

2017 Priorities

Hangar & Building Leasing

Operating Budget Management

Airfield Construction

Schilling Project FS & CAD

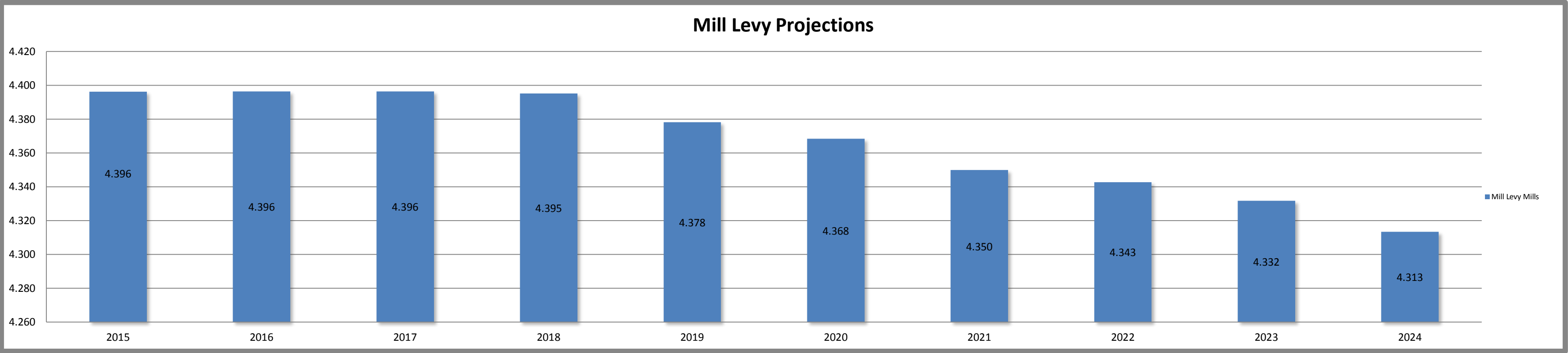
SLN - DEN Marketing Plan

America's Fuel Stop

SALINA AIRPORT AUTHORITY
Mill Levy Projections
2016-2024

Projections as of 8/10/2016				2009-A GO DEBT SERVICE		2009-B GO DEBT SERVICE		2011-A GO DEBT SERVICE		2011-B GO DEBT SERVICE		2015-A GO DEBT SERVICE		GO BOND DEBT SERVICE FUND		LESS BALANCE ALLOCATED FROM DEBT SERVICE FUND		LESS ESTIMATED MV TAX REVENUE		TOTAL MILL LEVY REQUIRED	
YEAR BUDGET PREPARED	FISCAL YEAR	ASSESSED VALUATION (1)	% +/-	Mills	\$	Mills	\$	Mills	\$	Mills	\$	Mills	\$	Mills	\$					Mills	\$
2015	2016	\$ 416,174,805	2.14%	0.206	\$ 85,647	1.318	\$ 548,662	1.793	\$ 746,363	0.248	\$ 103,331	1.219	\$ 507,135	0.000	\$ -	0.000	\$ -	-0.388	\$ (161,524)	4.396	\$ 1,829,614
2016	2017	\$ 425,319,904	2.20%	0.201	\$ 85,647	1.282	\$ 545,262	1.765	\$ 750,665	0.243	\$ 103,331	1.195	\$ 508,468	0.185	\$ 78,500	0.000	\$ -	-0.475	\$ (201,983)	4.396	\$ 1,869,890
2017	2018	\$ 425,383,702	0.02%	0.201	\$ 85,648	1.285	\$ 546,462	1.749	\$ 743,927	0.243	\$ 103,331	1.198	\$ 509,568	0.198	\$ 84,230	0.000	\$ -	-0.477	\$ (202,993)	4.396	\$ 1,870,173
2018	2019	\$ 425,447,510	0.02%	0.201	\$ 85,648	1.284	\$ 546,162	1.741	\$ 740,815	0.243	\$ 103,331	1.423	\$ 605,468	0.000		-0.018	\$ (7,500)	-0.480	\$ (204,008)	4.395	\$ 1,869,916
2019	2020	\$ 425,511,327	0.02%	0.201	\$ 85,648	1.291	\$ 549,287	1.720	\$ 731,855	0.243	\$ 103,331	1.440	\$ 612,868	0.000		-0.035	\$ (15,000)	-0.482	\$ (205,028)	4.378	\$ 1,862,961
2020	2021	\$ 425,575,153	0.02%	0.201	\$ 85,647	1.291	\$ 549,537	2.718	\$ 1,156,775	0.243	\$ 103,331	0.443	\$ 188,368	0.000		-0.043	\$ (18,500)	-0.484	\$ (206,053)	4.368	\$ 1,859,105
2021	2022	\$ 425,638,990	0.02%	0.201	\$ 85,647	1.289	\$ 548,787	2.713	\$ 1,154,605	0.243	\$ 103,331	0.443	\$ 188,693	0.000		-0.053	\$ (22,500)	-0.487	\$ (207,083)	4.350	\$ 1,851,480
2022	2023	\$ 425,702,835	0.02%	0.201	\$ 85,648	1.285	\$ 547,037	2.949	\$ 1,255,375	0.243	\$ 103,331	0.208	\$ 88,443	0.000		-0.054	\$ (23,000)	-0.489	\$ (208,119)	4.343	\$ 1,848,715
2023	2024	\$ 425,766,691	0.02%	0.201	\$ 85,648	1.287	\$ 548,150	2.958	\$ 1,259,270	0.243	\$ 103,331	0.214	\$ 91,053	0.000		-0.080	\$ (34,000)	-0.491	\$ (209,159)	4.332	\$ 1,844,293
2024	2025	\$ 425,830,556	0.02%	0.201	\$ 85,647	1.285	\$ 547,349	2.958	\$ 1,259,684	0.243	\$ 103,333	0.219	\$ 93,195	0.000		-0.099	\$ (42,230)	-0.494	\$ (210,205)	4.313	\$ 1,836,773
															162,730.00		(162,730.00)				

NOTES:
1. Estimated Assessed Valuation at July 1, 2016 as provided by the Saline County Clerk's Office.
Future Assessed Valuation assumed to grow annually at a rate of .02%



SALINA AIRPORT AUTHORITY
PROPERTY AND LIABILITY INSURANCE
 JANUARY 1, 2017 TO JANUARY 1, 2018

AGENCY:
 POLICY PERIOD:

LOCKTON COMPANIES
01/01/2017 - 2018
(Renewal)

LOCKTON COMPANIES
01/01/2016 - 2017
(Expiring)

PREMIUM SUMMARY -

PROPERTY:	\$	97,836	\$	100,659
BUSINESS INCOME / EXTRA EXPENSE:		Included in Property		Included in Property
INLAND MARINE:	\$	3,007	\$	3,028
CRIME:	\$	1,085	\$	1,085
AVIATION & GENERAL LIABILITY:	\$	2,538	\$	2,538
HANGARKEEPERS LIABILITY:		Included		Included
EMPLOYEE BENEFIT LIABILITY:		Included		Included
PUBLIC OFFICIAL LIABILITY:	\$	5,839	\$	5,692
EMPLOYMENT PRACTICES LIABILITY:		Included		Included
AUTOMOBILE LIABILITY:	\$	14,577	\$	14,711
AUTOMOBILE PHYSICAL DAMAGE:		Included		Included
TERRORISM (See coverage part):		Included		Included
WORKERS' COMPENSATION :	\$	6,980	\$	7,356
UNDERGROUND STORAGE TANK:	\$	1,426	\$	1,901
TOTAL	\$	133,288	\$	136,970

PROPERTY

INSURER & BEST RATING:	Affiliated FM A+ : XV	Affiliated FM A+ : XV
LIMIT:	\$69,187,790	\$69,879,575
BLANKET:	Yes, Building and Contents	Yes, Building and Contents
RISK OF DIRECT PHYSICAL LOSS:	Yes	Yes
AGREED AMOUNT:	Yes	Yes
REPLACEMENT COST:	Yes (ACV on vacant buildings)	Yes (ACV on vacant buildings)
VACANCY CLAUSE:	The vacancy clause applies when 100% of the building has been vacant for 60 days. If company is notified in writing of vacancy, and fire, watch and alarm service is maintained, coverage remains as Replacement Cost.	The vacancy clause applies when 100% of the building has been vacant for 60 days. If company is notified in writing of vacancy, and fire, watch and alarm service is maintained, coverage remains as Replacement Cost.
POLLUTION CLEAN-UP CAUSED BY INSURED PERIL:	Included, \$50,000	Included, \$50,000
PROPERTY IN TRANSIT LIMIT:	\$500,000	\$500,000
INCL. BUILDING ORDINANCE & LAW:	Replacement of Undamaged--Policy Limit Demolition of Undamaged--Policy Limit Incr. Cost of Construction--Policy Limit	Replacement of Undamaged--Policy Limit Demolition of Undamaged--Policy Limit Incr. Cost of Construction--Policy Limit
INCL. UNINTENTIONAL E&O IN SCHEDULE:	Yes	Yes
INCL. PROPERTY IN THE OPEN:	Yes, within 1,000 feet of premises	Yes, within 1,000 feet of premises
INCL. EQUIPMENT BREAKDOWN:	Yes	Yes
ACCOUNTS RECEIVABLE LIMIT:	\$1,000,000 Limit	\$1,000,000 Limit

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VALUABLE PAPERS & RECORDS:	\$500,000 Limit	\$500,000 Limit
TREES, SHRUBS & PLANTS:	\$1,000 Per Item / \$100,000 Per Loss	\$1,000 Per Item / \$100,000 Per Loss
NEWLY ACQUIRED PROPERTY:	\$2,500,000 Building Limit Included--Personal Property 120 Days to Report	\$2,500,000 Building Limit Included--Personal Property 120 Days to Report
DATA PROCESSING:	\$500,000 Limit	\$500,000 Limit
TERRORISM:	Included	Included
DEDUCTIBLE:	\$ 25,000 All Perils	\$ 25,000 All Perils
PROPERTY ANNUAL PREMIUM:	\$97,836 (\$0.1414 Rate)	\$100,659 (\$0.1447 Rate)

<u>EARTHQUAKE</u>	\$5,000,000 Earthquake Limit \$5,000,000 Annual Aggregate \$100,000 Deductible Includes Earth Movement Included	\$5,000,000 Earthquake Limit \$5,000,000 Annual Aggregate \$100,000 Deductible Includes Earth Movement Included
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<u>FLOOD</u>	\$5,000,000 Flood Limit \$100,000 Deductible Excludes Zone A Included	\$5,000,000 Flood Limit \$100,000 Deductible Excludes Zone A Included
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BUSINESS INCOME / EXTRA EXPENSE

ALL SCHEDULED LOCATIONS:	Yes	Yes
LIMIT:	Business Income - Incl. in property limit Extra Expense - \$1,000,000	Business Income - Incl. in property limit Extra Expense - \$1,000,000
LIMIT PER LOCATION:	Blanket	Blanket
RISK OF DIRECT PHYSICAL LOSS:	Yes	Yes
PERIOD OF INDEMNITY:	No Time Limit	No Time Limit
ALLOCATION OF VALUES:	None	None
COINSURANCE:	None	None
ORDINARY PAYROLL:	Included	Included
EE DEDUCTIBLE:	Included in property deductible	Included in property deductible
BI DEDUCTIBLE:	Included in property deductible	Included in property deductible
ANNUAL PREMIUM:	Included in property premium	Included in property premium

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LOCKTON COMPANIES
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(Expiring)

INLAND MARINE

GENERAL CONDITIONS

INSURER & BEST RATING:	Atlantic Specialty A:X	Atlantic Specialty A:XI
ALL RISK OF DIRECT PHYSICAL LOSS:	Yes	Yes
VALUATION:	Stated Value	Stated Value
COINSURANCE PROVISION:	None	None

CONTRACTOR'S EQUIPMENT

LIMIT:	\$1,456,088 Scheduled \$250,000 Additionally Acquired \$30,000 Unscheduled \$5,000 Unscheduled Max per item \$25,000 Rental Expense Reimbursement \$100,000 Debris Removal \$50,000 Pollutant Clean Up	\$1,438,988 Scheduled \$250,000 Additionally Acquired \$30,000 Unscheduled \$5,000 Unscheduled Max per item \$25,000 Rental Expense Reimbursement \$100,000 Debris Removal \$50,000 Pollutant Clean Up
CONT. EQUIP. DEDUCTIBLE:	\$1,000 Per Occurrence	\$1,000 Per Occurrence
CONT. EQUIPMENT PREMIUM:	\$3,007 (Rate \$0.21)	\$3,028 (Rate \$0.209)

EMPLOYEE TOOLS

LIMIT:	\$10,000 Scheduled \$2,500 Per Item Limit	\$10,000 Scheduled \$2,500 Per Item Limit
EMPLOYEE TOOLS DEDUCTIBLE:	\$250 Per Occurrence	\$250 Per Occurrence
SCHEDULED PROP. PREMIUM:	Included	Included

CRIME COVERAGE

INSURER & BEST RATING:	Hartford A+: XV	Hartford A : XV
PUBLIC EMPLOYEES BLANKET TYPE FORM "O":	\$250,000 Blanket Coverage	\$250,000 Blanket Coverage
FORGERY & ALTERATION:	\$250,000 Per Loss	\$250,000 Per Loss
MONEY AND SECURITIES (THEFT, DISAPPEARANCE & DESTRUCTION:	\$10,000 Inside \$10,000 Outside	\$10,000 Inside \$10,000 Outside
COMPUTER / FUNDS TRANSFER FRAUD:	\$250,000 Per Loss	\$250,000 Per Loss
SOCIAL ENGINEERING:	\$15,000 Limit	Not Included
DEDUCTIBLE:	\$2,500 (\$5,000 Social Engineering)	\$2,500
CRIME PREMIUM:	\$1,085	\$1,085

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LOCKTON COMPANIES
01/01/2016 - 2017
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AVIATION & GENERAL LIABILITY:

INSURER & BEST RATING:	Old Republic Insurance Co. A+:XII	Old Republic Insurance Co. A+:XI
OCCURRENCE COVERAGE:	Yes	Yes
LIMITS -	\$2,000,000 Each Occurrence, BI & PD \$2,000,000 Aggregate Prod / CO \$2,000,000 Incidental Medical Malpractice \$2,000,000 Personal & Adv. Injury Agg. \$2,000,000 General Aggregate \$250,000 Fire Damage Legal \$ 0 Medical Payments	\$2,000,000 Each Occurrence, BI & PD \$2,000,000 Aggregate Prod / CO \$2,000,000 Incidental Medical Malpractice \$2,000,000 Personal & Adv. Injury Agg. \$2,000,000 General Aggregate \$250,000 Fire Damage Legal \$ 0 Medical Payments
DEDUCTIBLE:	None	None
TORT CAP ENDORSEMENT:	Declined by SAA	Declined by SAA
SUPPLEMENTARY DEFENSE COSTS:	Yes	Yes
INCL. SPECIAL EVENTS:	Yes	Yes
INCLUDE MOBILE EQUIPMENT INCLUDING STAIRS & BELT ROLLERS:	Yes	Yes
INCLUDES SPRAYING OF CHEMICALS:	Yes	Yes
INCL. ON-AIRPORT PREMISES AUTO COVERAGE ENDORSEMENT:	Yes	Yes
TERRORISM:	Not Included	Not Included
AVIATION & G.L. ANNUAL PREMIUM:	\$2,538	\$2,538

