepted by the Owner to begin work, it is understood by both parties that the owner has accepted and approved the design and construction of the project as indicated on the plans provided. Should the Owner desire any modifications to the plans after acceptance, they shall indicate such in writing; work will be executed per the Supplemental Services indicated in the agreement.
- 4.) Should services by a Professional Engineer be required for the project that is not covered as part of the Architect's Basic Services scope (as well as any other consultant), the Architect will advise the owner and obtain the owners approval of such services prior to direction such to be executed.
- 5.) Billings will be made on a monthly basis and based on a percentage of the work complete or number of hours expended on the project to date. Invoices not received by the first day of the following month will incur interest penalties of 12% (twelve percent) per year and be added to outstanding amount.
- 6.) Normal internal review prints are included in the services figure indicated. The cost of additional prints will be passed through to the Owner. The cost of prints for bidding will be reimbursable.
- 7.) Upon termination of the work for any reason, the Architect shall be paid for work completed, at the rates that work was provided by, to date.
- 8.) The Architect shall not have control over, or charge of, and cannot be responsible for construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the work.
- 9.) Review of shop drawings by Architect One, Inc and or its consultants, are for compliance with architectural design intent. The Consultant and Architect shall review and approve or take other appropriate action on the Contractor submittals, such as shop drawings, product data, samples, and other data, which the Contractor is required to submit, but only for the limited purpose of checking for conformance with the design concept and the information shown in the Construction Documents. This review shall not include review of weights, or gauges, fabrication, process, construction means or methods, coordination of work with other trades or construction safety precautions, all of which are the sole responsibility of the Contractor. The Contractor is responsible for the accuracy and completeness of shop drawings produced by their sub-contractors, suppliers, etc. The Architect will notify the Owner and the General Contractor of any errors, inaccuracy, or issues with completeness of the shop drawings, observed during the review process.
- 10.) The Architects limit of liability exposure due to any errors or omissions shall not exceed the architect's total fee for the project.



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January 3, 2024

Project Scope of Work
AIM Center of Excellence at SLN

Introduction

The AIM Center of Excellence apprenticeship training program is being launched at the Salina Regional Airport. Based in Room 111 at Hangar 626, it will provide training and development opportunities to help fill the gap of skilled workers in the aviation industry. Funding for equipment, management, youth training services, course development, marketing, and construction for the program is procured. The focus for this project is to give the classroom and entrance a contemporary look and feel to aid in student recruitment, retainage, etc. Once inside, a modern “clean room” style training space with nesting tables and chairs, A/V equipment, and other modern amenities to support a 21st Century technical learning space shall be provided.

Project Delivery

The project drawings shall support a traditional design/bid/build process. General contractor to state equipment budget as a separate line item as part of bid process.

Drawings & Exhibits

Architect One has been retained to help facilitate this second phase of work at Hangar 626. The Construction Documents from the Hangar 626 modernization project shall be used to help complete the new work.

A brief schematic design period has commenced since late December, 2023. After client feedback, the following attached exhibits are considered part of this scope of work and represent the overall design intent:

- SP01 3D Interior Isometric
- SP02 Overall Space Plan
- SP03 Room 111 Space Plan
- SP04 Exterior Renderings
- SP05 Exterior Renderings

Architect
One

LISTEN. DESIGN. INSPIRE.



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785.271.7010	suite 200
	topeka, ks 66612

Project Schedule

Wednesday, December 20, 2024: Kickoff meeting
Friday, December 29, 2024: Conceptual design client signoff, Scope of Work Review
Wednesday, January 3, 2024: Final Scope of work delivered to client + night rendering
Friday, January 5, 2024: Final Scope of Work client signoff back to Architect One
Wednesday, January 10, 2024: Fee Proposal Due from Architect One
Wednesday, January 17, 2024: SAA Board Meeting
Thursday, January 18, 2024: SAA Notice to Proceed
Monday, September 2, 2024: Fall Cohort begins

Anticipated design and construction schedule, all dates 2024:

January	Week 1-2	Consultant Onboarding
January	Week 3	Notice to Proceed
February	Week 1-4	Construction Documents
April	Week 1-4	Bidding and Permitting
May	Week 1-4	Construction
June	Week 1-4	Construction
July	Week 1-4	Construction
August	Week 1-3	Construction (15 weeks)
August	Week 4	Punch and Owner FF&E Move-in

Scope of Work

Site

1. South project boundary ends on south side of existing drive
 - a. Owner to provide new parking lot, fencing, and turnstile with access control
2. New walk and associated grading from north side of drive to entry door
3. Lower sill of entry door to remove current interior ramp condition

Building Exterior

1. Keep existing masonry openings, infill with new windows/thermally broken storefront system
2. Replace existing roof finish/wear surface
3. Roof venting/insulation/attic approach and details
4. Insulated cladding and vapor barrier on existing CMU
5. Replace gutters and downspouts
6. Entry vestibule/airlock with roof, etc.
7. Signage/branding integrated into updated exterior design
8. Building lighting for entry



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Space Planning / Interior Design

1. Include in one hangar side bay
 - a. Panelized paint booth and associated HVAC and Power, approx. 25'x25'
2. New interior floor, ceiling, and wall surfaces
 - a. Glass views to hangar from classroom
3. Counter with room for microwave, coffee maker – no water line required
4. Closing off southeast bay for equipment storage

Furniture & Equipment

1. Include +/- 12 6'x2' nesting training tables, 25 chairs, and lectern/teaching desk in base bid to be provided by general contractor. GC to provide 3 furniture bids
 - a. Balance of remaining equipment provided by owner
2. Add air compressor and pad off NE corner of building and bring air service to entire hangar, locations to be determined in future. Compressor purchase shall be included in base bid
3. Motorized power drops from ceiling in hangar
4. Motorized display screen from ceiling with projector and/or large display for training
5. Live cam showing hangar space from classroom
6. Dual roller blackout and tinted window shades
7. Wireless access points
8. CAT5/6 data jack required at instructor location and two additional locations in classroom

Utility Infrastructure

1. Dedicated electrical panel to serve the classroom. Locate in mechanical closet around corner and a main disconnect as well
2. New HVAC approach to serve the classroom
3. Surface power in wireway/conduit along perimeter of classroom
4. Compressed air service, see above



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Drawing Deliverables (additional drawings as required)

Architectural

Architectural site plan (include future classroom expansion areas)
Demolition plans (and elevations as required)
Code plan
Floor plan
Ceiling plan
Roof plan
Finish plan
Exterior elevations
Interior elevations
Construction details and sections
Door schedule and details
Education equipment details

Civil

Grading plan (Hangar 626 east yard drainage improvements)
Paving plan
Utility plan as required
Photometric plan as required

MEP

Mechanical Plan
Electrical Plan
Lighting Plan
Updates as required to Room 111 Fire Protection and integration
No security cameras or power required

Structural

Footing/Foundation Plan
Framing Plan
Framing Details
Framing Elevations

AIA® Document G701® – 2017

Change Order

PROJECT: (Name and address)

SAA Hangar 626 Renovations
2652 Arnold Court

Salina KS 67401

CONTRACT INFORMATION:

Contract For: General Construction
Date: 03/20/2023

CHANGE ORDER INFORMATION:

Change Order Number: 001
Date: 01/10/2024

OWNER: (Name and address)

Salina Airport Authority

3237 Arnold

Salina KS 67401

ARCHITECT: (Name and address)

Hutton Corporation

111 N Sycamore

Wichita KS 67203

CONTRACTOR: (Name and address)

Hutton Corporation

137 S 5th Street

Salina KS 67401

THE CONTRACT IS CHANGED AS FOLLOWS:

(Insert a detailed description of the change and, if applicable, attach or reference specific exhibits. Also include agreed upon adjustments attributable to executed Construction Change Directives.)

Furnish all labor, material, equipment, & supervision to perform the following added scope of work:

* Supply and install a new clean agent fire suppression system by IFP.

* Include all tanks, piping, heads, valves, and all other fittings required for a complete scope of work.

* Includes all necessary fees, testing, and permits as required to complete this scope of work.

* Includes temporary supervision and general conditions for the duration of the added scope.

- This change order is made under the assumption that full time on-site supervision will not be required by Hutton. Hutton will have a supervisor check in temporarily and assist all subcontractors with any questions / problems that may arise.

* Includes general liability insurance, performance and payment bonds, builders risk, and all other associated fees and cost.

* This change order includes a deduct cost of \$536,700 for the remaining fire sprinkler budget of this project. The total added cost of \$985,500 includes the deduct cost, along with all added cost and fees.

* This added scope of work will extend the completion date of the project to 6/19/2024

TOTAL ADDED COST INCLUDING ALL APPLICABLE FEES: \$985,500

The original Contract Sum was	\$	4,922,227.00
-------------------------------	----	--------------

The net change by previously authorized Change Orders	\$	0.00
---	----	------

The Contract Sum prior to this Change Order was	\$	4,922,227.00
---	----	--------------

The Contract Sum will be increased by this Change Order in the amount of	\$	985,500.00
--	----	------------

The new Contract Sum including this Change Order will be	\$	5,907,727.00
--	----	--------------

The Contract Time will be increased by 208 (Calendar) days.

The new date of Substantial Completion will be 06/19/2024

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

Hutton Corporation

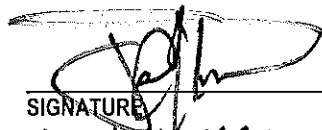
ARCHITECT (Firm name)

Hutton Corporation

CONTRACTOR (Firm name)

Salina Airport Authority

OWNER (Firm name)


SIGNATURE
JOSH HERRMAN, AIA
PRINTED NAME AND TITLE
VP OF DESIGN
1-12-2024
DATE

SIGNATURE
Justin Friesen, Project Manager
PRINTED NAME AND TITLE
1-15-2024
DATE

SIGNATURE
PRINTED NAME AND TITLE
DATE



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Salina Airport Authority – Hangar 626 **Hangar Risk Assessment**

3237 Arnold Avenue
Salina, Kansas 67401
July 25, 2023, Rev 01

IFP #2306031

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Table of Contents

Title Page	1
Table of Contents	2
Executive Summary	3
Project Description	4
Fire Protection Design Scheme	4
Risk Assessment Elements	8
Conclusion and Final Assessment	18
References	19
Appendix	21

Executive Summary

Located at Salina Regional Airport (SLN), in Salina, KS, Hangar 626 is a 47,000 square foot building being renovated for the Salina Airport Authority (SAA). The anticipated tenant of the remodeled hangar is 1 Vision Aviation, an FAA Certified Part 145 repair station. 1 Vision Aviation is a maintenance, repair and overhaul business (MRO).

Until recently, the most common fire protection system used to protect a Group II hangar as defined in NFPA 409ⁱ, has been with the use of a foam water sprinkler, low expansion or high expansion foam. The fire protection for the office, storage and mechanical areas are protected with a standard fire sprinkler system.

For Hangar 626, a traditional fire sprinkler system is intended to be used for the office, storage and mechanical areas. For the hangar bay specifically, IFP is proposing a fire suppression system using a clean extinguishing agent in lieu of a foam system, which is an advanced system. This design method protects the hangar bay and contents by locally flooding the lowest portions of the hangar space. As such, a risk assessment for the hangar is being provided per NFPA 409, to allow this alternative to foam to be used in a manner to the satisfaction of the Authority Having Jurisdiction (AHJ). In addition, other important stakeholders shall be included in the risk assessment process. All involved shall be properly informed of the alternative protection scheme details in order to gain input so a proper approval can be promulgated.

Those stakeholders normally are:

- a. Registered professional engineers experienced in fire protection and life safety system design and risk assessments.
- b. The owner or owner's representative.
- c. Anticipated tenants of the building.
- d. Hangar insurance representative(s).
- e. Representatives of the authority having jurisdiction.
- f. Representatives of emergency response entities.
- g. Building design professionals (architectural, structural, civil, mechanical, plumbing, and electrical design professionals).

The proposed Sevo IFP system using FK 5-1-12 clean agent and advanced detection, is designed for fast response and extinguishment in under 60 seconds, leaving no residue, no cleanup, or contamination. FK 5-1-12 has been demonstrated to have efficacy in the protection of aircraft in hangars. Using sustainable, clean agent protection with main/reserve system redundancy in lieu of foam and sprinklers, will reduce cost from potential damage and remediation due to foam system discharges while minimizing installation, and ongoing inspection, testing and maintenance costs.

FK 5-1-12 is recognized for its versatility in a broad spectrum of critical applications such as protecting data and telecommunications centers, power facilities, aircraft, museums, archives, all hazards with high damageability should they be exposed to foam or water. FK 5-1-12 has been safely installed in over 100,000 applications globally

over the past two decades. It is not now, nor is it anticipated to be subject to future regulatory restrictions, and it is backed with an environmental warranty.

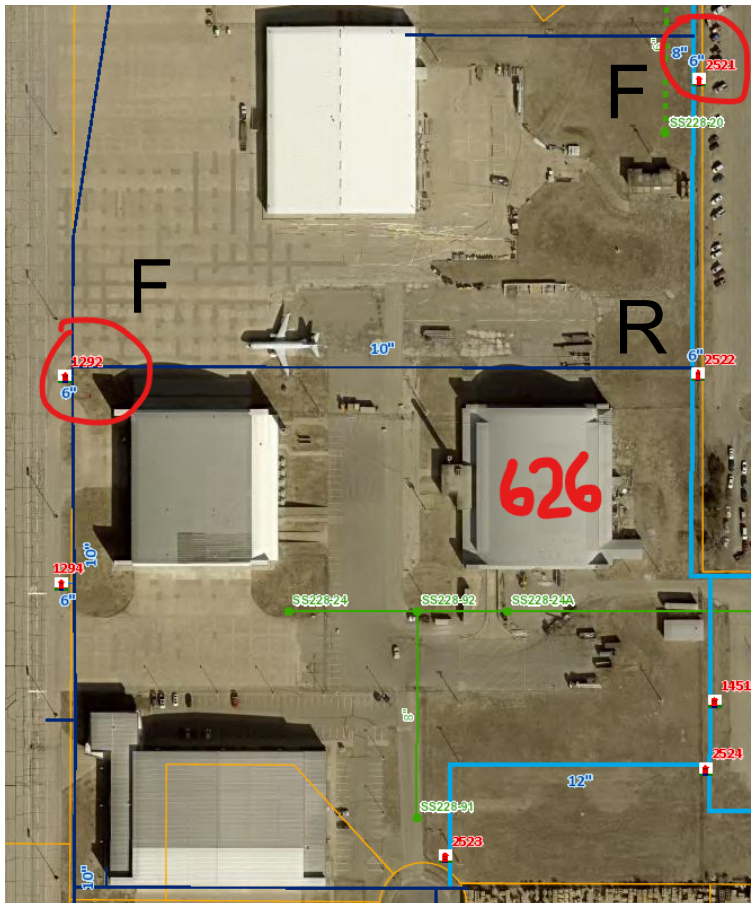
Project Description

The project in discussion is a renovation of an existing WWII era aircraft hangar and office space, Hangar 626, located at 2625 Arnold Court, Salina, KS within the Salina Regional Airport (SLN). The hangar bay measures 35,900 square feet, the office, storage and mechanical areas measure 11,100 square feet. The hangar construction is Type V with a door less than 28' in height which designates the building as a Group II Aircraft Hangar per NFPA 409.

