

DATE: August 16, 2024
TO: SAA Board of Directors
FROM: Pieter Miller and Shelli Swanson
SUBJECT: **August 21, 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:

- Update on 2024 STARS Lines of Effort
- Grant acceptance and contract awards for terminal building expansion, terminal building parking lot design, Runway 12/30 rehabilitation, waterline relocation
- Report and Approval of Mill Levy resolutions
- Presentation on "Conflict of Interest" training for Board Directors

This month's agenda also includes an agri-land lease addendum related to Project 80 Development.

Please note the following agenda item comments.

Agenda Item #5 – Airport Activity, Scheduled Air Service and Financial Statement Reports for the Month Ending July 31, 2024 (Miller and Swanson)

Airport Activity – Air Traffic (Miller)

The Salina air traffic control tower (ATCT) recorded 5,110 operations during July 2024 which was a 24% decrease as compared to the July 2023 total of 6,791. For the year-to-date, a total of 38,780 operations have occurred at Salina Airport which is 23% less than the July 2023 YTD total of 50,043.

Airport Activity – Fuel Flowage (Miller)

The July 2024 fuel flowage came in at 187,920 gallons which was 36% more than the July 2023 total of 137,604 gallons. For the year-to-date, a total of 1,147,584 gallons have been delivered at the airport which is 2% less than the July 2023 YTD total of 1,177,215 gallons.

Airport Activity – Passenger Enplanements (Miller)

During July 2024 SkyWest enplaned 1,939 passengers, which was a 24.4% increase over the July 2023 total of 1,558 passengers. The July 2024 total passenger count was 3,823 which was a 25% increase as compared to the July 2023 total of 3,037. Total YTD passenger enplanements on SkyWest flights totaled 9,650 which was a 4% increase as compared to the July 2023 YTD total of 9,250.

Scheduled Air Service Updates (Miller)

July 2024 marked the second-highest July on record since SkyWest launched its service, only surpassed by the post-pandemic spike of 2021, and it far exceeded pre-pandemic levels in 2019. The load factor, or the percentage of seats filled, saw a significant increase, jumping 27 points year-over-year from 45% to 72%. These gains were driven by the new Denver overnight flight. In fact, when looking at the Denver route in isolation, we are already close to achieving 80% of 2023's full-year production to Denver. Additionally, the Denver route was up an impressive 84% year-over-year. The load factor for Denver alone saw a remarkable 39-point increase in July, further underscoring the success of this route. Concerning future SLN-IAH flights, an application was submitted to KASDI (Kansas Air Service Development Initiative) last week in hopes of receiving a \$1M Minimum Revenue Guarantee grant award to be used to help offset the revenue needs in starting up a new SkyWest route in Salina. The expected grant offer will be in the second week of September.

Financial Reports – Comments and Notes (Swanson)

Highlights from the July financials include:

- **Cash in Bank:**
 - The unrestricted cash balance at the end of July was \$1,827,831. This amount was calculated by subtracting \$153,444 in security deposits returnable and \$738,284 in FEMA funds (GA Hangar Project) from the total operating funds. As you'll note on the Statement of Net Position, current bond funds on deposit are \$4MM, AIM Center funds reside at \$675,988 and Mill Levy at \$3.2MM rounding out total cash in bank at \$10.6M.
- **Revenue Performance:**
 - Year-to-date operating income has increased by 3% or \$58,128 as compared to the same period in 2023. Airfield revenue has risen by 8% and we expect this number to increase with the number of FOL activities slated through the end of the year and along with the income from Hangar 626. Other operating income has also grown slightly, however, building and land rentals combined have decreased by 2% compared to the previous period.
- **Expense Management:**
 - Total operating expenses are currently tracking 1% over budget but have increased by \$267,179 or 16% compared to 2023. This increase is primarily due to higher year-over-year consultant fees, salaries, medical insurance premiums and airfield maintenance.
- **Net Operating Income Analysis:**
 - Net operating loss for the month equaled -\$6,142 and is -\$3,895 for the year-to-date due to the timing of several significant expenditures incurred in the first quarter. As previously mentioned, these costs include 50% of the 2023 audit costs, 50% of the Docking Institute payment for the economic impact study, and expenses related to refreshing the air service marketing campaign. Additionally, the Hangar 626 rehabilitation has been completed and the facility is generating revenue in the second half of the year, contributing towards stabilizing our net income before depreciation (NIBD) and progressing towards our annual year-end budget target of \$57,046.
- **Other Operating Income and Expenses.**
 - Total net income for the month equaled \$342,786 or \$1,009,928 YTD. Contributed capital from our various federal, state, and local grants are included in the non-operating income section of the Profit and Loss Statements.

Financial Reports – July 2024 Significant Capital Expenditures/Payables Report Enclosed

Financial Reports – Accounts Receivable Past Due 31 days or more as of August 16, 2024

(Swanson)

Account	Amount	Days	Comments
AGCO Corporation	\$1,444	>90	Utilities and Finance Charges
Shane Brown	\$981	31-90	Storage Igloo Rent
Fairway Electric	\$357	31-60	Storage Igloo Rent
Kansas Military Board	\$3,332	31-90	Bldg. Rent
Stryten Salina	\$3,142	31-60	Bldg. Rent

Agenda Item #6 – Review of the STARS Lines of Effort as of July 31st, 2024 (Miller)

This agenda item will provide an update on the STARS Lines of Effort. The SAA Staff update the progress on all the ongoing planning and construction projects using a percentage complete as shown on the chart below. During the meeting the airport staff and I will highlight the projects that have been substantially completed within the last 8 months as well as update the board on many of the larger increases in completion and new lines of effort.

Q1	Q2	Q3	Q4	Item	Description
75%	80%	80%		b	AIM Center Room 111 Remodel and First Student Class
62%	75%	80%		c	AIM Center Tools and Equipment
30%	50%	100%		d	H626 Construction – Clean Agent Fire Suppression System
20%	25%	60%		e	SLN Fuel Farm Construction
25%	25%	50%		f	UST Removal and Closure
50%	75%	100%		g	GA Hangar Construction
25%	50%	50%		h	Runway 12/30 Design, Construction
90%	100%			i	SRE Specifications and Bids
30%	50%	100%		j	M.J. Kennedy Airport Terminal -
30%	50%	100%		j1	Design
added:		25%		j2	Construction
20%	50%	50%		k	North Ramp Hangar Construction – Project Design and Project Funding
10%	20%	25%		l	SLN West Airfield Development Plan
20%	20%	20%		m	AFFF Transition Plan
10%	15%	20%		n	Schilling Project RA Work
90%	90%	90%		p	FAA FAST Grant Application Award
25%	50%	75%		s	2024 Fly SLN Marketing Campaign
100%				t1	Annual FAA Airport Certification Inspection
added:		90%		t2	Annual FAA Airport Certification Inspection Corrections
60%	80%	100%		v	H509 Restroom Improvements
0%	2%	10%		w	Economic Impact Report
5%	5%	5%		x	Airfield Security Cameras – ARFF Station, Fuel Farm, and H600
5%	20%	50%		y	Industrial Center Warehouse Construction
75%	75%	75%		z	Build Back Kansas Grant Funding Applications
25%	30%	100%		aa	B620 Improvements and Expansion Plans for UFP - Phase 1
30%	40%	90%		bb	Coordinate FOL Events and Operations
25%	40%	60%		cc	2023 Financial Statement Audit
5%	10%	40%		dd	2025 Budget Preparation
5%	15%	50%		ee	Engineering/Consultant Selection for 2025 – 2029 AIP Projects

added:	10%	50%		ff	Project AAERO
added:	100%			gg	FEMA ARFF Grant Applications (AFG / SAFER)
added:	25%	100%		hh	K-State Salina Hangar H600 lease
added:	15%	25%		ii	GA - ASI office Space
added:	25%	50%		jj	Project 80
added:		50%		ll	H626 Parking lot plans & Construction
added:		40%		mm	2024-1 GO Temp Notes
added:		50%		nn	2025 BIL / AIP Grant Application (Terminal building exterior)
added:		10%		oo	Airport Master Plan (AMP) update
added:		50%		pp	KS Air Service Development Grant
added:		25%		qq	Charging & Fuel Infrastructure (CFI) Grant
added:		25%		rr	LAV Cart Dump Station

Agenda Item #7 – Review/Approval of SAA Resolution 24-08 (Swanson)

Enclosed is a copy of SAA Resolution No. 24-08 to levy an ad valorem tax of an estimated 4.873 mills on all taxable tangible property within the City of Salina for the purpose of paying the interest on and principal of general obligation bonds of the Salina Airport Authority pursuant to K.S.A 27-323(a).

Resolution 24-08 is the last step in establishing the SAA’s 2024 mill levy for GO Bond debt service for the budget year 2025. Previously, the SAA had declared its intent not to levy a tax above its Revenue Neutral Rate.

Enclosed is the 2025 GO Bond Debt Service Schedule for 2025. There is no change from the version presented at the July 17, SAA board meeting.

Recommendation: Approval of and authorize Chair Carlin to sign SAA Resolution No. 24-08 levying an ad valorem tax of an estimated 4.873 mills on all taxable tangible property within the City of Salina, Kansas for the purpose of paying the interest on and principal of general obligation bonds of the Salina Airport Authority pursuant to K.S.A. 27-323(a).

Agenda Item #8 – Review/Approval of SAA Resolution 24-09 (Swanson)

Enclosed is a copy of SAA Resolution No. 24-09 establishing the Airport Authority’s 2024 Mill Levy required for federal and state grant matching funds during the 2025 budget year.

On June 26, 2024, the Salina Airport Authority board approved Resolution 24-06 declaring an intent to levy a tax not to exceed one (1) mill to provide matching funds to qualify for any federal or state grant funds relating to the development, improvement, operation, or maintenance of the Salina Regional Airport. A notice was prepared and published as required by K.S.A. 27-322(b) and appeared in the Salina Journal on June 28, 2024, and July 7, 2024. The notice informed the public that the Airport Authority’s use of mill levy funds to qualify for state or federal grants is subject to a petition by qualified electors of the City of Salina. The 30-day period for submittal of a petition by qualified voters expired on August 6, 2024. A petition was not filed during the 30 days following the last publication of the Airport Authority’s notice of intent.

The consideration of Resolution 24-09 is the last step in the process of establishing the SAA's 2024 mill levy for matching federal or state grant funds for the budget year 2025.

Recommendation: Approval of and authorize Chair Carlin to sign SAA Resolution No. 24-09 levying an ad valorem tax of an estimated 1 mill on all taxable tangible property within the City of Salina, Kansas for the purpose of providing matching funds to qualify for federal or state grants relating to the development, improvement, operation, or maintenance of the Salina Regional Airport pursuant to K.S.A 27-322(b).

Agenda Item #9 – Terminal Water Line Bid Reviews & Approval (Miller)

On Tuesday, August 6th, the Salina Airport Authority received bids for the relocation of the waterline near the M.J. Kennedy Air Terminal Building. The relocation of the 12" waterline is required due to its location west of the terminal building where the terminal building expansion project is planned. The scope of work includes constructing approximately 1,000 feet of 12" waterline, connecting to the existing waterline south of the terminal building, routing in the utility easement along Bailey Ct., and connecting to the existing waterline near the intersection of Bailey Ct. and Arnold Ave. The work also includes new terminal building fire and water service connections. The existing waterline will be abandoned in place. Completion of the waterline relocation must be done before the TSA and baggage handling expansion areas can be initiated. Funding for the waterline relocation will be Salina Airport Authority local funding. The results of the bid opening will be presented at the SAA Board meeting.

Recommendation: Approval of the construction bid from Smoky Hill for relocation of the waterline at the M.J. Kennedy Air Terminal Building in the amount of \$179,368 and authorize the executive director to sign.

Agenda Item #10 – M.J. Kennedy Terminal Building Professional Services Agreement for Engineering/Construction Observation contract, Federal Aviation Administration (FAA) Grant offer and agreement for terminal building design/construction and recommendation of award of construction contract to Icon Construction. (Miller)

The M.J. Kennedy Terminal Building expansion project is a significant development initiative for the Salina Regional Airport. This project will enhance airport capacity, modernize infrastructure, and improve operational efficiency to meet current and future demands. Several key components need approval for the project to proceed, including the design and construction observation contract with Woolpert, acceptance of the FAA Bipartisan Infrastructure Law (BiL) Airport Terminal Program (ATP) grant offer, and the award of the construction contract to Icon Structures.

Woolpert, the Salina Airports design and engineering consultant, was contracted to develop the design for the terminal expansion project. Woolpert's design includes improvements to key functional areas such as the TSA security checkpoint, hold room, baggage handling, and baggage claim. The firm was also responsible for preparing the bid documents, which were completed on time.

One notable aspect of Woolpert's engagement is their willingness to defer payment for the design work until the FAA grant offer was secured. This demonstrates their commitment to the success of the project

and has been instrumental in ensuring we could move forward without delays.

Given Woolpert’s role as the designer, it is recommended that they also handle construction observation and inspection services. This proposal underwent an independent fee analysis and was found to be in line with industry standards. Having the designer oversee the construction ensures continuity, a better understanding of project nuances, and proper compliance with FAA regulations. Woolpert will be responsible for:

- Quality control and assurance during construction,
- Monitoring the contractor’s adherence to design specifications,
- Conducting site inspections,
- Reporting progress and resolving any technical challenges.

Following the completion of the design, the Salina Airport Authority applied for an FAA Bipartisan Infrastructure Law (BiL) ATP grant on July 30, 2023, to fund the majority of the project costs. On August 13, 2023, the FAA provided a grant offer. Approximately 73% of the project is eligible for federal funding through this grant. The remaining portion will require local matching funds.

The local match will be covered through various funding sources, and the Salina Airport Authority plans to apply for the State of Kansas Build Back Kansas grant to help offset the local contribution.

On July 29, 2023, we opened bids for the M.J. Kennedy Terminal Building expansion project. Despite the pre-bid meeting being well attended and records showing that 12 contractors held plans, only one bid was submitted. This bid was from Icon Structures, and it was within the amount of the FAA grant offer, ensuring the project remains within budget.

Given Icon Structures’ qualifications and the fact that their bid is competitive and within the grant offer amount, we recommend awarding them the contract to execute the terminal expansion project.

SCHEDULE			Engineer's estimate	ICON Structures, Inc.
Item No.	Description	Unit	Total Cost	Total Cost
SCHEDULE 1	Temporary/Preliminary demo	LS	\$ 584,500.00	\$ 455,000.00
SCHEDULE 2	Construction of Holdroom and TSA area; Sprinkler Syste	LS	\$ 4,700,100.00	\$ 4,324,000.00
SCHEDULE 3	TSA Setup/Terminal Holdroom wall demo	LS	\$ 233,400.00	\$ 234,000.00
SCHEDULE 4	Bag Make-up Expansion	LS	\$ 2,837,000.00	\$ 2,410,000.00
SCHEDULE 5	Generator	LS	\$ 542,700.00	\$ 431,000.00
SCHEDULE 6	Front Entry Canopy and Roadway modifications	LS	\$ 2,018,400.00	\$ 1,233,000.00
TOTAL ALL SCHEDULES			\$ 10,916,100.00	\$ 9,087,000.00
	Contractor Miscellaneous			
	Field Testing, for concrete or steel building, minimum	Job	\$ 262,400.00	
	Office Trailer, furnished, buy, 50'x12', excl. hookups	LS	\$ 32,000.00	
Total Engineers Estimate			\$ 11,210,500.00	

Unfortunately, due to the constraints of the initial feasibility study conducted in 2019, the project will not include construction of the terminal building canopy and drop-off lanes in the current phase. These features were excluded from the original design due to scope and budget limitations. However, the Salina Airport Authority has applied for a 2025 ATP grant, which, if offered, will fund the construction of pick-up and drop-off lanes, a lobby remodel, public restrooms, and additional terminal building upgrades in the future.

Recommendation: Approve the Professional Services Agreement with Woolpert in an amount not to exceed \$1,363,983.18 for design and construction

observation, approve the acceptance of the FAA BiL ATP grant offer Project No 3-20-0072-055-2023 in the amount of \$6,419,098, State of Kansas Build Back Kansas grant offer contingent on receipt, and approve the award of the construction contract to Icon Structures in the amount of \$7,423,000 (Schedules 1-4) contingent upon FAA concurrence, and authorize the Executive Director to sign all related agreements.

Agenda Item #11 – Terminal Building Parking Lot Reconstruction FAA MAP Grant Offer and engineering design agreement. (Miller)

The Military Airport Program (MAP) is a federal initiative designed to support the transition of military airports to civilian use, offering funding for key infrastructure projects. Salina Regional Airport was selected for MAP participation from FY 2022 to FY 2025, which provides an opportunity to rehabilitate and expand the terminal parking lot in two phases.

For the parking lot rehabilitation and expansion, Phase 1, scheduled for FY 2024, will involve the design of 155 new parking spaces, and Phase 2, scheduled for FY 2025, will involve reconfiguring the existing lot and completing a terminal loop road with an additional 138 spaces. Lochner Inc. has presented a contract for design and bidding services, including utility coordination and environmental permitting. This contract has undergone an independent fee analysis and was found to be consistent with industry standards. Similar to the terminal building expansion and runway 12/30 rehabilitation, our intent is to apply for a Build Back Kansas Grant to offset the 10% sponsor match. Leveraging MAP funding to modernize key infrastructure like parking lots, is in alignment with the 2020 Terminal Area Master Plan and our projected passenger forecasts.

Recommendation: Approve the acceptance of the FAA MAP grant offer Project No. 3-20-0072-54-2024 in the amount of \$272,016 contingent upon its receipt, Build Back Kansas grant offer contingent upon its receipt, and approve the award of the design services contract to Lochner, Inc, in the amount of \$275,000 contingent upon FAA concurrence, and authorize the Executive Director to sign all related agreements.

Agenda Item #12 – Runway 12/30 Federal Aviation Administration FAA Grant offer, engineering and construction observation contract agreement and recommendation of Bid Award to APAC Kansas.

(Miller)

The Runway 12/30 rehabilitation project at the Salina Regional Airport encompasses a series of infrastructure improvements aimed at enhancing safety and operational efficiency. The rehabilitation will include milling and replacing 3 inches of existing asphalt pavement, as well as addressing the runway safety areas at the intersections of Runways 4/22 and 18/36 by removing and backfilling existing concrete to meet current FAA safety standards. Additionally, improvements will include upgrading drainage systems and replacing aging electrical equipment for runway lighting and taxiway edge lighting. This project will help maintain the airport's ability to serve commercial, civilian, and military operations effectively.

Funding Sources

The total cost of the project will be covered through three funding sources:

1. A Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) (Project No. 3-20-0072-053-2024) in the amount of \$1,850,319. This grant was offered to the Salina Airport Authority on August 14.
2. An anticipated FAA Airport Improvement Program (AIP) discretionary funding grant (Project No. 3-20-0072-052-2024) for \$3,411,906, which is expected within 10 days.
3. A local sponsor match of \$584,692, representing 10% of the total project cost. Our intent is to leverage a State of Kansas Build Back Kansas grant for our local match.

Professional Services

The engineering firm Woolpert will oversee the construction observation services, ensuring the project adheres to required quality standards and FAA construction criteria. Woolpert’s contract covers construction administration, post-construction coordination, and on-site management. The agreement, valued at \$306,698.32, underwent an independent fee analysis and was found to be consistent with industry standards.

Bid and Contractor Selection

APAC Kansas was the sole bidder for the construction contract. Their bid was below the engineer’s estimate, and APAC has previously demonstrated competency in similar projects at the Salina Airport. The submitted bid amount is \$5,535,443.15 and contractor selection is pending FAA concurrence.