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LOCKTON COMPANIES
01/01/2016 - 2017
(Expiring)

HANGARKEEPERS LIABILITY

COVERAGE FORM:	Occurrence	Occurrence
LIMITS:	\$1,000,000 Each Aircraft \$1,000,000 Each Loss	\$1,000,000 Each Aircraft \$1,000,000 Each Loss
DEDUCTIBLE:	None	None
HANG. LIABILITY ANNUAL PREMIUM:	Included	Included

EMPLOYEE BENEFIT LIABILITY

COVERAGE FORM:	Occurrence	Occurrence
LIMITS:	\$2,000,000 Each Claim \$2,000,000 Aggregate	\$2,000,000 Each Claim \$2,000,000 Aggregate
DEDUCTIBLE:	None	None
E.B.L. ANNUAL PREMIUM:	Included	Included

**PUBLIC OFFICIAL LIABILITY /
EMPLOYMENT PRACTICES LIABILITY**

INSURER & BEST RATING:	Darwin Select Insurance Co. A : XV	Darwin Select Insurance Co. A : XV
FORM:	Claims Made	Claims Made
RETRO DATE:	Full Prior Acts	Full Prior Acts
LIMITS OF LIABILITY :	\$2,000,000 Each Occurrence \$2,000,000 Aggregate	\$2,000,000 Each Occurrence \$2,000,000 Aggregate
DEDUCTIBLE :	\$10,000 Each Claim	\$10,000 Each Claim
WRONGFUL ACT COVERAGE:	Yes	Yes
CRISIS MANAGEMENT:	\$ 25,000	\$ 25,000
"PAY ON BEHALF OF INSURED":	Yes	Yes
INSURER'S DUTY TO DEFEND:	Yes	Yes
INCLUDES DISCRIMINATION:	Yes	Yes
INCLUDES CIVIL RIGHTS VIOLATIONS:	Yes	Yes
INCL. SEXUAL HARASSMENT (NO B.I.):	Yes	Yes
INCL. EMPLOYMENT PRACTICES:	Yes	Yes

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01/01/2017 - 2018
(Renewal)

LOCKTON COMPANIES
01/01/2016 - 2017
(Expiring)

INCLUDES AUTHORIZED VOLUNTEERS:	Yes	Yes
INCL. BOARDS, EMPLOYEES AND ENTITY:	Yes	Yes
SEVERABILITY EXCEPT FOR SIGNOR:	Yes	Yes
INCLUDE DEFENSE COVERAGE FOR NON-MONETARY DEMANDS:	Yes	Yes
DEDUCTIBLE INCLUDES LOSS ADJUSTMENT EXPENSES:	Yes	Yes
AWARDED PLAINTIFF FEES INCLUDED AS "DAMAGES":	Yes	Yes
INCL. EEOC / KHRC MEDIATION DEFENSE & SETTLEMENTS:	Yes	Yes
ANNUAL PREMIUM:	\$5,839	\$5,692

AUTOMOBILE

INSURER & BEST RATING:	Philadelphia Insurance Co A++ : XV	Philadelphia Insurance Co A++ : XV
LIABILITY LIMITS:	\$1,000,000 Combined Single Limit	\$1,000,000 Combined Single Limit
INCL. TORT LIABILITY ENDORSEMENT:	Yes	Yes
UNINSURED/UNDER. MOTORIST:	\$1,000,000	\$1,000,000
MEDICAL PAYMENTS:	\$5,000 All Vehicles	\$5,000 All Vehicles
SYMBOL "ONE" LIABILITY (ANY AUTO):	Yes	Yes
TERRORISM:	Included	Included
AUTO LIABILITY ANNUAL PREMIUM:	\$14,577	\$14,711

AUTO PHYSICAL DAMAGE

PER SCHEDULE:	Yes	Yes
AUTO PHYSICAL DAMAGE DEDUCT - COMPREHENSIVE: COLLISION:	Excludes vehicles 10+ years old (Coverage includes Fire Trucks) \$1,000 Per Vehicle \$1,000 Per Vehicle	Excludes vehicles 10+ years old (Coverage Includes Fire Trucks) \$1,000 Per Vehicle \$1,000 Per Vehicle
PHYS. DAMAGE ANNUAL PREMIUM:	Included	Included

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01/01/2017 - 2018
(Renewal)

LOCKTON COMPANIES
01/01/2016 - 2017
(Expiring)

HIRED PHYSICAL DAMAGE

LIMIT:	ACV	ACV
DEDUCTIBLE:	\$100 Comprehensive \$1,000 Collision	\$100 Comprehensive \$1,000 Collision
ANNUAL PREMIUM:	Included	Included

WORKERS' COMPENSATION

INSURER AND BEST RATING:	Old Republic A+:XII	Old Republic A+:XII
EMPLOYER'S LIABILITY LIMITS:	\$1,000,000 Each Accident \$1,000,000 Disease--Policy Limit \$1,000,000 Disease--Each Employee	\$1,000,000 Each Accident \$1,000,000 Disease--Policy Limit \$1,000,000 Disease--Each Employee
EMF / PAYROLL UTILIZED:	0.88 (\$670,000 Payroll)	0.86 (\$676,015 Payroll)
EST. ANNUAL PREMIUM:	\$6,980	\$7,356

UNDERGROUND STORAGE TANK LIABILITY

INSURER AND BEST RATING:	Great American Alliance A+:XIII	Great American Alliance A+:XIII
LIMITS:	\$ 1,000,000 Per Environmental Incident \$ 1,000,000 Annual Aggregate \$ 100,000 Defense per Environmental Incident	\$ 1,000,000 Per Environmental Incident \$ 1,000,000 Annual Aggregate \$ 100,000 Defense per Environmental Incident
DEDUCTIBLE:	\$ 5,000 Per Incident	\$ 5,000 Per Incident
ANNUAL PREMIUM:	\$ 1,426	\$ 1,901

Commercial Property / Liability Insurance Expense Analysis 2012-2016

Revised 11-10-16

	2013 Actual	2014 Actual	2015 Actual	2016 Actual (10/31/16)	2017 Quoted	+/- Expiring	% Expiring
Commercial Property							
Invoiced / Quoted	93,988.50	93,592.95	101,296.50	100,659.00	97,836.00	(2,823.00)	-2.8%
Inland Marine	2,605.00	3,020.00	2,907.00	3,028.00	3,007.00	(21.00)	-0.7%
Inland Marine Audit	676.00						
Remove Bldg. 394				(225.25)			
Increase value at H606							
Amended property coverage credit							
Addition of Bldg. 702 (ARFF Station)							
¹ Addition \$26,637,145 (HBC vacated facilities)	7,991.17						
² Traveler's return premium							
Return premium (H713 & H724 move to ACV)			(2,797.35)	-			
Return commission from Lockton on property (terrorism) coverage	(750.00)						
Total Commercial Property Insurance Expense	104,510.67	96,612.95	101,406.15	103,461.75	100,843.00	(2,618.75)	-2.5%
³ Auto Policy							
Invoiced / Quoted	15,927.00	16,155.00	15,610.00	16,326.00	14,577.00	(1,749.00)	-10.7%
Commission Deleted		(2,389.05)					
Add DRMO Dump Truck			307.00				
Add vehicles to policy							
Delete sold vehicles				(1,715.00)	-		
Total Commercial Auto Policy Expense	15,927.00	13,765.95	15,917.00	14,611.00	14,577.00	(34.00)	-0.2%
⁴ Commercial Aviation and General Liability (Airport & Industrial Center Liability), including hangarkeeper's							
Invoiced / Quoted	10,220.00	5,867.00	2,538.00	2,538.00	2,538.00	-	0.0%
Public Officials Errors and Omissions							
Invoiced / Quoted	4,775.58	5,586.78	5,598.30	5,692.38	5,839.00	146.62	2.6%
Worker's Compensation							
Invoiced / Quoted	9,101.00	10,556.00	9,774.60	7,355.70	6,980.00	(375.70)	-5.1%
Return of commission		(1,913.05)				-	
Workers' comp audit & mod rating credit	(2,094.00)	(1,556.00)	(1,609.20)	(1,707.00)		1,707.00	-100.0%
Workers Comp KS Rate Change or Dividend			(792.90)	(380.00)		380.00	-100.0%
Total Worker's Compensation Expense	7,007.00	7,086.95	7,372.50	5,268.70	6,980.00	1,711.30	32.5%
UST Liability							
Invoiced / Quoted	2,112.00	1,900.80	1,900.80	1,900.80	1,426.00	(474.80)	-25.0%
(Commission Deletion)	(211.20)						
Crime							
Invoiced / Quoted	1,115.20	1,115.20	1,120.80	1,084.60	1,085.00	0.40	0.0%
Above Ground Tank Liability (self-fuel station)							
⁵ Invoiced / Quoted	289.00	288.75	-	-	-	-	
Other							
Notary Renewals	50.00			50.00	-	(50.00)	-100.0%
Terrorism (all lines except Aviation / GL)							
Invoiced / Quoted							
Total Property/Liability Insurance Premiums	145,795.25	132,224.38	135,853.55	134,607.23	133,288.00	(1,319.23)	-1.0%
⁶ Broker Fee (SIG 2010-2012; Lockton 2013-2017)	16,500.00	16,500.00	16,500.00	17,000.00	17,500.00	500.00	2.9%
Risk Manager Fee (Charlesworth)	6,600.00	6,600.00	6,600.00	6,600.00	6,600.00	-	0.0%
Total Property/Liability Insurance Premiums & Fees	168,895.25	155,324.38	158,953.55	158,207.23	157,388.00	(819.23)	-0.5%
Commercial Property Insured Billed as Additional Tenant Rental	(9,443.09)	(10,175.77)	(13,448.99)	(15,347.81)	(16,004.33)	(656.52)	4.3%
Previous Year Adjustments/Credits						-	
Net Property/Liability Insurance Expense	159,452.16	145,148.61	145,504.56	142,859.42	141,383.67	(1,475.75)	-1.0%

Commercial Property / Liability Insurance Expense Analysis 2012-2016

Revised 11-10-16

	2013 Actual	2014 Actual	2015 Actual	2016 Actual (10/31/16)	2017 Quoted	+/- Expiring	% Expiring
Budget	155,000.00	155,000.00	155,000.00	150,000.00	150,000.00	-	0.0%
+/- Actual vs. Budget	4,452.16	(9,851.39)	(9,495.44)	(7,140.58)	(8,616.33)	(1,475.75)	20.7%
NATA Good Experience Return							
KS UST Policy Dividend	(524.10)	(907.20)	(71.25)			-	
Net Property/Liability Insurance Expense After Returns & Dividends	158,928.06	144,241.41	145,433.31	142,859.42	141,383.67	(1,475.75)	-1.0%

Notes:

¹ The 10 HBC buildings have been added for a total limit of \$26,637,145 with a \$25,000 per occurrence deductible, subject to a 2% per loss (\$250,000 minimum) wind and hail deductible. The annual premium for the term March 1, 2012 – March 1, 2013 is \$47,947 (\$0.18 rate). The policy includes a 50% minimum earned premium. After 6-months the policy can be cancelled, but the return premium will be 90% of the ⁴ Actual return premium for cancelling Traveler's policy on 1/1/13 on vacated HBC properties which is set to expire 2/28/12. Short rate penalty of \$1,195.05

³ For 2012 coverage, shifted ARFF 1 and 2 from inland marine to auto schedule for both physical damage and liability.

⁴ Increased g/l from \$1 million to \$2 million in 2013

⁵ No amount shown in 2011 for AST policy. 2010 policy was written from 10-15-10 to 1/01/12 to transfer renewal policy to a Jan 1 renewal date with other policies.

⁶ In 2012, note that 15% commission was built in for Cincinnati option in premiums and broker contract was terminated as of October 14, 2012.

⁷ Additional hangarkeeper's procured for Learjet a direct passthrough and not included in totals above.

Additional Hangarkeepers (Learjet) - Premiums Paid	9,891.00
Hangarkeeper's billed as additional Rental (Learjet)	(9,891.00)



2017 Budget Report
and
Operating Plan



2017 BUDGET REPORT and OPERATING PLAN TABLE OF CONTENTS

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| 2 | 2017 Operating Plan |
| 3 | 2017 SAA Staffing Plan |
| 4 | 2017 Operating Budget & Capital Expenditures Budget |

APPENDIX

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| A | 2017 SAA Rates and Charges |
| B | 2017 SAA Board Meeting & Holiday Calendar |



Mission Statement

Develop and operate the premier Airport and Airport Industrial Center in the State of Kansas. Provide the citizens of the City of Salina, Saline County and North Central Kansas with safe and efficient access to the national air transportation system. The SAA will also be proactive in providing the citizens of the City of Salina and Saline County with an aviation service center and industrial center that supports business and industry which, in turn, provides jobs and payroll that benefit the region. The Airport Authority's economic development efforts will be in partnership with the City of Salina, Saline County, the Salina Area Chamber of Commerce, Salina Economic Development, Inc. and the State of Kansas.



Salina Community Economic Development Organization



Code of Ethics Statement

All members of the Salina Airport Authority Board of Directors and Staff are entrusted to ensure that all Salina Regional Airport and Salina Airport Industrial Center stakeholders' interests are appropriately balanced, protected and preserved. This Code of Ethics Statement provides the principles that Salina Airport Authority Board members and Staff are expected to adhere to and advocate. They embody rules regarding the responsibility of all Board members and employees to the Salina Airport Authority, the public and other stakeholders.

Members of the Salina Airport Authority Board of Directors and Staff will:

1. Act with honesty and integrity, avoiding actual or apparent conflicts of interest in personal and professional relationships.
2. Provide constituents with information that is accurate, complete, objective, relevant, timely, and understandable.
3. Comply with rules and regulations of federal, state and local governments, and other appropriate private and public regulatory agencies.
4. Act in good faith; responsibly; and with due care, competence, and diligence, without misrepresenting material facts or allowing one's independent judgment to be subordinated.
5. Respect the confidentiality of information acquired in the course of one's work except when authorized or otherwise legally obligated to disclose. Confidential information acquired in the course of one's work will not be used for personal advantage.
6. Share knowledge and maintain skills important and relevant to constituents' needs.
7. Proactively promote ethical behavior as a responsible partner among peers, in the work environment, and in the community.
8. Achieve responsible use of and control over all assets and resources employed or entrusted.
9. Salina Airport Authority executive management also acknowledge and adhere to the American Association of Airport Executives Code of Ethics in the performance of their duties.