Fire Protection Design Scheme

As discussed in the executive summary, the office, storage and mechanical areas will be protected with an automatic fire sprinkler system. This wet sprinkler system will be supplied by a 550,000-gallon capacity water tank and a 2500 GPM fire pump located on airport property. The Fire Department will be able to provide additional water supply to the sprinkler system using a fire department connection at Hangar 626. There are also city water mains supplying multiple fire hydrants in the area of the hangar, see the area photo below.

A water flow test of the current water supply conditions was completed on January 4, 2023. Details and results of the test will be used for creating the fire sprinkler hydraulic calculations. Three outlets discharged from (3) three 2.5" outlets. Flow hydrants were 2521 and 1292, pressure hydrant was 2522.



Protection of the main hangar space shall employ a UL Listed, Sevo™ Titan™ engineered clean agent system, manufactured by Sevo™ Systems (File Number EX6174). The clean agent used in this system, FK 5-1-12 (C6F14O, CAS# 756-13-8), is available from multiple manufacturers however, SEVO Systems currently partners with 3M (Novec 1230 Fluid) and Fire Fluid Technologies (FFT-1230) as providers of the agent. The UL documents are included in the appendix. Both 3M Novec 1230 Fluid and FFT-1230 have received FM approval, 3M's document is in the appendix. The requirements for FM approval of FFT-1230 is completed, official documents will be released in a few weeks from this dated risk assessment.

The Titan™ system shall be designed to locally flood the entire lower 10 feet space above finished floor of the hangar bay with FK 5-1-12, the quantity of which will be calculated based on a rate by area formula, meeting or exceeding the FK 5-1-12 Minimum Design Concentration (MDC) for the locally flooded hangar space assuming the fuel with the highest MDC. See the design details below.

NFPA Standards

- i. NFPA 13, Standard for the Installation of Sprinkler Systems, 2022 Edition – sprinkler protection for the non-hangar bay areas shall be hydraulically calculated wet pipe supplied from local municipal water.
 - (1) Offices, light Hazard, per 4.3.2
 - (2) Maintenance, service areas, Ordinary Hazard Group I, per 4.3.3.1
- ii. NFPA 409 Standard on Aircraft Hangars, 2022 Edition – Hangar Bay protection shall be an equivalent alternative to foam or sprinklers that complies with provisions of this standard allowing new or alternative technologies and methods to be employed.ⁱⁱ
- iii. NFPA 2001 Standard on Clean Agent Fire Extinguishing Systems, 2022 Edition – Clean agent quantities required for this protection scheme shall be based on extinguishing data for clean extinguishing agents determined via the standard Cupburner testⁱⁱⁱ per Chapter 7. The minimum extinguishing concentration (MEC) data for Novec 1230 fluid for Jet A fuel is 4.1%, the raw data from 3M shown as follows:

	1303 cm ⁻¹		1265 cm-1		1174 cm-1		Average Extinguishing Concentration		
Fuel	Abs. [cm ⁻¹]	Mass Conc. [g/cm ³]	Abs. [cm ⁻¹]	Mass Conc. [g/cm ³]	Abs. [cm ⁻¹]	Mass Conc. [g/cm ³]	Mass Conc. [g/cm ³]	Ideal Gas Concen. [at 20°C and 1atm]	Comments
Jet A	0.2918	5.744E-04	0.5379	5.579E-04	0.1275	5.555E-04	5.529E-04	4.21	10/28/05 fuel temp >200C
	0.2964	5.832E-04	0.5464	5.664E-04	0.1293	5.631E-04			
	0.2718	5.364E-04	0.5007	5.207E-04	0.1186	5.181E-04			
Jet A	0.2883	5.678E-04	0.5315	5.515E-04	0.1263	5.505E-04	5.413E-04	4.12	10/31/05 Fuel temp ~58C
	0.2718	5.364E-04	0.5019	5.219E-04	0.1190	5.198E-04			
	0.2803	5.526E-04	0.5152	5.352E-04	0.1237	5.395E-04			
Jet A	0.2738	5.402E-04	0.5055	5.255E-04	0.1194	5.215E-04	5.278E-04	4.02	10/31/05 Fuel temp ~55-60C
	0.2747	5.419E-04	0.5084	5.284E-04	0.1195	5.219E-04			
	0.2712	5.353E-04	0.5000	5.200E-04	0.1179	5.152E-04			
Jet A	0.2823	5.564E-04	0.5212	5.412E-04	0.1229	5.362E-04	5.539E-04	4.22	10/31/05 Fuel temp ~55-60C
	0.2877	5.666E-04	0.5309	5.509E-04	0.1251	5.454E-04			
	0.2918	5.744E-04	0.5396	5.596E-04	0.1272	5.542E-04			
Jet A	0.2772	5.467E-04	0.5111	5.311E-04	0.1208	5.274E-04	5.339E-04	4.06	10/31/05 Fuel temp ~55-60C
	0.2797	5.514E-04	0.5177	5.377E-04	0.1217	5.311E-04			
	0.2727	5.381E-04	0.5047	5.247E-04	0.1182	5.164E-04			
	Average Value	Standard Deviation	Number of Values	Error +/-					
[g/cm ³]	5.419E-04	1.149E-05	5	1.008E-05					
[vol %]	4.12	0.09	5	0.08					

The extinguishing data for other aviation fuels (i.e.: JP-4, JP-5, AVGAS) are comparable.

The quantity of FK 5-1-12 required is determined for the lowest 10' of hangar volume and is calculated as follows:

$$\text{MEC} \times 1.3 = \text{MDC} \rightarrow 4.1 \times 1.3 = 5.3\%$$

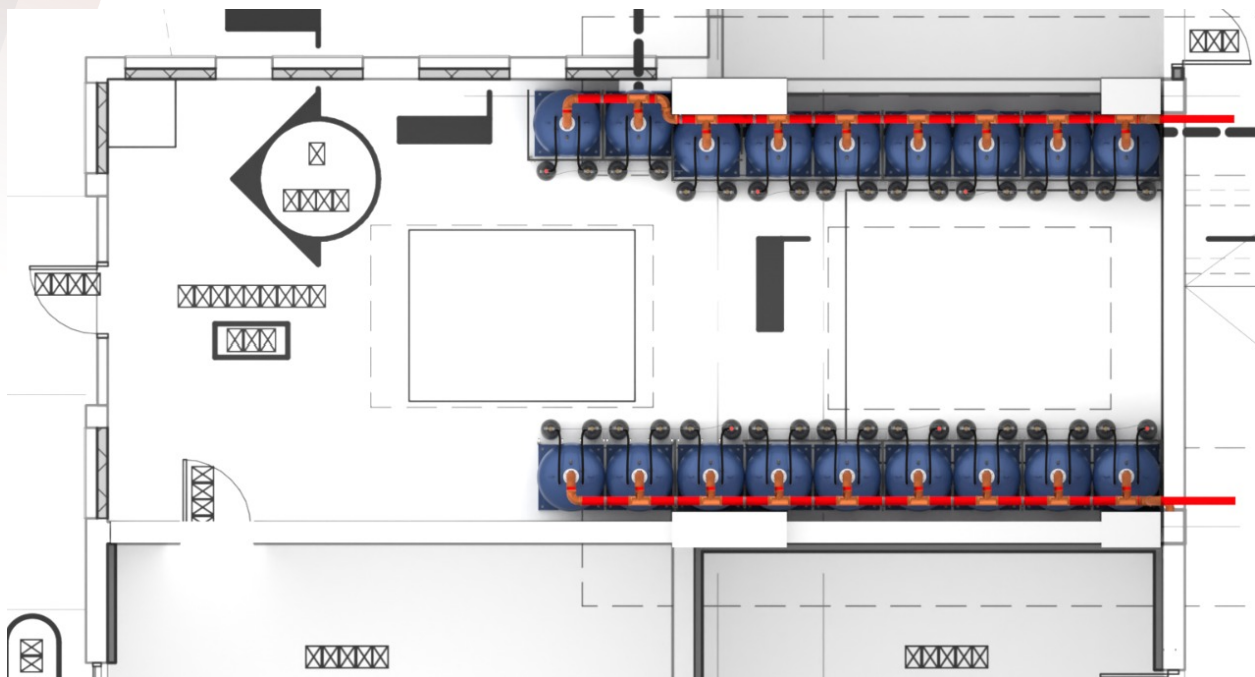
Therefore, the quantity of agent will be at least that to achieve 5.3% concentration in that lower 10' hangar volume upon system discharge. The fractional minimum design quantity (MDQ) added thereto to account for the features of this design scheme will result in a higher final design quantity (FDQ). So, the Hangar fire suppression is designed for fast extinguishment with virtually no clean-up required from the system discharge. However, this clean agent system is not designed as a total flood system, thus achieving a minimum hold time per NFPA 2001-7.4(2022). Quick extinguishment is expected irrespective of the position of the hangar doors, which may be in the open or closed position. If the doors are closed, agent can be held in the bottom portions of the Hangar for an extended time. But, for the expected 10% of the time the doors may be open, the almost immediate system response combined with an extended discharge (20-30 seconds), the system locally applying agent to the lower portion of the Hangar is designed to extinguish any fire. With a 2nd shot reserve supply as back-up and 7-minute local fire department response, any potential reflash will quickly be controlled and extinguished.

Note that FK 5-1-12 has been extensively and independently tested to demonstrate fire extinguishment for these types of flammable and combustible liquid fuels in multiple aircraft and industrial applications.^{iv v vi vii}

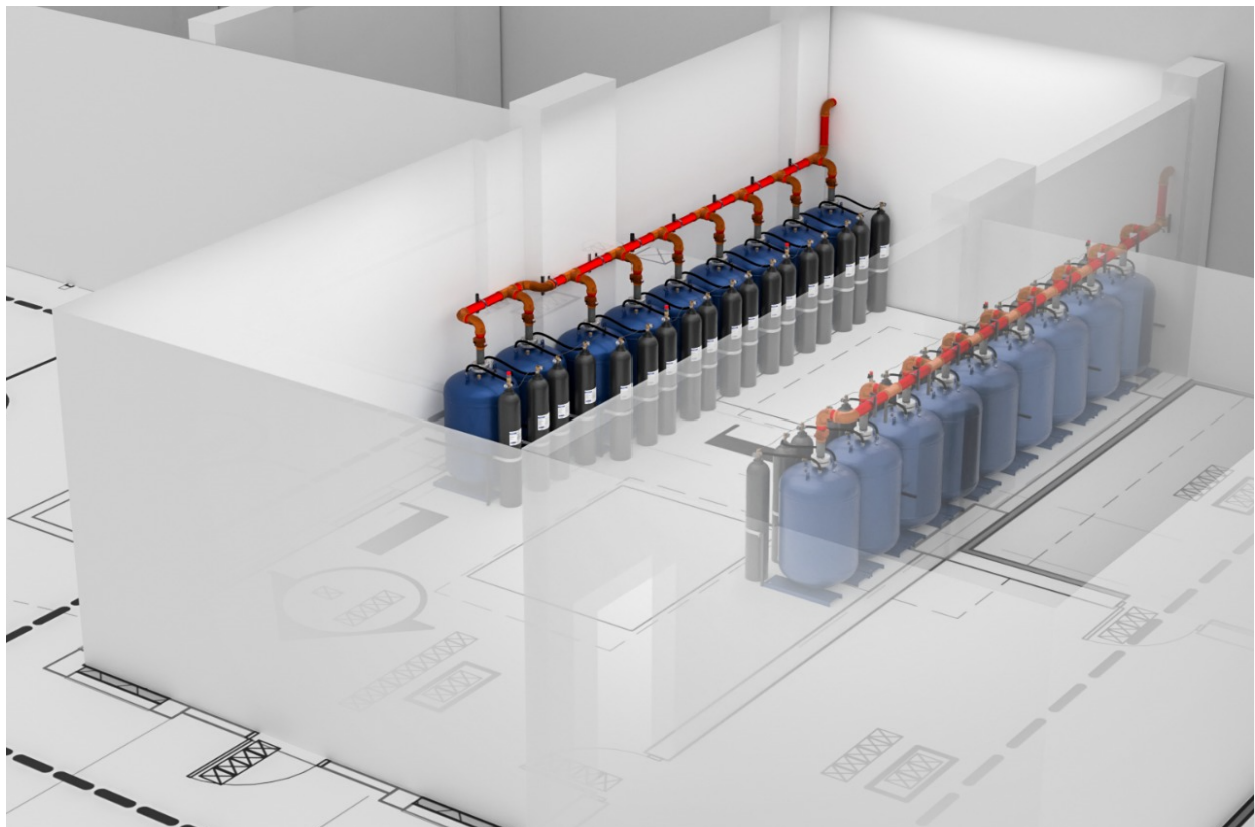
The Titan™ system features a main bank as well as a reserve bank of agent cylinders. This built in redundancy provides a second discharge should a reflash occur or continuity of operation while main cylinders are refilled post an initial discharge. Each agent cylinder is powered by a nitrogen bottle in a 'piston flow' fashion to provide tremendous flexibility of design. This feature allows cylinders to be banked together, while pushing agent to flow effectively throughout the expansive Hangar system piping.

The following sketches show a rough layout of the clean agent equipment. The initial design estimates a total of 18 (9 main, 9 reserve), 2500lb Titan cylinders with 80L nitrogen cylinders. The piping networks will enter the hangar bay to feed nozzles at the ceiling level for overhead protection and sidewall nozzles, installed approximately 10' above finish floor, for underwing protection.

Effective actuation of the Titan™ system is by rapid, cross-zoned flame detection. This is a proven method commonly used for hangar protection, providing a distinct advantage with earlier warning and operation over closed head ceiling sprinklers.