SCHEDULE I - Rehabilitate Runway 12/30 Pavement
 SCHEDULE II - Rehabilitate Runway 12/30 Edge Lighting System
 SCHEDULE III - Old Concrete Pavement Removal and Grading

	Engineer's Estimate	APAC - Kansas Inc.	
Contract Proposal	√	√	
Bid Bond	√	√	
Contractor Information	√	√	
Subcontractor/Material Supplier List	√	√	
Disadvantaged Business Utilization Commitment	√	√	
DBE Participation Form	9.1%	9.1%	
Equal Employment Opportunity Report Statement	√	√	
Buy America Certification	√	√	
Buy America Waiver Request	√	√	
Buy America Conformance Listing	√	√	
Certification of Offeror/Bidder Regarding Tax Delinquency and Felony Convictions	√	√	
Contractor's Statement of Qualifications	√	√	
Bid Proposal Summary	√	√	
Addendum No. 1	√	√	
Addendum No. 2	√	√	
Addendum No. 3	√	√	
Schedule I	\$ 3,606,952.50	\$ 3,101,473.95	
Schedule II	\$ 904,975.00	\$ 807,341.55	
Schedule III	\$ 2,082,805.00	\$ 1,626,627.65	
TOTAL ALL SCHEDULES	\$ 6,594,732.50	\$ 5,535,443.15	

Recommendation: Approve the FAA BIL AIG Grant offer (Project No. 3-20-0072-053-2024) for \$1,850,319 and the anticipated FAA AIP Grant offer (Project No. 3-20-0072-052-2024) for \$3,411,906, contingent upon its receipt, and State of Kansas Build Back Kansas grant upon its receipt. Additionally, approve the construction observation services contract with Woolpert in the amount of \$306,698.32, and the award of the construction contract to APAC Kansas, pending FAA concurrence and authorize the Executive Director to sign all related agreements.

Agenda Item #13: Review and approval of the Lease Addendum with David Persigehl. (Swanson)

The enclosed First Addendum to the Lease Agreement between the Salina Airport Authority and tenant farmer David Persigehl amends the original lease dated December 9, 2022. The key changes include:

1. Removal of Tract 1A: Effective November 1, 2024, Tract 1A (76.17 acres) will be removed from the leased premises to accommodate the construction of an interior road and utility network for industrial development at the Salina Regional Airport.
2. Remaining Leasehold: The lease will continue with approximately 39.57 acres located at the Salina Regional Airport as depicted on Exhibit A attached to the Addendum.

Future Farmable Land: After the streets and utility network for Project 80 are in place, any remaining land that is suitable for farming will be offered back to David Persigehl for agricultural production.

All other terms and conditions of the original lease remain in full force and effect, and this addendum is binding on all parties and their successors.

Recommendation: Approval of the Lease Addendum with David Persigehl and authorize Chair Carlin to sign.

Agenda Item #14 – Salina Airport Authority Conflict of Interest Training (Bengtson)

The Salina Airport Authority Board members are required to undergo "Conflict of Interest" training in compliance with Resolution No. 17-7463. This training ensures that board members are fully aware of their ethical obligations to avoid any conflicts between their personal interests and the Authority's operations. The resolution establishes guidelines for transparency and decision-making to maintain public trust and prevent any actions that could compromise the integrity of the Airport Authority. By participating in this training, board members commit to upholding the highest standards of ethical conduct in their duties.

Please note the Cunningham, Sorell and Windhorst staff reports that are enclosed. Let me know if you had 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

August 21, 2024 – 8:00 AM

AGENDA

Action Items:

1. Call to order, determine that a quorum is present and confirm that the meeting notice has been published. (Carlin)
2. Recognition of guests. (Carlin)
3. Additions to the agenda and agenda overview. (Miller)
4. Approval of the minutes of the July 17th, 2024, regular board meeting. (Carlin)
5. Review of airport activity and financial reports for the month ending July 31, 2024. (Miller/Swanson)
6. Review of SAA STARS lines of effort as of July 31, 2024. (Miller)
7. Review and approval of SAA Resolution No. 24-08 – Levying an Ad Valorem Tax of an estimated 4.873 Mills on all taxable tangible property within the City of Salina, Kansas for the purpose of paying the interest on and principal of general obligation bonds of the Salina Airport Authority Pursuant to K.S.A. (2016 Supp.) 27-323(a). (Swanson)
8. Review and approval of SAA Resolution No. 24-09 – Levying an Ad Valorem Tax of an estimated 1 Mill on all taxable tangible property within the City of Salina, Kansas for the purpose of providing matching funds to qualify for any federal or state grant relating to the development, improvement, operation, or maintenance of the Salina Regional Airport pursuant to K.S.A. 27-322(b) (Swanson)
9. Terminal Water Line Bid reviews/approval (Miller)
10. Terminal Building Construction Grant Offer, Engineering/Construction observation and recommendation of award of construction contract (Miller)
11. Terminal Building Parking Lot Reconstruction Grant Offer and design contract. (Miller)
12. Runway 12/30 Grant Offer, Engineering/Construction observation and recommendation of construction award. (Miller)
13. Consideration of a Lease Addendum with Agri-land tenant farmer David Persigehl. (Swanson)
14. SAA Board Member Conflict of Interest Education/Training (Bengtson)



Staff Reports: (Miller)

15. Review damage on Salina Regional Airport from July 31, 2024 storm (Miller)

Directors' Forum: (Carlin)

Visitor's Questions and Comments: (Carlin)

Announcements: (Windhorst)

Executive Session (Carlin)

16. An executive session of the board of directors to discuss with legal counsel the subject of legal considerations and points of negotiation relating to the sale of real estate. (Carlin)

"I move the board of directors recess into executive session for ___ minutes pursuant to K.S.A. 75-4319(b)(2) to discuss with legal counsel the subject of legal considerations and points of negotiation relating to the sale of real estate based upon the need for consultation with an attorney for the public body which would be deemed privileged in the attorney-client relationship. The open meeting will resume in this room at ___ a.m."

Airport Authority board action following the executive session may or may not occur.

Adjournment: (Carlin)



**MINUTES OF THE REGULAR MEETING
OF THE SALINA AIRPORT AUTHORITY BOARD OF DIRECTORS
JULY 17, 2024
HANGAR 600, ROOM 100**

Call to Order

Chair Stephanie Carlin called the meeting to order at 8:00 A.M. and confirmed that a quorum was present. Business and Communications Manager Kasey Windhorst reported that staff published and distributed the meeting notice and board packet on Friday, July 12, 2024.

Attendance

Present were Directors Carlin, O'Brien, Roberg, Commerford and Boos; 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 Mitch Robinson, Salina Community Economic Development Organization; Justin Owens, Kaw Valley Engineering; Brandon Walker, Midwest ACT; and Cody Heiman, First Bank Kansas.

Agenda

Executive Director Miller reviewed the agenda noting no additions to the agenda.

Minutes

Director Boos moved to accept the minutes of the June 26, 2024 regular board meeting as presented. The motion was seconded by Director Commerford. Motion passed 5 – 0.

Airport Activity

Miller reviewed the activity for June, 2024. Air Traffic was down by 20% from June of 2023 with 5,403 flights, and 33% below June 2023 year-to-date (50,043) at 33,670 for 2024 to date. Fuel flowage is trending upward over the same period last year by 67%. The year-to-date figure of 959,664 gallons is 19% below 2023 (1,177,215 gallons) and is due primarily to the runway 17/35 closure period. SkyWest had 1,767 passenger enplanements for June 2024, up from June 2023 by 13% (1,558 passengers). Scheduled air service has improved by 19% year-over-year, for Salina to Denver flights. This is a direct effect of dropping the Hays tag. Passenger capacity for June had most flights at 80 – 90% full. Miller discussed possible opportunities if grant funding is received from the Kansas Air Service Development Incentive Program (KASDI) for a new route for SkyWest (as early as 2025), enhancing SLN's regional connectivity, and making Salina an operational hub for SkyWest. The first round of grants will be announced August 15, 2024.

Swanson concluded the activity report with a review of the FOL calendar for the second half of 2024, which will continue to increase the fuel quantities delivered by Avflight.

Financial Review

Swanson provided the highlights of the June 2024 financial reports. Unrestricted cash in bank has balance of \$2,420,883. Current bond funds (\$4.6MM), AIM Center funds (\$806,639) and Mill Levy deposits (\$3.2MM) round out total cash in bank at \$11.1MM. Operating income for 2024 year-to-date remains comparable to the same period a year ago at \$1.7MM. Expenses so far this year are just below budget by 2% but are 13% higher than 2023 due to increased costs in 2024 for consultant fees, salaries, medical insurance premiums and airfield maintenance.

Net operating income reached \$78,365 for June 2024, bringing the year-to-date to the positive value of

\$21,834 NOIBD. Swanson stated that the upcoming runway closure should not be a financial concern as air traffic will be maintained around the construction. Swanson reviewed the significant capital expenditures and grant fund activity. Chair Carlin directed the staff to file the financials for audit.

Consideration of a lease addendum with L & R Farms

Miller stated that due to the land sales to Superior and to Geoprobe, the lease to L & R should be amended. Swanson presented the lease history for the board. The addendum reduces the agricultural lease by 16.04 Acres. Director Boos moved to approve the addendum and Director O'Brien seconded the motion. The vote was unanimously in favor.

Review of the Salina Airport Authority's 2025 GO Bond Debt Schedule and Resulting Mill Levy Requirements for GO Debt Service

Swanson provided a review of the debt service schedule and mill levy requirements. The SAA requires 4.873 mill to generate \$2.5M net, covering commitments through calendar year 2025.

Consideration of the Salina Airport Authority's 2024 Revenue Neutral Rate Intent

Swanson presented the 2024 mill levy analysis demonstrating that the revenue neutral rate meets the 2025 commitments. The drafted declaration of intent signifies that the Airport Authority does not intend to exceed the RNR rate with the 2024 levy. The Notice of Intent is required by Kansas law. Bengtson stated that the debt service schedule meets the legal requirement for the budget. Director Commerford moved to approve the Notice of Revenue Neutral Intent declaring the Authority's intent to not exceed the Revenue Neutral Rate for the 2024 mill levy and authorize Chair Carlin to sign the notice. Director O'Brien seconded the motion. Vote carried 5 – 0.

M.J. Kennedy Air Terminal Expansion Update

Cunningham stated that the advertisement for bids was issued July 2, 2024. Prebid meeting was well attended. There are twelve (12) plan holders, indicating a good interest in the project. Bids are due July 24, 2024 and the FAA grant application is due July 31, 2024. The FAA requires a 90-day hold on the bids.

Miller stated that the ATP grant funds will not cover all of the planned expansion work. Phases of constructions will be based on priority. Additional grant funding will be pursued to complete the final phases.

Project 80 Plot Development Update

Miller stated that Project 80 is progressing on target. The City of Salina Planning and Zoning Commission meeting held on July 12, 2024 went well. Miller provided an update of the construction phases and stated that Wilson and Company have plans 90% complete.

Directors' Forum

Miller was pleased to announce that the AIM Center classroom 111 is 60% complete and that the paint booth materials are here for installation by contractors. The fourth cohort began July 8, 2024 with 3 students, including the first Skill Bridge (TAPS program) student. Swanson said that the Steering Committee would be asked at the July 22, 2024 meeting to consider revising the schedule to a single session per quarter to avoid instructor burn-out. The class schedule may be revisited when student numbers and available instructors increase.

Cunningham provided the fuel farm update, noting that concrete corrections have delayed the work

but are necessary for a satisfactory conclusion.

Visitors' Comments

Brandon Walker provided additional information regarding the TAPS program which assists military members transitioning out of service and into civilian careers. Guests and board members further commented on the AIM Center's marketing campaign effort with 1 Vision.

The meeting was adjourned at 9:15 A.M.

Minutes approved at the August 21, 2024 board meeting.

Kasey L. Windhorst, Board Clerk

(SEAL)

**SALINA AIRPORT AUTHORITY
AIRPORT ACTIVITY REPORT
2024**

AIR TRAFFIC/ATCT

July, 2024	5,110 Operations 624 Instrument Operations 359 Peak Day
July, 2023	6,791 Operations 661 Instrument Operations 440 Peak Day
January 2024 - July 2024	38,780 Operations
January 2023 - July 2023	50,043 Operations
January 2022 - July 2022	39,077 Operations

FUEL FLOWAGE

July, 2024	187,920 Gallons
July, 2023	137,604 Gallons
January 2024 - July 2024	1,147,584 Gallons
January 2023 - July 2023	1,177,215 Gallons
January 2022 - July 2022	1,334,805 Gallons

KSU-S	Avflight Salina	Avflight	
		Military/Gov't Portion	Self-fuel Station Portion
8,126	179,794	43,950	283
13,120	124,484	29,108	195
54,785	1,092,799	344,971	1,442
76,021	1,101,194	328,553	1,800
72,840	1,261,965	399,158	2,480

SkyWest Airlines

	ENPLANEMENTS	DEPLANEMENTS	TOTAL
July, 2024	1,939 Passengers	1,884 Passengers	3,823
July, 2023	1,558 Passengers	1,479 Passengers	3,037
January 2024 - July 2024	9,650 Passengers		
January 2023 - July 2023	9,250 Passengers		
January 2022 - July 2022	12,327 Passengers		

ENPLANEMENTS - Charter Flights

July, 2024	0 Passengers
July, 2023	0 Passengers
January 2024 - July 2024	1,314 Passengers
January 2023 - July 2023	462 Passengers
January 2022 - July 2022	2,198 Passengers

TOTAL ENPLANEMENTS - Scheduled Flights & Charter Flights

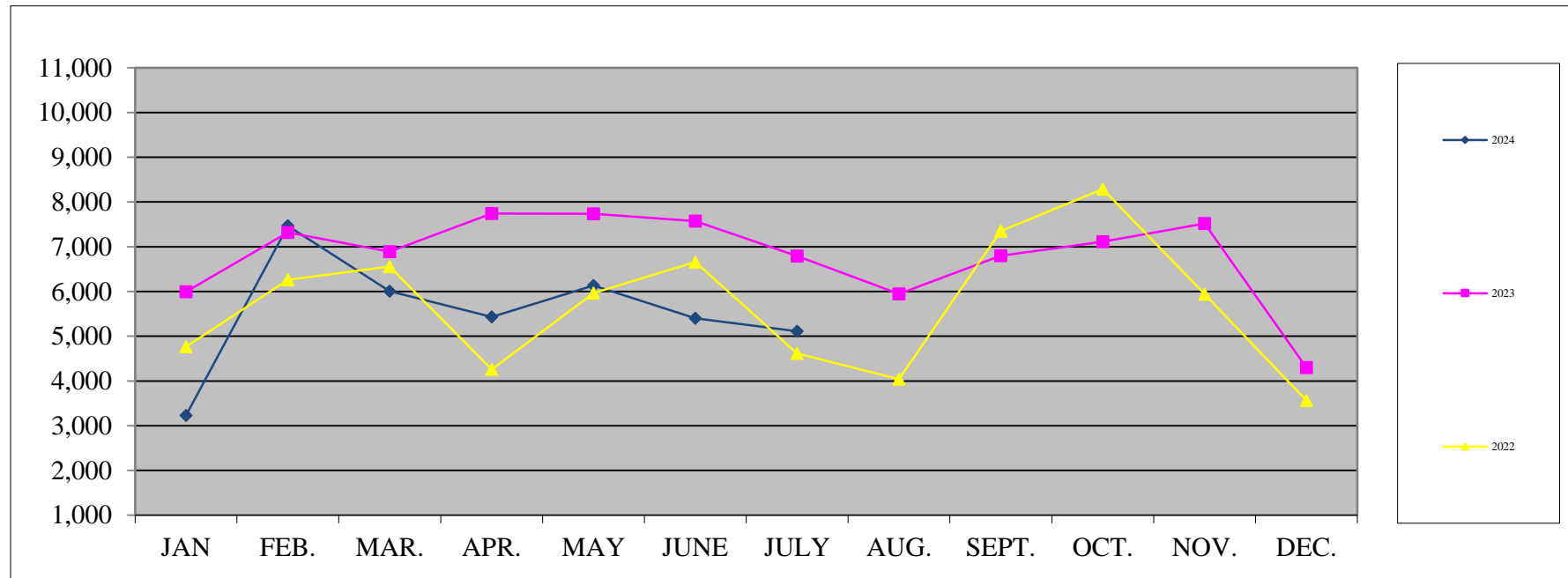
July, 2024	1,939 Passengers
July, 2023	1,558 Passengers
January 2024 - July 2024	10,964 Passengers
January 2023 - July 2023	9,712 Passengers
January 2022 - July 2022	14,525 Passengers

AIRPORT TRAFFIC RECORD
2023 - 2024

	ITINERANT					LOCAL			Total Operations
	AC	AT	GA	MI	Total Itinerant	Civil	Military	Total Local	
2024									
January, 24	126	861	482	240	1,709	1,448	74	1,522	3,231
February, 24	138	1,905	818	182	3,043	4,166	257	4,423	7,466
March, 24	143	1,364	772	302	2,581	3,254	172	3,426	6,007
April, 24	89	1,512	755	171	2,527	2,835	68	2,903	5,430
May, 24	89	1,285	894	181	2,449	3,596	88	3,684	6,133
June, 24	72	1,119	837	313	2,341	2,932	130	3,062	5,403
July, 24	67	1,109	940	191	2,307	2,596	207	2,803	5,110
August, 24									
September, 24									
October, 24									
November, 24									
December, 24									
Totals January - July	724	9,155	5,498	1,580	16,957	20,827	996	21,823	38,780
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									
September, 23									
October, 23									
November, 23									
December, 23									
Totals January - July	914	13,208	5,363	2,229	21,714	26,619	1,710	28,329	50,043
Difference	-190	-4,053	135	-649	-4,757	-5,792	-714	-6,506	-11,263
YTD % Change	-21%	-31%	3%	-29%	-22%	-22%	-42%	-23%	-23%
Legend:	AC: Air Carrier			AT: Air Taxi					
	GA: General Aviation			MI: Military					

AIR TRAFFIC

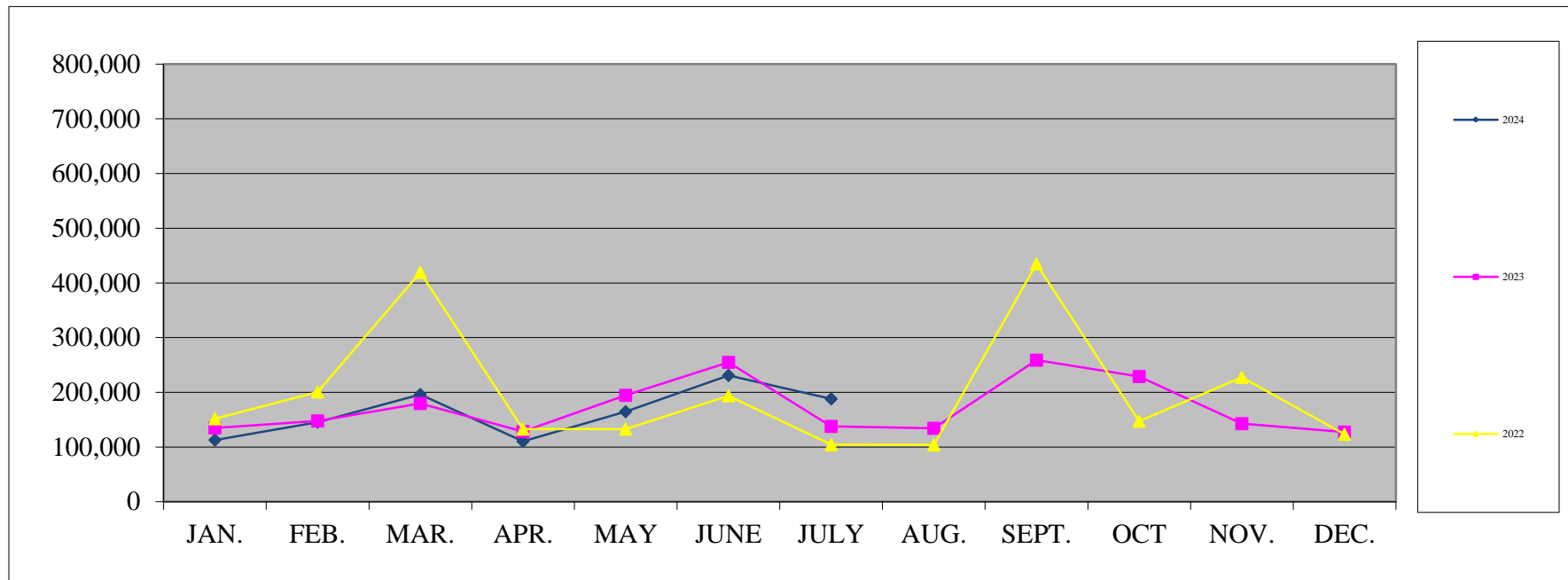
	<u>JAN</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2024	3,231	7,466	6,007	5,430	6,133	5,403	5,110						38,780
2023	5,993	7,320	6,890	7,743	7,734	7,572	6,791	5,945	6,801	7,112	7,521	4,297	81,719
2022	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