2017 Priorities

Hangar & Building Leasing

Finance and Administration

Airfield Operations and Construction

Schilling Project FS & CAD

SLN - DEN Marketing Plan

America's Fuel Stop

2017 Priorities



- Online listings/info – LoopNet, Hangar Network, SAA website, LinkedIn & Reporting Points
- Improve/add signage to available properties
- Up to date brochures – electronic & paper
- Hangar and building base lease review – Tenant housekeeping
- Show ready status – secure and clean
- Risk management – fire pump tests, electrical, HVAC & plumbing
- Utility costs – NG transport pricing & lowest electrical service category (i.e. “small general service”)

2017 Hangar & Building Improvements



- B412 – Roof repair
- B122 – Roof replacement
- B120 – TSA build out
- B120 – Passenger walkway roof
- B120 – South lobby automatic door
- B120 – Service animal relief area
- B120 – SAA Offices/Admin breakroom/coffee bar kitchenette
- H959 – Electrical updates
- H600 – Furniture/Fixtures 1st floor conference center room (market as Airport Conference Center)

2017 Priorities

- Banking services RFP
- NG transport pricing
- Build operating fund cash reserve
- Update the SAA's 5 year CIP
- Review SAA employee compensation plan
- Update SAA employee handbook
- G.O. bond compliance
- Add FTE to office staff
- Increase FM Global Inspection Scoring by 5 points
- Maximize revenues – 20+ acre airport road equipment yard
- Uniform Contract RFP
- Network Upgrades H509, H600 and H606
- Term/ FIDS marketing/advertising program development
- Fuel RFP (unleaded, diesel)
- Update to base lease



2017 Priorities



- Taxiway Alpha and Echo construction
- Implement new FAR Part 139 runway condition reporting methodology
- APOE/D readiness & coordination
- FAR Part 139 compliance with pavement condition reporting (snow/ice)
- Taxiway Alpha joint sealing by SAA staff
- Aircraft parking ramp repairs by SAA staff
- Taxiway Bravo Bids
- Runway 17/35 Slurry Seal
- Complete repainting Runway 12/30 all pavement markings
- Crack seal Taxiway Alpha

2017 Priorities



- FS completion
- CAD completion
- 2017/2018 Mediation plan

2017 Priorities



- Coordinate SLN-DEN marketing plan with GLA & DEN
- Supplement SLN-DEN marketing plan with local funds
- Fly SLN website updates
- Finalize SLN FIDS system in terminal building & online
- Fly Salina events & promotions
- Redesigned GLA SLN brochure
- UA Code share fare fixes for top 20 SLN pax destinations

2017 Priorities



- Military unit marketing
- Revitalize “America’s Fuel Stop” tagline
- Casino charter flights

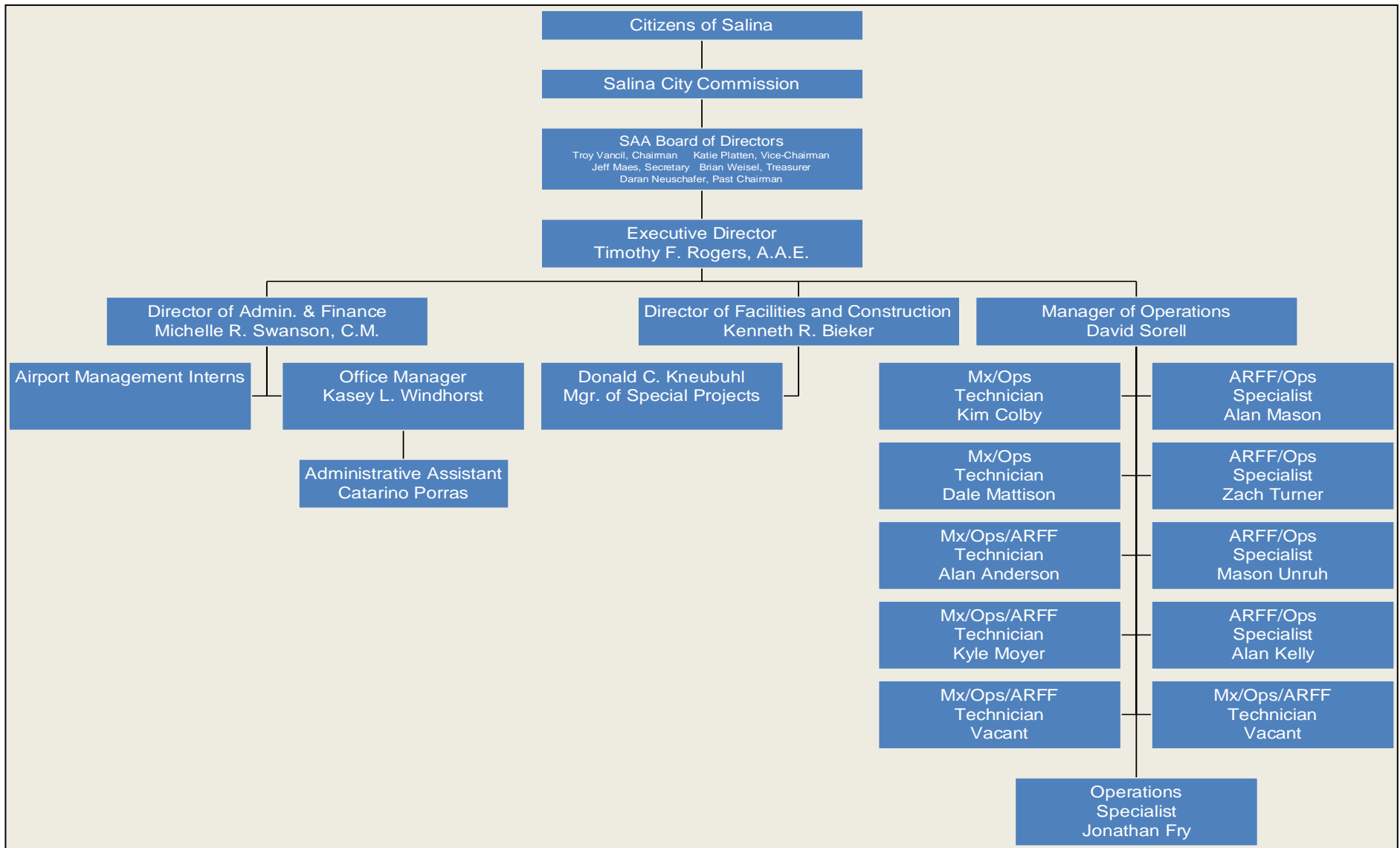
2017 Special Projects



- Design and construct Steve Fossett and Global Flyer memorial/monument
- Successful execution of Jaded Thunder 17.1 (No 4 and largest to date at SLN)
- Secure additional BBA flight test work at SLN
- K-State Polytechnic – AARC offices, hangar and R&D space

SALINA Airport *Authority*

January 2017



Base Salaries / Compensation		2012 Budget	2013 Budget	2014 Budget	2015 Budget	2016 Budget	2017 Proposed Budget	+/- Budget	% Budget	+/- \$	+/- %
(Admin. Salary Exp.) Acct. No. 500								Over 2016		Four year annual avg.	
Total Administrative Salaries and Compensation		\$ 472,630	\$ 415,006	\$ 409,619	\$ 405,231	\$ 427,281	\$ 448,415	\$ 21,134	4.9%	\$ 8,352	1.86%
(Maintenance Salary Exp.) Acct. No. 600											
Total Maintenance Salaries and Compensation		\$ 371,530	\$ 398,382	\$ 329,836	\$ 330,000	\$ 311,384	\$ 323,603	\$ 12,219	3.9%	\$ (18,695)	-5.78%
TOTALS		\$ 844,160	\$ 813,388	\$ 739,455	\$ 735,231	\$ 738,665	\$ 772,018	\$ 33,353	4.5%	\$ (10,343)	-1%

Notes:

1. All salary/wages are based upon employee retention objectives, position market value and merit.
2. All wages contingent upon final Board approval of the respective FY budgets.
3. The data represents the cash outlay and does not include year end adjustments for accrued wages and benefits payable.

Salina Airport Authority
2017
Budget Summary

12/6/2016

2014 Actual 2015 Budget 2015 Actual 2016 Budget 2017 Budget							
<i>Operating Income</i>							+/-
							%
Airfield revenue							
Fuel Flowage Fees	\$ 145,000	\$ 150,000	\$ 189,532	\$ 156,750	\$ 158,000	\$ 1,250	0.8%
Hangar rent	510,000	531,639	472,454	515,000	520,000	\$ 5,000	1.0%
Landing fees	3,310	3,310	7,668	5,400	6,500	\$ 1,100	20.4%
Ramp rent	48,500	49,152	49,851	49,865	50,000	\$ 135	0.3%
Total Airfield revenue	706,810	734,101	719,505	727,015	734,500	\$ 7,485	1.0%
Building and land rent							
Agri land rent	56,824	58,000	53,673	58,000	56,000	-2,000	-3.4%
Building rents	827,988	780,000	815,923	825,000	873,834	48,834	5.9%
Land rent	268,409	222,210	189,200	216,195	217,150	955	0.4%
Tank rent	8,587	8,900	9,540	8,900	9,500	600	6.7%
Total Building and land rent	1,161,808	1,069,110	1,068,336	1,108,095	1,156,484	48,389	4.4%
Other revenue							
Airport Promotion		-	-	-	48,000	48,000	100%
Commissions	20,000	21,000	20,710	20,000	23,000	3,000	15.0%
Other income	33,000	30,000	67,953	41,000	45,000	4,000	9.8%
Total Other revenue	61,038	51,000	88,663	61,000	116,000	55,000	90.2%
Gross Operating Income	\$ 1,922,002	\$ 1,854,211	\$ 1,876,504	\$ 1,896,110	\$ 2,006,984	\$ 110,874	5.8%
<i>Operating Expense</i>							
Administrative expenses							
A/E, consultants, brokers	\$ 6,500	\$ -	\$ 19,904	\$ 23,913	\$ 15,000	\$ (8,913)	-37.3%
Airport promotion	20,000	8,500	9,722	10,000	58,000	\$ 48,000	480.0%
Bad Debt Expense	-	-	3,422	-	-	\$ -	
Computer/Network Admin.	12,500	10,000	12,096	10,000	13,500	\$ 3,500	35.0%
Dues and subscriptions	24,031	10,000	20,781	15,000	25,000	\$ 10,000	66.7%
Employee retirement	68,773	70,148	70,006	66,840	67,000	\$ 160	0.2%
FICA and medicare tax expense	52,392	53,440	50,468	54,690	56,000	\$ 1,310	2.4%
Industrial development	15,000	-	-	15,000	25,000	\$ 10,000	66.7%
Insurance, property/liability	155,000	155,000	145,433	150,000	150,000	\$ -	0.0%
Insurance, medical	174,969	192,466	176,485	189,000	170,000	\$ (19,000)	-10.1%
Kansas unemployment tax	11,250	1,000	684	1,000	1,000	\$ -	0.0%
Legal and accounting	36,000	30,000	41,905	31,000	32,000	\$ 1,000	3.2%
Office salaries	401,219	405,231	393,965	427,281	448,645	\$ 21,364	5.0%
Office Supplies	7,250	7,000	6,487	6,000	6,800	\$ 800	13.3%
Other administrative expense	7,500	3,750	4,444	3,750	5,000	\$ 1,250	33.3%
Postage	3,200	3,200	2,030	3,000	3,000	\$ -	0.0%
Property appraisal expense	7,750	-	-	-		\$ -	
Property tax expense	150,000	155,000	154,466	165,000	160,000	\$ (5,000)	
Special Events	1,000	1,000	-	1,000	1,000	\$ -	0.0%
Telephone	17,000	16,500	16,565	15,750	16,538	\$ 788	5.0%
Training	2,500	6,000	4,824	8,000	8,000	\$ -	0.0%
Travel and meetings	9,800	8,000	8,386	8,000	10,000	\$ 2,000	25.0%
Total Administrative expenses	\$ 1,183,634	\$ 1,136,235	\$ 1,142,073	\$ 1,204,224	\$ 1,271,483	\$ 67,258	5.6%
<i>Maintenance expenses</i>							
Airfield maintenance	29,000	15,500	16,812	16,500	25,000	8,500	54.8%
Airport Security	850	500	793	500	500	0	0.0%
Building maintenance	55,000	40,000	34,998	40,000	45,000	5,000	12.5%
Equipment fuel and repairs	80,000	50,000	63,791	53,000	54,500	1,500	3.0%
Fire Services	1,000	1,500	14,511	1,500	15,000	13,500	900.0%
Grounds maintenance	4,000	3,500	2,117	3,500	3,500	0	0.0%
Maintenance salaries	329,836	330,000	312,080	311,384	325,400	14,016	4.2%
Other maintenance expenses	16,500	18,500	13,716	18,500	17,500	-1,000	-5.4%
Snow removal expense	15,000	15,000	1,936	13,000	20,000	7,000	46.7%
Utilities	310,000	215,000	241,068	205,000	200,000	-5,000	-2.3%
Total Maintenance expenses	841,186	689,500	701,822	662,884	706,400	43,516	6.3%
Total Expense	2,024,820	1,825,735	1,843,895	1,867,108	1,977,883	110,774	6.1%
Total Operating Net Before Depreciation	\$ (102,818)	\$ 28,476	\$ 32,609	\$ 29,002	\$ 29,101	\$ 526	1.8%

Salina Airport Authority, Salina, KS						
Updated: 11/21/16						
Planned Capital Projects						
Fiscal Year	Project Name	Capital Budget Acct.	Project Remarks	Total Project Budget	Fiscal Year Budget	Funding Source
2017	AIP-36 Txy E Rehab Const.	AIP-36		2,544,825	1,644,825	90% FAA 10% 2016 Temp Notes Const. Fund
2017	AIP-37 Txy B & E Rehab Design	AIP-37		463,297	53,133	90% FAA 10% Operating Funds
2017	AIP-38 Txy B Reconstruction	AIP-38		1,998,250	1,998,250	90% FAA 10% 2016 Temp Notes Const. Fund
2017	17/35 Slurry Seal	17/35 Slurry Seal		180,000	180,000	2016 Temp Note Const. Fund
2017	17/35 vegetation control and additonal painting	Airfield	we are painting edge stripes and thresholds in-house; all outside of new slurry sealed area	10,000	10,000	2016 Temp Note Const. Fund
2017	Avglight Signage - AIC Signage	AICS		500	500	Operating Funds
2017	Aircraft parking ramp repairs	Airfield		18,000	18,000	2016 Temp Note Const. Fund
2017	Rwy. 12/30 pavement markings	Airfield	repaint all	5,000	5,000	2016 Temp Note Const. Fund
2017	Airfield perimeter fence	Airfield	convert 2 padlock gates to cantilever slide gates	7,500	7,500	Operating Funds
2017	H959 Electrical	Buildings	Electrical design to replace outdated transformers,	8,500	8,500	Operating Funds
2017	H959 Restrooms & Office Imps.	Buildings		20,000	20,000	Operating Funds
2017	B120 TSA office build out	Buildings		45,000	45,000	Federal Reimbursement
2017	HVAC Bldg. Imps.	Buildings		15,000	15,000	Operating Funds
2017	B120 South lobby automatic door	Buildings		5,000	5,000	Operating Funds
2017	B120 SAA admin. offices breakroom	Buildings		2,500	2,500	Operating Funds
2017	B120 service animal relief area	Buildings		2,000	2,000	Operating Funds
2017	Roofing	Buildings	B412, B122	10,000	10,000	Operating Funds
2017	B700, Avflight North Imps.	Buildings		5,000	5,000	Operating Funds
2017	H600 1st floor conference center furniture/fixtures	Buildings		10,000	10,000	Operating Funds
2017	H509 Network upgrades	Buildings		10,000	10,000	Operating Funds
2017	H606 network upgrades	Buildings		10,000	10,000	Operating Funds
2017	Real estate marketing signage	Buildings		2,500	2,500	Operating Funds
2017	Rail Spur	Buildings		30,000	30,000	Operating Funds
2017	H959 access road imp	Buildings	Remove & replace concrete	2,500	2,500	Operating Funds
2017	Computer equipment	Equipment		15,000	15,000	Operating Funds
2017	Communications equipment	Equipment		5,000	5,000	Operating Funds
2017	Beechcraft Road Imps Design	AICS		25,000	25,000	TBD; grant funds sought
2017	Schilling project progression	Land	FS & CAD completion; mediation plan	20,000	20,000	Foundation funds
2017	Steve Fossett & VAGF memorial/monument	Airfield				
Future Capital Projects						
2017	H606 Roof	Buildings	replace shingles with metal/roof	40,000		
2017	Operations/Mx Services Vehicles	Equipment		48,000		
2017	Airport 2 & 3 Vehicles	Equipment		40,000		
2017	B120 Passenger walkway	Buildings		15,000		
2019	Building 310 Environmental Assessment/Abatement and Facility Upgrades.	Buildings		35,000		