Plan View, conceptual design of cylinder layout in Fire Suppression Room



Isometric View, conceptual design of cylinder layout in Fire Suppression Room

Risk Assessment Elements – NFPA 409, Chapter 4.2.3

The responses to the questions proposed in the NFPA standard were provided by a collaboration of the owner, tenant, local officials and IFP.

(1) Type and quantity of fuel in the aircraft or if the aircraft is unfueled.

Response: Type of fuel is Jet A. Jets scheduled for longer term maintenance are defueled prior to moving inside for storage, maintenance, or coating. Minimal fuel level remains on board. Jets for short term or overnight maintenance may not be defueled.

(2) Type of operations and activities performed within the aircraft storage and service area

Response: The use of hangar 626 will be for Maintenance, Repair and Overhaul (MRO) operations. The tenant will also be using the hangar for aircraft coating/painting operations.

(3) Risk of flammable or combustible liquid spills and equipment or the process for containment and control

Response: It is expected to be minimal risk for spill. Spill kits will be accessible within the facility.

(4) Life safety aspects of an emergency event within the aircraft storage and service area

Response: Operationally, workers as part of their duties, are responsible for following a Safety & Health and Hazard Communication program. Aircraft preliminary inspections are also followed.

(5) Fire threat to the hangar occupants and exposed property or operations in aircraft storage and service areas

Response: The risk is minimal as the operations prohibit welding, soldering, grinding, open flame etc. within the hangar storage and service areas.

(6) Continuity of service, operation, and the effects of business interruption, including the business or operational impact of a loss of aircraft (specifically military and unique aircraft)

Response: Administrative operations will proceed at other locations in the event of an emergency event. MRO operations would be interrupted.

(7) Quantity, size, and value of the aircraft within the hangar

Response: Two to four planes could be included in the hangar at one time. A combination of the following would be expected: CRJ200 at \$20 million, ERJ 175 at \$50 million and an A320 at \$100 million each.

(8) Size and value of the hangar

Response: The Hangar is 35,900 square feet, shop area is 11,321 square feet. Estimated value of \$8 million.

(9) Economic loss from loss of function or business interruption

Response: Estimated cost of business interruption is \$20,000 per day.

(10) Economic loss from value of equipment other than the aircraft or the hangar

Response: Estimated value of MRO equipment is \$2.5 million.

(11) Regulatory and reputation impact

Response:

Environmental and Regulatory Considerations

FK-5-1-12 is listed by the USEPA under the Significant New Alternatives Policy (SNAP) program as acceptable for total flooding end use for both normally occupied and unoccupied spaces as well as streaming applications. Excerpted from the final rule promulgated in 2002^{viii}:

“EPA has reviewed the potential environmental impacts of this substitute and has concluded that, by comparison to halon 1301 and other acceptable substitutes, C6-perfluoroketone [Novec 1230 fluid] significantly reduces overall risk to the environment. With no ozone-depletion potential, a global warming potential value of less than 100, and an atmospheric lifetime of less than three days, C6-perfluoroketone provides an improvement over use of halon 1301, hydrochlorofluorocarbons (HCFCs) and hydrofluorocarbons (HFCs) in fire protection. We find that C6- perfluoro ketone is acceptable because it reduces overall risk to public health and the environment in the end use listed.”

FK 5-1-12 complies with all relevant, global regulatory requirements. Table 1 below is a list of the agencies for which FK 5-1-12 fluid has gained chemical registry approvals:

Chemical Registry Approvals

Chemical: dodecafluoro-2-methylpentan-3-one

CAS#:756-13-8

Country/Region	Status
USA (TSCA)	Listed
Canada (CDSL)	Listed
EU (ELINCS)	EC# 436-710-6
Australia (AICS)	Listed
Japan (METI)	METI# (2)-4024
Korea (KECI)	KECI# 2002-3-2022
China (IECSC)	Listed
Philippines (PICCS)	Listed

Table 1: Global Chemical Registry Approvals for Novec 1230 fluid

(12) Potential environmental impact

Response:

PFOA and PFOS

FK-5-1-12 is a neat (pure, single component) agent and does not contain legacy PFOA or PFOS that are components in current day AFFF. Industry end users recognize PFOA and PFOS as the environmentally dangerous components of firefighting foam^{ix}. FK-5-1-12 is not a PFOA nor a PFOS and is not a foam. It is a clean agent and environmentally safe. Further, unlike these components in AFFFs, which may partition to the groundwater in end use, FK-5-1-12 will quickly become a gas when discharged from a properly designed Sevo IFP fire protection system, and it partitions to the atmosphere breaking down within one week. FK-5-1-12 is not persistent in the environment.

The health and safety aspects of 3M™ Novec™ branded products are well-described in 3M's product and technical literature, websites, and safety data sheets (SDS). These products have been extensively evaluated for their suitability in the intended applications and their safety for their intended uses.

Important information regarding 3M™ Novec™ 1230 Fire Protection Fluid can be found on its [website](#). Additional information can be found at:

3M Company: www.3M.com/pfas or www.pfasfacts.com

US Government:

Strategic Environmental Research and Development Program (SERDP)

Environmental Security Technology Certification Program (ESTCP)

Phone (571) 372-6565

4800 Mark Center Drive, Suite 16F16, Alexandria, VA 22350-3605

<https://www.serdp-estcp.org/Featured-Initiatives/Per-and-Polyfluoroalkyl-Substances-PFASs>

Industry Fire Fighting Foam Coalition

The environmental voice for users and manufacturers of AFFF

1001 19th Street, Suite 1200

Arlington, VA 22209 cortinaec@comcast.net

(571) 384-7915 Phone | (571) 384-7959 Fax

<https://www.ffc.org/>

Atmospheric Chemistry of FK-5-1-12

A study conducted by MIT^x examined the atmospheric loss mechanisms for $\text{C}_2\text{F}_5\text{C}(\text{O})\text{CF}(\text{CF}_3)_2$. The authors of this study determined that this compound does not react with hydroxyl radical (OH), but that substantial decay occurs when exposed to UV radiation. The authors measured the UV cross-section for FK-5-1-12 finding a maximum wavelength of absorbance at 306 nm. Since this compound shows significant absorbance at wavelengths above 300 nm, photolysis in the lower atmosphere will be a significant sink for this compound. The authors conclude that “In fact, the absorption spectrum is similar to that of acetaldehyde^{xi}, a species whose lifetime against solar photolysis is about 5 days^{xii}”.

The absorption cross sections of L-15566 (the experimental product designation for Novec 1230 fluid at the time) are somewhat larger; hence, we expect the atmospheric lifetime of L-15566 against solar radiation to be of the order of 3 to 5 days”. Subsequent 3M laboratory measurements of the photodissociation rate of FK-5-1-12 found it to be equivalent to that for acetaldehyde, within experimental error^{xiii}. Hence, an atmospheric lifetime of 5 days is appropriate for FK-5-1-12.

The potential for FK-5-1-12 to impact the radiative balance in the atmosphere (i.e., climate change) is limited by its very short atmospheric lifetime and low global warming potential (GWP). The quantitative IR cross-section of FK-5-1-12 was measured in accordance with section 4.6 of the U.S. EPA FTIR Protocol^{xiv}. The IR measurements were made with a 0.5 cm^{-1} spectral resolution at 293K on a MIDAC (Model I2001) FTIR spectrometer which employs a mercury-cadmium-telluride infrared detector maintained at 77 K. The experimental setup used a nominal 4 m pathlength which was calibrated using certified ethylene gas standards.

Using the measured IR cross-section and the method of Pinnock et al^{xv} the instantaneous radiative forcing for Novec 1230 fluid is calculated to be $0.50\text{ Wm}^{-2}\text{ ppbv}^{-1}$. This radiative forcing value and a 5-day atmospheric lifetime results in a GWP value of 1 using the WMO 1998 method^{xvi} and a 100-year integration time horizon. Clearly, compounds with such short atmospheric lifetimes are of no concern with respect to potential climate change.

FK-5-1-12 is expected to rapidly degrade in the atmosphere to fluorinated alkyl radicals ($\text{CF}_3\text{CF}_2\cdot$, $\text{CF}_3\text{CF}\cdot\text{CF}_3$) similar to those produced by other fluorochemicals. Studies of the atmospheric chemistry of these radicals and their degradation products have concluded that they have no impact on stratospheric ozone^{xvii}. This, combined with its very short atmospheric lifetime, leads to the conclusion that FK-5-1-12, like other fluorinated compounds, has an ozone depletion potential of zero. The degradation products resulting from the atmospheric decomposition of FK-5-1-12 (CO_2 , HF, CF_3COOH) are similar to those produced by other fluorochemicals and are not expected to pose any significant environmental hazard.

See Table 2 below of environmental properties of FK-5-1-12 compared with other gaseous clean agents in use:

Properties	Novec 1230	Halon 1211	Halon 1301	HFC-125	HFC-227ea
Ozone Depletion Potential (ODP) ¹	0.0	4.0	12.0	0.0	0.0
Global Warming Potential – IPCC ²	<1	1750	6290	3170	3350
Atmospheric Lifetime (years)	0.019	16	65	28.2	38.9
SNAP (Yes/No)	Yes	N/A	N/A	No	No

¹ World Meteorological Organization (WHO) 1998, Model-Derived Method.

² Intergovernmental Panel on Climate Change (IPCC) 2013 Method, 100 Year ITH.

Table 2: Environmental Properties Comparison with other Clean Extinguishing Agents

(13) Construction and compartmentation of the aircraft storage and service area

Response: Hangar 626 is constructed of concrete buttress walls support roof structure, steel arch roof truss, concrete masonry unit exterior walls. Steel frame, metal panel hangar doors. Restrooms are steel stud walls with gypsum board.

(14) Fire suppression and detection features provided for the aircraft storage and service area

Response: See Fire Protection Design Scheme above.

(15) Response time by emergency forces to an alarm

Response: It is anticipated that the local fire department can response to Hangar 626 in 7 minutes from initial notification.

(16) Local firefighting capabilities and resources

Response: The local fire department has three (3) engines, one (1) ladder/rescue truck, and one (1) quint, all with a three-member complement. Capability of four (4) ALS medic units, medical officer, Battalion Chief, Fire Chief. Depending on the time of response a safety officer, Deputy Chief would be included.

(17) Evaluation and acknowledgment of hull and hangar insurance representatives

Response: The SAA contracts with representatives of the Lockton Companies. This risk assessment will be shared with the account executive and aviation insurance expert for review, comment and approval.

(18) Redundant infrastructure, including off-site aircraft hangars to support operations

Response: Other hangars leased by the tenant business are at capacity, no additional hangars are available at Salina Regional Airport for MRO operations.

(19) Redundant equipment, including replacement aircraft and other equipment within the aircraft hangar or the aircraft

Response: Replacement of aircraft is not available as they are customers aircrafts being serviced. MRO equipment replacement could exceed 30-90 days.

(20) Life safety of emergency responders, the general public, and occupants of aircraft storage and service areas and adjacent spaces

Response: In response to this question, we are evaluating the use of the clean agent fire suppression system and the life safety revolving around a system discharge.

Life safety exposure risk to the public is low. The unique feature of the clean agent system is its ‘clean’ nature. It is compatible with aircraft electronics and materials as independently recognized^{xviii}. Upon system discharge, either to extinguish a fire or from an unintended discharge for whatever reason, there is little to no clean up, there is no discharge and contamination to the ground water requiring remediation.

Toxicity Assessment

FK-5-1-12 has been independently tested for required toxicological endpoints at Huntington Research (UK and USA) and NOTOX (NL). The results included in Table 5 are:

Properties	Novec 1230
4-hour Acute Inhalation	Practically Non-Toxic (LC ₅₀ > 100,000 ppm)
Cardiac Sensitization	Not a Sensitizer (NOAEL = 100,000 ppm)
Acute Dermal Toxicity	Low Toxicity (LD ₅₀ > 2000 mg/kg)
Ames Assay	Negative
Primary Skin Irritation	Non-Irritating
Primary Eye Irritation	Minimally Irritating
Acute Oral Toxicity	Low Toxicity (LD ₅₀ > 2000 mg/kg)
Skin Sensitization	Not a Skin Sensitizer
28-Day Inhalation Study	NOAEL of this study: 4,000 ppm
Chromosomal Aberration	Negative

Table 5: Toxicity Test Results of FK-5-1-12

The no observable adverse effect level (NOAEL) for any end point of acute toxicity has been determined to be 10 volume percent (100,000ppmv) in air. With a NOAEL of 10%, there is consensus that FK-5-1-12 is not only safe for its intended end use but that it provides a large margin of safety relative to the typical design concentrations of fire protection systems. Typical design concentrations in the range of 4.5 to 5.9 volume percent result in safety margins of 69% to 122% giving FK-5-1-12 the widest margin of safety amongst commercially viable clean extinguishing agents. See Table 6.

Agent	Novec 1230	Halon 1301	HFC-125	HFC-227ea
Use Concentration	4.5-6%	5%	8.7-12.1%	6.7-8.7%
NOAEL ²	10% ³	5%	7.5%	9%
Safety Margin ⁴	67-122%	Nil	Nil	3-34%

¹ Adjusted per 2012 NFPA 2001 requirements for minimum values (excluding halon): paragraph 5.4.2.4 and Table A.5.4.2.2(b)

² NOAEL for cardiac sensitization

³ NOAEL for acute toxicity, including cardiac sensitization

⁴ Safety Margin = (NOAEL - Use Concentration) / Use Concentration

Table 6: Safety Margin Comparison of Halogenated Clean Extinguishing Agents

Products of Thermal Decomposition

The following background discussion and references can be found in a WPI thesis paper by Ditch^{xix}.

Human safety can arguably be the most important consideration when dealing with any fire extinguishing agent, with two toxicological aspects to consider for clean extinguishing agents: a toxicity assessment of the agent itself and that of the thermal decomposition products (TDP) generated when a halocarbon clean agent is used under fire conditions^{xx}.

The TDPs are those compounds produced due to an agent's exposure to a fire. The TDPs of halons and halocarbon clean agents like FK-5-1-12 have been extensively investigated. Halons and organic halocarbon alternatives thermally decompose upon exposure to a fire.

The TDPs of most concern are hydrogen halides (HX) and carbonyl halides (COX₂)^{xxi}.