FUEL FLOWAGE

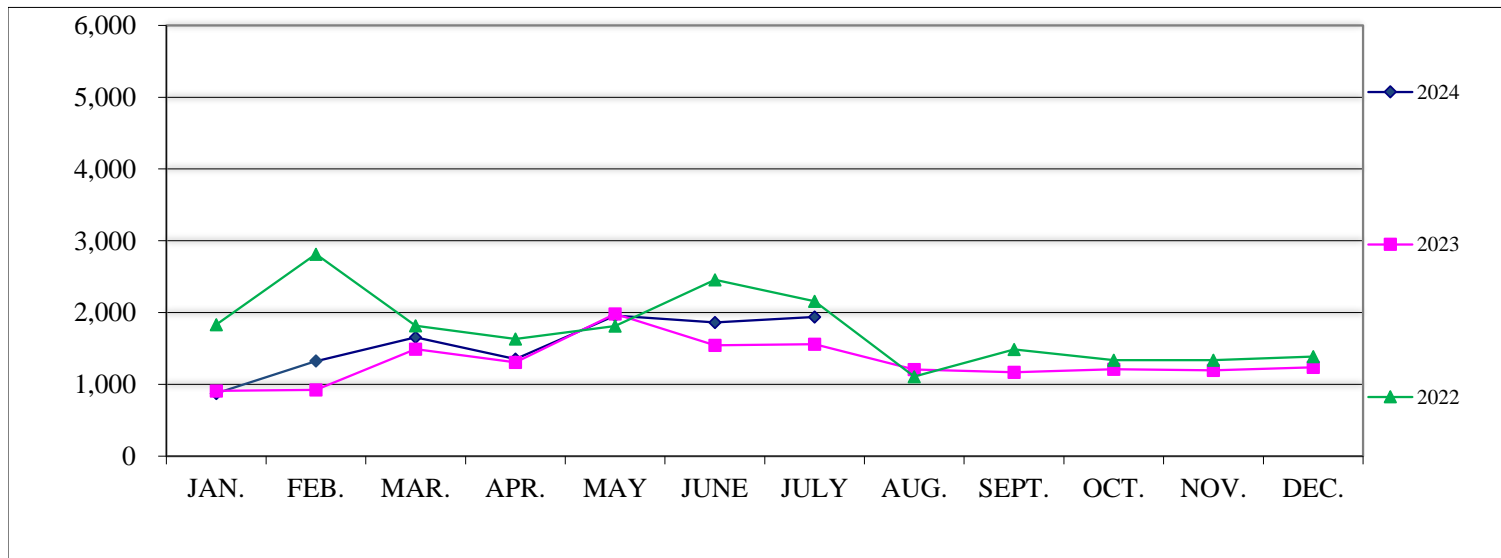
Gallons of Fuel Sold at SLN

	<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>
2024	112,666	145,336	195,892	110,346	164,602	230,822	187,920						1,147,584
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



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>
2024	875	1,324	1,655	1,352	1,958	1,861	1,939						10,964
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



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

SALINA Airport

Authority

JULY 2024

FINANCIAL STATEMENTS

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

Salina Airport Authority
Statement of Net Position Prev Year Comparison
As of July 31, 2024

08/16/2024

	<u>Jul 31, 24</u>	<u>Jun 30, 24</u>	<u>\$ Change</u>	<u>Jul 31, 23</u>	<u>\$ Change</u>	<u>% Change</u>
ASSETS						
Current Assets						
Checking/Savings						
Cash in Bank-Bond Funds	4,044,947	4,566,659	-521,712	9,785,287	-5,740,340	-59%
Cash in bank-Operating Funds	2,719,559	2,548,307	171,252	1,848,962	870,597	47%
Cash in Bank - AIM Center	675,988	808,639	-132,651	0	675,988	100%
Cash in Bank - Mill Levy	3,159,550	3,182,660	-23,110	2,560,187	599,363	23%
Total Checking/Savings	<u>10,600,044</u>	<u>11,106,265</u>	<u>-506,221</u>	<u>14,194,436</u>	<u>-3,594,392</u>	<u>-25%</u>
Accounts Receivable						
Accounts Receivable	173,548	144,458	29,090	93,169	80,379	86%
Total Accounts Receivable	<u>173,548</u>	<u>144,458</u>	<u>29,090</u>	<u>93,169</u>	<u>80,379</u>	<u>86%</u>
Other Current Assets						
Agri Land Receivable	71,000	71,000	0	71,000	0	0%
Mill Levy receivable	293,470	293,470	0	235,117	58,353	25%
Other current assets	819,955	823,455	-3,500	834,095	-14,140	-2%
Undeposited Funds	0	12,589	-12,589	37,486	-37,486	-100%
Total Other Current Assets	<u>1,184,425</u>	<u>1,200,514</u>	<u>-16,089</u>	<u>1,177,698</u>	<u>6,727</u>	<u>1%</u>
Total Current Assets	<u>11,958,017</u>	<u>12,451,237</u>	<u>-493,220</u>	<u>15,465,303</u>	<u>-3,507,286</u>	<u>-23%</u>
Fixed Assets						
Fixed assets at cost	118,006,904	116,936,311	1,070,593	103,643,954	14,362,950	14%
Less accumulated depreciation	-58,283,721	-58,033,721	-250,000	-55,203,721	-3,080,000	-6%
Total Fixed Assets	<u>59,723,183</u>	<u>58,902,590</u>	<u>820,593</u>	<u>48,440,233</u>	<u>11,282,950</u>	<u>23%</u>
Other Assets						
Deferred Outflow of Resources	1,020,668	1,020,668	0	1,147,779	-127,111	-11%
Other assets	3,009,970	3,009,970	0	3,009,970	0	0%
Total Other Assets	<u>4,030,638</u>	<u>4,030,638</u>	<u>0</u>	<u>4,157,749</u>	<u>-127,111</u>	<u>-3%</u>
TOTAL ASSETS	<u>75,711,838</u>	<u>75,384,465</u>	<u>327,373</u>	<u>68,063,285</u>	<u>7,648,553</u>	<u>11%</u>
LIABILITIES & EQUITY						
Liabilities						
Current Liabilities						
Accounts Payable						
Accounts payable	1,578,157	1,468,404	109,753	213,440	1,364,717	639%
Total Accounts Payable	<u>1,578,157</u>	<u>1,468,404</u>	<u>109,753</u>	<u>213,440</u>	<u>1,364,717</u>	<u>639%</u>
Total Credit Cards	0	-840	840	-114	114	100%
Other Current Liabilities						
Accrued debt interest payable	589,046	474,393	114,653	202,765	386,281	191%
Debt, current portion	6,803,560	6,803,560	0	1,710,000	5,093,560	298%
Deferred Agri Land Revenue	29,583	35,500	-5,917	29,583	0	0%
Deferred Mill Levy revenue	1,453,682	1,744,418	-290,736	1,138,696	314,986	28%
Other current liabilities	312,583	260,650	51,933	245,649	66,934	27%
Total Other Current Liabilities	<u>9,188,454</u>	<u>9,318,521</u>	<u>-130,067</u>	<u>3,326,693</u>	<u>5,861,761</u>	<u>176%</u>
Total Current Liabilities	<u>10,766,611</u>	<u>10,786,085</u>	<u>-19,474</u>	<u>3,540,019</u>	<u>7,226,592</u>	<u>204%</u>
Long Term Liabilities						
Debt - Long Term	38,250,110	38,272,068	-21,958	34,739,395	3,510,715	10%
Deferred Inflows of Resources	3,621,787	3,621,787	0	3,621,787	0	0%
Less current portion	-6,803,560	-6,803,560	0	-1,710,000	-5,093,560	-298%
Net OPEB Liability (KPEERS)	9,003	9,003	0	9,003	0	0%
Net Pension Liability	942,015	942,015	0	942,015	0	0%
Security Deposits Returnable	153,444	127,424	26,020	118,220	35,224	30%
Total Long Term Liabilities	<u>36,172,799</u>	<u>36,168,737</u>	<u>4,062</u>	<u>37,720,420</u>	<u>-1,547,621</u>	<u>-4%</u>
Total Liabilities	<u>46,939,410</u>	<u>46,954,822</u>	<u>-15,412</u>	<u>41,260,439</u>	<u>5,678,971</u>	<u>14%</u>
Equity						
Invested in Capital Assets net	24,770,925	24,778,947	-8,022	24,172,467	598,458	2%
Net assets, Designated	90,000	90,000	0	90,000	0	0%
Net assets, Unrestricted	2,901,574	2,893,552	8,022	2,358,625	542,949	23%
Net Income	1,009,929	667,144	342,785	181,754	828,175	456%
Total Equity	<u>28,772,428</u>	<u>28,429,643</u>	<u>342,785</u>	<u>26,802,846</u>	<u>1,969,582</u>	<u>7%</u>
TOTAL LIABILITIES & EQUITY	<u>75,711,838</u>	<u>75,384,465</u>	<u>327,373</u>	<u>68,063,285</u>	<u>7,648,553</u>	<u>11%</u>

Salina Airport Authority
Profit & Loss Budget Performance
 July 2024

2:20 PM
 08/16/2024
 Accrual Basis

	<u>Jul 24</u>	<u>Jan - Jul 24</u>	<u>YTD Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>	<u>Annual Budget</u>
Ordinary Income/Expense						
Income						
Airfield revenue						
Fuel Flowage Fees	17,909	112,258	119,583	-7,325	94%	205,000
Hangar rent	115,024	656,358	667,917	-11,559	98%	1,145,000
Landing fees	8,317	28,386	18,083	10,303	157%	31,000
Ramp rent	6,525	45,675	39,958	5,717	114%	68,500
Total Airfield revenue	<u>147,775</u>	<u>842,677</u>	<u>845,541</u>	<u>-2,864</u>	<u>100%</u>	<u>1,449,500</u>
Building and land rent						
Agri land rent	6,950	42,450	41,417	1,033	102%	71,000
Building rents - Long Term						
Short-term leasing	27,434	183,862	351,167	-167,305	52%	602,000
Building rents - Long Term - Other	94,555	657,714	526,750	130,964	125%	903,000
Total Building rents - Long Term	<u>121,989</u>	<u>841,576</u>	<u>877,917</u>	<u>-36,341</u>	<u>96%</u>	<u>1,505,000</u>
Land rent						
Basic Land Rent	10,299	77,450	66,092	11,358	117%	113,300
Property tax - tenant share	10,975	76,825	76,825	0	100%	131,700
Total Land rent	<u>21,274</u>	<u>154,275</u>	<u>142,917</u>	<u>11,358</u>	<u>108%</u>	<u>245,000</u>
Tank rent	1,306	9,142	11,667	-2,525	78%	20,000
Total Building and land rent	<u>151,519</u>	<u>1,047,443</u>	<u>1,073,918</u>	<u>-26,475</u>	<u>98%</u>	<u>1,841,000</u>
Other revenue						
Airport Marketing	0	20,000	20,000	0	100%	20,000
Commissions	2,447	15,907	14,583	1,324	109%	25,000
Other income	7,469	45,378	43,750	1,628	104%	75,000
Total Other revenue	<u>9,916</u>	<u>81,285</u>	<u>78,333</u>	<u>2,952</u>	<u>104%</u>	<u>120,000</u>
Total Income	<u>309,210</u>	<u>1,971,405</u>	<u>1,997,792</u>	<u>-26,387</u>	<u>99%</u>	<u>3,410,500</u>
Gross Profit	309,210	1,971,405	1,997,792	-26,387	99%	3,410,500
Expense						
Administrative expenses						
A/E, consultants, brokers	7,060	67,990	49,583	18,407	137%	85,000
Airport promotion	22,044	133,146	148,750	-15,604	90%	255,000
Bad Debt Expense	0	0	2,917	-2,917	0%	5,000
Computer/Network Admin.	5,048	27,431	32,083	-4,652	86%	55,000
Dues and subscriptions	2,696	14,742	17,500	-2,758	84%	30,000
Employee retirement	12,652	71,970	68,457	3,513	105%	117,354
FICA and medicare tax expense	9,290	52,704	50,167	2,537	105%	86,000
Industrial development	4,792	33,542	35,000	-1,458	96%	60,000
Insurance , property	18,750	132,017	140,000	-7,983	94%	240,000
Insurance, medical	21,623	125,833	142,333	-16,500	88%	244,000
Kansas unemployment tax	0	568	583	-15	97%	1,000
Legal and accounting	1,688	34,837	35,583	-746	98%	61,000
Office salaries	86,170	432,850	391,417	41,433	111%	671,000
Office Supplies	1,354	7,437	6,125	1,312	121%	10,500
Other administrative expense	141	11,362	8,750	2,612	130%	15,000
Postage	0	849	1,167	-318	73%	2,000
Property tax expense	12,083	84,583	87,500	-2,917	97%	150,000
Special Events	1,937	12,627	1,167	11,460	1,082%	2,000
Telephone	2,045	11,356	16,625	-5,269	68%	28,500
Training	0	890	7,000	-6,110	13%	12,000
Travel and meetings	1,300	5,638	8,750	-3,112	64%	15,000
Total Administrative expenses	<u>210,673</u>	<u>1,262,372</u>	<u>1,251,457</u>	<u>10,915</u>	<u>101%</u>	<u>2,145,354</u>

	<u>Jul 24</u>	<u>Jan - Jul 24</u>	<u>YTD Budget</u>	<u>\$ Over Budget</u>	<u>% of Budget</u>	<u>Annual Budget</u>
Maintenance expenses						
Airfield maintenance	2,354	67,006	30,625	36,381	219%	52,500
Airport Security	295	1,028	1,517	-489	68%	2,600
Building maintenance	18,279	136,052	116,667	19,385	117%	200,000
Equipment fuel and repairs	9,089	75,773	52,500	23,273	144%	90,000
Fire Services	0	1,978	20,417	-18,439	10%	35,000
Grounds maintenance	75	3,447	13,417	-9,970	26%	23,000
Maintenance salaries	35,797	259,344	274,167	-14,823	95%	470,000
Other maintenance expenses	1,331	11,630	13,125	-1,495	89%	22,500
Snow removal expense	0	3,151	13,125	-9,974	24%	22,500
Utilities	37,459	153,519	169,167	-15,648	91%	290,000
Total Maintenance expenses	104,679	712,928	704,727	8,201	101%	1,208,100
Total Expense	315,352	1,975,300	1,956,184	19,116	101%	3,353,454
Net Ordinary Income	-6,142	-3,895	41,608	-45,503	-9%	57,046
Other Income/Expense						
Other Income						
AIM Center Tuition	600	2,000	4,600	-2,600	43%	8,600
Capital contributed						
Air Service Grants	0	366,666	399,999	-33,333	92%	666,664
Capital contributed - Other	0	1,002,425	6,825,000	-5,822,575	15%	13,825,000
Total Capital contributed	0	1,369,091	7,224,999	-5,855,908	19%	14,491,664
Gain on sale of assets	486,934	480,567	450,000	30,567	107%	850,000
Interest income						
Int. Income -2023 Bond Proceeds	18,095	204,782	105,000	99,782	195%	180,000
Interest income on deposits	16,687	104,547	14,000	90,547	747%	24,000
Total Interest income	34,782	309,329	119,000	190,329	260%	204,000
Mill levy income	290,736	2,035,556	2,035,155	401	100%	3,488,837
Total Other Income	813,052	4,196,543	9,833,754	-5,637,211	43%	19,043,101
Other Expense						
AIM Center Expenses						
Consultants	1,153	21,584	25,638	-4,054	84%	36,472
Equipment, Fuel & Repairs	21	2,353	1,000	1,353	235%	2,500
Events	92	11,435	3,000	8,435	381%	4,000
Instructors / Vendor 3rd Party	0	64,511	65,000	-489	99%	95,000
Marketing/Communication	0	45,687	46,897	-1,210	97%	90,230
Other	0	1,239	1,500	-261	83%	1,500
Technology	0	2,802	15,000	-12,198	19%	15,000
Total AIM Center Expenses	1,266	149,611	158,035	-8,424	95%	244,702
Debt interest expense net						
Bond issue cost	0	1,103	0	1,103	100%	50,000
Interest Expense on Debt	119,858	839,006	839,006	0	100%	1,438,296
Total Debt interest expense net	119,858	840,109	839,006	1,103	100%	1,488,296
Depreciation expense	250,000	1,830,000	1,890,000	-60,000	97%	3,240,000
SkyWest Overnight Flight	93,000	363,000	360,000	3,000	101%	810,000
Total Other Expense	464,124	3,182,720	3,247,041	-64,321	98%	5,782,998
Net Other Income	348,928	1,013,823	6,586,713	-5,572,890	15%	13,260,103
Net Income	342,786	1,009,928	6,628,321	-5,618,393	15%	13,317,149

Salina Airport Authority
Profit & Loss Prev Year Comparison
 January through July 2024

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 08/16/2024
 Accrual Basis

	Jan - Jul 24	Jan - Jul 23	\$ Change	% Change
Ordinary Income/Expense				
Income				
Airfield revenue				
Fuel Flowage Fees	112,258	104,701	7,557	7%
Hangar rent	656,358	614,283	42,075	7%
Landing fees	28,386	15,430	12,956	84%
Ramp rent	45,675	44,669	1,006	2%
Total Airfield revenue	842,677	779,083	63,594	8%
Building and land rent				
Agri land rent	42,450	41,917	533	1%
Building rents - Long Term				
Short-term leasing	183,862	251,134	-67,272	-27%
Building rents - Long Term - Other	657,714	619,688	38,026	6%
Total Building rents - Long Term	841,576	870,822	-29,246	-3%
Land rent				
Basic Land Rent	77,450	80,076	-2,626	-3%
Property tax - tenant share	76,825	64,167	12,658	20%
Total Land rent	154,275	144,243	10,032	7%
Tank rent	9,142	8,540	602	7%
Total Building and land rent	1,047,443	1,065,522	-18,079	-2%
Other revenue				
Airport Marketing	20,000	20,000	0	0%
Commissions	15,907	16,835	-928	-6%
Other income	45,378	31,837	13,541	43%
Total Other revenue	81,285	68,672	12,613	18%
Total Income	1,971,405	1,913,277	58,128	3%
Gross Profit	1,971,405	1,913,277	58,128	3%
Expense				
Administrative expenses				
A/E, consultants, brokers	67,990	54,205	13,785	25%
Airport promotion				
Air Serv. Mktg - SAA	129,312	148,566	-19,254	-13%
Airport promotion - Other	3,834	5,049	-1,215	-24%
Total Airport promotion	133,146	153,615	-20,469	-13%
Computer/Network Admin.	27,431	27,434	-3	-0%
Dues and subscriptions	14,742	17,877	-3,135	-18%
Employee retirement	71,970	53,517	18,453	34%
FICA and medicare tax expense	52,704	42,500	10,204	24%
Industrial development	33,542	33,542	0	0%
Insurance , property	132,017	131,667	350	0%
Insurance, medical	125,833	107,567	18,266	17%
Kansas unemployment tax	568	475	93	20%
Legal and accounting	34,837	45,680	-10,843	-24%
Office salaries	432,850	328,339	104,511	32%
Office Supplies	7,437	3,809	3,628	95%
Other administrative expense				
Merchant Processing Fees	9,908	4,931	4,977	101%
Other administrative expense - Other	1,454	3,187	-1,733	-54%
Total Other administrative expense	11,362	8,118	3,244	40%
Payroll expenses	0	0	0	0%
Postage	849	1,071	-222	-21%
Property tax expense	84,583	84,583	0	0%
Special Events	12,627	730	11,897	1,630%
Telephone	11,356	11,355	1	0%
Training	890	1,988	-1,098	-55%
Travel and meetings	5,638	1,988	3,650	184%
Total Administrative expenses	1,262,372	1,110,060	152,312	14%