Salina Airport Authority

Other Income Fee Schedule

Effective January 1, 2017

Gate cards	\$ 20.00	per key (new or replacement)
Telephone service	\$ 0.07	per minute (long distance)
Facility keys	\$ 15.00	per key (new or replacement)
Lock change	\$ 50.00	per door
Finance Charge on overdue balances	\$75 or 6% of the overdue balance	
Air Terminal Conference Room	\$ 100.00	per day
TV/VCR/Projector	\$ 25.00	per day
Photocopies	\$ 0.15	per page
Fax Services		
Outgoing	\$ 5.00	for first page
	\$ 2.00	per page after first
Incoming	\$ 1.00	per page
NSF Check	\$ 35.00	each
ARFF Standby Fee	\$ 90.00	per hour
Fuel Spill Clean up		
Man hour	\$ 90.00	
Small Equip.	\$ 35.00	per hour
Large Equip.	\$ 50.00	per hour
Consumables	at cost	
Airfield Escort Fee	\$ 50.00	per hour (min. of 1 hr.)
AOA Driving Training	\$ 70.00	per class
Landing Fees	\$.65	<60,000lbs.
(per 1,000 lbs. per landing)	\$ 1.25	>60,000lbs.
Terminal Use Fee	\$ 425.00	per flight
Terminal Security	\$ 495.00	per flight (includes LE0 AND DRO)
Maintenance Service Fee	\$ 90.00	per hour
		plus supplies & equipment
		(for items the responsibility of tenant)
Other contract services	7.50%	plus cost

* Minimum of 1 hour for equipment rental



HANGAR / MISSION OPERATING FACILITY PRICING

January 1, 2017

Forward Operating Location (FOL) Activity

Facility	Hangar Floor SF	Office / Multi-Use SF	Total SF	Rate/SF Office	Rate/SF Hangar	Total Facility Rate/SF	Daily Rate 100% Usage	Daily Rate 50% Usage	Daily Rate Hangar Only	Daily Rate Office Only
Hangar 509	27,673	17,859	45,532	\$ 11.90	\$ 5.95	\$ 8.30	\$ 1,030	\$ 515	\$ 450	\$ 580
Hangar 606	34,932	14,290	49,222	\$ 15.85	\$ 7.95	\$ 10.25	\$ 1,380	\$ 690	\$ 760	\$ 620
Hangar 600	42,052	26,256	68,308	\$ 17.15	\$ 8.45	\$ 11.75	\$ 2,190	\$ 1,095	\$ 970	\$ 1,230
Hangar 959	89,513	40,220	129,733	\$ 12.25	\$ 9.25	\$ 9.85	\$ 3,500	\$ 1,750	\$ 2,260	\$ 1,340

The above hangar rental includes the following:

1. The use of SLN runways, taxiways and designated aircraft parking aprons. The SAA and mission planners will coordinate to designate ramp space to accommodate mission aircraft. As soon as possible, provide the SAA with the mission concept of operations and number/type of aircraft.
2. The use of up to 3 storage bunkers, and one building for the storage and assembly of practice ordnance. Upon receipt of the list of ordnance to be used, the SAA can assist the unit(s) in obtaining the appropriate explosives facility licenses.
3. 50 six ft. tables and 145 folding chairs. (Subject to availability; coordinate needs early with SAA to reserve tables and chairs).
4. 20 Flight gear lockers
5. Up to 3 telephone digital land lines and 1 analog line per hangar leased.
6. 30 Toshiba phones (Subject to availability; coordinate early to reserve phones).
7. Commercial Internet including hard wired and wireless provided by Cox Cable (ISP) via a Hybrid Fiber Coax (HFC) system (5.0/1.0 speed).
8. All electricity, natural gas, water and trash services.
9. The use of hangar restrooms within the leased facilities; all consumables to be stocked and supplied by the SAA during the mission.
10. Two refrigerators and 2 microwaves; coordinate early to reserve appliances.
11. Issuance of building and airfield access keys and gate cards as per mission planner instructions.

Rates for missions not leasing hangar facilities

Rate for mission use of airfield including apron space and/or FARP locations - \$250 / day

Rate for mission use of ordnance storage bunkers, lockers and/or assembly building no.1080 - \$100 / day



HANGAR / MISSION OPERATING FACILITY PRICING

Forward Operating Location (FOL) Activity

Additional services available through the SAA

1. Increased Internet speed as follows (rate is per hangar, per month):
a.) 10.0/2.0 - \$690 b.) 25.0/5.0 - \$720 c.) 50.0/10.0 - \$770 d.) 100.0/20.0 - \$840 e.) 150.0/20.0 - \$920
2. Long distance telephone call capability (codes issued per unit's request and ease in tracking utilization) - \$.069/minute
3. Additional land telephone lines - \$50 per line per month.
4. Printer/copier rental as follows (rate is per unit, per month, one month minimum, paper available for \$50/case):
a.) 35/45 PPM, color copier/printer - \$730 b.) 35/45 PPM, back/white copier/printer - \$645
Add \$250 for hard drive removal and surrender to unit.
5. Janitorial services - \$225 per day per facility for detail restroom cleaning and trash removal (can specify certain dates and times for services). For detail office / hangar cleaning services, please contact the SAA for pricing.
6. Port-a-potties - \$100 per week (includes 1 service)
7. Utilization of SAA Logistics and Ground Services Support Equipment - \$180 per day (see separate GSE schedule for equipment listing detail).

Missions/deployments extending over 30 days may qualify for a price discount, please contact the Salina Airport Authority (SAA) for extended stay rate quotes.

In the event of partial occupancy, the SAA reserves the right to lease the remaining sq. ft. to other units, organizations and aircraft operators.

Facility and pricing structure subject to hangar availability. Contact the SAA in the early stages of mission planning to insure availability and reserve the facilities and dates.

Salina Regional Airport operated by:
Salina Airport Authority (SAA)
3237 Arnold Ave., Salina, KS 67401
Shelli Swanson, Director of Admin. & Finance
shellis@salair.org
785-827-3914 or 785-577-4647

Your trusted, experienced partners in forward operating location training and missions





HANGAR / MISSION OPERATING FACILITY PRICING

Forward Operating Location (FOL) Activity

Services provided by other SAA partners and contact information:

Aircraft Fuel	SLN FBO and DoD contract fuel provider: Avflight Salina; Julie Yager-Zuker, Operations Manager 785-825-6739
Aircraft Support Equipment	Avflight Salina; Julie Yager-Zuker, Operations Manager 785-825-6739 - for all equipment not available on SAA equipment list.
Air Traffic Control	Salina Air Traffic Control Tower, Cary Adcock, Manager, 785-825-4806
Machine Shop Services	Scientific Engineering, Jim Pratt, 785-827-7071
Food Service; Catering	Kansas State University Food Service Provider; AmeriServ, Kate Chambers, 785-826-2922 or Avflight Salina; Julie Yager-Zuker, Operations Manager 785-825-6739
Recreation; Fitness	Hangar Indoor Complex, on airfield workout complex, Jake Sharp, 785-643-3664 or Kansas State University Recreation Center, Kyle Chamberlin, 785-826-2662
Rental Cars	Hertz, 785-827-7237; Enterprise, 785-825-1100
Lodging	Country Inn and Suites, Nathan McClanahan, 785-827-1271; Candlewood Suites, Janie Verhoeff, 785-823-6939; Hampton Inn, Sheila, 785-823-9800. For large scale events, please contact JoAnne McClure at the Salina Chamber's Convention and Visitors Bureau 785-827-9301
Gases	Airgas, 785-823-8100

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Hangar Rates and Charges - Transient Aircraft Storage

Hangar 509

Door Clearance 95' (W) and 23' (H)

Rates applicable for storage of aircraft only and do not include charges by FBOs for Aircraft handling.

As of January 1, 2017

Aircraft Type	Daily/Overnight Rate
Helicopters and single engine pistons	\$55
Single Engine turbo-props and piston twins	\$70
Twin engine turbo-prop	\$80
Large Turbo-Props/Business Jets	
<i>Up to 2500 sq.ft.</i>	\$130
<i>Beechjet 400, Premier I, CJ-I/2, Citation 500, Citation Jet</i>	
<i>Citation 550, Mustang, Falcon 10, Delfin L-29, Exlipse 500</i>	
<i>1124 Westwind, Learjet 24/25/28/29/31/35/36/55</i>	
<i>Diamond I, T-38 Talon, Hawker 400XP/700,</i>	
<i>Jet Commander 1121, Sabreliner 65</i>	
<i>2500 to 5000 sq.ft.</i>	\$150
<i>Challenger 300/600/601/604, Casa C-212-200, Gulfstream I</i>	
<i>Citation III/v/VI/VII/X, Excel, Sovereign, Falcon 20/50/900/2000</i>	
<i>Dornier 328 Turbo-prop/Jet, Brasilla, EMB 123/300, Hansa</i>	
<i>Galaxy, Astra, IAI G-150, Phenom 300/500, CJ-3,</i>	
<i>Learjet 45/60, Jetstar I/II, Hawker 800/800XP/850XP/1000/4000</i>	
<i>5000 to 7500 sq.ft.</i>	\$160
<i>Gulfstream II/III/IV, DC-3, Dash 8, Falcon 7X, Rockwell 2000</i>	
<i>Casa CN-235, Embraier ERJ 135-/145, Antonov AN-26</i>	
<i>ATR 42-500, Canadair Regional Jet, Fokker Fellowship</i>	
<i>British Aerospace BAE 146-200, HS 748</i>	
<i>7500 and up sq.ft.</i>	\$180
<i>Global Express, Convair 440/580, Dash 7</i>	
<i>Fokker 50/100, Fokker Frienship, Gulfstriem V</i>	
<i>British Aerospace BAC 111-500</i>	
Military Jets (small)	\$125
Military Jets (large)	\$170

Discounts available for longer term storage



Hangar Rates and Charges - Transient Aircraft Storage
Hangar 600
Door Clearance 100' (W) and 28' (H)
Rates applicable for storage of aircraft only and do not include charges by FBOs for Aircraft handling.

As of January 1, 2017

Aircraft Type	Daily/Overnight Rate
Helicopters and single engine pistons	\$75
Single Engine turbo-props and piston twins	\$85
Twin engine turbo-prop	\$105
Large Turbo-Props/Business Jets	
Up to 2500 sq.ft.	\$150
<i>Beechjet 400, Premier I, CJ-I/2, Citation 500, Citation Jet</i>	
<i>Citation 550, Mustang, Falcon 10, Delfin L-29, Exlipse 500</i>	
<i>1124 Westwind, Learjet 24/25/28/29/31/35/36/55</i>	
<i>Diamond I, T-38 Talon, Hawker 400XP/700,</i>	
<i>Jet Commander 1121, Sabreliner 65</i>	
2500 to 5000 sq.ft.	\$180
<i>Challenger 300/600/601/604, Casa C-212-200, Gulfstream I</i>	
<i>Citation III/v/VI/VII/X, Excel, Sovereign, Falcon 20/50/900/2000</i>	
<i>Dornier 328 Turbo-prop/Jet, Brasilla, EMB 123/300, Hansa</i>	
<i>Galaxy, Astra, IAI G-150, Phenom 300/500, CJ-3,</i>	
<i>Learjet 45/60, Jetstar I/II, Hawker 800/800XP/850XP/1000/4000</i>	
5000 to 7500 sq.ft.	\$210
<i>Gulfstream II/III/IV, DC-3, Dash 8, Falcon 7X, Rockwell 2000</i>	
<i>Casa CN-235, Embraier ERJ 135-/145, Antonov AN-26</i>	
<i>ATR 42-500, Canadair Regional Jet, Fokker Fellowship</i>	
<i>British Aerospace BAE 146-200, HS 748</i>	
7500 and up sq.ft.	\$230
<i>Global Express, Convair 440/580, Dash 7</i>	
<i>Fokker 50/100, Fokker Frienship, Gulfstriem V</i>	
<i>British Aerospace BAC 111-500</i>	
Military Jets (small)	\$170
Military Jets (large)	\$235

Discounts available for longer-term storage



Hangar Rates and Charges - Transient Aircraft Storage

Hangar 606

Door Clearance 154' (W) and 34'4" (H)

Rates applicable for storage of aircraft only and do not include charges by FBOs for Aircraft handling.

As of January 1, 2017

Aircraft Type	Daily/Overnight Rate
Helicopters and single engine pistons	\$75
Single Engine turbo-props and piston twins	\$85
Twin engine turbo-prop	\$105
Large Turbo-Props/Business Jets	
<i>Up to 2500 sq.ft.</i>	\$150
<i>Beechjet 400, Premier I, CJ-I/2, Citation 500, Citation Jet</i>	
<i>Citation 550, Mustang, Falcon 10, Delfin L-29, Exlipse 500</i>	
<i>1124 Westwind, Learjet 24/25/28/29/31/35/36/55</i>	
<i>Diamond I, T-38 Talon, Hawker 400XP/700,</i>	
<i>Jet Commander 1121, Sabreliner 65</i>	
<i>2500 to 5000 sq.ft.</i>	\$180
<i>Challenger 300/600/601/604, Casa C-212-200, Gulfstream I</i>	
<i>Citation III/v/VI/VII/X, Excel, Sovereign, Falcon 20/50/900/2000</i>	
<i>Dornier 328 Turbo-prop/Jet, Brasilla, EMB 123/300, Hansa</i>	
<i>Galaxy, Astra, IAI G-150, Phenom 300/500, CJ-3,</i>	
<i>Learjet 45/60, Jetstar I/II, Hawker 800/800XP/850XP/1000/4000</i>	
<i>5000 to 7500 sq.ft.</i>	\$210
<i>Gulfstream II/III/IV, DC-3, Dash 8, Falcon 7X, Rockwell 2000</i>	
<i>Casa CN-235, Embraier ERJ 135-/145, Antonov AN-26</i>	
<i>ATR 42-500, Canadair Regional Jet, Fokker Fellowship</i>	
<i>British Aerospace BAE 146-200, HS 748</i>	
<i>7500 and up sq.ft.</i>	\$230
<i>Global Express, Convair 440/580, Dash 7</i>	
<i>Fokker 50/100, Fokker Frienship, Gulfstriem V</i>	
<i>British Aerospace BAC 111-500</i>	
Military Jets (small)	\$170
Military Jets (large)	\$235

Discounts available for longer-term storage



Hangar Rates and Charges - Transient Aircraft Storage

Hangar 703

Door Clearance 140' (W) and 30' (H)

Rates applicable for storage of aircraft only and do not include charges by FBOs for Aircraft handling.