Concerns over the effects of exposure to acid gases have led to several studies on the effects of the concentrations of these exposure levels^{xxii xxiii xxiv xxv}. Studies have shown that in total flooding applications, acid-gas production by in-kind halocarbons is between 2 and 10 times greater than that of halon 1301. It has also been shown that the three key factors resulting in thermal decomposition production are the fire size-to-volume ratio, the agent volumetric concentration, and the discharge time.^{xxvi}

To illustrate, a composite of Peatross and Ditch work is shown in the following graphic. It shows plotted HF produced as a function of a normalized fire size/room volume ratio. Peatross examined fires ranging from 0.1 kw to greater than 8.0 MW size fires conducted and numerous laboratories, including for example, the NRL, USAF, USCG, Hughes Associates, NMERI, agent and OEM equipment manufacturers.

- 28-Day Inhalation Study NOAEL of this study: 4,000 ppm

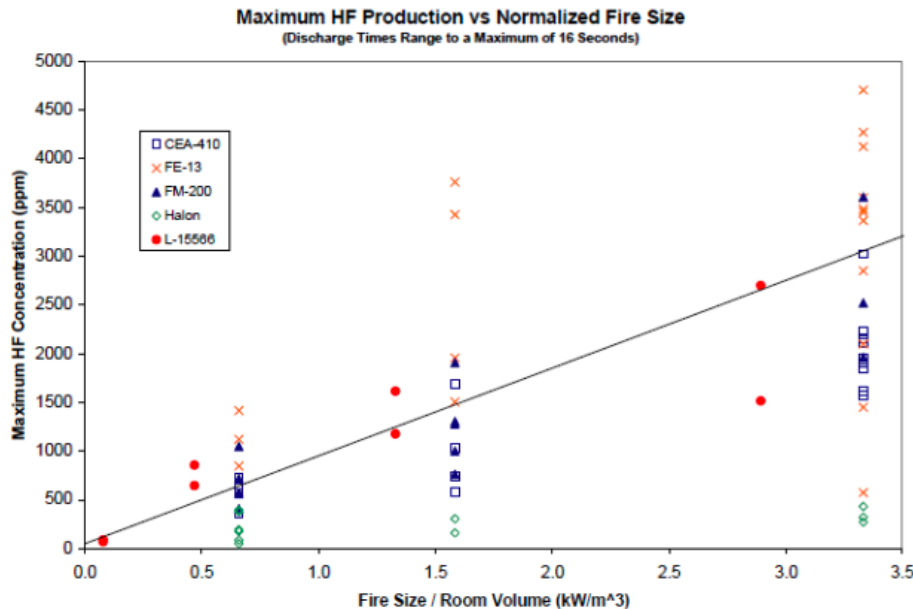


Figure 3: Comparison of TDP for halon alternatives
(Peatross et al^{xvii} plus Ditch^{xv} data for L-15566. were L-15566 = Novec 1230)

The key takeaway here is to understand the thermal decomposition reality, that the fire size to room volume ratio is important. One must design to keep the fire small relative to room volume. The smaller fire size to room volume ratios results in less chance to develop high thermal decomposition concentrations.

Figures 4 and 5 from Ditch show the resultant TDP when the fire size/room volume is LARGE and when it is SMALL.

TDP in a 1.28 m³ test room – LARGE kW_{fire}/m³_{room}

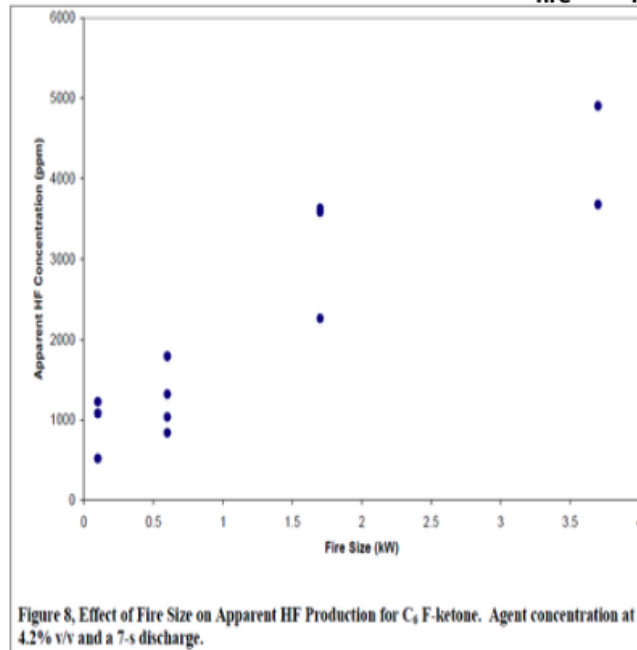


Figure 4: Data from Master's Thesis – Ditch, BD, WPI, 2002

TDP extrapolated to “Hangar” sized rooms–SMALL kW_{fire}/m³_{room}

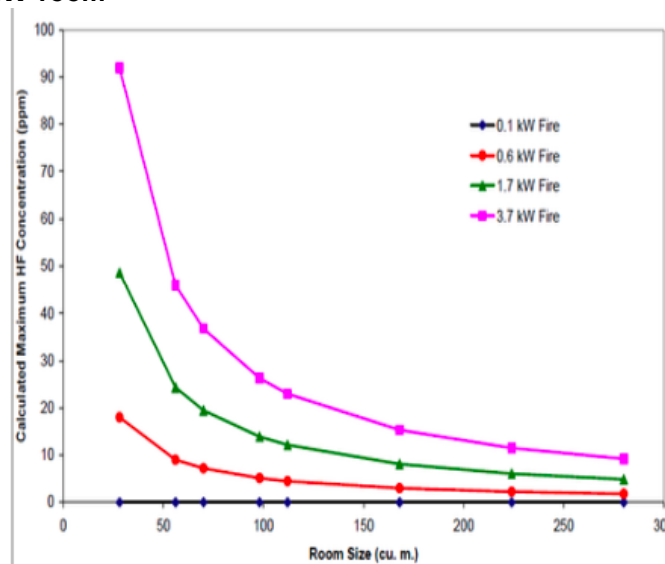


Figure 5: Data from Master's Thesis – Ditch, BD, WPI, 2002

Ditch and other researchers referenced in the thesis also confirmed that increases in agent concentration and shortening the extinguishing time dramatically reduces TDP, in some tests by 50% or more.

Bottom line, a properly designed Sevo IFP system using FK 5-1-12, with flame detection technology, can minimize TDP by detecting and extinguishing a fire rapidly in a hangar before it gets large, keeping the fire size/room volume ratio SMALL.

(21) Life cycle costs - 30 years or greater, semi-annual inspection

Response:

Regarding the fire suppression systems, a properly and regularly maintained clean agent system for the Hangar has an expected lifetime in excess of 30 years. This is an estimated system lifetime based on industry experience. Sprinkler systems in the office and service areas can be expected to exceed 50 years.

Once commissioned and accepted, SAA as owner of Hangar 626 would be responsible to regularly maintain both the fire sprinkler and clean agent systems per NFPA 25 and NFPA 2001.

Conclusion and Final Assessment

Fire protection for the planned Hangar 626 has been thoughtfully considered to respond to the needs of today's Hangars with a mix of standard sprinklers, detection, alarm and handheld portable extinguishers for the office and maintenance areas and an advanced Sevo™ Titan™ system using FK 5-1-12 delivered in a local flooding manner. Until recently, the most common way to protect Group II hangars has been with the use of foam water sprinklers or high expansion foam and high-speed flame detection. In this case, the proposed fire suppression system will be a clean extinguishing agent system. This is an advanced, UL listed system. The design method used protects the hangar and contents by directionally and locally flooding the lowest portions of the hangar space.

As such, a risk assessment involving all the stakeholders provides the AHJ with confidence that to the best of their ability, the design team has considered and determined this to be the best approach operationally, regulatorily, environmentally and with consideration of life safety.

FK 5-1-12 is a component recognized and approved for use in a listed and/or approved Sevo IFP system. It is a neat agent, is not foam and is not designed with water as a functional component. FK 5-1-12 properties differ dramatically from AFFF or high expansion foam, which is composed of numerous components and primarily water. FK 5-1-12 has no affinity to water, nor does it partition to groundwater. FK 5-1-12 is not the PFAS contained in legacy or current day AFFF. FK 5-1-12 is not a PFOA nor a PFOS and is not a foam. It is non-ozone depleting, has a global warming potential of less than one, and thus, is backed with an environmental warranty.

It is safe in end use protecting people and assets highly susceptible to damage from water when properly designed and engineered in an advanced Sevo IFP system. Designed for fast detection and extinguishment, the FK 5-1-12 based Sevo IFP system can readily be engineered to minimize thermal decomposition to very low levels.

Clean agent protection in lieu of foam can reduce cost from potential damage and remediation due to accidental discharges while minimizing installation, inspection, testing and maintenance costs.

Finally, it is recommended that the owner and AHJ shall implement and maintain a program for re-evaluation of the risk assessment and shall be performed every 3 years by a licensed professional engineer to ensure the design features required for the hangar to continue to meet the performance goals and objectives contained herein for the life of the building.

References

- ⁱ 2022 NFPA 409, paragraph 6.1.2, defined as Group II, Type II Construction, single fire area, 30,001 – 40,000ft².
- ⁱⁱ Excerpted from the 2022 NFPA 409:
- 1.2 Purpose.** The purpose of this standard is to provide a reasonable degree of protection from fire for life and property in aircraft hangars, based on sound engineering principles, test data, and field experience.
- 1.5 Equivalency.** Nothing in this standard is intended to prevent the use of systems, methods, or devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety over those prescribed by this standard.
- 1.6 New Technology.**
- 1.6.1.** Nothing in this standard shall be intended to restrict new technologies or alternate arrangements, provided the level of safety prescribed by this standard is not lowered.
- Further, this system aligns with the following:
- 9.1.1.1.** The protection requirements in 9.1.1 shall be permitted to be modified where a risk assessment, as outlined in Chapter 4, identifies that an alternative means of protection is acceptable.
- ⁱⁱⁱ Conducted in accordance with the requirements of NFPA 2001, 7.2.2.2 Class B Hazards, and test procedures contained in NFPA 2001 Annex C and ISO 14520 Annex B. The Jet A cupburner fuel extinguishing data is as supplied from 3M EMSD Laboratory.
- ^{iv} [3M Aug 2021, USAF Hush House Case Study, 2012 halon replacement validation testing](#)
- ^v Full-scale transformer validation fire testing, Iberdrola Power/3M Espana, Vigo Spain 2007
- ^{vi} USAF Novec 1230 Fluid Flightline Qualification, 2013
- ^{vii} [Full-Scale Evaluation of Novec™ 1230, DOT/FAA/TC-19/27 Author: Casey, Jeremy, 2017](#)
- ^{viii} **Federal Register**/Vol. 67, No. 245/Friday, December 20, 2002/Rules and Regulations **77931-77932**
- ^{ix} AFCEC reference: <https://www.afcec.af.mil/WhatWeDo/Environment/Perfluorinated-Compounds/#:~:text=Air%20Force%20Response%20to%20PFOS%20and%20PFOA&text=Per%2D%20and%20Polyfluoroalkyl%20Substances%2C%20or,food%20packaging%20and%20firefighting%20foam>
- ^x Guschin, A.G., Molina, L.T., and Molina, M.J., Atmospheric Chemistry of L-15381, L-15566 and L-14703 and Integrated Band Strengths of L-14374, L-14375, L-14752, L-13453 and L- 14703, Report prepared for 3M Company, July, 1999.
- ^{xi} Finlayson-Pitts, B.J. and Pitts Jr., J.N., Atmospheric Chemistry: Fundamentals and Experimental Techniques; John Wiley & Sons, New York, 196, 1986.
- ^{xii} Seinfeld, J.H. and Prandis, S.N., Atmospheric Chemistry and Physics, John Wiley & Sons, New York, 288, 1998.
- ^{xiii} Plummer, G., "Laboratory measurements and calculations related to the photo-disassociation of L-15566 in the Earth's lower atmosphere," 3M Environmental Laboratory Report Number E01-0549, 2001.
- ^{xiv} Addendum to Method 320 – Protocol for the Use of Extractive Fourier Transform Infrared (FTIR) Spectrometry for the Analyses of Gaseous Emissions from Stationary Sources (40 CFR Part 63).
- ^{xv} Pinnock, S., Hurley, M.D., Shine, K.P., Wallington, T.J., Smyth, T.J., J. Geophys. Res., 100, 23227, 1995.
- ^{xvi} WMO (World Meteorological Organization), Scientific Assessment of Ozone Depletion: 1998, Global Ozone Research and Monitoring Project – Report No. 44, World Meteorological Organization, Geneva, Switzerland, 1999.
- ^{xvii} Wallington, T.J., Schneider, W.F., Worsnop, D.R., Nielsen, O.J., Sehested, J., Debruyne, W.J., Shorter, J.A., Environ. Sci. Technol., 28, 320, 1994.
- ^{xviii} Novec 1230 fluid has been tested for compatibility with aircraft components by numerous suppliers and airframe manufacturers such as Airbus, Boeing, Rolls Royce and Honeywell with no reported negative effects. It is currently recognized as acceptable for use for the fire protection of aircraft by the following:
- USAF F-35 Program
 - Boeing Aircraft Engineering via promulgation of a "No Technical Objection"
 - US FAA for flight line portable extinguishers
 - USAF and US Navy for use on flight line in wheeled extinguishers
 - USAF for halon and Hi Ex foam replacement in engine test facilities commonly referred to as 'Hush Houses.
- ^{xix} Ditch, BD, WPI Thesis, Thermal Decomposition Products Testing With 1,1,1,2,2,4,5,5,5 nonafluoro-4-trifluoromethyl pentan-3-one (C₆ F-ketone) During Fire Extinguishing, December, 2002.