	<u>Jan - Jul 24</u>	<u>Jan - Jul 23</u>	<u>\$ Change</u>	<u>% Change</u>
Maintenance expenses				
Airfield maintenance	67,006	34,298	32,708	95%
Airport Security	1,028	1,648	-620	-38%
Building maintenance	136,052	121,133	14,919	12%
Equipment fuel and repairs	75,773	53,178	22,595	42%
Fire Services	1,978	2,242	-264	-12%
Grounds maintenance	3,447	10,598	-7,151	-67%
Maintenance salaries	259,344	229,337	30,007	13%
Other maintenance expenses	11,630	10,977	653	6%
Snow removal expense	3,151	413	2,738	663%
Utilities	153,519	134,237	19,282	14%
Total Maintenance expenses	<u>712,928</u>	<u>598,061</u>	<u>114,867</u>	<u>19%</u>
Uncategorized Expenses	0	0	0	0%
Total Expense	<u>1,975,300</u>	<u>1,708,121</u>	<u>267,179</u>	<u>16%</u>
Net Ordinary Income	-3,895	205,156	-209,051	-102%
Other Income/Expense				
Other Income				
AIM Center Tuition	2,000	0	2,000	100%
Capital contributed				
Air Service Grants	366,666	0	366,666	100%
Capital contributed - Other	1,002,425	457,793	544,632	119%
Total Capital contributed	<u>1,369,091</u>	<u>457,793</u>	<u>911,298</u>	<u>199%</u>
Gain on sale of assets	480,567	29,653	450,914	1,521%
Interest income				
Int. Income -2023 Bond Proceeds	204,782	54,134	150,648	278%
Interest income on deposits	104,547	57,709	46,838	81%
Total Interest income	<u>309,329</u>	<u>111,843</u>	<u>197,486</u>	<u>177%</u>
Mill levy income	2,035,556	1,600,595	434,961	27%
Total Other Income	<u>4,196,543</u>	<u>2,199,884</u>	<u>1,996,659</u>	<u>91%</u>
Other Expense				
AIM Center Expenses				
Consultants	21,584	0	21,584	100%
Equipment, Fuel & Repairs	2,353	0	2,353	100%
Events	11,435	0	11,435	100%
Instructors / Vendor 3rd Party	64,511	0	64,511	100%
Marketing/Communication	45,687	0	45,687	100%
Other	1,239	0	1,239	100%
Technology	2,802	0	2,802	100%
Total AIM Center Expenses	<u>149,611</u>	<u>0</u>	<u>149,611</u>	<u>100%</u>
Debt interest expense net				
Bond issue cost	1,103	161,156	-160,053	-99%
Interest Expense on Debt	839,006	312,134	526,872	169%
Total Debt interest expense net	<u>840,109</u>	<u>473,290</u>	<u>366,819</u>	<u>78%</u>
Depreciation expense	1,830,000	1,750,000	80,000	5%
SkyWest Overnight Flight	363,000	0	363,000	100%
Total Other Expense	<u>3,182,720</u>	<u>2,223,290</u>	<u>959,430</u>	<u>43%</u>
Net Other Income	1,013,823	-23,406	1,037,229	4,431%
Net Income	<u><u>1,009,928</u></u>	<u><u>181,750</u></u>	<u><u>828,178</u></u>	<u><u>456%</u></u>

Salina Airport Authority
Capital Additions Budget vs. Actual
As of July 31, 2024

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08/16/2024
Accrual Basis

	Jul 24	Jan - Jul 24	Annual Budget	+/- Annual Budget	% of Annual Budget
ASSETS					
Fixed Assets					
Fixed assets at cost					
Airfield					
AIP-48 Rwy 12/30 Rehab Design		140,349	36,500	103,849	385%
AIP-49 Fuel Farm Construction		2,069,717	5,969,226	-3,899,509	35%
AIP-50-51 SRE Equip A/E & Acq.	1,457	15,644	1,777,324	-1,761,680	1%
AIP-52/53 Rwy 12/30 Rehab Const		3,887	7,177,810	-7,173,923	0%
AIP-54 Term. Parking Lot Design		500	275,000	-274,500	0%
AIP-55 Term. Bldg. Exp. Design	685	877	250,000	-249,123	0%
AIP-XX AFFF to F3 Transition	2,347	2,348	50,000	-47,652	5%
AIP 52-53 Rwy 12-30 Const.		0	0	0	0%
Airfield Improvements	2,500	35,914	50,000	-14,086	72%
Airfield Security		0	10,000	-10,000	0%
Fuel Farm Construction-Non Fed	8,400	131,488	1,065,042	-933,554	12%
GA Hangar Construction	296,242	1,192,787	700,000	492,787	170%
H626 Apron-Taxi Area Imps.	2,500	691,924	830,000	-138,076	83%
Total Airfield	314,131	4,285,435	18,190,902	-13,905,467	24%
Buildings & Improvements					
Bldg. 120 Terminal building					
Terminal Bldg. Other		0	20,000	-20,000	0%
Total Bldg. 120 Terminal building	0	0	20,000	-20,000	0%
Building improvements					
Bldg. #1021 Facility Imps.		0	35,000	-35,000	0%
Bldg. 394 Parking Lot Imps.		0	35,000	-35,000	0%
Bldg. 412 Imps.		9,503	10,000	-497	95%
Bldg. 520 Imps.		0	20,000	-20,000	0%
Bldg. Imps. Other		37,278	50,000	-12,722	75%
Hangar #509 Imps.	9,086	63,381	20,000	43,381	317%
Hangar 504 Improvements		6,083	15,000	-8,917	41%
Hangar 600 Improvements		0	20,000	-20,000	0%
Hangar 606 Rehabilitation		0	15,000	-15,000	0%
Hangar 626 AIM Classroom 111	216,784	361,920	760,000	-398,080	48%
Hangar 626 Rehabilitation	386,824	2,569,417	2,918,100	-348,683	88%
Hangar 959 Rehabilitation		20,440	25,000	-4,560	82%
Total Building improvements	612,694	3,068,022	3,923,100	-855,078	78%
FBO Improvements					
Bldg. 700 Imps. Avflight North		0	20,000	-20,000	0%
Hangar 409-1 Imps Avflight So.		0	15,000	-15,000	0%
Total FBO Improvements		0	35,000	-35,000	0%
Pumphouse 305		0	10,000	-10,000	0%
Total Buildings & Improvements	612,694	3,068,022	3,988,100	-920,078	77%
Equipment					
Airfield Equipment		0	15,000	-15,000	0%
ARFF equipment		0	25,000	-25,000	0%
Communications equipment		10,425	20,000	-9,575	52%
Computer equipment	939	939	15,000	-14,061	6%
Industrial center equipment		0	25,000	-25,000	0%
Office equipment		5,160	7,500	-2,340	69%
Other Equipment		415,455	1,743,000	-1,327,545	24%
Shop equipment		0	15,000	-15,000	0%
Vehicles		0	15,000	-15,000	0%
Total Equipment	939	431,979	1,880,500	-1,448,521	23%
Land					
Airport Indust. Cent. Imps.	142,637	186,597	25,000	161,597	746%
Rail Spur Imps.		0	25,000	-25,000	0%
Total Land	142,637	186,597	50,000	136,597	373%
Total Fixed assets at cost	1,070,401	7,972,033	24,109,502	-16,137,469	33%

Salina Airport Authority

Significant Capital Expenditures Detail

July 2024

Type	Date	Name	Memo	Amount	Balance
Fixed assets at cost					
Airfield					
AIP-50-51 SRE Equip A/E & Acq.					
Bill	07/31/2024	Clark, Mize & Linville	SRE activity	225.00	225.00
Bill	07/31/2024	Garver, LLC	SRE - progress payment 9	1,231.60	1,456.60
Total AIP-50-51 SRE Equip A/E & Acq.				1,456.60	1,456.60
AIP-55 Term. Bldg. Exp. Design					
Bill	07/05/2024	Gannett Kanas LocalIQ	Invitation to Bid AIP 054/055 Salina Journal; USA Today	685.00	685.00
Total AIP-55 Term. Bldg. Exp. Design				685.00	685.00
AIP-XX AFFF to F3 Transition					
Bill	07/03/2024	Dragun Corp	Progress payment - AIP-XX AFF to F3 Transition - Professional services	2,002.50	2,002.50
Bill	07/31/2024	Dragun Corp	AFFF to F3 project - Progress payment 5	345.00	2,347.50
Total AIP-XX AFFF to F3 Transition				2,347.50	2,347.50
Airfield Improvements					
Bill	07/31/2024	Earles Engineering & Inspections...	Dump Station relocation - progress billing	2,500.00	2,500.00
Total Airfield Improvements				2,500.00	2,500.00
Fuel Farm Construction-Non Fed					
Bill	07/31/2024	Dragun Corp	Fuel Farm UST Closure - Progress payment 4	8,399.94	8,399.94
Total Fuel Farm Construction-Non Fed				8,399.94	8,399.94
GA Hangar Construction					
Bill	07/01/2024	APAC-Kansas, Inc., Shears Div.	GA Hangars - mobilization, 6" HMA Paving	264,230.15	264,230.15
Bill	07/19/2024	Salina Supply Company, Inc.	GA Hangars - PVC Pipe	80.70	264,310.85
Bill	07/19/2024	Lowe's Business Account Inc	New GA Hangars - tie down straps	60.64	264,371.49
Bill	07/22/2024	Prairie Landworks, Inc.	Progress Billing #7 - GA Hangar Site Work	9,760.23	274,131.72
Bill	07/31/2024	Dellinger Fence Co.	GA Hangars - fencing removal and reinstallation	12,110.00	286,241.72
Bill	07/31/2024	Bret Givens Construction, Inc.	GA Hangars - Progress Payment through 7/31/24	10,000.00	296,241.72
Total GA Hangar Construction				296,241.72	296,241.72
H626 Apron-Taxi Area Imps.					
Bill	07/31/2024	Earles Engineering & Inspections...	Hangar H626 S. Parking - Progress Payment - Final Design	2,500.00	2,500.00
Total H626 Apron-Taxi Area Imps.				2,500.00	2,500.00
Total Airfield				314,130.76	314,130.76
Buildings & Improvements					
Building Improvements					
Hangar #509 Imps.					
Bill	07/08/2024	Lowe's Business Account Inc	H509 - moulding, boards, brad nails	240.30	240.30
Bill	07/10/2024	Lowe's Business Account Inc	H509 - Paint, painting tools	179.02	419.32
Bill	07/16/2024	Lowe's Business Account Inc	H509 - Light fixtures	311.42	730.74
Bill	07/18/2024	Lowe's Business Account Inc	H509 Remodel - Kitchen improvements - west side	1,578.90	2,309.64
Bill	07/18/2024	Lowe's Business Account Inc	H509 - remodeling supplies	652.33	2,961.97
Bill	07/20/2024	Sunflower Carpet Plus	Hangar 509 - Caseabel smokescreen	119.48	3,081.45
Bill	07/22/2024	Salina Supply Company, Inc.	Hangar H509 - Restroom doors, plumbing parts	469.23	3,550.68
Credit Card Cha...	07/23/2024	Menard, Inc.	H509 - plumbing pipe, fittings	170.26	3,720.94
Bill	07/24/2024	Ritter Tile Inc.	H509 Dark Grey Cove Base	342.00	4,062.94
Bill	07/24/2024	Lowe's Business Account Inc	H509 - shims, kwik seal, plumbing supplies, pipe tape, fuses	148.87	4,211.81
Bill	07/24/2024	Lowe's Business Account Inc	H509 - pulls	15.18	4,226.99
Bill	07/25/2024	Lowe's Business Account Inc	H509 - Resolve Steam, paint	86.39	4,313.38
Bill	07/25/2024	Lowe's Business Account Inc	H509 - paint, knobs, switches, outlets, screws, pull chain	183.76	4,497.14
Bill	07/29/2024	Grainger Inc.	Baseboard Heaters for H509	262.15	4,759.29
Bill	07/30/2024	Nex-Tech Communications, LLC	Tech Fee	63.94	4,823.23
Bill	07/30/2024	Nex-Tech Communications, LLC	H509 Wireless Access Point Installation	4,262.70	9,085.93
Total Hangar #509 Imps.				9,085.93	9,085.93
Hangar 626 AIM Classroom 111					
Bill	07/03/2024	Architect One, Inc.	AIM Center Progress Payment	10,300.00	10,300.00
Bill	07/31/2024	Architect One, Inc.	AIM Center - progress payment	6,100.00	16,400.00
Bill	07/31/2024	Hutton Corporation	AIM Center Room 111 - Progress Estimate 2	200,384.45	216,784.45
Bill	07/31/2024	Architect One, Inc.	Duplicate entry of invoice	0.00	216,784.45
Total Hangar 626 AIM Classroom 111				216,784.45	216,784.45
Hangar 626 Rehabilitation					
Bill	07/09/2024	Evergny Inc	Elect - 6/7/24 - 7/9/24	567.20	567.20
Bill	07/22/2024	Hutton Corporation	Hangar H626 Renovations - Progress Payment - Final	112,347.11	112,914.31
Credit Card Cha...	07/23/2024	signs.com	H626 signs - North hangar doors	60.28	112,974.59
Bill	07/31/2024	Evergny Inc	Elect - 7/9/24 - 8/7/24- Final Bill	819.55	113,794.14
Bill	07/31/2024	City of Salina	Cust # 1040143, Acct # 70037510 - H626 Cap. Exp. Water - July	67.46	113,861.60
Bill	07/31/2024	Kansas Gas Service	gas svcs - transport - 2024 July	97.20	113,958.80
Bill	07/31/2024	Hutton Corporation	Hangar H626 Renovations - Retainage	272,865.23	386,824.03
Total Hangar 626 Rehabilitation				386,824.03	386,824.03
Total Building improvements				612,694.41	612,694.41
Total Buildings & Improvements				612,694.41	612,694.41
Equipment					
Computer equipment					

Salina Airport Authority
Significant Capital Expenditures Detail
 July 2024

Type	Date	Name	Memo	Amount	Balance
Bill	07/29/2024	Nex-Tech Communications, LLC	Reimage PM laptop (new machine in service-set up/config)	938.88	938.88
Total Computer equipment				938.88	938.88
Total Equipment				938.88	938.88
Land					
Airport Indust. Cent. Imps.					
Bill	07/12/2024	City of Salina, Kansas	AIC Sub. Div. No. 3 final plat and application fee	209.00	209.00
Bill	07/12/2024	Wilson & Company, Inc.	SAA AIC #3 - Platting Services Progress Payment	5,600.00	5,809.00
Bill	07/12/2024	Wilson & Company, Inc.	SAA Project 80 Supplemental Agreement - Engineering Services 5/18/...	136,828.70	142,637.70
Total Airport Indust. Cent. Imps.				142,637.70	142,637.70
Total Land				142,637.70	142,637.70
Total Fixed assets at cost				1,070,401.75	1,070,401.75
Less accumulated depreciation					
General Journal	07/31/2024		recur	-150,000.00	-150,000.00
General Journal	07/31/2024		recur	-100,000.00	-250,000.00
Total Less accumulated depreciation				-250,000.00	-250,000.00
TOTAL				820,401.75	820,401.75

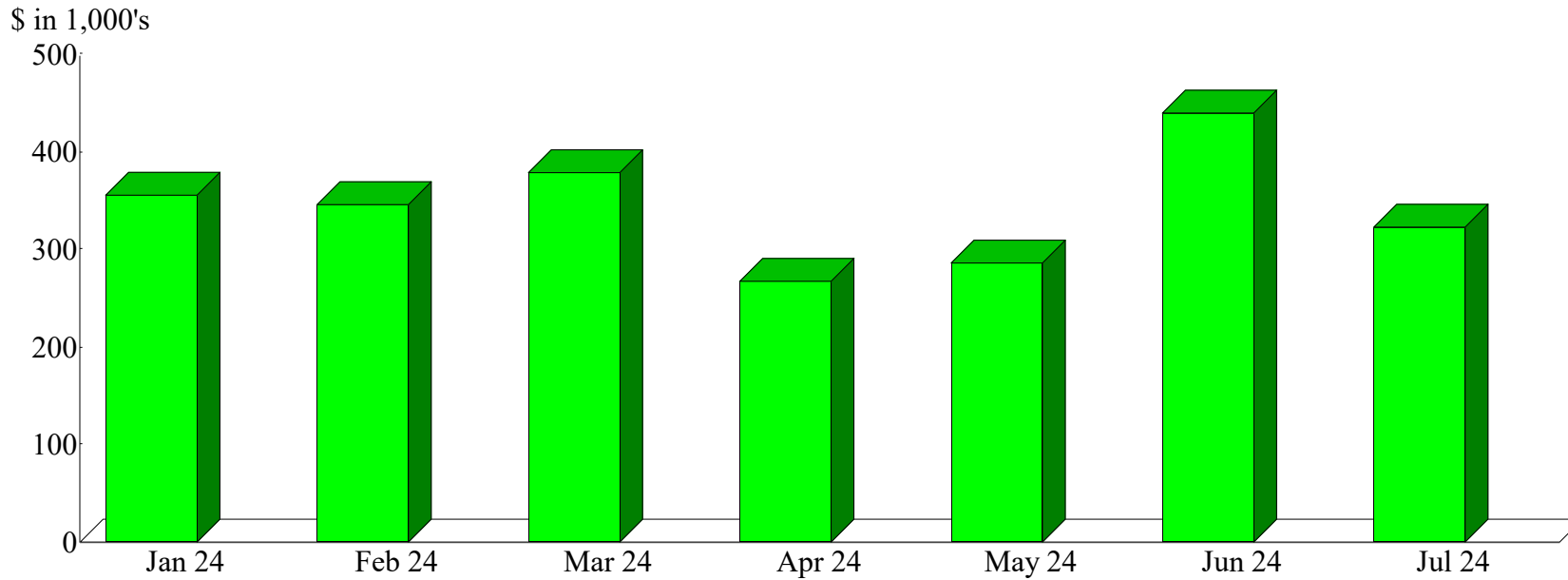
Salina Airport Authority Distributions from the Bond Project Funds