As of January 1, 2017

Aircraft Type	Daily/Overnight Rate
Helicopters and single engine pistons	\$55
Single Engine turbo-props and piston twins	\$70
Twin engine turbo-prop	\$80
Large Turbo-Props/Business Jets	
<i>Up to 2500 sq.ft.</i>	\$130
<i>Beechjet 400, Premier I, CJ-I/2, Citation 500, Citation Jet</i>	
<i>Citation 550, Mustang, Falcon 10, Delfin L-29, Exlipse 500</i>	
<i>1124 Westwind, Learjet 24/25/28/29/31/35/36/55</i>	
<i>Diamond I, T-38 Talon, Hawker 400XP/700,</i>	
<i>Jet Commander 1121, Sabreliner 65</i>	
<i>2500 to 5000 sq.ft.</i>	\$150
<i>Challenger 300/600/601/604, Casa C-212-200, Gulfstream I</i>	
<i>Citation III/v/VI/VII/X, Excel, Sovereign, Falcon 20/50/900/2000</i>	
<i>Dornier 328 Turbo-prop/Jet, Brasilla, EMB 123/300, Hansa</i>	
<i>Galaxy, Astra, IAI G-150, Phenom 300/500, CJ-3,</i>	
<i>Learjet 45/60, Jetstar I/II, Hawker 800/800XP/850XP/1000/4000</i>	
<i>5000 to 7500 sq.ft.</i>	\$160
<i>Gulfstream II/III/IV, DC-3, Dash 8, Falcon 7X, Rockwell 2000</i>	
<i>Casa CN-235, Embraier ERJ 135-/145, Antonov AN-26</i>	
<i>ATR 42-500, Canadair Regional Jet, Fokker Fellowship</i>	
<i>British Aerospace BAE 146-200, HS 748</i>	
<i>7500 and up sq.ft.</i>	\$180
<i>Global Express, Convair 440/580, Dash 7</i>	
<i>Fokker 50/100, Fokker Frienship, Gulfstriem V</i>	
<i>British Aerospace BAC 111-500</i>	
Military Jets (small)	\$125
Military Jets (large)	\$170

Discounts available for longer term storage



T-Hangar Rates and Charges

Rates applicable for storage of aircraft only and do not include charges by FBOs for Aircraft handling.

As of January 1, 2017

Hangar Type	Monthly Rate
(A) T-hangars	\$86
(B) T-hangars	\$86
(D) Box hangars	\$107
- D5, D6, D7, D8	
(C) Box hangars	\$157
- C1	
(P) T-hangars	\$86
- P13 T-hangar	\$107
- P30, P31, P32	\$126



Ground Support Equipment & Logistics

As of January 1, 2017



For questions or to rent GSE or Logistics Services, please contact Shelli Swanson at 785-827-3914 or email shellis@salair.org

Vehicles



Description:
Chevy 12 Passenger
Van



Description:
GMC Box Van
L 23'9" W 7'9" H 8'6"



Description:
International Semi
Flatbed Truck



Description:
Chevy Blazer



Description:
1986 International
Series Stake Bed
Truck

Ground Support Equipment

Description:

PS1: F350, Self-propelled, Passenger Air Stair
See attachment for height range



Description:

PS4: Self-propelled, Passenger Air Stair
See attachment for height range



Description:

PS2: Passenger Aircraft Air Stair
See attachment for height range



Description:

S&S Tug, Mobile Belt Loader, 11' Height Range



Description:

PS3: 150
Passenger Air Stair, Towable
See attachment for height range



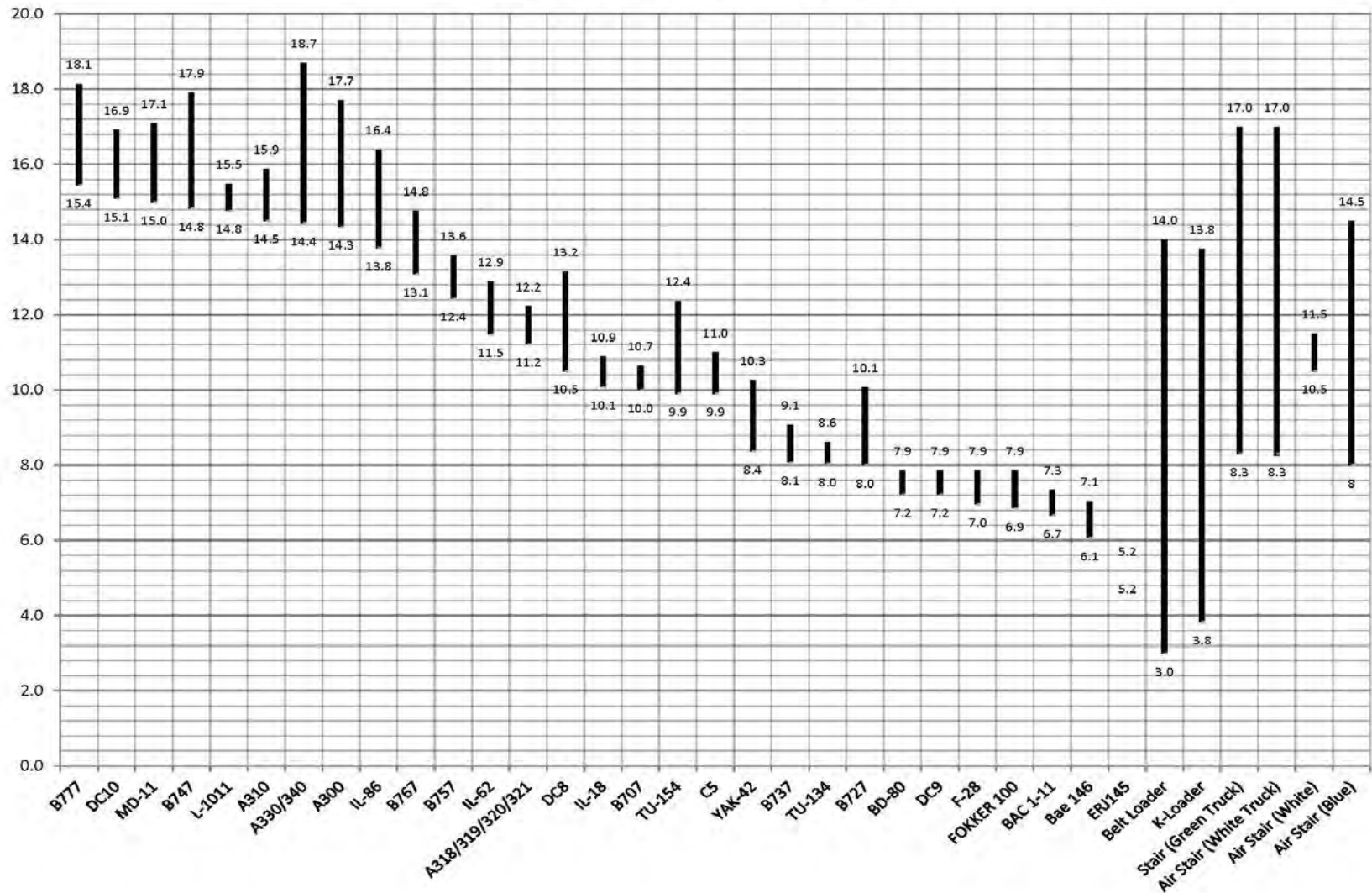
Description:

Bucket Truck Lift, 52' Height range



Height Range

Aircraft Door Sill Heights in Feet (Minimum to Maximum)



Ground Support Equipment



Description:
25K-Loader (Qty 2),
13' Height Range



Description:
10K Forklift,
12.6' Height Range



Description:
Grey 2K Forklift,
10.8' Height Range



Description:
10K Forklift,
8.25' Height Range



Description:
4K Forklift,
10.3' Height Range



Description:
Man Lift Cage
for fork lift
Platform size:

Ground Support Equipment

Description:

Hobart AC Ground
Power Unit 400 Hz
Solid State 460 VAC
50-60Hz



Description:

Hobart AC Ground
Power Unit 28 VDC
Solid State, 3ph/208-
230-460V/60Hz



Description:

3 sets of Portable
Flood Lamp
35' tall



Description:

12, Tri-max wheeled
fire extinguishers



Description:

Flood Lamp
30' tall



Ground Support Equipment

Description:

Landoll Deicer
Mil & Civ AC
Up to B757
40.5'



Description:

Aircraft Tug



Description:

Aircraft Tug,
4,000 lbs Weight
Limit



Description:

Bobtail tug



Description:

Jack up Work Stand,
10' Height Range



Description:

Portable Loading
Ramp, L 36' x W 7'



Ground Support Equipment and Logistics Fee Schedule

Equipment	Hourly Rate	Daily Rate
AC Ground Power Units	35	110
Air Stairs	n/a	145
Aircraft Tugs	40	150
Belt Loader	n/a	145
Boom Lift	55	150
Deicer Vehicles		150 (per aircraft)
FOD Busters (ea)	25	60
Forklifts	55	150
Jack up Work Stand	50	140
K-Loaders	55	150
Man Lift Cage	15	60
Portable Flood Lights	55	180
Portable Loading Ramp	55	140
Tri-Max Wheeled Fire Extinguishers (12)	30	90
Vehicles	\$ 40	\$ 150

Multiple day FOL activities qualify for the \$180 per day logistics rate which includes access to all equipment on this schedule.

Rates include delivery and return of equipment to any facility on the Airport.

Equipment will be positioned fueled.

Any refueling, refilling or recharging required will be the responsibility of the lessee.

2017 CALENDAR OF EVENTS

January

2	New Year's Day/ Holiday
16	Martin Luther King Jr. Day
18	8 a.m. Board of Directors Meeting

February

20	Presidents Day
15	8 a.m. Board of Directors Meeting

March

15	8 a.m. Board of Directors Meeting
----	-----------------------------------

April

19	8 a.m. Board of Directors Meeting
----	-----------------------------------

May

17	8 a.m. Board of Directors Meeting
29	Memorial Day

June

21	8 a.m. Board of Directors Meeting
----	-----------------------------------

July

4	Independence Day
19	8 a.m. Board of Directors Meeting

August

16	8 a.m. Board of Directors Meeting
----	-----------------------------------

September

4	Labor Day
20	8 a.m. Board of Directors Meeting

October

18	8 a.m. Board of Directors Meeting
----	-----------------------------------

November

10	Veterans Day
15	8 a.m. Board of Directors Meeting
23	Thanksgiving Day
24	Thanksgiving Day Holiday

December

20	8 a.m. Board of Directors Meeting
25	Christmas Day



SALINA Airport *Authority*

Salina Regional
SLN Airport

SALINA Airport
Industrial Center

3237 Arnold | Salina, KS 67401 | 785-827-3914
www.salinaairport.com | www.flysalina.com

BUSINESSES and ORGANIZATIONS



Avflight Salina Corporation
Blue Beacon International Flight Department
Bombardier - Learjet, Inc.
Civil Air Patrol
Enterprise Rent-A-Car
Federal Aviation Administration
Great Lakes Airlines
Hawkeye Helicopter
Hertz Rent-a-Car
Kansas National Guard Army Aviation Support Facility

Kansas State Polytechnic
Long McArthur Rental Center
Plains Environmental
Planemasters, Ltd
Salina Aircraft Services
Salina Airport Authority
Schilling Aviation Services
SouthWind Global Aviation
Transportation Security Administration
TRC Enterprises, LLC Flight Dept.
Universal Helicopter



A&B Machine
Access Storage, Inc.
Acu-Step, Inc.
AFK Properties, LLC., (OCCK, Inc.)
Airport Apartments
All Saints Orthodox Christian Church
All Star Automotive
Alltell Newco No. 4, LLC
APAC Salina
Belcher Industries
Berry Material Handling
Boretac, L.L.C.
Broadway Mini Storage
Builder's Choice Concrete
Busboom and Rauh Construction Co.
Charter Matrix
Choices Network, Inc.
City of Salina
City Wide Self Storage
Classics Auto Body
Cross-Midwest Tire Co.
Daws, Inc.
Diesel Disc
Doug Bradley Trucking, Inc.
Dragun Corporation
E.A. Sween Company, d/b/a Deli Express
Eldorado National (Kansas), Inc.
Exide Technologies
FedEx Express
FedEx Freight
GE Oil and Gas
Geocore Inc.
Geoprobe Systems
GT Midwest
Hangar Indoor Complex
Harbin Construction
Heineken Electric
IBT Industrial Solutions
Interstates Construction Services, INC.
Jumpin' Joe's
Kansas Erosion Products, LLC
Kansas National Guard
Kansas State Polytechnic
L & S Builders
Lift Truck Specialists of KS
Luminious Neon Art & Design Systems

Matrix Electronic Measuring, Inc.
McIntire Welding
Miller Pipeline, LLC
Nestlé Dreyer's
Oards Auto Repair
Occupational Center of Central Kansas (OCCK)
Ovation Cabinetry, Inc.
Penske Truck Leasing
Power Ad Company
Pratt Industries Salina Division
Precision Machine & Welding
Precision Works Manufacturing
Quality Drive-away, Inc.
Quivera Gun Club
Salina Area Technical College
Salina Auto Auction
Salina Mini Storage
Salina Rescue Mission
Salina Vortex Corporation
Salina Waste Systems, Inc.
Saline County Bird Dog Assoc.
Saline County Shops
Scientific Engineering
Scrommel Resource Mgmt.
Smoky Hill Winery
Smoky Hill, L.L.C.
Snak-Atak
State of Kansas Drivers License Office
Storage Mart
Sunflower Restaurant Supply
Superior Plumbing & Heating
The Schwan Food Company
Thunder Struck
Tischlerei, Inc.
Triangle Trucking
Two Hawk Employment Services
Unifirst
United Suppliers, Inc.
Universal Forest Products, Inc.
USD 305
Veris Technologies
Vidricksen Distributing Co.
Waddle's Manufacturing, Inc.
Waters, Inc.
Westar Energy
Winwater Works Co.