^{xx} J.Z. Su, A.K. Kim, J.R. Mawhinney, “Review of Total Flooding Gaseous Agents as Halon 1301 substitutes,” Journal of Fire Protection Engineering, 8 (2), pp 45-64, 1996

^{xxi} P.J. DiNenno, E.W. Forssell, M.J. Peatross, M. Maynard, “Evaluation of Alternative Agents for Halon 1301 in Total Flooding Suppression Systems – Thermal Decomposition Product Testing,” Halon Options Technical Working Conference, Albuquerque, NM, 1993

^{xxii} M. Meldrum, “Toxicology of Substances in Relation to Major Hazards: Hydrogen Fluoride,” Health and Safety Executive, ISBN 11 882100 8, 1993

^{xxiii} A.H. Mann, “Possible Health Risks From Exposure to Hydrogen Fluoride Generated From the Use of Fluoride-Containing Fire Extinguishing Agents,” Robens Institute of Industrial and Environmental Health & Safety, University of Surrey, Guildford, Surrey, United Kingdom, 1996

^{xxiv} D.P. Kelly, “A Review of the Inhalation Toxicity of Hydrogen Fluoride,” Halon Options Technical Working Conference, Albuquerque, NM, 1998

^{xxv} W.J. Brock, “Hydrogen Fluoride: How Toxic is Toxic? (A Hazard and Risk Analysis),” Halon Options Technical Working Conference, Albuquerque, NM, 1999

^{xxvi} M.J. Peatross, “A Review of Thermal Decomposition Product Testing of Halocarbon Fire Suppression Agents,” Halon Options Technical Working Conference, Albuquerque, NM, 1998

Appendix

SEVO Titan w/Novec 1230 – Ex6174

<https://iq.ulprospector.com/en/profile?e=6070624>

SEVO Titan w/ FFT-1230 – Ex6174

<https://iq.ulprospector.com/en/profile?e=6070676>

3M Novec 1230 Fire Protection Fluid FM Approval

<https://www.approvalguide.com/productDetail?productid=22663>

System Units Titan Series, 3M™ Novec™ 1230 Fire Protection Fluid engineered extinguishing system units with welded cylinders

File Number: EX6174

COMPANY

SEVO SYSTEMS INC
14335 W 97TH TER
LENEXA, KS 66215-1150 United States

SYSTEM UNITS INFO

Titan Series, 3M™ Novec™ 1230 Fire Protection Fluid engineered extinguishing system units with welded cylinders
Engineered, Halocarbon

CLEAN AGENT EXTINGUISHING SYSTEM UNITS	VALUE
Extinguishing Agent (ASHRAE Designation)	FK-5-1-12

MANUALS AND BULLETINS		
Part No.	Description	Date/Rev
TE 1230 500 Eng	Engineered System Design, Installation, Operation and Maintenance Manual	April 2009 and revised March 31, 2016 Version 6D

SYSTEM UNIT INFORMATION		
Operating Pressure at Temperature	Minimum Operating Temperature	Maximum Operating Temperature
Unpressurized	0 F (-17.8 C)	130 F (54.4 C)

Feedback

THESE INSTALLATIONS REQUIRE THE USE OF THE LISTEE'S FLOW CALCULATION SOFTWARE:
Software Name/Version
Sevo VDS software Novec –Calculation program Versions 7.2 or 7.6

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System Units Titan Series, FFT 1230 Fire Protection Fluid
engineered extinguishing system units with welded cylinders
File Number: EX6174

COMPANY

SEVO SYSTEMS INC
14335 W 97TH TER
LENEXA, KS 66215-1150 United States

SYSTEM UNITS INFO

Titan Series, FFT 1230 Fire Protection Fluid engineered extinguishing system units with welded cylinders
Engineered, Halocarbon

CLEAN AGENT EXTINGUISHING SYSTEM UNITS	VALUE
Extinguishing Agent (ASHRAE Designation)	FK-5-1-12

MANUALS AND BULLETINS		
Part No.	Description	Date/Rev
TE 1230 500 Eng	Engineered System Design, Installation, Operation and Maintenance Manual	April 2009 and revised March 13, 2023

SYSTEM UNIT INFORMATION		
Operating Pressure at Temperature	Minimum Operating Temperature	Maximum Operating Temperature
Unpressurized	0 F (-17.8 C)	130 F (54.4 C)

Feedback

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Software Name/Version
Sevo VDS software Novec –Calculation program Versions 7.2 or 7.6

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Certificate of Compliance

FIRE PROTECTION EQUIPMENT

This certificate is issued for the following equipment:

Trade Name:	3M™ Novec™ 1230 Fire Protection Fluid
Chemical Identification:	dodecafluoro-2-methylpentan-3-one, $\text{CF}_3\text{CF}_2\text{C}(\text{O})\text{CF}(\text{CF}_3)_2$
Designation:	FK-5-1-12
Minimum Extinguishing Concentrations:	Class A – 3.34%
	Class B – 4.5%

Approval Guide Listing Category: Fixed Extinguishing Systems, Clean Extinguishing Agents

The 3M Company
3M Center, Bld. 236-1B-07
St. Paul, MN 55144
USA

This certifies that the equipment described has been found to comply with the applicable requirements, as stated in the Approval Report(s), of the following FM Approval Standard(s):

Approval Standards
Class Number *Date*
5600 April 2013

FM Approvals Listing Class: 5613

Re-Examination Project Identification: 3037743
Subsequent Revisions: 3050654

Approval Granted: December 20, 2010

To verify the availability of the Approved product, please refer to www.approvalguide.com

James E. Marquedant
Manager - Electrical Systems
FM Approvals
1151 Boston-Providence Turnpike,
Norwood MA, 02062 USA

9 February 2015

Date



Member of the FM Global Group

TERMINATION AGREEMENT

THIS INDENTURE made this ____ day of January, 2024 by and between the SALINA AIRPORT AUTHORITY, of Salina, Saline County, Kansas, herein (the "Authority"), and MILLER PIPELINE, LLC, a limited liability company authorized to do business in Kansas, with principal offices located at 8850 Crawfordsville Road, Indianapolis, IN 46234, herein (the "Lessee"), WITNESSETH:

WHEREAS, on the 30th day of March, 2016, the Authority and Miller Pipeline, LLC entered into a Lease Agreement covering the following Premises:

Hangar No. 506-1 (containing approximately 4,900 sq. ft., more or less) located at the Salina Regional Airport, Salina, Saline County, Kansas, (commonly known as 2010-B Kneubuhl Court) and a 1,000 sq. ft. equipment/aggregate storage site located on Lot 3, Block 6, Schilling Subdivision No. 5 to the City of Salina, Saline County, Kansas.

WHEREAS, the parties hereto mutually desire to cancel the above mentioned Lease Agreement and to release each other from any further obligations under said Lease.

NOW THEREFORE, in consideration of the mutual covenants herein contained, it is mutually agreed by and between the parties hereto that the Lease Agreement covering the Premises above described be and the same is hereby mutually cancelled as of January 31, 2024, and both parties mutually release each other from any further duties or obligations thereunder.

IN WITNESS WHEREOF, the parties have hereunto caused this instrument to be properly executed by its duly authorized offices all on the day and year herein indicated.

Dated: _____

SALINA AIRPORT AUTHORITY

By _____
Tod Roberg, Board Chair

Dated: _____

MILLER PIPELINE, LLC

By _____
Daniel Cansdale, Construction Manager KS/MO

State of _____)

(County) of _____)

Signed or attested before me on _____
by Daniel Cansdale, Construction Manager KS/MO of MILLER PIPELINE, LLC

(Seal)

(Signature of notarial officer)

[My appointment expires:_____]

LEASE AGREEMENT

This Lease Agreement (the “Lease”) is made and entered into this ____ day of January, 2024, by and between the **SALINA AIRPORT AUTHORITY, a Kansas public corporation**, of Salina, Saline County, Kansas, (the “Authority”), and **SAFARI, INC.**, a corporation, authorized to do business in Kansas, with principal offices located at 3300 Airport Road, Salina, KS 67401, (“Lessee”).

1. Property Description.

1.1. **Legal Description of Leased Tract.** The Authority, in consideration of the rents, covenants, agreements, and conditions hereinafter agreed to be paid and performed by the Lessee, leases unto the Lessee the following described real estate:

Hangar No. 506-1 (containing approximately 4,900 sq. ft., more or less) located at the Salina Regional Airport, Salina, Saline County, Kansas, (commonly known as 2010-B Kneubuhl Court),

together with any improvements constructed or to be constructed thereon and the appurtenances thereunto belonging, as depicted on the attached Exhibit A (the “Premises”).

2. Term, Effective Date and Holdover.

2.1. **Term and Effective Date of Lease.** This Lease shall be for a term of Five (5) years commencing effective February 1, 2024 (“Effective Date”), and terminating on January 31, 2029 (“Primary Term”), subject to the option for renewal and extension hereinafter set forth.

2.2. **Holdover.** If the Lessee remains in possession of all or any part of the Premises after the expiration of this Lease, without the express or implied consent of the Authority, such occupancy shall be considered to be a “Holdover Tenancy” from month-to-month only, and not a renewal or extension of this Lease for any further term. In such case, the Basic Rent for such Holdover Tenancy shall be payable in the amount of 150% of the amount specified in Section 4.1 herein. Such Holdover Tenancy shall be subject to every other provision, covenant and agreement contained herein, including any applicable rental adjustments as per Section 4.1.1 herein. The foregoing provisions of this Subsection are in addition to and do not affect the right of re-entry or any right of the Authority hereunder or as otherwise provided by law and in no way shall such provisions affect any

right which the Authority may have otherwise to recover damages, to the extent permissible by applicable law, from Lessee for loss or liability incurred by the Authority resulting from the failure by Lessee to surrender the Premises, or for any other reason. Nothing contained in this Subsection shall be construed as consent by Authority to any holding over by Lessee and the Authority expressly reserves the right to require Lessee to surrender possession of the Premises to Authority as provided in this Lease, and to the extent permissible by applicable law, upon the expiration of this Lease.

3. Option to Renew. The Lessee is hereby given the option to renew this Lease for five (5) additional terms of two (2) years each at the expiration of the Primary Term. In the event the Lessee elects to exercise its option hereunder, it must notify the Authority in writing six (6) months prior to the expiration of the then current term.

4. Rent.

- 4.1. Basic Rent. Lessee agrees to pay the Authority a Basic Rent for the leasing of the Premises the sum of One Thousand Five Hundred and Twenty Dollars and no/100 (\$1,520) per month, the first of which shall be due on February 1, 2024. The rental shall be payable monthly in advance and shall be due on the first day of each month for that month.

- 4.1.1. On the second (2nd) anniversary date after the Effective Date and every two (2) years thereafter during the term of this Lease and any Option Periods exercised, the Basic Rent shall be adjusted by increasing the Basic Rent for the prior 24-month period by the same percentage as the percentage of increase in the U.S. Government Consumer Price Index (C.P.I.) over the same prior 24-month period. If the C.P.I. over the same 24-month period has not shown a net increase, the Basic Rent for the option period shall remain the same as the Basic Rent for the prior 24-month period. The C.P.I. shall be the statistical report prepared and published by the Bureau of Labor Statistics for the United States for all items for urban consumers, or such other index or report substituted therefore by the U.S. Government. The reference basis for the C.P.I. shall be 1967 equals 100 or the most current index base as established by the Bureau of Statistics. The difference between such index nearest to the first day of the prior 24-month period and the last available index to the last day of the prior 24-month period divided by such index nearest to the first day of the prior 24-month period will determine either the percentage of increase, or that the Basic Rent will remain the same as the prior 24-month period, as provided above, however the maximum increase shall not exceed 10% for any biennial adjustment.

- 4.2. Additional Rental. In addition to the Basic Rent, Lessee covenants and agrees that it will be responsible for Additional Rent, which shall include the following components:

- 4.2.1. Taxes. Lessee agrees to pay all real estate taxes, which may be levied against the Premises prorated to the Effective Date. Upon the Authority's receipt of a statement for taxes or assessments, the Authority will invoice the Lessee. When applicable, the Lessee may determine whether to exercise the option to pay only the first half or the entire obligation. Lessee agrees to make payment to the Authority of the full amount due under the chosen option, no later than December 15 for taxes or assessments due December 20 and no later than May 5 for taxes or assessments due May 10.
- 4.2.2. Late Charge. If the rental amount due hereunder is not received by the Authority within five (5) days of due date, a late charge of six percent (**6%**) of the total amount due and currently owing, or Seventy-Five Dollars (**\$75.00**), whichever is greater, will be assessed against the Lessee. Failure to pay the rent and the late charge within twenty (20) days shall be grounds for termination of this Lease, solely at the discretion of the Authority, and not as a termination right for Lessee, in addition to recovery of the unpaid rent and the late charge.
- 4.2.3. Security Deposit. Upon Lessee's execution and delivery of this Lease, Lessee agrees to pay a Security Deposit in the amount equal to the Basic Rent (\$1,520). The Security Deposit shall be held by the Authority without liability for interest, as security for the performance by Lessee of Lessee's covenants and obligations under this Lease; it being expressly understood that the Security Deposit shall not be considered an advance payment of rent or a measure of the Authority's damages in case of default by Lessee. The Authority may commingle the Security Deposit with the Authority's other funds. The Authority may, from time to time, without prejudice to any other remedy, use the Security Deposit to the extent necessary to make good any arrearages of rent or to satisfy any other covenant or obligation of Lessee hereunder. Following any such application of the Security Deposit, Lessee shall pay to the Authority on demand the amount so applied in order to restore the Security Deposit to its original amount. If Lessee is not in default at the termination of this Lease, the balance of the Security Deposit remaining after any such application shall be returned by the Authority to Lessee.
- 4.2.4. Property Insurance. As per Section 5.10 below, the Authority agrees to notify Lessee on or before December 15 of each year as to the property insurance premium for the coming calendar year and Lessee agrees to reimburse the Authority on or before March 1 of each year of the commercial property insurance covering the improvements located on the Premises. Partial year occupancy shall result in a pro-rated premium. The 2024 monthly pro-rated premium shall be due on or before the Effective Date of the Lease and upon presentation of invoice by the Authority which shall be delivered upon execution of the Lease Agreement.

- 4.2.5. Keys. All keys issued to Lessee by the Authority must be returned to the Authority by 12:00 P.M., Noon, on the date this Lease expires or is terminated. If all keys are not returned or if Lessee loses a key during the term of the Lease or any extension thereof, a fee will be charged for each key lost and for each building interior and exterior lock change. The charge per key and lock change will be according to the current rates and charges schedule as adopted annually in the Authority's fiscal year budget.
- 4.3. Rental Renegotiations. Lessee acknowledges that as required by AAIA Section 511. (a)(9), the Authority must maintain a fee and rental structure for its facilities and services, which will make the Airport as self-sustaining as possible under the circumstances. In the event that an FAA and/or DOT audit should determine that the rentals provided for herein are inadequate, the parties agree to renegotiate the rentals.
5. Insurance.
- 5.1. Lessee's Liability Insurance. At all times during this Lease, the Lessee shall maintain the following liability insurance for all aircraft stored within the leased premises and shall name the Salina Airport Authority as additional insured.
- 5.1.1. Aircraft liability coverage of not less than \$1,000,000 each occurrence.
- 5.1.2. Aviation general liability coverage in an amount not less than \$1,000,000 each occurrence.
- 5.1.3. such other coverage as is appropriate to the operations of Lessee's business, e.g., hangarkeeper's legal liability, pollution liability, etc.
- 5.2. Certificates of Insurance acceptable to the Authority shall be filed with the Authority prior to commencement of this Lease. These certificates and the insurance policies required by this Section 5 shall contain a provision that coverages afforded under the policies will not be canceled or allowed to expire until at least 30 days' prior written notice has been given to the Authority. Information concerning reduction of coverage on account of revised limits or claims paid under the General Aggregate, or both, shall be furnished by Lessee with reasonable promptness in accordance with Lessee's information and belief.
- 5.3. Lessee agrees that its insurance policies will be amended to be primary without right of contribution from the Authority or its insurance policies, that Lessee's insurance policies will be amended to state that its insurer agrees to waive its right of subrogation against the Authority and that the above insurances will not be invalidated for the Authority by any action, inaction or negligence of the insured. All amounts of claims, losses or damages resulting from deductible clauses or self-insured retentions shall be for the account of the Lessee.