As of July 31, 2024

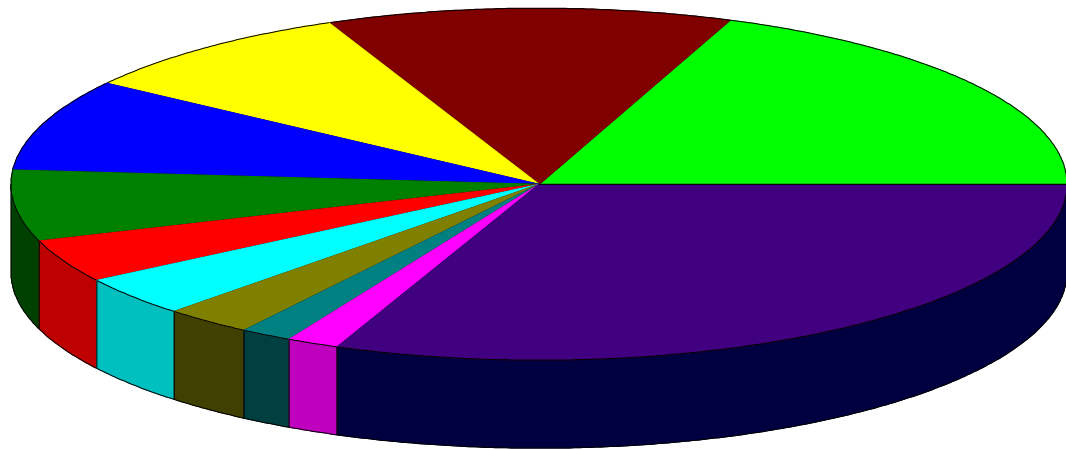
Type	Date	Name	Memo	Debit	Credit	Balance
Cash in Bank-Bond Funds						2,981,617.89
BSB 2022-1 GO Temp Note (9668)						4,964.31
Deposit	07/31/2024		Interest	4.85		4,969.16
Total BSB 2022-1 GO Temp Note (9668)				4.85	0.00	4,969.16
Equity- 2023 GO Bond (8824)						2,976,653.58
Bill Pmt -Check	07/01/2024	Dragun Corp	Pump House 305 Underground Storage Tank closure - consulting services May 2024		21,710.00	2,954,943.58
Bill Pmt -Check	07/01/2024	Earles Engineering & Inspections, Inc.	Hangar H626 - S Parking Lot - Progress Payment - Survey		3,700.00	2,951,243.58
Bill Pmt -Check	07/01/2024	Everygy Inc	VOID: Online payment	0.00		2,951,243.58
Bill Pmt -Check	07/01/2024	Kansas Gas Service	Utility - H626 Cap Exp. gas srvc - transport - 2024 May		96.99	2,951,146.59
Bill Pmt -Check	07/10/2024	Dragun Corp	Pump House 305 Underground Storage Tank closure - consulting services 2024 June		10,464.44	2,940,682.15
Bill Pmt -Check	07/10/2024	Prairie Landworks, Inc.	Progress billing 6 - GA Hangars site work		14,640.34	2,926,041.81
Bill Pmt -Check	07/11/2024	Hutton Corporation	Progress billing - SAA Hangar 626 - #14		284,532.47	2,641,509.34
Bill Pmt -Check	07/23/2024	City of Salina	Utility - H626 Cap. Exp. Water - 5/11/24 - 6/11/24		44.49	2,641,464.85
Bill Pmt -Check	07/23/2024	Sam's Club Mastercard	Hydraulic Door Fobs for GA Hangars (Higher Power, supplier)		1,759.50	2,639,705.35
Bill Pmt -Check	07/24/2024	Hutton Corporation	SAA Hangar 626 Renovations - Progress Payment 15		112,347.11	2,527,358.24
Bill Pmt -Check	07/24/2024	Kansas Gas Service	VOID:	0.00		2,527,358.24
Bill Pmt -Check	07/24/2024	Prairie Landworks, Inc.	GA Hangar Site Work - Progress Estimate 7		9,760.23	2,517,598.01
Bill Pmt -Check	07/25/2024	Kansas Gas Service	Utility - H626 Cap Exp. gas srvc - transport - 2024 June		97.20	2,517,500.81
Bill Pmt -Check	07/29/2024	Earles Engineering & Inspections, Inc.	24-13 Hangar H626 S Parking - Progress payment		6,500.00	2,511,000.81
Bill Pmt -Check	07/29/2024	Precision Electrical Contractors LLC	SAA GA C-Hangars - Electrical - Progress Billing #5		74,159.93	2,436,840.88
Deposit	07/31/2024		Interest	12,059.69		2,448,900.57
Total Equity- 2023 GO Bond (8824)				12,059.69	539,812.70	2,448,900.57
Total Cash in Bank-Bond Funds				12,064.54	539,812.70	2,453,869.73

Sales by Month
January through July 2024

Dollar Sales



Sales Summary
January through July 2024

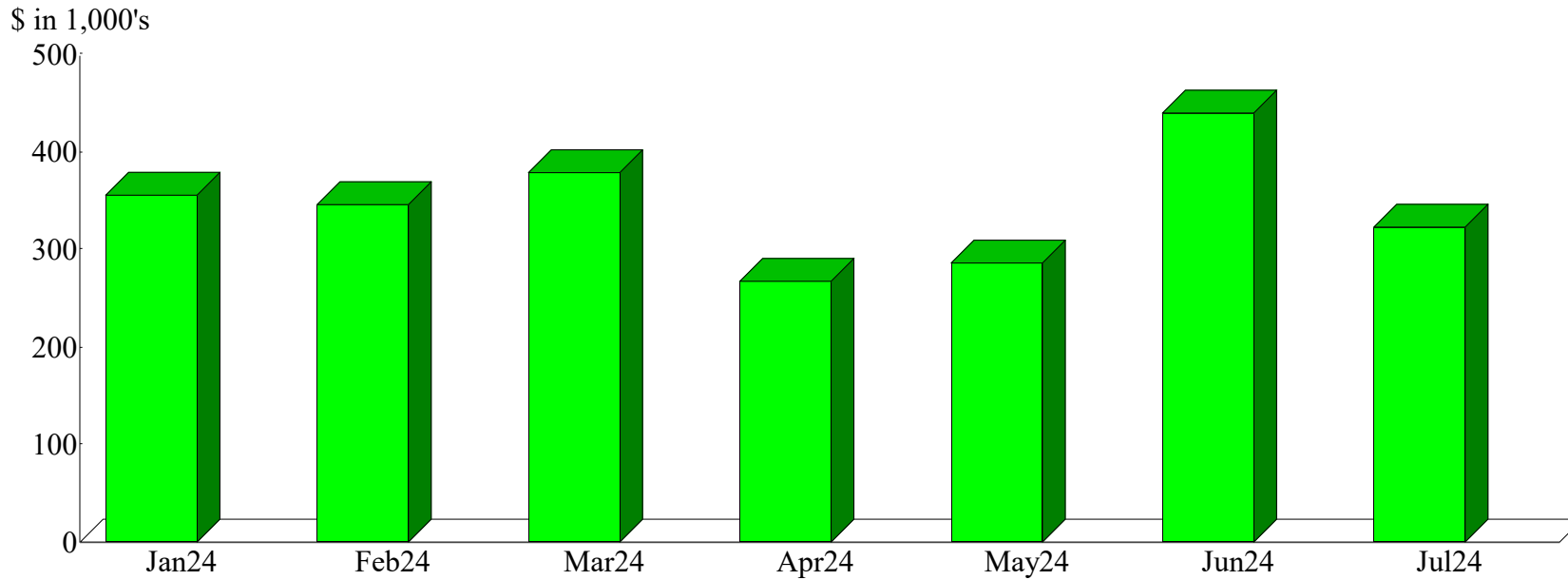


1 Vision Aviation, PLLC	19.13%
Saline County	12.51
Avflight Salina	8.85
Kansas Erosion Products, LLC.	8.46
Stryten Salina, LLC	6.61
K-State Salina	4.06
Universal Forest Products (UFP)	3.79
City of Salina, KS	2.78
SkyWest Airlines, Inc.	1.73
Durham School Service, L.P.	1.62
Other	30.46
Total	\$2,397,537.52

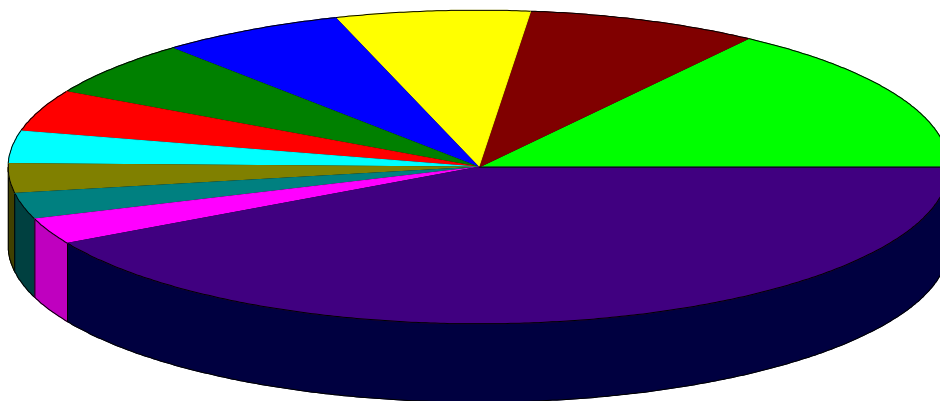
By Customer

Sales by Month
January through July 2024

Dollar Sales



Sales Summary
January through July 2024



Air Service Grant (Air Service Grant)	15.29%
H-00959-1 (Hangar Facility H959 - 2044 S	8.00
H-0606-3 (Hangar 606, 2630 Arnold Court	6.76
B-01021 (Building #1021 located at 3600	6.39
B-00655-3 (Bldg. #655 (96,611 SF) - 2656	5.88
FFF-Avflight Salina (Fuel Flowage Fee @	4.34
Insurance(CP) (Insurance Reimbursement)	3.42
B-00620-1 (Building #620 (30,000 SF) an	3.06
H-0600-1 (Hangar 600 - 20,217 sq. ft.)	2.78
H-0600-4 (Hangar 600 - 2720 Arnold Court	2.78
Other	41.30
Total	\$2,397,537.52

By Item

**SALINA AIRPORT AUTHORITY
RESOLUTION NO. 24-08**

A RESOLUTION LEVYING AN AD VALOREM TAX OF AN ESTIMATED 4.873 MILLS ON ALL TAXABLE TANGIBLE PROPERTY WITHIN THE CITY OF SALINA, KANSAS FOR THE PURPOSE OF PAYING THE INTEREST ON AND PRINCIPAL OF GENERAL OBLIGATION BONDS OF THE SALINA AIRPORT AUTHORITY PURSUANT TO K.S.A. (2016 Supp.) 27-323(a).

WHEREAS, the Salina Airport Authority has prepared a general obligation bond debt service budget for calendar year 2025 relating to general obligation bonds (the “Bonds”) issued by the Salina Airport Authority and approved by the governing body of the City of Salina, Kansas, all pursuant to K.S.A. (2016 Supp.) 27-323(a); and

WHEREAS, the Board of Directors has determined that sufficient funds are not available from operating revenues for such general obligation bond debt service; and

WHEREAS, the Salina Airport Authority is authorized by K.S.A. (2016 Supp.) 27-323(a) to annually levy a tax on all taxable tangible property within the City of Salina, Kansas, in addition to all other levies authorized by law and without the consent of the governing body of the City, in an amount sufficient to pay the interest on and principal of the Bonds as the same become due;

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE SALINA AIRPORT AUTHORITY THAT:

1. The Salina Airport Authority levies an ad valorem tax in the amount of \$2,518,283 to be derived by an estimated 4.873 mills on each dollar of the assessed valuation of the taxable tangible property within the City of Salina, Kansas, for the year 2024 for the purpose of paying general obligation bond debt service in 2025 and providing funding for the principal and interest fund as detailed below:

	<u>Description</u>	<u>Amount</u>
a.	2015-A General Obligation Bonds (Refunded 2005-A & 2007-A, Fund terminal bldg. and Hangar 959 improvements)	\$93,195
b.	2017-A General Obligation Bonds (Refunded portion of 2009-B and 2011-A, helipad construction Rwy 17/35 improvements, airport industrial center improvements)	\$1,703,160
c.	2017-B General Obligation Bonds (Refunded 2009-A and 2011-B, matching funds AIP, airfield imp.)	\$164,800
d.	2019-A General Obligation Bonds (Rwy. 17/35 imps, ARFF equipment, AIP match)	\$80,385
e.	2021-A General Obligation Bonds (Rehabilitation of Hangars 504 and 959)	\$179,580
f.	2023-A,B,C General Obligation Bonds (Land acquisition, Terminal Concourse remodel, GA public restrooms, B595 warehouse rehabilitation, Hangar 626 renovation, apron and taxilane improvements, GA box hangars, new aviation fuel facility construction)	\$687,563

Less Estimated MV Tax revenue (\$315,400)
Less Other Operating Revenues (75,000)

TOTAL AD VALOREM TAX REQUIRED FOR PRINCIPAL & INTEREST FUND \$2,518,283

2. This levy shall be certified to the County Clerk of Saline County, Kansas, by the delivery of a signed copy of this Resolution to the office of the County Clerk of Saline County, Kansas, on or before August 25, 2024.

ADOPTED by the Board of Directors of the Salina Airport Authority this 21st day of August 21, 2024.

SALINA AIRPORT AUTHORITY

By: _____
Stephanie Carlin, Chair

ATTEST:

By: _____
Kasey L. Windhorst, Board Clerk

(SEAL)



**SALINA AIRPORT AUTHORITY
RESOLUTION NUMBER 24-09**

A RESOLUTION LEVYING AN AD VALOREM TAX OF AN ESTIMATED 1 MILL ON ALL TAXABLE TANGIBLE PROPERTY WITHIN THE CITY OF SALINA, KANSAS FOR THE PURPOSE OF PROVIDING MATCHING FUNDS TO QUALIFY FOR ANY FEDERAL OR STATE GRANT RELATING TO THE DEVELOPMENT, IMPROVEMENT, OPERATION, OR MAINTENANCE OF THE SALINA REGIONAL AIRPORT PURSUANT TO K.S.A 27-322(b).

WHEREAS, pursuant to K.S.A. 27-322(b), if the Authority is required to provide matching funds to qualify for any federal or state grant relating to the development, improvement, operation, or maintenance of the public airport, and such funds are not otherwise available from revenues of the airport facility (“Matching Funds”), the Authority may levy a tax not to exceed one mill upon each dollar of the assessed tangible valuation of the property of the city.

WHEREAS, the requirement exists for the Salina Airport Authority to provide Matching Funds to qualify for Federal and State Grants in 2025.

WHEREAS, as required by K.S.A. 27-322(b), the Salina Airport Authority published its notice of its intent to levy up to one mill in the *Salina Journal* on June 28, 2024, and July 7, 2024.

WHEREAS, a petition requesting an election on the question of the Salina Airport Authority levying up to the additional one mill was not filed within 30 days following the last publication of the published Notice of Intent.

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Salina Airport Authority (the “Authority”):

1. The Salina Airport Authority levies an ad valorem tax in the amount of \$516,790 to be derived by an estimated 1 mill on each dollar of the assessed valuation of the taxable tangible property within the City of Salina, Kansas, for the year 2024 for the purpose of providing matching federal and state grant funds.

2. This levy shall be certified to the County Clerk of Saline County, Kansas, by the delivery of a signed copy of this Resolution to the office of the County Clerk of Saline County, Kansas, on or before August 25, 2024.

ADOPTED by the Board of Directors of the Salina Airport Authority this 21st day of August 2024.

SALINA AIRPORT AUTHORITY

By: _____
Stephanie Carlin, Chair


ATTEST:

By: _____
Kasey Windhorst, Board Clerk

(SEAL)



**2024 Mill Levy Analysis for Calculation
(Funding 2025 Budget)**

	2024		2023		+/-	
	<u>Mill Levy \$</u>	<u>Mills</u>	<u>Mills Certified</u>	<u>Mill</u>	<u>%</u>	
<i>Revised - 7-11-24</i>						
July 1, 2024 Estimated Assessed Valuation	\$ 516,789,870					
(Less TIF & Pending Exemptions)						
2025 GO Bond P&I Payments		2,908,683				
Less other operating revenue		(75,000)				
Less MV Tax Est. Collections		<u>(315,400)</u>				
Total Mill Levy \$ for 2025 Debt Service Fund		2,518,283	4.873	5.2080	(0.3351)	-6.43%
Federal / State Grant Match		516,790	1.000	0.9820	0.0180	1.83%
TOTAL Estimated Mill Levy		<u>\$ 3,035,073</u>				
Plus estimated MV Tax Collections		<u>315,400.00</u>				
Total anticipated mill levy receipts		<u>\$ 3,350,473</u>				
Total Estimated Mills			<u>5.873</u>			
Total Mills - Final Certified			<u>-</u>	<u>6.190</u>	<u>(0.32)</u>	<u>-5.12%</u>

Salina Airport Authority

**Debt Service and Levy Requirements
Projected Operating Revenue Transfers for Levy Reduction
July 12, 2024**

Year	Bonds Series 2015-A	Bonds Series 2017-A	Bonds Series 2017-B	Bonds Series 2019-A	Bonds Series 2021-A	Bonds 2023-A Bonds	Bonds 2023-B Bonds	Bonds 2023-C Bonds	Total Outstanding	Estimated Series 2025	Aggregate Debt Service	Reductions to Levy Amount				Net Debt Service to Levy	Assessed Valuation (3)	Mill Levy
												Other Operating Revenues (1)	GA Box Hangar Revenues	Motor Vehicle Taxes (2)	Total Reductions			
2024	91,043	1,705,600	165,550	77,043	175,305	53,033	456,780	338,180	3,062,534		3,062,534	(85,000)	(265,400)	(350,400)	2,712,134	520,794,998	5.208	
2025	93,195	1,703,160	164,800	80,385	179,580	43,000	370,363	274,200	2,908,683		2,908,683	-	(75,000)	(390,400)	2,518,283	516,789,870	4.873	
2026		1,522,598	449,050	78,530	178,455	43,000	370,363	274,200	2,916,195	377,500	3,293,695	(184,000)	(75,000)	(293,746)	2,740,949	519,373,819	5.277	
2027		1,248,883	714,750	76,605	176,955	43,000	370,363	274,200	2,904,755	375,350	3,280,105	(137,000)	(76,875)	(311,591)	2,754,639	521,970,688	5.277	
2028		1,245,333	717,200	79,575	175,305	43,000	370,363	274,200	2,904,975	377,925	3,282,900	(128,000)	(76,875)	(310,195)	2,767,830	524,580,542	5.276	
2029		1,244,738	719,050	77,325	178,355	43,000	370,363	274,200	2,907,030	374,950	3,281,980	(112,000)	(78,797)	(308,754)	2,782,429	527,203,445	5.278	
2030		1,291,875	675,300		176,030	43,000	370,363	274,200	2,830,768	376,700	3,207,468	(110,000)	(78,797)	(307,437)	2,711,234	529,839,462	5.117	
2031			1,967,300		178,705	43,000	370,363	274,200	2,833,568	377,900	3,211,468	(110,000)	(80,767)	(298,581)	2,722,119	532,488,659	5.112	
2032					175,985	1,043,000	470,363	274,200	1,963,548	373,550	2,337,098	(110,000)	(80,767)	(297,004)	1,849,327	535,151,102	3.456	
2033					178,265		1,510,113	274,200	1,962,578	373,925	2,336,503	(110,000)	(82,786)	(218,171)	1,925,546	537,826,858	3.580	
2034					180,130		1,510,000	274,200	1,964,330	378,750	2,343,080	(110,000)	(82,786)	(223,028)	1,927,266	540,515,992	3.566	
2035					176,900		1,511,800	274,200	1,962,900	377,750	2,340,650	(110,000)	(84,856)	(221,311)	1,924,483	543,218,572	3.543	
2036					178,500		1,511,600	274,200	1,964,300	376,200	2,340,500	(110,000)	(84,856)	(219,220)	1,926,424	545,934,665	3.529	
2037							1,509,400	274,200	1,783,600	374,100	2,157,700	(110,000)	(86,977)	(217,551)	1,743,172	548,664,338	3.177	
2038							1,510,200	274,200	1,784,400	376,450	2,160,850	(110,000)	(86,977)	(200,227)	1,763,646	551,407,660	3.198	
2039							1,138,800	649,200	1,788,000	377,975	2,165,975	(110,000)	(89,151)	(200,281)	1,766,542	554,164,698	3.188	
2040								1,784,200	1,784,200	378,675	2,162,875	(110,000)	(89,151)	(198,855)	1,764,869	556,935,522	3.169	
2041								1,788,200	1,788,200	378,550	2,166,750	(110,000)	(91,380)	(197,061)	1,768,309	559,720,199	3.159	
2042								1,784,600	1,784,600	377,600	2,162,200	(110,000)	(91,380)	(195,701)	1,765,119	562,518,800	3.138	
2043								1,783,600	1,783,600	375,825	2,159,425	(110,000)	(93,665)	(193,812)	1,761,948	565,331,394	3.117	
2044								-	-	378,225	378,225	(110,000)	(93,665)	(191,944)	17,383	568,158,051	(0.031)	
2045								-	-	374,525	374,525	(110,000)	(96,006)	(45,939)	122,580	570,998,842	0.215	
Total	184,238	9,962,185	5,573,000	469,463	2,308,470	1,397,033	13,721,593	11,966,780	45,582,761	7,532,425	53,115,186	(2,406,000)	(1,776,514)	(5,231,210)	(9,413,723)	45,683,494		

Assumptions:
 (1) Represents transfer of operating revenues into Bond & Interest Fund.
 (2) Based on Authority's estimated share of countywide motor vehicle tax collections.
 (3) in 2026 and thereafter, assessed valuation grows annually at rate of: 0.50%



U.S. Department
of Transportation
Federal Aviation
Administration

Airports Division
Central Region
Kansas

Office of Airports (ACE-600)
901 Locust, Room 364
Kansas City, MO 64106

August 13, 2024

Pieter Miller
Executive Director
3237 Arnold Avenue
Salina, KS 67401

Dear Pieter Miller:

The Grant Offer for the Bipartisan Infrastructure Law (BIL) - Airport Terminal Program Grant (ATP) Project No. 3-20-0072-055-2024 at Salina Regional Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement.