SALINA AIRPORT AUTHORITY

SALINA REGIONAL AIRPORT & AIRPORT INDUSTRIAL CENTER

BY THE NUMBERS

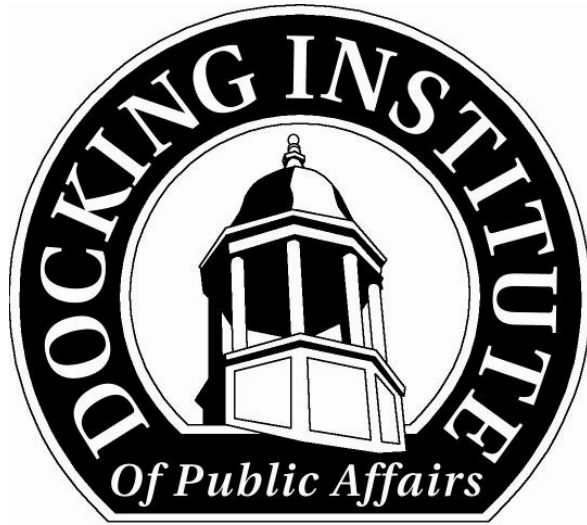
2,861.9	Acres owned
51	Development ready lots
309.2	Acres available for development
119	SAA Buildings
1,163,471	SAA Bldg. Sq. ft.
693,624	Sq. ft. leased
469,847	Sq. ft. vacant
16	SAA Employees
1,860,912	Gallons of fuel sold - 2016
3,883	Passenger Enplanements - 2016
77,111	Operations - 2016
113	Total Businesses and Organizations

21 – Airport Businesses and Organizations

92 – Airport Industrial Center Businesses and Organizations

* **55** – Salina Airport Authority Tenants

Salina Regional Airport and Airport Industrial Center Economic Impact Study



2016 Report

(Economic Impact Data at 12-31-14)

Prepared For

Salina Airport Authority

Salina, Kansas

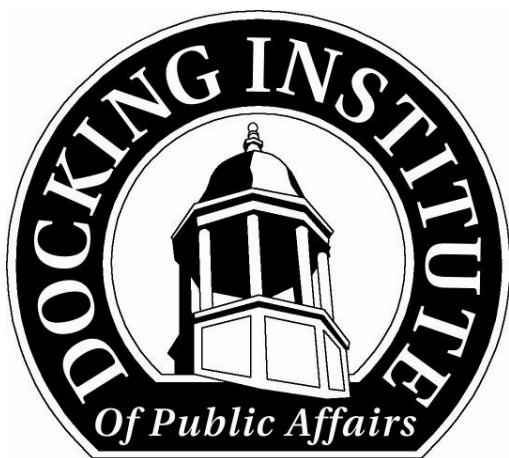
Prepared By

The Docking Institute of Public Affairs

Fort Hays State University

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Mission:

To Facilitate Effective Public Policy Decision-Making.

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University Center for Survey Research are dedicated to
serving the people of Kansas and surrounding states.

Salina Regional Airport and Airport Industrial Center Economic Impact Study

Fiscal Year 2014

(the most recent year of available economic data)

Prepared By:

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Senior Policy Fellow
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Gary Brinker, Ph.D.
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Docking Institute of Public Affairs

Prepared For:

Salina Airport Authority
Salina, Kansas

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Executive Summary

- The businesses and organizations located at the Salina Regional Airport and Airport Industrial Center (SLN/SAIC) contributed approximately 60 percent of the total economic activity in Saline County during 2014.
- The total employment associated with SLN/SAIC activity during 2014 was 6,459 jobs (17.3 percent of the employment in Saline County).
- The SLN/SAIC activity contributed approximately 25 percent of the total economic activity in the Seven County Region during 2014 and produced 6,010 jobs.
- The SLN/SAIC businesses and organizations contributed approximately 7.7 percent of the total economic activity in the Twenty-five County Region during 2014 and produced 6,505 jobs.
- SLN/SAIC activity contributed approximately 1.3 percent of the total economic activity in Kansas during 2014 and produced 7,796 jobs.

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Introduction

The Salina Airport Authority is a body corporate and politic. The Authority was created by the City of Salina in April 1965 (Sec. 4-16, Salina City Code) pursuant to the authority granted by the City by the surplus property and public airport authority act of the State of Kansas (K.S.A. 27-315 et seq.). The Authority was created for the purpose of accepting, as surplus property, portions of the former Schilling Air Force Base, which was closed by the United States Department of Defense in June 1965. By quitclaim deed, the Authority received over 2,900 acres of land and numerous buildings for the purpose of operating and developing the Salina Regional Airport and the Salina Airport Industrial Center. The Authority is managed and controlled by a five-member Board of Directors appointed by the Salina City Commission.

The Salina Regional Airport is the only commercial service airport serving Salina/Saline County and the 25-county area, which comprises North Central Kansas. The Airport also services the corporate, business, private aviation, and flight training needs of industry, business, and individuals in the area. The Airport is also used by Kansas State University Polytechnic (KSUP). The campus of KSUP is located adjacent to the Airport and is one of the nation's top five aviation programs. The college offers degrees in professional flight training, airframe and power plant maintenance, avionics technology, and airport management.

The Salina Regional Airport and Airport Industrial Center is home for over 100 businesses and organizations. Fifty-three of the businesses and organizations are tenants of the Authority. One of the primary functions of the Authority is to facilitate the continued growth of jobs and payroll at the Airport and Airport Industrial Center. The Authority works in partnership with the City of Salina, Saline County, the Salina Area Chamber of Commerce and the Salina Community Economic Development Organization for the retention of existing business and industry and the recruitment of new business and industry.

Data Sources

The Salina Airport Authority (SAA) utilized a survey to collect economic information from the firms and organizations that are located at the Salina Regional Airport and Airport Industrial Center (SLN/SAIC). SAA staff reviewed the surveys and found that some surveys had incomplete and/or incorrect information. Follow-up contacts were made to complete and/or correct the survey information. The final data set contained useable data from 91 of the over 100 businesses and organizations located at the SLN/SAIC.

The missing data (from the surveys that were unusable) results in a slightly smaller economic impact. It may be helpful in future surveys to share this report with those who will be filling out the next surveys, so that they see the level of aggregation used. For some, believing that firm-specific information will be divulged may cause them to

hesitate to share economic information, particularly gross sales, for competitive business reasons.

Research Methodology

The purpose of this study is to determine the approximate magnitude of the economic impact of the Salina Airport Authority (SLN/SAIC) and its businesses and organizations on the local economy. Four regions were examined with each one larger than the previous one. The smallest region is Saline County, and the largest region is the State of Kansas. We also examined a seven county region and a twenty-five county region.

The model used in this study is based on the work of Wassily Leontif. Leontif's input-output models attempt to quantify the interdependences between the various sectors of an economy. The model used for this analysis is the IMPLAN Software model. The IMPLAN software and its database calculate appropriate industry level multipliers at the county level or a multi-county regional level. The source data for this model comes from a wide variety of sources that are collected and published by the U.S. Government. Additional data, specific to this analysis, comes from the survey conducted by SLN/SAIC.

How an economy responds to changes in economic activity can be quantified based on the buy-sell relationships among the economic agents (businesses, governmental entities, and households) located

within the studied economy. Input-Output (I-O) models estimate the inter-industry relationships in an economy (or region) by measuring the distribution of inputs purchased and outputs sold by each industry. Through the use of I-O models, it is possible to calculate how the impact of one dollar flows or “ripples” through a regional economy. As this economic activity (measured by the dollar) flows through the economy, it causes additional economic activity (expenditures and employment). This is the multiplier effect: a quantitative measure of the ripple effects that an initial expenditure has on its economy.

The total economic impact on an economy is the sum of the initial economy activity, the Direct Effect, plus all of the secondary effects, the Indirect Effect and Induced Effect. The Multiplier Effect combines the Direct Effect and these secondary effects for each sector in the geographic region. Businesses initially benefiting from the direct effects will subsequently increase spending at other local businesses. The indirect effect is a measure of this increase in business-to-business activity. Induced effects are the results of increased personal income caused by both the direct and indirect effects. Businesses that experience increased revenue from the direct and indirect effects will then increase payroll expenditures by hiring more employees, raising salaries, or increasing payroll hours. Households will then increase spending at local businesses. The induced effect is a measure of the increase in household-to-business activity. The Implan model recalculates the Indirect and Induced Multipliers for each economic sector when the geographic region is changed.

These changes reflect the relationships that exist among entities in the changed region. Although the change is usually positive, it can be negative. The multipliers for the Twenty-five County Region and the State of Kansas are larger than those for the Saline County Region, but these multipliers are smaller for the Seven County Region than they are for the Saline County Region. Clearly, it is critical to accurately measure both the initial economic activity and the level of the flow through the economy.

Base Economic Measures

We started with basic measures of the most recent year of available economic data (2014) to measure the level of economic activity in each of the geographic areas studied. Table 1 shows these levels of employment and economic activity for Saline County, the Seven County region, the Twenty-five County region, and the State of Kansas. As the regions become larger the total number of employed persons and the amount of economic activity (Output) usually increases. As noted earlier, there is a slight shrinkage in both Employment and Output when comparing the Seven County Region to the Saline County Region.

Table 1 – Basic Economic Measures, 2014

Region	Employment	Output
Saline County	37,236	\$2,638,481,546
Seven Counties	84,060	\$6,190,460,310
Twenty-five Counties	296,135	\$21,067,116,935
Kansas	1,883,641	\$150,763,881,995

The Seven County region consists of Dickinson, Ellsworth, Lincoln, Marion, McPherson, Ottawa, and Saline Counties. The Twenty-five County region includes the previous seven counties plus Barton, Chase, Clay, Cloud, Geary, Harvey, Jewell, Marshall, Mitchell, Morris, Osborne, Reno, Republic, Rice, Riley, Russell, Smith, and Washington Counties.

Saline County

The gross regional product (GRP), or the level of economic activity, for Saline County for 2014 was \$2,638,481,546. The total level of economic activity generated by the businesses located at SLN/SAIC facilities was \$1,535,293,645. Table 2 shows the direct economic impact, the induced and the indirect economic activity, and the total economic impact for employment and output. Employment provides a measure of economic activity in terms of full time jobs. Output measures economic activity in terms of gross regional product (GRP). The businesses located at the SLN/SAIC contributed 58 percent of the total economic activity for Saline County for 2014 when measured by Output, but provided only 16 percent of the jobs. However, these are some of the most productive jobs in Saline County.

Table 2 – Business Impact, Saline County

Impact Type	Employment	Output
Direct Effect	3,073	\$1,159,763,743
Indirect Effect	1,192	\$190,784,428
Induced Effect	1,581	\$184,745,474
Total Effect	5,846	\$1,535,293,645

Table 3 shows the economic impacts of the educational institutions that are located at SLN/SAIC. The total level of economic activity generated by the educational institutions located at SLN/SAIC facilities was \$39,232,297. The educational institutions located in the Salina Airport Authority contributed 1.5 percent of the total economic activity for Saline County for 2014. The number of jobs associated

with this sector is about 1.1 percent of the total jobs in Saline County. However, this analysis does not fully measure the value of these graduates. The graduates of these institutions typically both earn more and are more productive workers, but they may not stay in the local area. This highlights one of the limitations of economic analysis – that it does not measure some factors.

Table 3 – Educational Institutions Impact, Saline County

Impact Type	Employment	Output
Direct Effect	293	\$27,766,969
Indirect Effect	42	\$4,640,437
Induced Effect	58	\$6,824,891
Total Effect	393	\$39,232,297

Table 4 shows the economic impacts of the military institutions that are located at the SLN/SAIC. There is no indirect effect because these are the results of business-to-business transactions indirectly caused by the direct effects. The indirect effect is a measure of the increase in business-to-business activity, which does not occur with the military. The total level of economic activity generated by the military institutions located at the SLN/SAIC facilities was \$11,956,019. The military institutions located at the SLN/SAIC contributed 220 jobs and approximately 0.5 percent of the total economic activity for Saline County for 2014.

Table 4 – Military Institutions Impact, Saline County

Impact Type	Employment	Output
Direct Effect	189	\$8,338,602
Indirect Effect	0	0
Induced Effect	31	\$3,617,417
Total Effect	220	\$11,956,019

Finally, Table 5 shows the total economic impact on Saline County that can be traced to the entities that are located at SLN/SAIC facilities. The total level of economic activity generated by the businesses, educational institutions, and military units for 2014 was \$1,586,481,961. Altogether, SLN/SAIC and its tenants contributed approximately 60 percent of the total economic activity in Saline County during 2014. The total employment associated with SLN/SAIC and its tenants was 6,459 jobs (17.3 percent of the employment in Saline County).

Table 5 – SLN/SAIC Total Impact, Saline County

Impact Type	Employment	Output
Direct Effect	3,555	*\$1,195,869,313
Indirect Effect	*1,233	*\$195,424,866
Induced Effect	*1,671	\$195,187,782
Total Effect	6,459	\$1,586,481,961

* Total Impacts may not equal sum of individual impacts due to rounding

Seven County Region

The GRP for the Seven County region for 2014 was \$6,190,460,310, and is about 2.3 times larger than that of the Saline County Region. The total level of economic activity generated by the businesses and organizations located at SLN/SAIC facilities was \$1,493,638,910. Table 6 shows the direct economic impact, the induced and the indirect economic activity, and the total economic impact for employment and output. Employment provides a measure of economic activity in terms of full time jobs. Output measures economic activity in terms of GRP. The businesses located at the SLN/SAIC contributed 24 percent of the total economic activity for Saline County for 2014 when measured by Output. They also generate 5,411 (6 percent) of the jobs.

Table 6 – Business Impact, Seven County Region

Impact Type	Employment	Output
Direct Effect	3,073	\$1,160,195,083
Indirect Effect	990	\$173,912,693
Induced Effect	1,348	\$159,531,134
Total Effect	5,411	\$1,493,638,910

Table 7 shows the economic impacts of the educational institutions that are located at the SLN/SAIC in the Seven County Region. The total level of economic activity generated by the educational institutions located at the SLN/SAIC facilities was \$38,333,244. The number of jobs associated with this sector was 383 out of a regional total of 84,060 (or less than 0.5 percent).

Table 7 – Educational Institutions Impact, Seven County Region

Impact Type	Employment	Output
Direct Effect	293	\$27,777,715
Indirect Effect	39	\$4,486,081
Induced Effect	51	\$6,069,448
Total Effect	383	\$38,333,244

Table 8 shows the economic impacts of the military institutions that are located at the SLN/SAIC. There is no indirect effect because these are the results of business-to-business transactions indirectly caused by the direct effects. This does not occur with the military. The total level of economic activity generated by the military institutions located at the SLN/SAIC facilities was \$11,607,396. The military institutions located in the Salina Airport Authority contributed 217 jobs to the Seven County Region.

Table 8 – Military Institutions Impact, Seven County Region

Impact Type	Employment	Output
Direct Effect	189	\$8,339,580
Indirect Effect	0	0
Induced Effect	28	\$3,267,816
Total Effect	217	\$11,607,396

Table 9 shows the total economic impact on the Seven County Region that can be traced to the entities that are located at SLN/SAIC facilities. The total level of economic activity generated by the businesses and organizations, educational institutions, and military units for 2014 was \$1,543,579,550. Altogether, the SLN/SAIC contributed approximately 25 percent of the total economic activity in

the Seven County Region during 2014. The total employment associated with the SLN/SAIC was 6,010 jobs (7.2 percent of the employment in the Seven County Region).