5.4. All independent contractors hired by Lessee must meet the insurance requirements of the Authority. The Authority will be named as an additional insured on independent contractors' policies, and Lessee will provide the Authority, prior to the commencement of any work on the Premises, , with copies of such independent contractors' Certificates of Insurance.

5.5. The requirement of Lessee to purchase and maintain insurance shall not, in any manner, limit or qualify the liabilities and obligations otherwise assumed by Lessee under this Lease.

5.6. Claims Made Insurance

5.6.1. Lessee shall, to the extent reasonably possible, obtain the liability insurance required hereunder on an occurrence basis. If any insurance required herein is to be issued or renewed on a claims made basis, the retroactive date of such insurance shall be no later than the commencement date of this Lease and shall provide that in the event of cancellation or non-renewal of the insurance, the discovery period for insurance claims (tail coverage) shall be for a period of not less than two years.

5.7. Authority's Liability Insurance

5.7.1. The Authority shall be responsible for purchasing and maintaining the Authority's usual liability insurance.

5.8. Property Insurance

5.8.1. The Authority shall secure and maintain in force at all times during the term of this Lease or any extensions thereof, Commercial Property Insurance with Special Clause of Loss Perils coverage on the buildings and improvements owned by the Authority which are located on the Premises in an amount of not less than 100% of the full replacement cost of the Improvements, as determined by the Authority on an annual basis, using Boeckh, Marshall/Swift or another comparable commercial building cost estimating guide. Lessee agrees to reimburse the Authority annually for the premium paid by the Authority for such insurance. Authority will advise Lessee annually of the insurance premium on or before December 15 of each year and the premium, shall be paid in advance and due March 1. Should the Lease term result in a partial year occupancy, the Authority shall bill the Lessee on a pro-rata basis.

5.8.2. Lessee must maintain aircraft physical damage coverage on their aircraft stored within the leased hangar not less than the replacement value of the aircraft and shall provide the Authority a Certificate of Insurance (COI). The Authority and their insurer agree to waive rights of subrogation against SAA with respect to aircraft physical damage coverage.

5.8.3. Loss of Use Insurance (rent loss/business income/extra expense).

5.8.3.1. The Authority, at the Authority's option, may purchase and maintain such insurance as will insure the Authority's property due to fire or other hazards, however caused, and the cost thereof shall be paid by the Authority. The Authority waives all rights of action against Lessee for loss of use of the Authority's property, including consequential losses due to fire, theft or other hazards however caused.

5.8.3.2. Lessee, at Lessee's option, may purchase and maintain such insurance as will insure Lessee against loss of use of the Leased Premises due to fire or other hazards, however caused, and the cost thereof shall be paid by Lessee. Lessee waives all rights of action against the Authority for loss of use of the leased Premises, including consequential losses due to fire, theft or other hazards however caused.

5.8.4. Prior to the commencement of this lease agreement, Lessee shall file with the Authority copy of the property insurance policy that includes insurance coverages required by this Section 5.10. Said policy shall contain all generally applicable conditions, definitions, exclusions and endorsements related to this lease agreement. The policy shall contain a provision that the policy will not be cancelled or allowed to expire, and that its limits will not be reduced, until at least 30 days' prior written notice has been given to the Authority.

5.8.5. Not used.

5.8.6. Damage to Building Contents Owned by Lessee. Lessee acknowledges that it shall be fully responsible for any loss or damage to its personal property located on or about the Premises, that it shall be solely responsible for such personal property, and Lessee releases the Authority and its current and former officers, directors, employees, and agents from any liability therefore, unless such damage is caused, in whole or in part, by the willful misconduct or gross negligence of the Authority or its current or former officers, directors, employees, or agents.

6. Use of Premises. Lessee agrees to use the Premises for the sole purpose of aircraft storage and other activities normally associated therewith. All activities will comply with SLN Airport Rules and Regulations and all other applicable law or regulations.

6.1. Lessee agrees that the Premises shall not be used or occupied for any purpose that constitutes a nuisance or may be objectionable to adjacent property; that it will not allow the escape from the Premises of any fumes, odors, smoke, obnoxious gas, gases or other substances which are offensive or which constitute a nuisance or interfere with the conduct of other business in the area. Lessee will provide adequate devices to control excessive noise, vibrations or electromagnetic emissions.

7. Environmental Concerns.

7.1. Defined Terms. The following terms are defined in the Lease Agreement and shall mean:

7.1.1. **“Environmental Law”** means any now-existing or hereafter enacted or promulgated federal, state, local, or other law, statute, ordinance, rule, regulation or court order pertaining to (i) environmental protection, regulation, contamination or clean-up, (ii) toxic waste, (iii) underground storage tanks, (iv) asbestos or asbestos-containing materials, or (v) the handling, treatment, storage, use or disposal of Hazardous Substances, including without limitation the Comprehensive Environmental Response, Compensation and Liability Act and The Resource Conservation Recovery Act, all as exist from time to time.

7.1.2. **“Hazardous Substances”** means all (i) “hazardous substances” (as defined in 42 U.S.C. §9601(14)) (ii) “chemicals” subject to regulation under Title III of the Superfund Amendments and Reauthorization Act of 1986, as amended from time to time (iii) natural gas liquids, liquefied natural gas or synthetic gas, (iv) any petroleum, petroleum-based products or crude oil or any fraction, or (v) any other hazardous or toxic substances, wastes or materials, pollutants, contaminants or any other substances or materials that are included under or regulated by any Environmental Law.

7.2. Authority’s Responsibility. The Authority is party to a settlement reached with the United States of America to complete the cleanup of environmental contamination caused by the Department of Defense at the Salina Regional Airport and Airport Industrial Center, formerly the Schilling Air Force Base. The Authority shall be responsible for the cleanup and removal of any Hazardous Substances which are determined to have been present on the Premises prior to February 1, 2024. Authority agrees to indemnify and hold Lessee harmless from and against all claims, expenses, loss or liability arising from the presence of any such contamination which occurred prior to February 1, 2024.

- 7.2.1. The Authority shall be responsible for any contamination caused by or during the performance of Authority's work as landlord, even if it occurs after February 1, 2024.
- 7.3. Lessee Responsibility. The Lessee shall be responsible for the cleanup and removal of any Hazardous Substances, petroleum products, and petroleum additives released on the Premises at any time Lessee occupies the Premises from and after February 1, 2024. Lessee agrees to indemnify and hold the Authority harmless from and against all claims, expenses, loss, or liability arising from any such contamination which occurs at any time Lessee occupies the Premises from and after February 1, 2024.
- 7.3.1. Lessee agrees to comply with all storm water and waste collection requirements of any federal, state, or local governmental laws, rules and regulations.
- 7.3.2. Lessee agrees that it will comply with all federal, state, and local regulations regarding the handling, storage, and dispensing of Hazardous Substances, including petroleum products, on the Premises.
- 7.3.3. Lessee agrees that it will immediately notify the Authority in the event of any spills or leaks of Hazardous Substances, including any liquid hydrocarbon materials, on the Premises, and to clean up the affected area in accordance with Kansas Department of Health and Environment standards.
- 7.4. Non-waiver. Any acknowledgement or undertaking of responsibility by either party to this Lease in relation to the other party, as set forth above, shall not be regarded as a release or waiver of any right by the responsible party to seek recovery against or contribution from any person or entity not a party to this Lease.
8. Improvements to Premises. Lessee may, with the written consent of the Authority, which consent shall not be unreasonably withheld, build and construct improvements on the Premises; provided, however, that prior to commencement of any such work the Lessee shall submit construction and site plans thereof to the Authority for its approval and secure the necessary building permits from the City of Salina. Any repairs, improvements or new construction shall conform to the following:
- 8.1. Any improvements on the Premises shall be restricted to commercial, industrial or warehouse use.
- 8.2. All construction shall conform to the applicable Building Code.
9. Ownership of Fixtures. It is understood and agreed by and between the parties hereto that any fixtures attached to the Premises or placed on or about Premises by Lessee

shall be considered personal property and shall remain the property of the Lessee, who shall have the right to remove the same from the Premises upon the expiration of this Lease so long as such removal does not impair the structural feature of the improvements presently on the Premises. Provided, however, in the event of termination of this Lease due to a breach of covenant by the Lessee, then all fixtures and improvements shall become the property of the Authority and may not be removed from the Premises.

10. Removal of Fixtures. On or before the date of expiration or termination of this Lease, or any extension thereof, the Lessee shall vacate the Premises, remove its personal property and movable fixtures therefrom and restore the Premises to as good an order and condition as that existing upon the commencement of the term of this Lease, damages beyond the control of the Lessee and due to normal wear and tear excepted. If, however, the Lessee fails to remove the personal property and movable fixtures and/or to restore the Premises to substantially the same condition as existed at commencement of the Lease, then the Authority may remove the personal property and movable fixtures and restore the Premises and may retain the fixtures until such time as Lessee reimburses the Authority for all its expenses connected therewith.

11. Default.

11.1. Lessee shall be in default of this Lease if it:

- 11.1.1. Fails to pay the Basic Rent or Additional Rental when due or to comply with any substantial term, condition or covenant of this Lease within ten (10) days after written notice;
- 11.1.2. Abandons or surrenders the Premises or the leasehold estate;
- 11.1.3. Attempts to assign or sublease the Premises other than in accordance with the terms of the Lease;
- 11.1.4. Is adjudicated bankrupt or insolvent, makes a general assignment for the benefit of creditors takes the benefit of any insolvency act, or is unable to meet its obligations as they become due; or
- 11.1.5. Violates any of the other terms and conditions of this Lease.

11.2. In the event of default by Lessee, the Authority shall have the following cumulative remedies:

- 11.2.1. Terminate the Lease;
- 11.2.2. Reenter and repossess the Premises;
- 11.2.3. Relet the Premises or any part thereof;
- 11.2.4. Accelerate and collect rentals remaining to be paid under the Lease;
- 11.2.5. Seize and hold Lessee's onsite property for the satisfaction of the deficiency;

- 11.2.6. Bring a suit for damages against Lessee; or
- 11.2.7. Pursue any other remedy available to the Authority under Kansas law.

11.3. Waiver by the Authority of any breach of this Lease shall not be construed as a continuing waiver of a subsequent breach nor imply further indulgence.

12. Attorney Fees. In the event legal action must be taken because of the breach of any agreement or obligation contained in this Lease on the part of the Lessee or Authority to be kept or performed, and a breach shall be established, the prevailing party shall be entitled to recover all expenses incurred thereof, including reasonably attorney fees.

13. Repairs to Improvements on Premises. During the term of the Lease, Authority will keep roof and exterior of the Premises in a good state of repair. Lessee covenants that during the term of this Lease it will properly care for the demised Premises and appurtenances and suffer no waste or injury, make all interior repairs in and about the demised Premises and fixtures and appurtenances, necessary to preserve the same in good order and condition, which repairs shall be in a class equal to the original work.

13.1. Lessee shall be responsible for all routine maintenance and repairs necessary to keep the heating and/or cooling system, in a good state of repair and in good working condition. In addition, the Lessee shall be responsible for the first \$500.00 per year in the costs and expenses of repairing any portion of the HVAC system. The Authority shall be responsible for the replacement of any fixtures, appliances or other portions of the heating, air conditioning which are not repairable and which must be replaced to keep the systems in good working condition. In addition, Lessee will pay for a semi-annual maintenance contract on the HVAC system with a reputable HVAC contractor approved by the Authority during the entire term of this Lease. Should the Lessee fail to maintain the semi-annual maintenance contract at all times during the term of this Lease then the Lessee shall automatically be fully liable for ALL maintenance, major repair including up to replacement of the HVAC system at the sole discretion of the Authority.

13.2. Lessee shall be responsible for all routine maintenance and repairs necessary to keep the plumbing, electrical systems and doors in a good state of repair and in good working condition. Maintenance to be performed by the Lessee includes but is not limited to janitorial services, supply and replacement of lighting fixtures including light bulb and ballast replacement, cleaning of stoppages in plumbing fixtures, drain line and septic systems, replacement of floor covering, building interior painting, repairing and replacing building and overhead door motors, chains and belts and landscaping as originally approved and installed. The Authority shall be responsible for the replacement of any fixtures, appliances or other portions of the plumbing and/or electrical systems which are not

repairable and which must be replaced to keep the systems in good working. The Authority shall provide and install the initial supply of hand fire extinguishers as required by applicable building code for the interior of the Premises and the Lessee shall maintain and replace the extinguishers as necessary to comply with applicable building code including annual inspections. Lessee is responsible for maintaining electric loads within the design capacity of the system. The Authority shall be responsible for maintaining the outside storage yard, including fencing, and the parking lot including pavement, striping and signage.

13.3. In the event Lessee fails to keep said Premises in good order and repair then the Authority may perform all repairs which may be necessary in about the demised Premises and the cost of such repairs shall be and constitute additional rental.

14. Utilities and HVAC System. The Lessee shall, at its own expense, obtain and pay for all electricity, water, gas, sewer use fees, or other utilities used by Lessee during the term of this Lease, including the cost of maintenance and operation of the HVAC system for the Premises.

15. Liens. The Lessee shall pay, satisfy and discharge all liens and obligations of any nature and kind whatsoever created by or the obligations of the Lessee which shall attach to or be imposed upon the Premises and shall indemnify, save and hold harmless the Authority from such payment and from all resulting damages and expenses.

16. Assignment of Lease. The Lessee shall not assign this Lease or any interest therein and shall not sublet the Premises or any part thereof, or allow any person to occupy or use the Premises or any portion thereof, without the prior written consent of the Authority. A consent to one assignment or subletting for use by any other person shall not be deemed to be a consent to any subsequent assignment.