To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than **August 30, 2024**.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in “inactive” status if you do not make draws on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
 1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
 2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit [FAA Form 5100-140, Performance Report](#) within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit [FAA Form 5370-1, Construction Progress and Inspection Report](#), within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR Part 200. Subpart F requires non-Federal entities that expend \$750,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Andrea McKinnie, (816) 329-2633, andrea.l.mckinnie@faa.gov is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,



Rodney N. Joel
Acting Director, Central Region Airports Division



U.S. Department of Transportation
Federal Aviation Administration

**FY 2024 AIRPORT TERMINAL PROGRAM GRANT
GRANT AGREEMENT
Part I - Offer**

Federal Award Offer Date	August 13, 2024
Airport/Planning Area	Salina Regional Airport
Airport Terminal Program Grant Number	3-20-0072-055-2024
Unique Entity Identifier	U52XQG5AF6N9

TO: Salina Airport Authority
(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated July 31, 2024, for a grant of Federal funds for a project at or associated with the Salina Regional Airport, which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the Salina Regional Airport (herein called the "Project") consisting of the following:

Expand Terminal Building (13,020 SF)

which is more fully described in the Project Application submitted in response to the Notice of Funding Opportunity (NOFO) published on September 1, 2023.

NOW THEREFORE, Pursuant to and for the purpose of carrying out the Infrastructure Investment and Jobs Act (Public Law 117-58) of 2021 referred to as the Bipartisan Infrastructure Law (BIL); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances attached hereto; (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay (95)% of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is \$6,419,098.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

\$0 for planning

\$6,419,098 for airport development; and,

\$0 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:
 - a. Period of Performance:
 1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
 2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods. (2 Code of Federal Regulations (CFR) § 200.1).
 - b. Budget Period:
 1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the Period of Performance provided in paragraph (2)(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period. All project costs must be incurred after the grant execution date unless specifically permitted under 49 U.S.C. § 47110(c). Certain airport development costs incurred before execution of the grant agreement, but after November 15, 2021, are allowable only if certain conditions under 49 U.S.C. § 47110(c) are met.
 2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.
 - c. Close Out and Termination:
 1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the Period of Performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will

proceed to close out the grant within one year of the Period of Performance end date with the information available at the end of 120 days (2 CFR § 200.344).

2. The FAA may terminate this Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.
3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.**
 - a. The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, BIL (Public Law 117-58), the regulations, and the Secretary's policies and procedures.
 - b. The Sponsor agrees to post-award performance and project evaluation requirements by the FAA/DOT/Federal government or its agents as specified in the NOFO.
 - c. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage.
 - d. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before August 30, 2024, or such subsequent date as may be prescribed in writing by the FAA.
9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must

furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.

10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.
11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**
 - a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).
 - b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/content/entity-registration>.
12. **Electronic Grant Payment(s).** Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.
13. **Informal Letter Amendment of BIL Projects.** If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can, subject to the availability of Federal funds, also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.

14. **Environmental Standards.** The Sponsor is required to comply with all applicable environmental standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. **Financial Reporting and Payment Requirements.** The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.
16. **Buy American.** Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.
17. **Build America, Buy American.** The Sponsor must comply with the requirements under the Build America, Buy America Act (Public Law 117-58).
18. **Maximum Obligation Increase.** In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant:
- a. May not be increased for a planning project;
 - b. May be increased by not more than 15 percent for development projects, if funds are available;
 - c. May be increased by not more than the greater of the following for a land project, if funds are available:
 1. 15 percent; or
 2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the Sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in BIL (Public Law 117-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. **Audits for Sponsors.**

PUBLIC SPONSORS. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than \$750,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

20. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:
- a. Verify the non-Federal entity is eligible to participate in this Federal program by:

1. Checking the Responsibility/Qualification records in the Federal Awardee Performance and Integrity Information System (FAPIIS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or
 2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
 3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.
- b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.
 - c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debars a contractor, person, or entity.

21. Ban on Texting While Driving.

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - i. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - ii. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. Trafficking in Persons.

- a. *Posting of contact information.*
 1. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.
- b. *Provisions applicable to a recipient that is a private entity.*
 1. You as the recipient, your employees, subrecipients under this Grant, and subrecipients' employees may not:
 - i. Engage in severe forms of trafficking in persons during the period of time that the Grant and applicable conditions are in effect;

- ii. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or
 - iii. Use forced labor in the performance of the Grant or any subgrants under this Grant.
- 2. We as the Federal awarding agency, may unilaterally terminate this Grant, without penalty, if you or a subrecipient that is a private entity –
 - i. Is determined to have violated a prohibition in paragraph (b) of this Grant Condition; or
 - ii. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in paragraph (b) of this Grant Condition through conduct that is either –
 - a) Associated with performance under this Grant; or
 - b) Imputed to you or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by our agency at 2 CFR Part 1200.
- c. *Provision applicable to a recipient other than a private entity.* We as the Federal awarding agency may unilaterally terminate this Grant, without penalty, if a subrecipient that is a private entity –
 - 1. Is determined to have violated an applicable prohibition in paragraph (a) of this Grant Condition; or
 - 2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated an applicable prohibition in paragraph (a) of this Grant Condition through conduct that is either –
 - i. Associated with performance under this Grant; or
 - ii. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by our agency at 2 CFR Part 1200.
- d. *Provisions applicable to any recipient.*
 - 1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (a) of this Grant Condition.
 - 2. Our right to terminate unilaterally that is described in paragraph (a) or (b) of this Grant Condition:
 - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended [22 U.S.C. § 7104(g)], and
 - ii. Is in addition to all other remedies for noncompliance that are available to us under this Grant.

3. You must include the requirements of paragraph (a) of this Grant Condition in any subgrant you make to a private entity.
- e. *Definitions.* For purposes of this Grant Condition:
 1. "Employee" means either:
 - i. An individual employed by you or a subrecipient who is engaged in the performance of the project or program under this Grant; or
 - ii. Another person engaged in the performance of the project or program under this Grant and not compensated by you including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.
 2. "Force labor" means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.
 3. "Private entity":
 - i. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR § 175.25.
 - ii. Includes:
 - a) A nonprofit organization, including any nonprofit institute of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR § 175.25(b).
 - b) A for-profit organization.
 4. "Severe forms of trafficking in persons," "commercial sex act," and "coercion" have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. § 7102).
23. **BIL Funded Work Included in a PFC Application.** Within 120 days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.
24. **Exhibit "A" Property Map.** The Exhibit "A" Property Map dated June 01, 2014, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.
25. **Employee Protection from Reprisal.**
 - a. Prohibition of Reprisals.
 1. In accordance with 41 U.S.C. § 4712, an employee of a Sponsor, grantee, subgrantee, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated

against as a reprisal for disclosing to a person or body described in subparagraph (a)(2) below, information that the employee reasonably believes is evidence of:

- i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
2. Persons and bodies covered. The persons and bodies to which a disclosure by an employee is covered are as follows:
- i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal employee responsible for contract or grant oversight or management at the relevant agency;
 - v. A court or grand jury;
 - vi. A management official or other employee of the Sponsor, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct; or
 - vii. An authorized official of the Department of Justice or other law enforcement agency.

b. Investigation of Complaints

1. Submission of Complaint. A person who believes that they have been subjected to a reprisal prohibited by paragraph (a) of this Condition may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
2. Time Limitation for Submittal of a Complaint. A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
3. Required Actions of the Inspector General. Actions, limitations, and exceptions of the OIG's office are established under 41 U.S.C. § 4712(b).

c. Remedy and Enforcement Authority.

1. Assumption of Rights to Civil Remedy. Upon receipt of an explanation of a decision not to conduct or continue an investigation by the OIG, the person submitting a complaint assumes
2. the right to a civil remedy under 41 U.S.C. § 4712(c)(2).

26. **Prohibited Telecommunications and Video Surveillance Services and Equipment.** The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 § 889(f)(1)] and 2 CFR § 200.216.

27. **Critical Infrastructure Security and Resilience.** The Sponsor acknowledges that it has considered and addressed physical and cybersecurity and resilience in their project planning, design, and oversight, as determined by the DOT and the Department of Homeland Security (DHS). For airports that do not have specific DOT or DHS cybersecurity requirements, the FAA encourages the voluntary adoption of the cybersecurity requirements from the Transportation Security Administration and Federal Security Director identified for security risk Category X airports.
28. **Title VI of the Civil Rights Act.** As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21), the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities. This may include, as applicable, providing a current Title VI Program Plan and a Community Participation Plan (alternatively may be called a Public Participation Plan) to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is also required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin (including limited English proficiency), sex (including sexual orientation and gender identity), creed, age, disability, genetic information, or environmental justice in consideration for federal financial assistance. The Sponsor, who have not sufficiently demonstrated the conditions of compliance with civil rights requirements will be required to do so before receiving funds. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

SPECIAL CONDITIONS

29. **Protection of Runway Protection Zone - Airport Property.** The Sponsor agrees to prevent the erection or creation of any structure, place of public assembly, or other use in the Runway Protection Zone, as depicted on the Exhibit "A": Property Map, except for Navigational Aids (NAVAIDS) that are fixed by their functional purposes or any other structure permitted by the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the FAA.
30. **Protection of Runway Protection Zone - Easement.** The Sponsor, under the easement, agrees to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.
31. **Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:
- a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to any published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;
 - b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and
 - c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant and associated grants.
32. **Non-Federally Funded Work in Application.** The Sponsor understands and agrees that:
- a. The Project Application includes the planning and/or construction of nonpublic areas of the terminal that is not being funded with any Federal funding in this project;
 - b. Although the Sponsor has estimated a total project cost of \$8,835,483 the total allowable cost for purposes of determining Federal participation equals \$6,756,945
 - c. It must maintain separate accounting of cost records for Federally and non-Federally funded work;
 - d. All pertinent records supporting project costs must be made available for inspection and audit by the FAA when requested; and
 - e. All non-Federally funded work is the sole responsibility of the Sponsor.

33. **Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.
34. **Building BIL Proration.** For purposes of computing the United States' share of the allowable project costs of the project, the allowable cost of the public space of the terminal included in the project must not exceed 76 percent of the actual cost of the entire building.
35. **Leaded Fuel.** FAA Reauthorization Act of 2024 (P.L. 118-63) Section 770 "Grant Assurances" requires airports that made 100-octane low lead aviation gasoline (100LL) available, any time during calendar year 2022, to not prohibit or restrict the sale, or self-fueling, of such aviation gasoline. This requirement remains until the earlier of 2030, or the date on which the airport or any retail fuel seller at the airport makes available an FAA-authorized unleaded aviation gasoline replacement for 100LL meeting either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline as deemed appropriate by the Administrator. The Sponsor understands and agrees, that any violations are subject to civil penalties.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.¹

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**

Rodney N. Joel

(Signature)

Rodney N. Joel

(Typed Name)

(A) Director Central Region Airports E

(Title of FAA Official)

¹ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.²

Dated _____

Salina Airport Authority

(Name of Sponsor)

(Signature of Sponsor's Authorized Official)

By:

(Typed Name of Sponsor's Authorized Official)

Title:

(Title of Sponsor's Authorized Official)

² Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

CERTIFICATE OF SPONSOR’S ATTORNEY

I, _____, acting as Attorney for the Sponsor do hereby certify:

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Kansas . Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor’s official representative, who has been duly authorized to execute this Grant Agreement, which is in all respects due and proper and in accordance with the laws of the said State; the Infrastructure Investment and Jobs Act (Public Law 117-58) of 2021 referred to as the Bipartisan Infrastructure Law (BIL), Division J, Title VIII; and the representations contained in the Project Application. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.³

Dated this day of _____

By:

(Signature of State’s Attorney)

³ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.



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

Airports Division
Central Region
Iowa, Kansas, Missouri, Nebraska

FAA ACE-600
901 Locust
Kansas City, MO 64106

Mr. Pieter Miller
Deputy Director
Salina Airport Authority

Salina, KS

Dear Mr. Miller:

The Grant Offer for Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) Project No. 3-20-0072-053-2024 at Salina Regional Airport is attached for execution. This letter outlines the steps you must take to properly enter into this agreement and provides other useful information. Please read the conditions, special conditions, and assurances that comprise the grant offer carefully.

You may not make any modification to the text, terms or conditions of the grant offer.

Steps You Must Take to Enter Into Agreement. To properly enter into this agreement, you must do the following:

1. The governing body must give authority to execute the grant to the individual(s) signing the grant, i.e., the person signing the document must be the sponsor's authorized representative(s) (hereinafter "authorized representative").
2. The authorized representative must execute the grant by adding their electronic signature to the appropriate certificate at the end of the agreement.
3. Once the authorized representative has electronically signed the grant, the sponsor's attorney(s) will automatically receive an email notification.
4. On the **same day or after** the authorized representative has signed the grant, the sponsor's attorney(s) will add their electronic signature to the appropriate certificate at the end of the agreement.
5. If there are co-sponsors, the authorized representative(s) and sponsor's attorney(s) must follow the above procedures to fully execute the grant and finalize the process. Signatures must be obtained and finalized no later than August 30th.
6. The fully executed grant will then be automatically sent to all parties as an email attachment.

Payment. Subject to the requirements in 2 CFR § 200.305 (Federal Payment), each payment request for reimbursement under this grant must be made electronically via the Delphi eInvoicing System. Please see the attached Grant Agreement for more information regarding the use of this System.

Project Timing. The terms and conditions of this agreement require you to complete the project without undue delay and no later than the Period of Performance end date (1,460 days from the grant execution date). We will be monitoring your progress to ensure proper stewardship of these Federal funds. We expect you to submit payment requests for reimbursement of allowable incurred project expenses consistent with project progress. Your grant may be placed in "inactive" status if you do not make draws

on a regular basis, which will affect your ability to receive future grant offers. Costs incurred after the Period of Performance ends are generally not allowable and will be rejected unless authorized by the FAA in advance.

Reporting. Until the grant is completed and closed, you are responsible for submitting formal reports as follows:

- For all grants, you must submit by December 31st of each year this grant is open:
 1. A signed/dated SF-270 (Request for Advance or Reimbursement for non-construction projects) or SF-271 or equivalent (Outlay Report and Request for Reimbursement for Construction Programs), and
 2. An SF-425 (Federal Financial Report).
- For non-construction projects, you must submit [FAA Form 5100-140, Performance Report](#) within 30 days of the end of the Federal fiscal year.
- For construction projects, you must submit [FAA Form 5370-1, Construction Progress and Inspection Report](#), within 30 days of the end of each Federal fiscal quarter.

Audit Requirements. As a condition of receiving Federal assistance under this award, you must comply with audit requirements as established under 2 CFR part 200. Subpart F requires non-Federal entities that expend \$750,000 or more in Federal awards to conduct a single or program specific audit for that year. Note that this includes Federal expenditures made under other Federal-assistance programs. Please take appropriate and necessary action to ensure your organization will comply with applicable audit requirements and standards.

Closeout. Once the project(s) is completed and all costs are determined, we ask that you work with your FAA contact indicated below to close the project without delay and submit the necessary final closeout documentation as required by your Region/Airports District Office.

FAA Contact Information. Andrea McKinnie, Ph: (816) 329-2633, is the assigned program manager for this grant and is readily available to assist you and your designated representative with the requirements stated herein.

We sincerely value your cooperation in these efforts and look forward to working with you to complete this important project.

Sincerely,



Rodney N. Joel
Acting Director, Central Region Airports Division



U.S. Department
of Transportation
Federal Aviation
Administration

**FY 2024 AIRPORT INFRASTRUCTURE GRANT
GRANT AGREEMENT
Part I - Offer**

Federal Award Offer Date	_ August 13, 2024
Airport/Planning Area	Salina Regional
Airport Infrastructure Grant Number	3-20-0072-053-2024
Unique Entity Identifier	U52XQG5AF6N9

TO: **Salina Airport Authority, Kansas**
(herein called the "Sponsor") (For Co-Sponsors, list all Co-Sponsor names. The word "Sponsor" in this Grant Agreement also applies to a Co-Sponsor.)

FROM: **The United States of America** (acting through the Federal Aviation Administration, herein called the "FAA")

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated **July 19, 2024**, for a grant of Federal funds for a project at or associated with the **Salina Regional Airport** which is included as part of this Grant Agreement; and

WHEREAS, the FAA has approved a project for the **Salina Regional Airport** (herein called the "Project") consisting of the following:

Rehabilitate Runway 12/30 (6,510 ft x 100 ft, Mill and Overlay), Rehabilitate Runway 12/30 Edge Lighting, Reconstruct Runway 12/30 Lighted Guidance Signs and Remove Excess Pavement (Approximately 38,000 Sq Yd) - Construction Phase (35% of Project)

which is more fully described in the Project Application.

NOW THEREFORE, Pursuant to and for the purpose of carrying out, the Infrastructure Investment and Jobs Act (Public Law 117-58) of 2021 referred to as the Bipartisan Infrastructure Law (BIL); and the representations contained in the Project Application; and in consideration of: (a) the Sponsor's adoption and ratification of the Grant Assurances attached hereto; (b) the Sponsor's acceptance of this Offer; and (c) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurance and conditions as herein provided;

THE FEDERAL AVIATION ADMINISTRATION, FOR AND ON BEHALF OF THE UNITED STATES, HEREBY OFFERS AND AGREES to pay Ninety (90%) % of the allowable costs incurred accomplishing the Project as the United States share of the Project.

Assistance Listings Number (Formerly CFDA Number): 20.106

This Offer is made on and SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS:

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is **\$1,850,319.00**.

The following amounts represent a breakdown of the maximum obligation for the purpose of establishing allowable amounts for any future grant amendment, which may increase the foregoing maximum obligation of the United States under the provisions of 49 U.S.C. § 47108(b):

\$0 for planning

\$1,850,319.00 for airport development or noise program implementation; and,

\$0 for land acquisition.