Table 9 – SLN/SAIC Total Impact, Seven County Region

Impact Type	Employment	Output
Direct Effect	3,555	\$1,196,312,378
Indirect Effect	1,029	\$178,398,774
Induced Effect	*1,426	\$168,868,398
Total Effect	*6,010	\$1,543,579,550

* Total Impacts may not equal sum of individual impacts due to rounding

Twenty-five County Region

The gross regional product for the Twenty-five County Region for 2014 was \$21,067,116,935. The GRP of the Twenty-five County Region is about 8 times larger than that of the Saline County Region. The total level of economic activity generated by the businesses located at SLN/SAIC facilities was \$1,572,375,242. Table 10 shows the direct economic impact, the induced and the indirect economic activity, and the total economic impact for employment and output. The businesses located at the SLN/SAIC contributed 7.5 percent of the total economic activity for the Twenty-five County Region for 2014 when measured by Output. They also generated 5,888 (2 percent) of the jobs.

Table 10 – Business Impact, Twenty-five County Region

Impact Type	Employment	Output
Direct Effect	3,073	\$1,160,195,083
Indirect Effect	1,342	\$237,267,666
Induced Effect	1,473	\$174,912,493
Total Effect	5,888	\$1,572,375,242

The economic impacts of the educational institutions that are located at the SLN/SAIC on the Twenty-five County Region are shown in Table 11. The total level of economic activity in this region that was generated by the educational institutions located at SLN/SAIC facilities was \$40,765,961. The number of jobs associated with this sector was 398 out of a regional total of 296,135 (or less than 0.1 percent).

Table 11 – Educational Institutions Impact, Twenty-five County Region

Impact Type	Employment	Output
Direct Effect	293	\$27,777,715
Indirect Effect	50	\$6,425,664
Induced Effect	55	\$6,562,582
Total Effect	398	\$40,765,961

The economic impacts of the military institutions that are located at the SLN/SAIC are shown in Table 12. Again, there is no Indirect Effect because these do not occur with the military. The total level of economic activity generated by the military institutions located at the SLN/SAIC facilities was \$11,797,273. The military institutions located in the SLN/SAIC contributed 218 jobs to the Twenty-five County Region.

Table 12 – Military Institutions Impact, Twenty-five County Region

Impact Type	Employment	Output
Direct Effect	189	\$8,339,579
Indirect Effect	0	0
Induced Effect	29	\$3,457,694
Total Effect	218	\$11,797,273

Finally, Table 13 shows the total economic impact on the Twenty-five County Region that can be traced to the entities that are located at the SLN/SAIC facilities. The total level of economic activity generated by the businesses, educational institutions, and military

units for 2014 was \$1,624,938,476. Altogether, the SLN/SAIC and its tenants contributed approximately 7.7 percent of the total economic activity in the Twenty-five County Region during 2014. The total employment associated with the SLN/SAIC activity was 6,505 jobs (2.2 percent of the employment in the Twenty-five County Region).

Table 13 – SLN/SAIC Total Impact, Twenty-five County Region

Impact Type	Employment	Output
Direct Effect	3,555	*\$1,196,312,378
Indirect Effect	1,392	\$243,693,330
Induced Effect	*1,558	*\$184,932,768
Total Effect	*6,505	\$1,624,938,476

* Total Impacts may not equal sum of individual impacts due to rounding

State of Kansas

The gross regional product for Kansas for 2014 was \$150,763,881,995. The GRP of Kansas is about 82 times larger than that of the Saline County Region. The total level of economic activity generated by the businesses located at the (SLN/SAIC) facilities was \$1,838,908,203. Table 14 shows the direct economic impact, the induced and the indirect economic activity, and the total economic impact for employment and output. The businesses located at the SLN/SAIC contributed 1.2 percent of the total economic activity for Kansas for 2014 when measured by Output. They also generated 7,143 (0.4 percent) of the jobs.

Table 14 – Business Impact, Kansas

Impact Type	Employment	Output
Direct Effect	3,073	\$1,160,195,083
Indirect Effect	1,948	\$396,165,662
Induced Effect	2,122	\$282,547,458
Total Effect	7,143	\$1,838,908,203

The economic impacts of the educational institutions that are located at the SLN/SAIC on the State of Kansas are shown in Table 15. The total level of economic activity in the State that was generated by the educational institutions located at the SLN/SAIC facilities was \$47,376,335. The number of jobs associated with this sector was 428 out of a State total of 1,883,641 (or about 0.02 percent).

Table 15 – Educational Institutions Impact, Kansas

Impact Type	Employment	Output
Direct Effect	293	\$27,777,715
Indirect Effect	61	\$9,786,280
Induced Effect	74	\$9,812,340
Total Effect	428	\$47,376,335

The economic impacts of the military institutions that are located at the SLN/SAIC are shown in Table 16. Again, there is no indirect effect because these do not occur with the military. The total level of economic activity generated by the military institutions located at the SLN/SAIC facilities was \$13,115,376. The military institutions located within the SLN/SAIC contributed 225 jobs to the State of Kansas.

Table 16 – Military Institutions Impact, Kansas

Impact Type	Employment	Output
Direct Effect	189	\$8,339,580
Indirect Effect	0	0
Induced Effect	36	\$4,775,796
Total Effect	225	\$13,115,376

Lastly, Table 17 shows the total economic impact in Kansas that can be traced to the entities that are located at SLN/SAIC facilities. The total level of economic activity generated by the businesses, educational institutions, and military units for 2014 was \$1,899,399,915. Altogether, SLN/SAIC and its tenants contributed approximately 1.3 percent of the total economic activity in Kansas during 2014. The total employment associated with SLN/SAIC activity was 7,796 jobs (0.4 percent of the employment in Kansas).

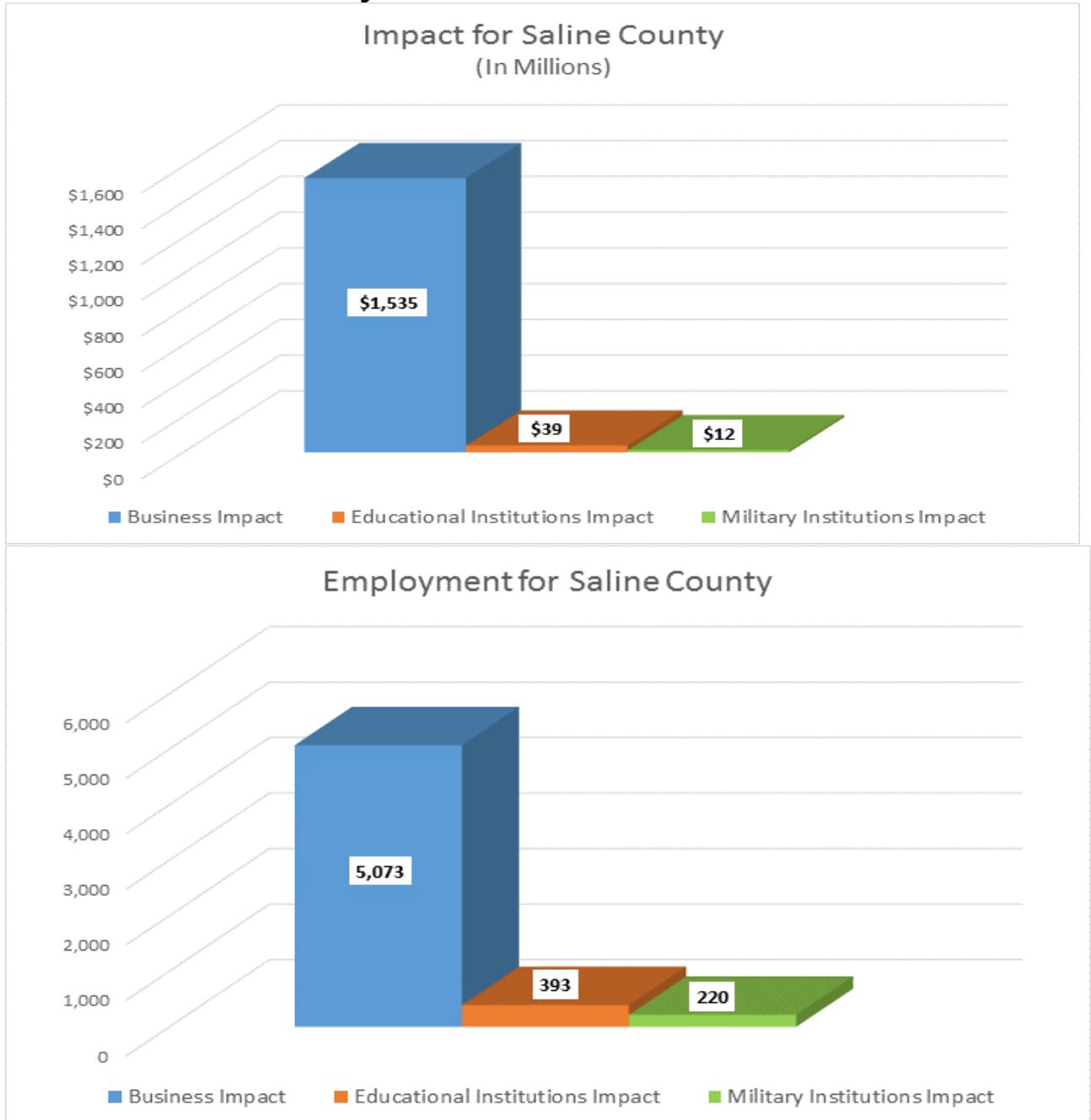
Table 17 – SLN/SAIC Total Impact, Kansas

Impact Type	Employment	Output
Direct Effect	3,555	\$1,196,312,378
Indirect Effect	2,009	*\$405,951,943
Induced Effect	2,232	\$297,135,594
Total Effect	7,796	*\$1,899,399,915

* Total Impacts may not equal sum of individual impacts due to rounding

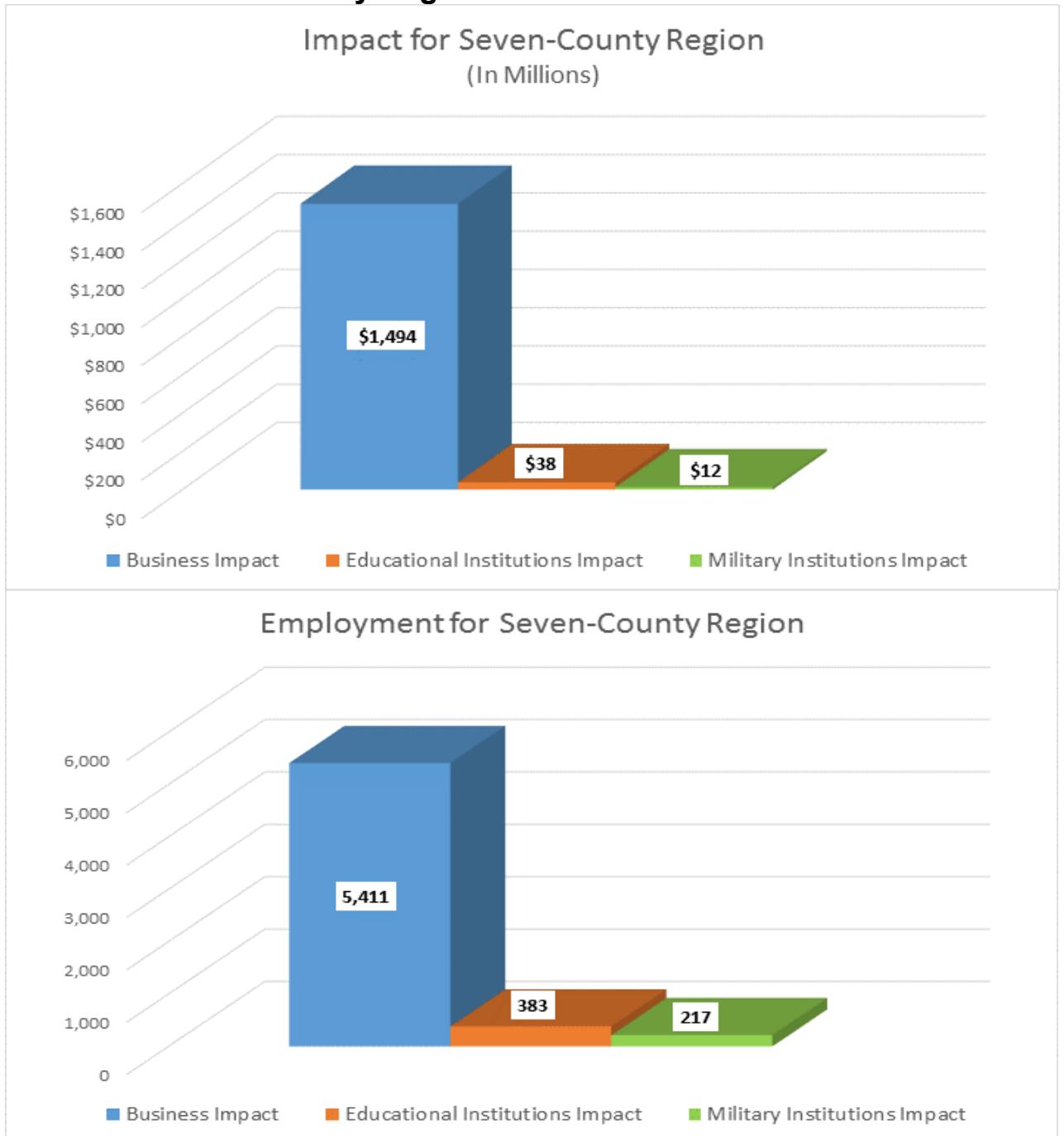
Relative Contributions from Each Sector

Graphs 1 & 2 – Output and Employment Impacts by Sector, Saline County



Graphs 1 and 2 show that the Business Sector provides most of the economic Output (97%) and Employment (89%) from SLN/SAIC businesses and organizations for the Saline County Region.

Graphs 3 & 4 – Output and Employment Impacts by Sector, Seven-County Region



Graphs 3 and 4 show that the increase in both Output (97%) and Employment (90%) is mostly the result of the Business Sector of the businesses and organizations at SLN/SAIC facilities.

Results of Analyses

The analyses show that as the regions increase in size, the secondary economic effects increase in size. But the magnitude of the total economic impact of SLN/SAIC decreases relative to the total economic activity of the larger regions. The primary beneficiaries of economic activity associated with the Salina Regional Airport and Airport Industrial Center are the citizens of Salina and Saline County.

What Could Not be Measured

As was discussed earlier in the report, there were some businesses and organizations of SLN/SAIC that did not provide useable responses to the survey. Although the number was small, it does mean that our estimates are slightly smaller than they would have been with a 100 percent response rate.

The social benefits that are associated with both the educational sector and the military sector were also beyond the scope of this project. Both of these are generally viewed as beneficial to the larger community, but it is difficult to place a monetary value on these benefits.

Finally, the perceptual benefits of a diverse and successful community when recruiting new businesses are very difficult to quantify.