17. Indemnification and Hold Harmless.

17.1. To the fullest extent permitted by law, the Lessee shall indemnify and hold harmless the Authority, its affiliates and its officers, directors, employees, agents, representatives, guests and invitees ("Authority Indemnitees") from and against all claims, damages, losses, liabilities, fines, penalties, costs, and expenses (including attorney's fees, consultant costs, environmental investigation, remedial or removal costs and natural resource damages) arising out of, relating to or resulting from (i) Lessee's occupancy and or use of the Premises; (ii) any breach of this Lease by the Lessee; (iii) any leak, spill or other release or disposal of or exposure to (A) any goods while being transported or delivered by Lessee or (B) any other materials, substances or chemicals that Lessee or any of its independent contractors bring onto the Premises; and/or (iv) the acts, omissions, negligence or willful misconduct of any persons used or employed

directly or indirectly by the Lessee or any independent contractor. The indemnification obligations under this Subparagraph shall not be limited in any way by the limits of any insurance coverage or limitations on the amount or type of damages, compensation or benefits payable by, for or to the Lessee, any independent contractor, or any other person under any insurance policy, worker's compensation acts, disability acts or other employee benefit acts.

17.2. In claims against any person or entity indemnified under this Section 17 by an employee of Lessee, an independent contractor of the Lessee's, or anyone directly or indirectly employed by them or anyone for whose acts they may be liable, the indemnification obligation under Section 17.1 shall not be limited by limitation or amount or type of damages, compensation or benefits payable by or for Lessee, or an independent contractor under workers' compensation acts, disability benefit acts or other employee benefit acts.

18. Inspection of Premises. The Lessee agrees that the Authority, the Federal Aviation Administration, or its agents may, at all reasonable times, have free access to the Premises for the purpose of examining or inspecting the condition of the Premises and any improvements thereon, or exercising any right or power reserved to the Authority or Federal Aviation Administration under the terms and provisions of this agreement.

19. Notices. All notices to be given pursuant to this Lease shall be addressed to the parties as follows:

Authority	Salina Airport Authority Salina Airport Terminal Building 3237 Arnold Salina, KS 67401
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Lessee	Safari, Inc. Attn: Terry Belcher P.O. Box 3163 Salina, KS 67401
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20. Damage by Casualty.

20.1. If the Premises are destroyed or damaged by fire or other casualty, the Lessee may, at its sole option terminate this Lease. If this Lease is so cancelled, rent shall be paid only to the date of cancellation and the Lessee shall surrender the Premises to the Authority after being allowed a reasonable time to locate a substitute site, remove its personal property and otherwise conclude its affairs at the Premises

20.2. If the Lessee does not elect to terminate this Lease in case of destruction or damage by casualty, this Lease shall continue in full force and effect and the Authority shall restore the Premises to at least its previous condition, and to Lessee's satisfaction, within a reasonable time. For that purpose, the Authority and its agents and contractors may enter the Premises. Rent shall totally abate during the period of such restoration. The Authority's obligation to restore the Premises shall be absolute, and shall not be limited by the amount of available insurance proceeds.

21. General Clauses.

21.1. The Lessee shall comply with all applicable laws, ordinances and regulations of the state, county and municipality in which the Premises are located with regard to construction, sanitation, licenses or permits to do business and all other matters.

21.2. The Lessee shall pay to the proper governmental agencies and as they become due and payable, all taxes, assessments, and similar charges, which at any time during the term of this Lease may be taxed, except those which the Authority has in this Lease agreed to pay.

21.3. Any property of the Authority damaged or destroyed by the Lessee, incident to the Lessee's use and occupation of the Premises, shall be promptly repaired or replaced by the Lessee to the satisfaction of the Authority or in lieu of repair or replacement, the Lessee shall, if so required by the Authority, pay to the Authority money in the amount sufficient to compensate for the loss sustained by the Authority by reason of damage or destruction of the property.

21.4. The Lessee acknowledges that it has inspected and knows the condition of the Premises and it is understood that the Premises is leased without any representation or warranty by the Authority whatsoever and without obligation on the part of the Authority to make any alterations, repairs, or additions to the Premises.

21.5. The Lessee shall not use, or permit to be used, any portion of the Premises under its control for signs, billboards, or displays, other than those connected with its own operations on the Premises. Advertising signs must be located on the buildings on the Premises and shall not contain more than 120 square feet in the area. Flashing or illuminated signs in which the light is not maintained constant and stationary in intensity and color are prohibited.

21.6. All loading docks for buildings or warehouses located on the Premises shall be maintained only on the side or rear of the building or warehouse.

- 21.7. The Lessee shall not be the agent of the Authority in making repairs or other improvements to the Premises and no materialman's liens or claims thereunder shall be valid against the Authority or against the interest of the Authority in the Premises.
- 21.8. All materials, supplies, or equipment stored outside of the buildings located on the Premises shall be stored in an orderly manner so as not to create a nuisance or fire hazard and shall be in compliance with all applicable governmental regulations.
- 21.9. The Lessee must at all times keep the Premises and buildings in a safe, clean, wholesome condition and comply in all respects with all government, health, and police requirements. The Lessee will remove at its own expense any rubbish which may accumulate on the property.
- 21.10. The Authority shall be responsible for snow removal on the Premises as required by Lessee's occupancy and shall keep unpaved areas grassed and landscaped to present a pleasing appearance. Such grass and landscaping shall be kept reasonably mowed and trimmed. Lessee shall be responsible for sidewalk snow removal and areas close to the building requiring handwork.
- 21.11. The Authority reserves the right (but shall not be obligated to Lessee) to maintain and keep in repair the landing area of the Airport and all publicly-owned air navigational facilities of the Airport, together with the right to direct and control all activities of the Lessee in this regard.
- 21.12. The Authority reserves the right to further develop or improve the landing area and all publicly-owned air navigation facilities of the Airport as it sees fit, regardless of the desires or view of Lessee, and without interference or hindrance.
- 21.13. The Authority reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent Lessee from erecting, or permitting to be erected, any building or other structure on the Airport which in the opinion of the Authority would limit the usefulness of the Airport or constitute a hazard to aircraft.
- 21.14. During time of war or national emergency the Authority shall have the right to enter into an agreement with the United States Government for military or naval use of part or all of the landing area, the publicly owned air navigation facilities, and/or other area or facilities of the Airport. If any such agreement is executed, the provisions of this Lease, insofar as they are inconsistent with the provisions of the agreement with the Government, shall be suspended.

- 21.15. It is understood and agreed that the rights granted by this Lease will not be exercised in such a way to interfere with or adversely affect the use, operation, maintenance, or development of the Airport.
- 21.16. There is hereby reserved to the Authority, its successors and assigns, for the use and benefit of the public, a free and unrestricted right of flight for the passage of aircraft in the airspace above the surface of the Premises together with the right to cause in the airspace such noise as may be inherent in the operation of aircraft, now known or hereafter used for navigation of or flight in the air, using the airspace or landing at, taking off from, or operating on or about the Airport.
- 21.17. This Lease shall be subordinate to provisions of any existing or future agreement between the Authority and the United States of America or any agency thereof relative to the operation, development or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the Airport.
- 21.18. If Lessee defaults in its payment of rent or fails to substantially comply with any of the other items of this Lease then, if requested by the Authority, the Lessee agrees to provide the Authority with a financial statement covering Lessee's latest fiscal or calendar year, which financial statement shall be in such form as accurately discloses the assets, liabilities, and net worth of the Lessee. If, in the opinion of the Authority, the financial statement provided is incomplete or fails to accurately indicate the financial condition of the Lessee, the Lessee agrees to provide the Authority such further financial information as the Authority may in writing request.

22. Nondiscrimination Assurances.

- 22.1. The Lessee, for itself, its personal representatives, successors in interest, and assigns, as a part of the consideration hereof, covenant's and agrees as a covenant running with the land that in the event facilities are constructed, maintained, or otherwise operated on the Premises, for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the Lessee shall maintain and operate such facilities or benefits 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 the regulations may be amended.
- 22.2. The Lessee, for itself, its personal representatives, successors in interest, and assigns, as a part of the consideration hereof, covenants and agrees as a covenant running with the land that (i) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of the facilities; (ii) that in construction of any improvements on, over or under such land and the furnishing

of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination; and (iii) that the Lessee shall use the Premises in compliance with all other requirements imposed by or pursuant to 49 CFR, Part 21, Non-discrimination in Federally Assisted Programs of the Department of Transportation, and as the regulations may be amended.

22.3. The Lessee assures that it will undertake an affirmative action program as required by 14 CFR, Part 152, Subpart E, to insure that no person shall on the grounds of race, creed, color, national origin or sex be excluded from participation in any employment activities covered in 14 CFR, Part 152, Subpart E. The Lessee assures that no person shall be excluded on these grounds from participating in or receiving the services or benefits of any program or activity covered by this subpart. The Lessee assures that it will require that its covered sub organizations provide assurances to the Lessee that they similarly will undertake affirmative action programs and that they will require assurances from their sub organizations, as required by 14 CFR, Part 152, Subpart E, to the same effect.

22.4. It is understood and agreed that nothing herein contained shall be construed to grant or authorize the granting of an exclusive right within the meaning of Section 308 of the Federal Aviation Act of 1958.

22.5. The Lessee agrees to furnish service on a fair, equal and not unjustly discriminatory basis to all users thereof, and to charge fair, reasonable and not unjustly discriminatory prices for each unit or service; provided that the Lessee may make reasonable and nondiscriminatory discounts, rebates or other similar types of price reductions to volume purchasers.

23. Binding Effect. This Lease shall be binding upon the heirs, beneficiaries, personal representatives, successors, and assigns of the Authority and the Lessee.

The Authority and the Lessee have each caused this Lease to be executed by its duly authorized officers on the date shown.

SALINA AIRPORT AUTHORITY

Date_____

By:_____
Tod Roberg, Chairman of the Board

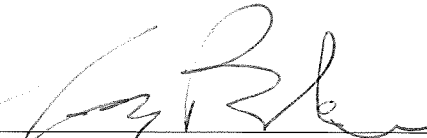
ATTEST

Date_____

By:_____
Kasey Windhorst, Board Clerk

SAFARI, INC.

Date 1-12-24

By: 
Terry Belcher, President

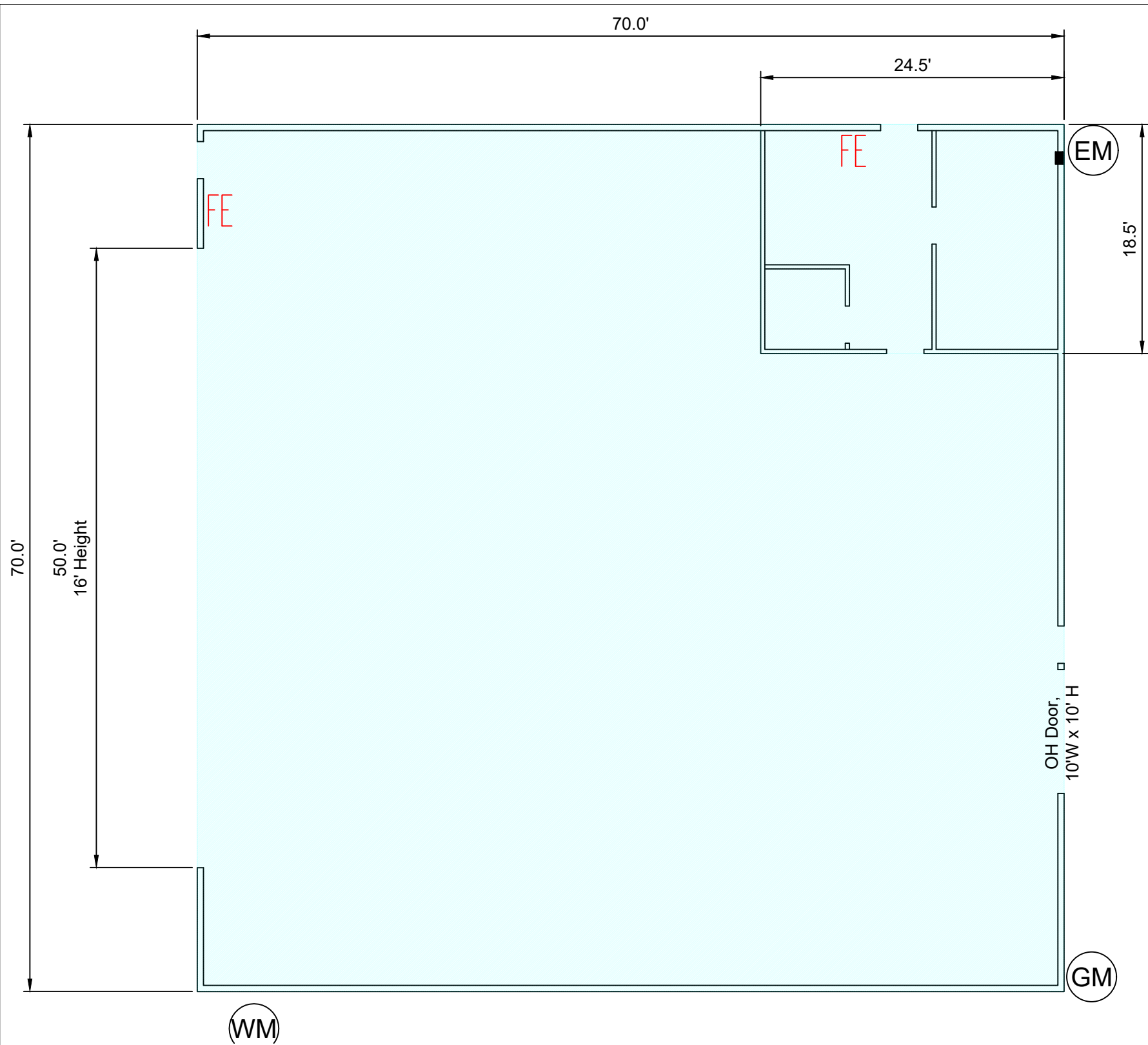
ATTEST

Date _____

By: _____

_____[Name]

_____[Title]



Hangar 506-1
2010 B Kneubuhl Court

Hangar Area = 4,447 S.F.
Office Area = 453 S.F.

Total Area = 4,900 S.F.