2. **Grant Performance.** This Grant Agreement is subject to the following Federal award requirements:

a. Period of Performance:

1. Shall start on the date the Sponsor formally accepts this Agreement and is the date signed by the last Sponsor signatory to the Agreement. The end date of the Period of Performance is 4 years (1,460 calendar days) from the date of acceptance. The Period of Performance end date shall not affect, relieve, or reduce Sponsor obligations and assurances that extend beyond the closeout of this Grant Agreement.
2. Means the total estimated time interval between the start of an initial Federal award and the planned end date, which may include one or more funded portions or budget periods. (2 Code of Federal Regulations (CFR) § 200.1).

b. Budget Period:

1. For this Grant is 4 years (1,460 calendar days) and follows the same start and end date as the Period of Performance provided in paragraph (2)(a)(1). Pursuant to 2 CFR § 200.403(h), the Sponsor may charge to the Grant only allowable costs incurred during the Budget Period. Eligible project-related costs incurred on or after November 15, 2021 that comply with all Federal funding procurement requirements and FAA standards are allowable costs.
2. Means the time interval from the start date of a funded portion of an award to the end date of that funded portion during which the Sponsor is authorized to expend the funds awarded, including any funds carried forward or other revisions pursuant to 2 CFR § 200.308.

c. Close Out and Termination

1. Unless the FAA authorizes a written extension, the Sponsor must submit all Grant closeout documentation and liquidate (pay-off) all obligations incurred under this award no later than 120 calendar days after the end date of the Period of Performance. If the Sponsor does not submit all required closeout documentation within this time period, the FAA will proceed to close out the grant within one year of the Period of Performance end date with the information available at the end of 120 days. (2 CFR § 200.344).
2. The FAA may terminate this Grant, in whole or in part, in accordance with the conditions set forth in 2 CFR § 200.340, or other Federal regulatory or statutory authorities as applicable.

3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** The Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with 49 U.S.C. § 47109, the regulations, policies, and procedures of the Secretary of Transportation ("Secretary"), and any superseding legislation. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this Agreement, BIL (Public Law 117-58), and the regulations, and the Secretary of Transportation's ("Secretary's") policies and procedures. Per 2 CFR § 200.308, the Sponsor agrees to report and request prior FAA approval for any disengagement from performing the project that exceeds three months or a 25 percent reduction in time devoted to the project. The report must include a reason for the project stoppage. The Sponsor also agrees to comply with the grant assurances, which are part of this Agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before **August 30, 2024**, or such subsequent date as may be prescribed in writing by the FAA.
9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this Grant Agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor must obtain the approval of the Secretary as to any determination of the amount of the Federal share of such funds. The Sponsor must return the recovered Federal share, including funds recovered by settlement, order, or judgment, to the Secretary. The Sponsor must furnish to the Secretary, upon request, all documents and records pertaining to the determination of the amount of the Federal share or to any settlement, litigation, negotiation, or other efforts taken to recover such funds. All settlements or other final positions of the Sponsor, in court or otherwise, involving the recovery of such Federal share require advance approval by the Secretary.
10. **United States Not Liable for Damage or Injury.** The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this Grant Agreement.
11. **System for Award Management (SAM) Registration and Unique Entity Identifier (UEI).**
 - a. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR § 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this Grant, or receives the final payment, whichever is later. This requires that the Sponsor review

and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).

- b. Unique entity identifier (UEI) means a 12-character alpha-numeric value used to identify a specific commercial, nonprofit or governmental entity. A UEI may be obtained from SAM.gov at <https://sam.gov/content/entity-registration>.

12. Electronic Grant Payment(s). Unless otherwise directed by the FAA, the Sponsor must make each payment request under this Agreement electronically via the Delphi eInvoicing System for Department of Transportation (DOT) Financial Assistance Awardees.

13. Informal Letter Amendment of BIL Projects. If, during the life of the project, the FAA determines that the maximum grant obligation of the United States exceeds the expected needs of the Sponsor by \$25,000 or five percent (5%), whichever is greater, the FAA can issue a letter amendment to the Sponsor unilaterally reducing the maximum obligation.

The FAA can, subject to the availability of Federal funds, also issue a letter to the Sponsor increasing the maximum obligation if there is an overrun in the total actual eligible and allowable project costs to cover the amount of the overrun provided it will not exceed the statutory limitations for grant amendments. The FAA's authority to increase the maximum obligation does not apply to the "planning" component of Condition No. 1, Maximum Obligation.

The FAA can also issue an informal letter amendment that modifies the grant description to correct administrative errors or to delete work items if the FAA finds it advantageous and in the best interests of the United States.

An informal letter amendment has the same force and effect as a formal grant amendment.

14. Air and Water Quality. The Sponsor is required to comply with all applicable environmental quality standards, as further defined in the Grant Assurances, for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this Grant Agreement.

15. Financial Reporting and Payment Requirements. The Sponsor will comply with all Federal financial reporting requirements and payment requirements, including submittal of timely and accurate reports.

16. Buy American. Unless otherwise approved in advance by the FAA, in accordance with 49 U.S.C. § 50101, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured goods produced outside the United States to be used for any project for which funds are provided under this Grant. The Sponsor will include a provision implementing Buy American in every contract and subcontract awarded under this Grant.

17. Build America, Buy American. The Sponsor must comply with the requirements under the Build America, Buy America Act (Public Law 117-58).

18. Maximum Obligation Increase. In accordance with 49 U.S.C. § 47108(b)(3), as amended, the maximum obligation of the United States, as stated in Condition No. 1, Maximum Obligation, of this Grant:

- a. May not be increased for a planning project;
- b. May be increased by not more than 15 percent for development projects if funds are available;

- c. May be increased by not more than the greater of the following for a land project, if funds are available:
 1. 15 percent; or
 2. 25 percent of the total increase in allowable project costs attributable to acquiring an interest in the land.

If the Sponsor requests an increase, any eligible increase in funding will be subject to the United States Government share as provided in BIL (Public Law 117-58), or other superseding legislation if applicable, for the fiscal year appropriation with which the increase is funded. The FAA is not responsible for the same Federal share provided herein for any amount increased over the initial grant amount. The FAA may adjust the Federal share as applicable through an informal letter of amendment.

19. Audits for Sponsors. The Sponsor must provide for a Single Audit or program-specific audit in accordance with 2 CFR Part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Upon request of the FAA, the Sponsor shall provide one copy of the completed audit to the FAA. Sponsors that expend less than \$750,000 in Federal awards and are exempt from Federal audit requirements must make records available for review or audit by the appropriate Federal agency officials, State, and Government Accountability Office. The FAA and other appropriate Federal agencies may request additional information to meet all Federal audit requirements.

20. Suspension or Debarment. When entering into a "covered transaction" as defined by 2 CFR § 180.200, the Sponsor must:

- a. Verify the non-Federal entity is eligible to participate in this Federal program by:
 1. Checking the Responsibility/Qualification records in the Federal Awardee Performance and Integrity Information System (FAPIS) as maintained within the System for Award Management (SAM) to determine if the non-Federal entity is excluded or disqualified; or
 2. Collecting a certification statement from the non-Federal entity attesting they are not excluded or disqualified from participating; or
 3. Adding a clause or condition to covered transactions attesting the individual or firm are not excluded or disqualified from participating.
- b. Require prime contractors to comply with 2 CFR § 180.330 when entering into lower-tier transactions with their contractors and sub-contractors.
- c. Immediately disclose in writing to the FAA whenever (1) the Sponsor learns they have entered into a covered transaction with an ineligible entity or (2) the Public Sponsor suspends or debar a contractor, person, or entity.

21. Ban on Texting While Driving.

- a. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.

2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - i. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - ii. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
- b. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts, and subcontracts funded with this Grant.

22. Trafficking in Persons.

- a. *Posting of contact information.*
 1. The Sponsor must post the contact information of the national human trafficking hotline (including options to reach out to the hotline such as through phone, text, or TTY) in all public airport restrooms.
- b. *Provisions applicable to a recipient that is a private entity.*
 1. You as the recipient, your employees, subrecipients under this Grant, and subrecipients' employees may not:
 - i. Engage in severe forms of trafficking in persons during the period of time that the Grant and applicable conditions are in effect;
 - ii. Procure a commercial sex act during the period of time that the Grant and applicable conditions are in effect; or
 - iii. Use forced labor in the performance of the Grant or any subgrants under this Grant.
 2. We as the Federal awarding agency, may unilaterally terminate this Grant, without penalty, if you or a subrecipient that is a private entity –
 - i. Is determined to have violated a prohibition in paragraph (a) of this Grant Condition; or
 - ii. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated a prohibition in paragraph (a) of this Grant Condition through conduct that is either –
 - a) Associated with performance under this Grant; or
 - b) Imputed to you or the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, "OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," as implemented by our agency at 2 CFR Part 1200.
- c. *Provision applicable to a recipient other than a private entity.* We as the Federal awarding agency may unilaterally terminate this Grant, without penalty, if a subrecipient that is a private entity –
 1. Is determined to have violated an applicable prohibition in paragraph (a) of this Grant Condition; or

2. Has an employee who is determined by the agency official authorized to terminate the Grant to have violated an applicable prohibition in paragraph (a) of this Grant Condition through conduct that is either –
 - i. Associated with performance under this Grant; or
 - ii. Imputed to the subrecipient using the standards and due process for imputing the conduct of an individual to an organization that are provided in 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement),” as implemented by our agency at 2 CFR Part 1200.
- d. *Provisions applicable to any recipient.*
1. You must inform us immediately of any information you receive from any source alleging a violation of a prohibition in paragraph (a) of this Grant Condition.
 2. Our right to terminate unilaterally that is described in paragraph (a) or (b) of this Grant Condition:
 - i. Implements section 106(g) of the Trafficking Victims Protection Act of 2000 (TVPA), as amended [22 U.S.C. § 7104(g)], and
 - ii. Is in addition to all other remedies for noncompliance that are available to us under this Grant.
 3. You must include the requirements of paragraph (a) of this Grant Condition in any subgrant you make to a private entity.
- e. *Definitions.* For purposes of this Grant Condition:
1. “Employee” means either:
 - i. An individual employed by you or a subrecipient who is engaged in the performance of the project or program under this Grant; or
 - ii. Another person engaged in the performance of the project or program under this Grant and not compensated by you including, but not limited to, a volunteer or individual whose services are contributed by a third party as an in-kind contribution toward cost sharing or matching requirements.
 2. “Forced labor” means labor obtained by any of the following methods: the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.
 3. “Private entity”:
 - i. Means any entity other than a State, local government, Indian tribe, or foreign public entity, as those terms are defined in 2 CFR § 175.25.
 - ii. Includes:
 - a) A nonprofit organization, including any nonprofit institute of higher education, hospital, or tribal organization other than one included in the definition of Indian tribe at 2 CFR § 175.25(b).
 - b) A for-profit organization.

4. “Severe forms of trafficking in persons,” “commercial sex act,” and “coercion” have the meanings given at section 103 of the TVPA, as amended (22 U.S.C. § 7102).

23. BIL Funded Work Included in a PFC Application. Within **120** days of acceptance of this Grant Agreement, the Sponsor must submit to the FAA an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this Grant Agreement as described in the project application. The airport sponsor may not make any expenditure under this Grant Agreement until project work addressed under this Grant Agreement is removed from an approved PFC application by amendment.

24. Exhibit “A” Property Map. The Exhibit “A” Property Map dated **June 01, 2014**, is incorporated herein by reference or is submitted with the project application and made part of this Grant Agreement.

25. Employee Protection from Reprisal.

a. Prohibition of Reprisals

1. In accordance with 41 U.S.C. § 4712, an employee of a Sponsor, grantee, subgrantee, contractor, or subcontractor may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (a)(2) below, information that the employee reasonably believes is evidence of:
 - i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
2. Persons and bodies covered — The persons and bodies to which a disclosure by an employee is covered are as follows:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal employee responsible for contract or grant oversight or management at the relevant agency;
 - v. A court or grand jury;
 - vi. A management official or other employee of the Sponsor, contractor, or subcontractor who has the responsibility to investigate, discover, or address misconduct; or
 - vii. An authorized official of the Department of Justice or other law enforcement agency.

b. Investigation of Complaints.

1. Submission of Complaint. A person who believes that they have been subjected to a reprisal prohibited by paragraph (a) of this Condition may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
2. Time Limitation for Submittal of a Complaint. A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
3. Required Actions of the Inspector General. Actions, limitations, and exceptions of the OIG’s office are established under 41 U.S.C. § 4712(b).

c. Remedy and Enforcement Authority.

1. Assumption of Rights to Civil Remedy. Upon receipt of an explanation of a decision not to conduct or continue an investigation by the OIG, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c)(2).

26. Prohibited Telecommunications and Video Surveillance Services and Equipment. The Sponsor agrees to comply with mandatory standards and policies relating to use and procurement of certain telecommunications and video surveillance services or equipment in compliance with the National Defense Authorization Act [Public Law 115-232 § 889(f)(1)] and 2 CFR § 200.216.

27. Title VI of the Civil Rights Act. As a condition of a grant award, the Sponsor shall demonstrate that it complies with the provisions of Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d et seq) and implementing regulations (49 CFR part 21), the Airport and Airway Improvement Act of 1982 (49 U.S.C. § 47123), the Age Discrimination Act of 1975 (42 U.S.C. 6101 et seq.), Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 et seq.), the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.), U.S. Department of Transportation and Federal Aviation Administration (FAA) Assurances, and other relevant civil rights statutes, regulations, or authorities. This may include, as applicable, providing a current Title VI Program Plan and a Community Participation Plan (alternatively may be called a Public Participation Plan) to the FAA for approval, in the format and according to the timeline required by the FAA, and other information about the communities that will be benefited and impacted by the project. A completed FAA Title VI Pre-Grant Award Checklist is also required for every grant application, unless excused by the FAA. The Sponsor shall affirmatively ensure that when carrying out any project supported by this grant that it complies with all federal nondiscrimination and civil rights laws based on race, color, national origin (including limited English proficiency), sex (including sexual orientation and gender identity), creed, age, disability, genetic information, or environmental justice in consideration for federal financial assistance. The Sponsor, who have not sufficiently demonstrated the conditions of compliance with civil rights requirements will be required to do so before receiving funds. The Department's and FAA's Office of Civil Rights may provide resources and technical assistance to recipients to ensure full and sustainable compliance with Federal civil rights requirements. Failure to comply with civil rights requirements will be considered a violation of the agreement or contract and be subject to any enforcement action as authorized by law.

SPECIAL CONDITIONS

- 28. Leaded Fuel.** FAA Reauthorization Act of 2024 (P.L. 118-63) Section 770 “Grant Assurances” requires airports that made 100-octane low lead aviation gasoline (100LL) available, any time during calendar year 2022, to not prohibit or restrict the sale, or self-fueling, of such aviation gasoline. This requirement remains until the earlier of 2030, or the date on which the airport or any retail fuel seller at the airport makes available an FAA-authorized unleaded aviation gasoline replacement for 100LL meeting either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline as deemed appropriate by the Administrator. The Sponsor understands and agrees, that any violations are subject to civil penalties.
- 29. Airport - Owned Visual or Electronic Navigation Aids in Project.** The Sponsor agrees that it will:
- a. Provide for the continuous operation and maintenance of any navigational aid funded under this Grant Agreement during the useful life of the equipment;
 - b. Prior to commissioning, assure the equipment meets the FAA’s standards; and
 - c. Remove, relocate, lower, mark, or light each obstruction to obtain a clear approach as indicated in the 14 CFR Part 77 aeronautical survey.
- 30. Pavement Maintenance Management Program.** The Sponsor agrees that it will implement an effective airport pavement maintenance management program as required by Airport Sponsor Grant Assurance 11, Pavement Preventive Maintenance-Management, which is codified at 49 U.S.C. § 47105(e). The Sponsor agrees that it will use the program for the useful life of any pavement constructed, reconstructed, rehabilitated, or repaired with Federal financial assistance at the airport. The Sponsor further agrees that the program will:
- a. Follow the current version of FAA Advisory Circular 150/5380-6, “Guidelines and Procedures for Maintenance of Airport Pavements,” for specific guidelines and procedures for maintaining airport pavements, establishing an effective maintenance program, specific types of distress and its probable cause, inspection guidelines, and recommended methods of repair;
 - b. Detail the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed;
 - c. Include a Pavement Inventory, Inspection Schedule, Record Keeping, Information Retrieval, and Reference, meeting the following requirements:
 1. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:
 - i. Location of all runways, taxiways, and aprons;
 - ii. Dimensions;
 - iii. Type of pavement; and,
 - iv. Year of construction or most recent major reconstruction, rehabilitation, or repair.
 2. Inspection Schedule.
 - i. Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in the current version of Advisory Circular 150/5380-6, the frequency of inspections may be extended to three years.

- ii. Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition. For drive-by inspections, the date of inspection and any maintenance performed must be recorded.
- 3. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The type of distress, location, and remedial action, scheduled or performed, must be documented. The minimum information is:
 - a. Inspection date;
 - b. Location;
 - c. Distress types; and
 - d. Maintenance scheduled or performed.
- 4. Information Retrieval System. The Sponsor must be able to retrieve the information and records produced by the pavement survey to provide a report to the FAA as may be required.

31. Project Containing Paving Work in Excess of \$500,000. The Sponsor agrees to:

- a. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:
 - 1. The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;
 - 2. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;
 - 3. Procedures for determining that the testing laboratories meet the requirements of the ASTM International standards on laboratory evaluation referenced in the contract specifications (i.e., ASTM D 3666, ASTM C 1077);
 - 4. Qualifications of engineering supervision and construction inspection personnel;
 - 5. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and
 - 6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.
 - 7. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed; highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.
 - i. Failure to provide a complete report as described above, or failure to perform such tests, will, absent any compelling justification, result in a reduction in Federal

participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the Grant Agreement.

- ii. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.

- 32. Maintenance Project Life.** The Sponsor agrees that pavement maintenance is limited to those aircraft pavements that are in sufficiently sound condition that they do not warrant more extensive work, such as reconstruction or overlays in the immediate or near future. The Sponsor further agrees that Airport Improvement Program (AIP), Airport Infrastructure Grant (AIG), or supplemental appropriation, funding for the pavements maintained under this project will not be requested for more substantial type rehabilitation (more substantial than periodic maintenance) for a 5-year period following the completion of this project unless the FAA determines that the rehabilitation or reconstruction is required for safety reasons.
- 33. Protection of Runway Protection Zone - Airport Property.** The Sponsor agrees to prevent the erection or creation of any structure, place of public assembly, or other use in the Runway Protection Zone, as depicted on the Exhibit "A": Property Map, except for Navigational Aids (NAVAIDS) that are fixed by their functional purposes or any other structure permitted by the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the FAA.
- 34. Protection of Runway Protection Zone - Easement.** The Sponsor, under the easement, agrees to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.
- 35. Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA's approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:
- a. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to published FAA airport development grant standards or to notify the FAA of any limitations to competition within the project;
 - b. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and
 - c. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under this Grant and associated grants.
- 36. Buy American Executive Orders.** The Sponsor agrees to abide by applicable Executive Orders in effect at the time this Grant Agreement is executed, including Executive Order 14005, Ensuring the Future Is Made in All of America by All of America's Workers.

- 37. Usable Unit of Development.** The FAA and the sponsor agree this grant only funds a portion of the overall project. The FAA makes no commitment of funding beyond what is provided herein. In accepting this award, the airport Sponsor understands and agrees that the work described in this Grant Agreement must be incorporated into a safe, useful, and usable unit of development completed within a reasonable timeframe [49 USC § 47106(a)(4)]. This safe, useful, usable unit of development must be completed regardless of whether the Sponsor receives any additional federal funding.
- 38. Lighting.** The Sponsor must operate and maintain the lighting system during the useful life of the system in accordance with applicable FAA standards.

The Sponsor's acceptance of this Offer and ratification and adoption of the Project Application incorporated herein shall be evidenced by execution of this instrument by the Sponsor, as hereinafter provided, and this Offer and Acceptance shall comprise a Grant Agreement, constituting the contractual obligations and rights of the United States and the Sponsor with respect to the accomplishment of the Project and compliance with the Grant Assurances, terms, and conditions as provided herein. Such Grant Agreement shall become effective upon the Sponsor's acceptance of this Offer.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.¹

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**



(Signature)

Rodney N. Joel

(Typed Name)

**Acting Director, Central Region Airports
Division**

(Title of FAA Official)

¹ Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

Part II - Acceptance

The Sponsor does hereby ratify and adopt all assurances, statements, representations, warranties, covenants, and agreements contained in the Project Application and incorporated materials referred to in the foregoing Offer, and does hereby accept this Offer and by such acceptance agrees to comply with all of the Grant Assurances, terms, and conditions in this Offer and in the Project Application.

Please read the following information: By signing this document, you are agreeing that you have reviewed the following consumer disclosure information and consent to transact business using electronic communications, to receive notices and disclosures electronically, and to utilize electronic signatures in lieu of using paper documents. You are not required to receive notices and disclosures or sign documents electronically. If you prefer not to do so, you may request to receive paper copies and withdraw your consent at any time.

I declare under penalty of perjury that the foregoing is true and correct.²

Dated |

Salina Airport Authority

.....
(Name of Sponsor)

.....
(Signature of Sponsor's Authorized Official)

By:

.....
(Typed Name of Sponsor's Authorized Official)

Title:

.....
(Title of Sponsor's Authorized Official)

² Knowingly and willfully providing false information to the Federal government is a violation of 18 U.S.C. § 1001 (False Statements) and could subject you to fines, imprisonment, or both.

FIRST ADDENDUM TO LEASE AGREEMENT

This First Addendum to Lease Agreement made and entered into this 15 day of August 2024, by and between the **SALINA AIRPORT AUTHORITY** of Salina, Saline County, Kansas, (the "Authority"), and **DAVID PERSIGEHL**, of Saline County, Kansas, ("the Lessee"), WITNESSETH:

Recitals

A. David Persigehl been a long-term agricultural producer and tenant farmer of the Authority.

B. The Authority and Lessee entered into a Lease Agreement dated December 9, 2022 (the "Lease") for approximately 115.74 acres located at the Salina Regional Airport ("Airport") within the City of Salina, Saline County, Kansas, (the "Premises").

C. The Authority has an immediate Airport need for Tract 1A for industrial development that includes the construction of an interior road and utility network, consisting of 76.17 acres under the Lease.

D. Now therefore, the parties desire to amend the Lease to remove Tract 1A from the Leasehold Premises effective November 1, 2024. subject to the terms and conditions as set forth herein.

THE PARTIES therefore covenant and agree:

1. The Premises of the Lease is amended as follows effective November 1, 2024:

That the Authority, in consideration of the rents, covenants, agreements, and conditions herein stipulated to be paid and performed by the Lessee does hereby let and lease unto the Lessee the following described premises, to wit:

Approximately 39.57 acres located at the Salina Regional Airport in the Schilling Subdivision to the City of Salina, Saline County, Kansas (FSA Farm #7262) as further depicted on the attached Exhibit A.

together with the appurtenances thereto (the "Premises").

2. Other Terms. All of the terms and conditions of the Lease, except as amended by this Addendum, are hereby ratified and shall be in full force and effect.

3. Binding Effect. This agreement shall be binding upon the heirs, beneficiaries, personal representatives, successors, and assigns of the respective parties to this agreement

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

SALINA AIRPORT AUTHORITY

Date _____

By: _____
Stephanie Carlin
Chair

ATTEST

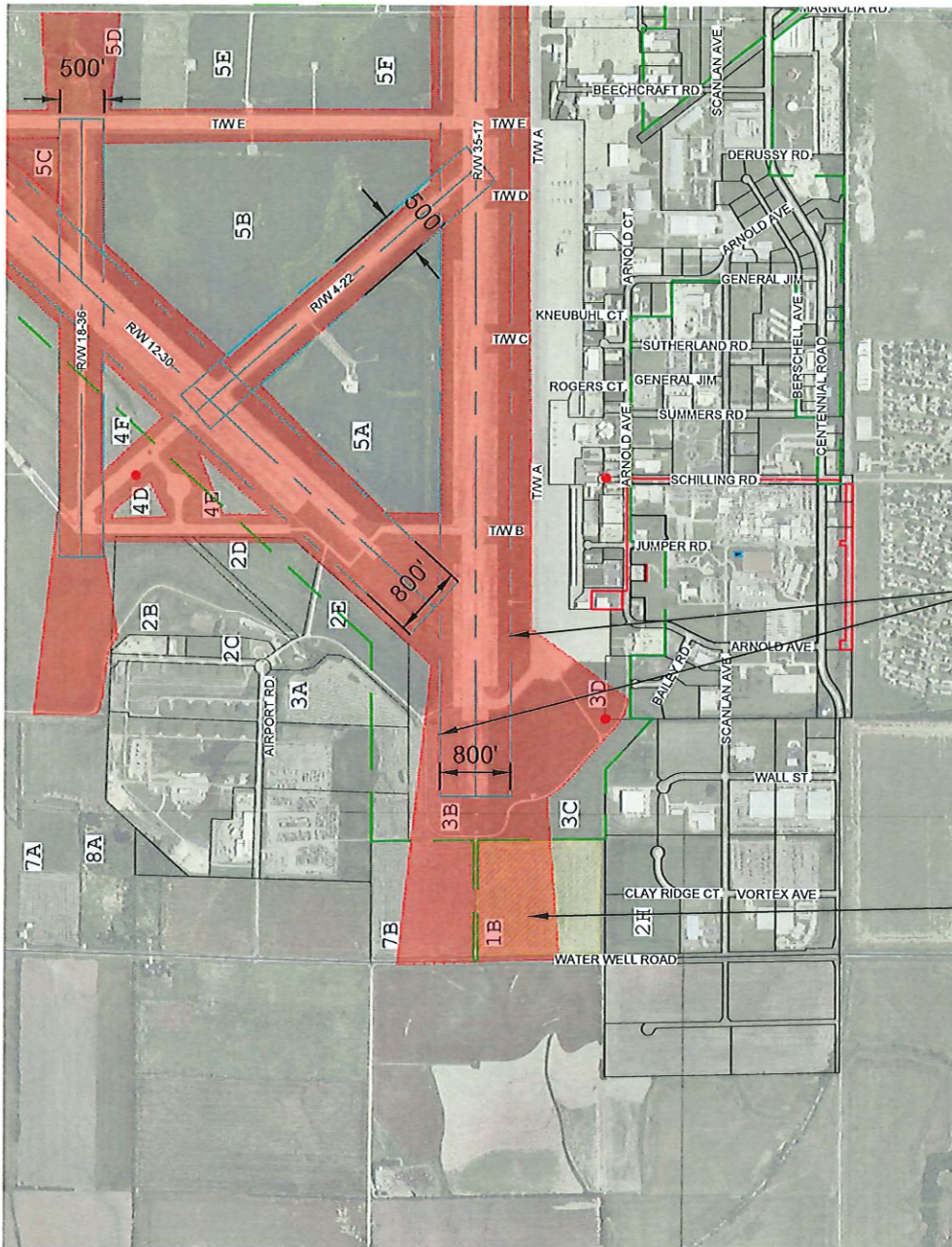
Date _____

By: _____
Kasey Windhorst, Board Clerk

DAVID PERSIGEHL

Dated 8-15-24

By: David Persigehl



Crops cannot be planted within these limits.

David Persigehl
1B 39.57

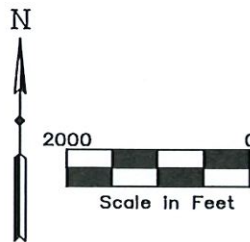
Note:
Any crops cut within these safety areas shall be bailed and stored outside the safety area boundary's but remain within the leasehold boundary.

Unless you're passing through the gate do not leave any gates unlocked or in the open position at any time.

Crop Clearance From Runway Centerlines

17-35 & 12-30
400' from center of Runway each way
1,000' from each end of Runway

4-22 & 18-36
250' from center of Runway each way
300' from each end of Runway



Drawing Number 1510(4)-08-24



3237 ARNOLD, SALINA, KS 67401
(785-827-3914 FAX: 785-827-2221)
None : REVISIONS
MWC : DESIGNED BY
MWC : DRAWN BY
1" = 2000' : SCALE
08/14/24, 17/15 : DATE

SALINA AIRPORT AUTHORITY
David Persigehl Farm Grounds Exhibit A

1
OF
1

DATE: August 16, 2024
TO: Pieter Miller
FROM: Maynard Cunningham
SUBJECT: August 21, 2024, SAA Regular Board Meeting

Facilities and Construction Notes

New Projects

- **PH305 (SLN Fuel Facility Decommissioning and UST Removal)** – A pre-bid site visit was conducted August 12 and bids are due September 12 for decommissioning and removal of the existing PH305 and underground storage tanks.
- **Building 412(Century Business Systems) and Building 620(Universal Forest Products) New Doors** – Four new exterior hollow metal doors and frames have been ordered for B412, and two new doors and frames have been ordered for B620. The doors will be installed to replace existing doors that do not operate properly or cannot be repaired. Doors are scheduled to arrive in September.

Current Projects

- **Hangar 606 (1Vision Aviation) Storm Damage** – Resulting from the reported 100 mph wind gusts on May 19, 2024, a bottom chord and bracing in two of the arched roof trusses at Hangar 606 were damaged. MKEC engineers provided a repair proposal for review. Hutton is reviewing to provide a cost proposal and schedule. Multiple proposals may be required. The hangar space is occupiable awaiting repairs.
- **M.J. Kennedy Air Terminal Building Renovation & Expansion** – One bid was received July 24 for the terminal building renovation and expansion. The grant application was submitted to the FAA on July 31, 2024. A grant offer for the Bipartisan Infrastructure Law (BIL) - Airport Terminal Program Grant (ATP) was received August 13 and will be included for consideration at this week's board meeting.
- **M.J. Kennedy Air Terminal Parking Lot Rehabilitation & Expansion AIP 54 (Design)** – 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. An updated engineering contract and independent fee estimates have been submitted to the FAA for review.
- **Lavatory Cart Station (Avflight & Skywest) Design** – Earles Engineering has provided a preliminary plan for the new lavatory cart station site located adjacent to the general aviation restrooms. Plans were provided to several contractors for review and SAA is awaiting receipt of the remaining proposals. The existing station located near Hangar 509 will be removed.
- **Hangar 606/626 (1Vision Aviation & AIM) Parking Lot Design** - Earles Engineering was selected to design a parking area south of Hangar 626 to provide parking for 1 Vision Aviation and AIM Center personnel and allow access through secure pedestrian gate entrances. SAA received preliminary plans and forwarded them to several contractors for review. Proposals have been received and will be considered in this week's meeting.

- **Aviation Innovation & Maintenance (AIM) Center of Excellence at SLN (Hangar 626, Room 111)** – Hutton and its subcontractors continue work on renovations of Room 111 and AIM Center improvements in Hangar 626. Interior drywall is complete, and the painters are nearing completion. The east entrance vestibule is framed, and roofers were covering that area last week. Window frames have been installed in the exterior walls of the room. Renovations are scheduled for completion in September 2024.



- **Runway 12/30 AIP-48** – Rehabilitation of Runway 12/30 includes asphalt mill and overlay, edge lighting, lighted guidance signs, and removal of portions of excess pavement. A grant offer for Bipartisan Infrastructure Law (BIL) Airport Infrastructure Grant (AIG) funding was received August 13 and will be included for consideration at this week’s board meeting.

- **PH305 (SLN Fuel Facility Construction) AIP 49** – Fuel tanks have been placed and American Environmental employees are constructing catwalks and connecting pipes. The equipment pad area is being prepared for concrete scheduled to be placed August 20. Pump skids will be installed after the concrete has been placed. The schedule for the new fuel facility to be operational is early October.



Special Projects

- **Schilling Project Environmental Remediation**
 - **Plume B Excavation** – Excavation of Plume B near Building 614 as part of the Schilling environmental remediation project started August 6. The excavation includes approximately 8200 cubic yards of soil.
 - **Directed Groundwater Recirculation System (DGRS)** – Comments have been submitted to Ollsen after reviewing the design report and 30% plans for the DGRS. A site walk through is tentatively scheduled on October 2, 2024 to review property updates and development since the project design began.
- **H959 (1 Vision Aviation)** – Air Discharge Analysis – Dragun and partner Environmental Partners met with 1 Vision and SAA personnel to review aircraft painting project information and tour 1 Vision sites on May 28, 2024. 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

- **General Aviation Hangars (C-Hangars)** – The general aviation C-Hangars have been completed. Tenants were able to pick up keys and some started moving items into their hangars on August 1.
- **Hangar 509 (Short Term Lease Space)** – SAA personnel completed work on the west restroom renovations in Hangar 509.

DATE: August 16, 2024

TO: Pieter Miller, Executive Director

FROM: David Sorell

SUBJECT: August Board Meeting Update

Airport Operations:

During the month of August, Operations, ARFF, and maintenance staff completed their biennial First Aid, CPR, AED training. This training will certify them for the next two years.

First aid, CPR (cardiopulmonary resuscitation), and AED (automated external defibrillator) training are crucial for several reasons:



1. **Life-Saving Skills:** Knowing how to perform CPR and use an AED can be the difference between life and death in emergencies involving cardiac arrest. These skills can help maintain blood flow to vital organs until professional help arrives.
2. **Immediate Response:** Emergencies can happen anywhere and at any time. Training ensures that individuals are prepared to act quickly and effectively, providing immediate assistance while waiting for emergency services.
3. **Confidence in Handling Emergencies:** Training helps reduce panic and hesitation during emergencies. Knowing what to do and how to do it boosts confidence and effectiveness when responding to incidents.
4. **Prevention of Further Injury:** First aid training teaches individuals how to manage injuries and medical conditions until professional help arrives. This can prevent further harm and complications, improving the overall outcome for the victim.
5. **Enhanced Safety in Communities:** When more people are trained in these skills, the overall safety of communities increases. Trained individuals can assist in a variety of situations, from minor injuries to major emergencies.

6. **Workplace and Public Safety:** Many workplaces and public spaces require or recommend that employees and visitors have first aid, CPR, and AED training. This ensures a safer environment and helps meet legal and safety requirements.
7. **Health Education:** Training often includes information on recognizing symptoms of common medical emergencies, such as heart attacks and strokes, and provides knowledge on how to respond appropriately.

Overall, first aid, CPR, and AED training equip individuals with critical skills to save lives, prevent injuries, and provide effective care in emergencies, making it an essential part of community health and safety.

Maintenance:

On July 31st the airport experienced 93 mph winds during the storm that hit Salina, causing extensive damage to the terminal roof. The maintenance department spent the following week replacing ceiling tiles, removing tree debris, and getting hangar doors back on their tracks at the A/B hangars.

During and after the storm airport employees on duty will drive the flight line, monitor airfield conditions and document damage. Being proactive can limit the damage to buildings by shutting doors that may have blown open or covering windows that may have been broken.



DATE: August 15, 2024
TO: Pieter Miller, Executive Director
FROM: Kasey L. Windhorst
SUBJECT: August Board Meeting Update

Airport Certification Manual (ACM)

The Salina Airport Authority (SAA) staff recently completed updates to the SLN Airport Certification Manual (ACM). These revisions were primarily driven by the addition of airport operations and ARFF communication procedures in the event of unplanned and/or immediate closure during normal hours of operations. Additional revisions were a result of recent staff changes within the organization. The Federal Aviation Administration (FAA) reviewed and approved the proposed revisions, ensuring that the ACM remains up-to-date and in compliance with all necessary regulations. This update reflects SAA's commitment to maintaining the highest standards of safety and operational excellence at Salina Regional Airport.

Airport Security Plan (ASP)

In addition to updating the Airport Certification Manual (ACM), the Salina Airport Authority (SAA) also made necessary revisions to the Airport Security Plan (ASP) due to recent staffing changes. The updates to the ASP are currently pending approval by the Transportation Security Administration (TSA). These changes reflect SAA's ongoing commitment to ensuring that Salina Regional Airport continues to meet stringent safety and security standards. This demonstrates SAA's dedication to maintaining robust operational protocols and a secure environment at the airport.

Employee Training

Salina Airport Authority (SAA) staff recently completed training on the new Clean Agent Fire Suppression System installed at Hangar H626, in collaboration with employees from 1 Vision Aviation. This advanced fire protection system, the first of its kind at a Kansas airport, is designed to extinguish fires rapidly and effectively while minimizing damage to aircraft, sensitive equipment, and the environment. The system uses a super-cooling chemical compound that leaves no residue and is non-toxic, ensuring the safety of both personnel and assets.

The training, which focused on the operation and management of this state-of-the-art system, is crucial for ensuring that SAA and 1 Vision Aviation staff are prepared to respond swiftly and effectively in the event of a fire emergency. The clean agent system is activated by smoke or heat detection, automatically releasing the fire suppressant to quickly contain and extinguish potential fires.

Upcoming Events

2024 U.S. National Aerobatic Championships

The Salina Airport Authority (SAA) is collaborating with the International Aerobatic Club (IAC) to host the prestigious 2024 U.S. National Aerobatic Championships at Salina Regional Airport from September 22-27, 2024. This exciting event will take place at Hangar 509, located at 2734 Arnold Court, and will bring together some of the nation's top aerobatic pilots to compete for national titles.

Spectators are welcome to view all flight competitions from Fossett Plaza at 2035 Beechcraft Road, providing a unique opportunity for the public to witness the high-flying action up close. The event will feature a variety of aerobatic categories, with the first official contest flights tentatively scheduled to begin at 2:00 PM on September 22nd, focusing on the Advanced category.

The official contest schedule, detailing all the events and timings, will be released later this month and will be available on the IAC website at [IAC Nationals](#). This collaboration between SAA and IAC highlights Salina Regional Airport's ongoing commitment to supporting aviation events that attract both participants and spectators from across the country. The U.S. National Aerobatic Championships are a key event in the aerobatic calendar, and hosting it at Salina Regional Airport reinforces the airport's role as a premier venue for major aviation competitions.

KS Apprenticeship Summit

Salina Airport Authority (SAA) and the Kansas Department of Commerce (KDC) are teaming up to host the Kansas Apprenticeship Summit at Salina Regional Airport in November 2024. This significant event will bring together industry leaders, educators, and policymakers to discuss the future of apprenticeships and workforce development in Kansas.

The summit will focus on expanding apprenticeship opportunities in key sectors such as aviation, manufacturing, and technology. With the aviation industry being a critical part of Salina's economy, the event at Salina Regional Airport underscores the importance of aligning workforce training with industry needs.

Participants can expect a series of workshops, panel discussions, and networking opportunities designed to foster collaboration between businesses, educational institutions, and government agencies. The summit aims to create more pathways for Kansans to enter high-demand careers through apprenticeship programs, ultimately strengthening the state's economy.

This partnership between SAA and KDC highlights the commitment to workforce development in Kansas, ensuring that the state remains competitive in the rapidly evolving job market. The Salina Regional Airport, with its strong ties to the aviation and industrial sectors, provides an ideal setting for this forward-looking event.

Announcements

Below are the upcoming regular scheduled board meetings and special board meetings through the end of the year. All board meetings will be held at Hangar H600, Room 100.

Wednesday, August 21, 2024, 8:00 a.m.	Regular Board Meeting
Wednesday, September 18, 2024, 8:00 a.m.	Regular Board Meeting
Wednesday, October 16, 2024, 8:00 a.m.	Regular Board Meeting
Wednesday, November 20, 2024, 8:00 a.m.	Regular Board Meeting
Wednesday, December 4, 2024, 8:00 a.m.	Special Board Meeting
Wednesday, December 18, 2024, 8:00 a.m.	Regular Board Meeting