Water
3/4" Service
Gas
1" Service
Power
240/120V 3 Phase
No Fire Suppression



Drawing Number 3204-01-24



3237 ARNOLD, SALINA, KS 67401
(785-827-3914 FAX: 785-827-2221)
None : REVISIONS
MWC : DESIGNED BY
MWC : DRAWN BY
N/A : SCALE
01/08/24, 1630 : DATE

SALINA AIRPORT AUTHORITY
Safari, Inc. - Lease Exhibit A - Hangar 506-1

1
OF
1

DATE: January 11th, 2024

TO: Salina Airport Authority Board of Directors

CC: Tim Rogers, A.A.E, Executive Director

FROM: Pieter Miller, C.M.

SUBJECT: Deputy Executive Director Report January 17th, 2024, for SAA Regular Board Meeting

Following is an update of the various projects and airport operations I have actively been a part of since my last report to the Salina Airport Authority in December.

****AIM (Aviation Innovation & Maintenance) Center of Excellence**:** The AIM Center continues to take shape and my primary role has continued to be the acquisition of classroom materials and playing a role in the development of the permanent classroom, room 111 in hangar 626. While most of the classroom supplies have been ordered and/or delivered, my focus this last month has been on larger capital items for the AIM Center. These items include boom and scissor lifts, aircraft jacks, hangar air compressor systems and forklifts. The temporary lab and the temporary classroom are being finished and will be ready for the first class on January 29th. Over the coming weeks, my efforts in the acquisition process will lessen as I begin to take a more administrative roll in the AIM Center development. The AIM Center website went live on January 2nd and enrollment for the first cohort is underway.

****K-AIRES Center Development**:** The K-AIRES Center development team completed first and second round interviews with nine different architectural engineering firms in early/mid-December. Three finalist firms were selected, Wellner Architects, Burns & McDonnell and Multistudio, and the second-round interviews took place in the first and second week of January. Multistudio from the Kansas City Area ranked the highest in the second-round interviews and will be officially offered the project firm by the third week of January. After notification of the selection, negotiations for project scope and fees will begin. The K-AIRES Center will be constructed using the Design/Build method utilizing a Construction Manager at Risk (CMAR). This method has been selected due to the design and construction speed in which the facility can take shape. The overall project timeline is to have the K-AIRES facility open by mid-summer of 2025 and be able to start virtual security training for the World Cup in 2026.

****North Hangar MRO (Maintenance, Repair, and Overhaul) Development**:** Of the six firms that submitted Statements of Qualifications for the North MRO Hangar project, the team and I have selected three firms for final interviews. These interviews are scheduled for the week of January 15-19th. While the final interviews will be virtual, we have offered the consultants an opportunity to tour the hangar site and ask questions pertaining to siting, mechanical and aircraft spacing and surrounding pavements. While selecting a firm, we are simultaneously waiting for the state of Kansas funding source to become available. As was previously presented, this hangar development

project is part of the “The Three City MRO Play” as described by the State of Kansas, Lieutenant Governor. The overall project includes MRO facilities in Wichita, Topeka, and Salina. The Salina location is anticipated to include heavy checks and painting facilities for wide body aircraft. The Salina team will have an engineering consultant on board before the end of January. The plan is to have a hangar able to facilitate wide body aircraft MRO operations by the end of summer, 2025.

****In Process/Construction Airfield Projects**** Other projects that I am continuing to monitor and be a part of include the anticipated MJ Kennedy terminal remodel. The initial kick off meeting was conducted by Aviation on December 19th, and we will have the bid package ready to be awarded in early July 2024. Runway 12/30 reconstruction plans are at 90% review stage and final plans will be submitted to the FAA in February. Construction is anticipated for summer/fall of 2024. The FAA funded fuel farm construction project is on winter shut down and is anticipated to resume in early spring of 2024. The Salina team has also progressed on the Airport Layout Plan (ALP) updates supporting the Salina Airport West Development initiative (referred to as Salina West). We are working with Coffman & Associates for west side planning. This development strategy will help entice current and future airport tenants and allow design of custom facilities for multiple aviation and non-aviation related industries.

****Kansas Department of Transportation Innovative Grant Application****: This project aimed to implement a Clean-Agent Fire Suppression System within MRO Hangar 626 at Salina Regional Airport. This innovative system, proposed through the KDOT Innovative Grant, underwent a detailed concept presentation, highlighting its design, innovative features, and regional impact on Kansas transportation safety. Following our successful submission, we received the grant application just before Thanksgiving, affording us a week to complete and submit the full application by the end of November. The application highlighted the project's significance, positioning it favorably among top contenders for the grant award.

I am happy to announce that on January 8th, 2024, we were officially awarded a \$900,000 grant from KDOT. This grant enables us to progress with purchasing and installing the state-of-the-art clean-agent fire suppression system for Hangar 626. Anticipated to be completed by July of 2024, this system will not only enhance safety measures for Hangar 626's MRO operations but also fortify the capabilities of the AIM Center of Excellence classroom and lab. As this is one of the first systems of its kind to be installed into a hangar, this project will help the Salina Regional Airport maintain its competitive edge to bring in new business and assist in expanding existing aviation related businesses on the airport.

****Professional Development Goals for 2024****

As part of my quarterly evaluation in which the Executive Director and I discussed my performance since being hired in October, I was asked to develop a set of professional goals to work towards in 2024. While considering this, I realized that before I can become as successful as I feel I can be in this position, that continuing to build the personal and professional relationships with the staff, SAA Directors, the Salina/Saline County governmental organizations should be my primary professional goal in the near term. While I do feel that I have a more thorough understanding of the Salina Airport Authority and many of its components than I did when I started, I also believe that my professional development goals for 2024 should primarily be to continue to build the

institutional knowledge of the Salina Airport and continue to develop a deeper understanding of the role the Salina Airport, Industrial Park and the Authority play in the community and region.

I would like to note that once my family has moved to Salina and has settled into Salina life later in the year, that from a professional standpoint, I would like to begin attending and participating in AAAE National and regional conferences as well as consider continuing my professional credentialing with the American Association of Airport Executives. With all the changes in my personal and professional life taking place this year, I need to focus on ensuring that my family and their needs are met while continuing to develop a better understanding and create the relationships that are needed to be successful.

DATE: January 12, 2024
TO: Tim Rogers
FROM: Maynard Cunningham
SUBJECT: January 17, 2024, SAA Regular Board Meeting

Facilities and Construction Notes

New Projects

- **M.J. Kennedy Air Terminal Parking Lot Rehabilitation & Expansion AIP 54** – Salina Airport Authority received a Project Initiation Letter from the FAA for the M.J. Kennedy Air Terminal Parking Lot Rehabilitation & Expansion Thursday, January 11, 2024. Next steps are to respond with answers to project questions in the letter and then schedule a design kickoff meeting with Lochner, the selected firm that will be designing the project.
- **Building 620 (Universal Forrest Products)** – Cheney Construction was selected to complete the concrete storage area expansion and fencing for UFP's increased leased space.

Current Projects

- **M.J. Kennedy Air Terminal Building Renovation & Expansion** – Design of the Terminal Building Renovation & Expansion began with a kickoff meeting on site December 19, 2023, with Aviation. Design has commenced in advance of the anticipated notice of the Bipartisan Infrastructure Law - Airport Terminals Program selection from the FAA in February 2024. The grant application is due July 31, 2024, and award is based on contractor bids received.
- **Hangar 509 (Short Term Lease Space)** – SAA maintenance personnel began renovations in the east restrooms in Hangar 509 on December 4, 2023. Renovations include demolition of all fixtures, partitions, and flooring. Installation of new fixtures and wall treatment has started.
- **Aviation Innovation & Maintenance (AIM) Center of Excellence at SLN (Hangar 626, Room 111)** – Architect One and SAA personnel met to discuss the scope of work for the Room 111, Technical Training Room renovations. SAA received a final SOW and fee proposal from AO January 10, 2024.
- **B394 (Driver's License Office)** – After Thrasher completed the floor leveling, and SAA personnel completed interior repairs, exterior work remains to be completed at B394. Hutton Construction is preparing plans for exterior drainage and concrete rehabilitation improvements at B394.
- **PH305 (SLN Fuel Facility Construction) AIP-49** – American Environmental completed Phase I, relocating the self-serve fuel system, on December 15, 2023. KDHE has completed review and approval of the plans for relocating the water line at the new fuel facility. Plans were sent out to contractors last week, with a request for bids by January 26, 2024. American Environmental will resume work at the new fuel facility site after completion of the water line relocation.

- **H626 (Hangar Rehabilitation) – Rehabilitation Construction –**



Hutton and subcontractors continue work on the Hangar 626 Rehabilitation project. Metal panel siding installation is near completion on the exterior of the hangar. The majority of interior panels were installed last week. SAA received notification that the clean agent fire suppression system for H626 has been selected to receive funds from KDOT's Innovative Technology Program.

- **General Aviation Hangars (C-Hangars)** – Prairie Landworks Inc. employees have been tying rebar in preparation to start digging footings. The holidays and winter weather have delayed the start of the footings. Construction completion is scheduled by April 17, 2024.
- **Runway 12/30 AIP-48** – Design of the rehabilitation of Runway 12/30 includes asphalt mill and overlay, edge lighting, lighted guidance signs, and removal of portions of excess pavement. 90% plans and specifications were submitted to the FAA for review January 5, 2024.

Special Projects

- **Former SAFB (Schilling Air Force Base) Environmental Cleanup Project**
 - **Plume B Excavation** – Excavation of a site near Building 614, as part of the Schilling environmental cleanup project, requires relocation of utilities for SAA Building 614 (maintenance shop) prior to the site excavation. Smoky Hill, LLC began relocation of the utilities on November 20, 2023. They are scheduled to be completed the end of January 2024.
 - **Pilot Study** - An access agreement has been established with Flotation Technologies to perform a pilot study to test ground water treatment technology at one of the existing monitoring well sites located on K-State Salina property. Equipment is on site for the pilot study, and they have been able to start pumping water from the well.
- **H959 (1 Vision Aviation)** – Air Discharge Analysis – Dragun and partner Environmental Partners continue to review the latest painting project information provided by 1 Vision. Material calculations indicate that 1 Vision's annual usage is below the state regulation thresholds. Dragun has recommended approaching the state air permitting authority to discuss options for registering the minor source activities.

Completed Projects

- **SLN Multiple Locations** – Fire extinguishers and emergency exit lighting have been serviced or installed at locations identified during Salina Fire Marshal's inspections of multiple locations on November 28, 2023.
- **B394 (Driver's License Office)** – Thrasher Foundation Repair completed leveling the restroom floors at B394 December 15, 2023. SAA personnel completed interior tile and drywall repairs.



BUSINESS AND COMMUNICATIONS MANAGER

3237 Arnold Ave.

Salina, Kansas 67401

Telephone (785) 827-3914 • FAX (785) 827-2221 • E-Mail kaseyw@salinaairport.com

DATE: January 10, 2024

TO: Tim Rogers, Executive Director

FROM: Kasey L. Windhorst

SUBJECT: January Board Meeting Update

Year-End Airport Activity Reports

During the month of December, SAA staff have been busy completing year-end airport activity reports. The following report details total fuel delivered at SLN during the 2023 calendar year. The total of 2,121,949 gallons of fuel delivered for the year includes 91.34% Jet A fuel (1,938,103 gallons) and 8.66% Avgas (183,846 gallons).

	Avflight Salina			SLN Self-Fuel Station		KSUS Avgas	Blue Beacon International			Total
	Avgas	Jet A Civilian	Jet A Military	Avgas	Total	Avgas	Avgas	Jet A	Total	
January	1,567	97,060	27,771	313	126,711	8,243	0	0	0	134,955
February	3,202	112,268	18,546	157	134,173	13,603	0	7,595	7,595	155,370
March	2,277	126,572	41,003	158	170,010	9,404	0	7,552	7,552	186,966
April	4,255	86,498	25,581	338	116,672	11,450	0	7,510	7,510	135,632
May	3,627	119,033	58,945	440	182,045	12,701	0	7,462	7,462	202,208
June	5,073	114,228	127,599	199	247,099	7,500	0	0	0	254,599
July	3,939	91,241	29,108	195	124,484	13,120	0	0	0	137,603
August	3,413	96,845	23,974	263	124,495	9,755	0	0	0	134,249
September	7,559	103,241	134,640	462	245,902	12,991	0	7,447	7,447	266,340
October	4,404	118,073	92,913	182	215,571	13,131	0	7,491	7,491	236,193
November	2,757	86,841	43,325	109	133,032	9,877	0	7,514	7,514	150,423
December	3,862	100,971	9,256	13	114,102	13,309	0	0	0	127,411
	45,935	1,252,871	632,661	2,829	1,934,296	135,082	0	52,571	52,571	2,121,949
TOTAL	24.99%	64.64%	32.64%	1.54%	91.16%	73.48%	0.00%	2.71%	2.48%	

Total Avgas=	183,846	8.66%
Total JetA=	1,938,103	91.34%
	2,121,949	100.00%

Below is the comparison report of total fuel delivered at SLN in CY 2023 as compared to CY 2022.

SLN		
	Fuel Delivered 2022 (gallons)	Fuel Delivered 2023 (gallons)
FBO	2,247,863	1,934,295
KSUS	123,313	135,082
Blue Beacon	61,957	52,571
<i>Total Fuel Delivered at SLN</i>	<i>2,433,134</i>	<i>2,121,949</i>

Wildlife Permits

SAA staff recently renewed both Federal and State wildlife permits per our Wildlife Hazard Management Plan (WHMP). SAA must maintain a US Department of Interior Fish and Wildlife Service Migratory Bird Depredation Permit under Code of Federal Regulations Title 50- Wildlife and Fisheries, Part 13 – General Permit Procedures and Part 21 – Migratory Bird Permits. Depredation activities under the permit are submitted annually and reviewed with the SAA wildlife biologist for any necessary species additions or number increases for species already listed on the permit.

The Kansas Department of Wildlife and Parks (KDWP) allows taking of non-protected wildlife and deer due to safety risk. SAA maintains state permits for the mitigation of nuisance wildlife and deer presenting a hazard to aircraft operations. SLN uses several methods of wildlife control including aggressive habitat management, hazing with pyrotechnics and lethal methods as needed. Loomacres Wildlife Management reviews our WHMP and provides annual training to our personnel, including rules and regulations for dealing with wildlife on airports, species identification and population trends, wildlife population and habitat management and technological advances in bird strike avoidance techniques.

Announcements

Below are the upcoming regular scheduled board meetings for the 1st quarter of 2024. All board meetings will be held at Hangar H600, Room 100.

Wednesday, January 17, 2024, 8:00 a.m.
Wednesday, February 21, 2024, 8:00 a.m.
Wednesday, March 20, 2024, 8:00 a.m.

Regular Board Meeting
Regular Board Meeting
Annual Board Meeting