Comparison with Previous Studies

Previous economic impact studies have utilized RIMS II multipliers that are aggregated to the state level, rather than the county level. This means that they tend to overestimate the multiplier effects. They have also included the students of KSU Salina as “employees.” This causes a greater direct impact that is then further enhanced through the multiplier effect. These studies attributed military contract spending to the military presence at the SLN/SAIC, as well. This raises the possibility of double-counting this output, since it is also recorded as income to the businesses that are awarded these contracts. Finally, previous studies utilized different geographical regions than the present study. Given all these issues and the changed economic conditions in both the United States and Kansas, there is limited benefit to looking backward. The present study provides a starting point for attempting to shape the future.

Appendix: A Short Discussion of Multipliers

The following table shows the economic effects and the multipliers for six of the forty-eight sectors that are represented at the SLN/SAIC. The economic effects and multipliers are shown for each of the areas considered in this report. An examination of these economic effects shows that, for example, code 80 (Frozen specialties manufacturing) has decreased indirect and induced effects when comparing the Seven County region with Saline County. And so, both the Type 1 and the Type SAM multipliers¹ are also less. There is a similar pattern for code 249 (Machine shops), although the decrease persists to the Twenty-five County region. For code 411 (Truck transportation), the indirect effects increase as the region size increases. However, the induced effects initially decrease in the move to the Seven County region. Both multipliers increase as the area studied becomes larger. Finally, for codes 534 (Employment and payroll of local government, education) and 536 (Employment and payroll of federal government, military) there are no indirect effects because these sectors focus only on employees and exclude purchases of goods and services from other businesses.

¹ The Type 1 Multiplier focuses on the business-to-business secondary effects (change in output) that occur because of the original direct effect (output). These indirect effects are relatively easily determined. The Type SAM Multiplier focuses on the household-to-business and subsequent business-to-business secondary and tertiary effects. SAM stands for Social Accounting Matrix. These induced effects are generally smaller and more difficult to measure, but are still important to the overall economic impact that can be traced from the original direct effect.

Table A1 – Economic Effects and Multipliers, Selected Sectors

Area	Code	Description	Direct Effects	Indirect Effects	Induced Effects	Total Effects	Type I Multiplier	Type SAM Multiplier
Saline County	80	Frozen specialties manufacturing	1.0000	0.2080	0.1073	1.3153	1.2080	1.3153
Seven Counties	80	Frozen specialties manufacturing	1.0000	0.2004	0.0935	1.2939	1.2004	1.2939
Twenty-five Counties	80	Frozen specialties manufacturing	1.0000	0.2760	0.1062	1.3821	1.2760	1.3821
Kansas	80	Frozen specialties manufacturing	1.0000	0.4505	0.1869	1.6375	1.4505	1.6375
Saline County	249	Machine shops	1.0000	0.1460	0.2572	1.4032	1.1460	1.4032
Seven Counties	249	Machine shops	1.0000	0.1141	0.2205	1.3346	1.1141	1.3346
Twenty-five Counties	249	Machine shops	1.0000	0.1447	0.2254	1.3700	1.1447	1.3700
Kansas	249	Machine shops	1.0000	0.2476	0.3507	1.5983	1.2476	1.5983
Saline County	411	Truck transportation	1.0000	0.2874	0.2553	1.5427	1.2874	1.5427
Seven Counties	411	Truck transportation	1.0000	0.3689	0.2446	1.6135	1.3689	1.6135
Twenty-five Counties	411	Truck transportation	1.0000	0.4278	0.2452	1.6730	1.4278	1.6730
Kansas	411	Truck transportation	1.0000	0.5636	0.3944	1.9580	1.5636	1.9580

Area	Code	Description	Direct Effects	Indirect Effects	Induced Effects	Total Effects	Type I Multiplier	Type SAM Multiplier
Saline County	473	Junior colleges, colleges, universities, and professional schools	1.0000	0.1675	0.2424	1.4099	1.1675	1.4099
Seven Counties	473	Junior colleges, colleges, universities, and professional schools	1.0000	0.1621	0.2024	1.3644	1.1621	1.3644
Twenty-five Counties	473	Junior colleges, colleges, universities, and professional schools	1.0000	0.2325	0.2115	1.4441	1.2325	1.4441
Kansas	473	Junior colleges, colleges, universities, and professional schools	1.0000	0.3556	0.3507	1.7063	1.3556	1.7063
Saline County	534	* Employment and payroll of local govt, education	1.0000	0.0000	0.4829	1.4829	1.0000	1.4829
Seven Counties	534	* Employment and payroll of local govt, education	1.0000	0.0000	0.4364	1.4364	1.0000	1.4364
Twenty-five Counties	534	* Employment and payroll of local govt, education	1.0000	0.0000	0.4618	1.4618	1.0000	1.4618
Kansas	534	* Employment and payroll of local govt, education	1.0000	0.0000	0.6379	1.6379	1.0000	1.6379
Saline County	536	* Employment and payroll of federal govt, military	1.0000	0.0000	0.4331	1.4331	1.0000	1.4331
Seven Counties	536	* Employment and payroll of federal govt, military	1.0000	0.0000	0.3914	1.3914	1.0000	1.3914
Twenty-five Counties	536	* Employment and payroll of federal govt, military	1.0000	0.0000	0.4142	1.4142	1.0000	1.4142
Kansas	536	* Employment and payroll of federal govt, military	1.0000	0.0000	0.5721	1.5721	1.0000	1.5721

2016 Economic Impact

**Salina Regional Airport &
Airport Industrial Center**

February 17, 2016

Airport & Airport Industrial Center Businesses and Organizations (100+)

BUSINESSES and ORGANIZATIONS	
<p>SLNAirport Salina Regional</p> <p>Avflight Salina Corporation Blue Beacon International Flight Department Embairliner - Learjet, Inc. Civil Air Patrol Enterprise Rent-A-Car Federal Aviation Administration Hawkeye Helicopter Hertz Rent-A-Car Kansas Highway Patrol - Aviation Unit Kansas National Guard Army Aviation Support Facility</p>	<p>Kansas State Polytechnic Plain Environmental Plummers, Ltd. Professional Flight Training, LLC Salina Aircraft Services Salina Airport Authority Schilling Aviation Services SeaPort Airlines TRC Enterprises, LLC Flight Dept. Universal Helicopter</p>
<p>SALINAAirport Industrial Center</p> <p>AKR Machine Access Storage, Inc. Aero-Serv, Inc. AFK Properties, LLC (OCVK, Inc.) Airport Apartments All Saints Orthodox Christian Church All Star Automotive Alltel Newco No. 4, LLC APAC Salina Belcher Industries Berry Material Handling Beverly, LLC Broadway Mini Storage Builder's Choice Concrete Charter Matrix Choices Network, Inc. City of Salina City Wide Self Storage Classics Auto Body Crown-Madison Tire Co. Dana, Inc. Diesel Dive Doug Bradley Trucking, Inc. Dragon Corporation E.A. Sween Company, d/b/a Deli Express El Dorado National (Kansas), Inc. FedEx Express FedEx Freight GK Oil and Gas Grease, Inc. Greystone Systems Hangar Indoor Complex Harlin Construction Heinen Electric HIT Industrial Solutions Jannan, LLC Kansas Erosion Products, LLC Kansas National Guard Kansas State Polytechnic J & S Builders Jiff Truck Specialists of KS Luminous Icon Art & Design Systems Matrix Electronic Measuring, Inc.</p>	<p>McIntire Welding Orlando Auto Repair Oreopolis Center of Central Kansas (OCCCK) Oration Cabinetry, Inc. Power Ad Company Pruitt Industries Salina Division Precision Machine & Welding Precision Works Manufacturing Quality Drive-away, Inc. Quivera Gun Club Salina Area Technical College Salina Auto Auction Salina Mini Storage Salina Rescue Mission Salina Vortex Corporation Salina Waste Systems, Inc. Saline County Bird Dog Assoc. Saline County Sheds Scientific Engineering Scavenger Resource Mgmt. Smoky Hill Winery Smoky Hill, LLC Snack-A-Tak State of Kansas Drivers License Office Storage Mart Sunflower Restaurant Supply Superior Plumbing & Heating The Schram Tool Company Thunder Struck Tischler, Inc. Triangle Trucking Two Last Employment Services Unifirst United Suppliers, Inc. Universal Forest Products, Inc. USD 205 Veris Technologies Volckers Distributing Co. Wadley's Manufacturing, Inc. Walters, Inc. Wester Energy Wynester Works Co.</p>
<p>*Airport tenants in bold</p> <p>Since 1965</p>	

Notes:

- ▶ 98% Response Rate
- ▶ Will be able to focus on the value of manufacturing , education and military jobs

Survey Results

<u>Total Jobs</u>	<u>Total Payroll</u>	<u>Average Annual Pay</u>	<u>Average Hourly Pay</u>
3,588	\$141.5 million	\$39,430	\$19.15

Notes:

1. Total Saline County employment (June 2015) – 30,132.
2. Airport & Airport Industrial Center employment is 12% of total Saline County employment.
3. Kansas average hourly pay rate – \$20.47 per hour
4. Saline County average hourly pay rate – \$16.97 per hour

Historic Growth

<u>Year</u>	<u>Jobs</u>	<u>Payroll</u>	<u>Average Annual Pay</u>	<u>Average Hourly Pay</u>
1965	5,000	\$12 million	\$2,400	\$1.15
1989	2,600	\$37 million	\$14,230	\$6.84
2016	3,588	\$141.5 million	\$39,430	\$19.15

Quality & Premier Jobs

Definitions for State & Local Incentives

- ▶ Quality job – \$14.61 per hour
\$30,388 per year
- ▶ Premier job – \$19.43 per hour
\$40,414 per year

Airport & Airport Industrial Center Quality Jobs & Premier Jobs

- ▶ Percentage of Quality jobs 63%
\$14.61 to \$19.42 per hour
- ▶ Percentage of Premier jobs 33%
 \geq \$19.43 per hour



ALLIED WORLD SURPLUS LINES INSURANCE COMPANY
(A member company of Allied World Assurance Company Holdings Ltd.)
1690 New Britain Avenue, Farmington, CT 06032 · Tel. (860) 284-1300 · Fax (860) 284-1301

**PUBLIC OFFICIALS LIABILITY AND
EMPLOYMENT PRACTICES LIABILITY INSURANCE POLICY**

POLICY NUMBER: 0202-4091

RENEWAL OF: 0202-4091

NOTICES

SUBJECT TO ITS TERMS, THIS POLICY PROVIDES COVERAGE FOR CLAIMS FIRST MADE DURING THE POLICY PERIOD OR EXTENDED REPORTING PERIOD. DEFENSE EXPENSES ARE PAID IN ADDITION TO THE LIMITS OF LIABILITY; EXCEPT THAT FOR SPECIFIC CLAIMS UNDER INSURING AGREEMENT I.A(2), THE APPLICABLE LIMITS OF LIABILITY AVAILABLE TO PAY DAMAGES OR SETTLEMENTS WILL BE REDUCED AND MAY BE EXHAUSTED BY THE PAYMENT OF DEFENSE EXPENSES.

PLEASE READ THE ENTIRE POLICY CAREFULLY AND DISCUSS THE COVERAGE HEREUNDER WITH YOUR INSURANCE BROKER.

DECLARATIONS

ITEM 1. NAMED INSURED:
Salina Airport Authority

ADDRESS:
3237 Arnold Avenue
Salina, KS 67401

ITEM 2. POLICY PERIOD: Inception Date: 01/01/2017 Expiration Date: 01/01/2018
(12:01 a.m. Standard Time at the address stated in Item 1)

ITEM 3. LIMITS OF LIABILITY

- (A) **PUBLIC OFFICIALS LIABILITY**
\$2,000,000 Insurer's maximum Limit of Liability for all Loss from each Claim under INSURING AGREEMENT I.A(1);
- (B) **NON-MONETARY COVERAGE – DEFENSE ONLY**
 - (1) \$50,000 Insurer's maximum Limit of Liability for all Defense Expenses from each Claim under INSURING AGREEMENT I.A(2);
 - (2) \$100,000 Insurer's maximum Limit of Liability for all Defense Expenses from all Claims under INSURING AGREEMENT I.A(2);

- (C) **EMPLOYMENT PRACTICES LIABILITY AND THIRD PARTY LIABILITY**
\$2,000,000 Insurer's maximum Limit of Liability for all Loss from each Claim under INSURING AGREEMENT I.B.
- (D) **POLICY AGGREGATE LIMIT OF LIABILITY**
\$2,000,000 Insurer's aggregate Limit of Liability for all Loss from all Claims under INSURING AGREEMENTS I.A(1) and INSURING AGREEMENT I.B. and for all Defense Expenses from all Claims under INSURING AGREEMENT I.A(2).
- (E) **PUBLIC OFFICIALS CRISIS MANAGEMENT LIMIT OF INSURANCE**
\$25,000 Insurer's maximum Limit of Insurance for all Crisis Management Expenses from all Public Crisis Events under Section I.C(2)

ITEM 4. RETENTIONS:

- (a) \$10,000 each and every Claim under INSURING AGREEMENT I.A(1)
(b) \$10,000 each and every Claim under INSURING AGREEMENT I.A(2)
(c) \$10,000 each and every Claim under INSURING AGREEMENT I.B.
(d) \$5,000 each and every Public Crisis Event under Section I.C(2)

ITEM 5. NOTICES REQUIRED TO BE GIVEN TO THE INSURER MUST BE ADDRESSED TO:

Notice of Claims and Circumstances: NoticeofLoss@AWAC.com or
ATTN Claims Department
1690 New Britain Avenue
Farmington, CT 06032

All Other Notices: 1690 New Britain Avenue
Farmington, CT 06032

ITEM 6. POLICY PREMIUM: \$5,536.00

Total Policy Premium: \$5,536.00

ITEM 7. RETROACTIVE DATE: None - Full Prior Acts

ITEM 8. ENDORSEMENTS ATTACHED AT ISSUANCE:
See Schedule of Forms and Endorsements

THESE DECLARATIONS, THE POLICY FORM, ANY ENDORSEMENTS AND THE APPLICATION CONSTITUTE THE ENTIRE AGREEMENT BETWEEN THE INSURER AND THE INSURED RELATING TO THIS INSURANCE.

In Witness Whereof, the Insurer has caused this Policy to be executed by its authorized officers.

This policy is issued by an insurer not authorized to do business in Kansas and, as such, the form, financial condition, and rates are not subject to review by the Commissioner of Insurance and the insured is not protected by any guaranty fund.



President



Secretary



Authorized Representative

AIRPORT LAYOUT PLANS

PREPARED FOR

SALINA REGIONAL AIRPORT

Salina Kansas

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LOCATION MAP



VICINITY MAP



Coffman Associates R:\CAD\Hopkins\JMP\Salina\ALP\Sheet1 SLN COVER.DWG Printed Date: 7-08-14 01:25:15 PM dhopkins

No.	REVISIONS	BY	DATE
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.			

Salina Regional Airport (KSLN)

TITLE SHEET

Salina, KS

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 1 OF 35

Coffman Associates

Airport Consultants

www.coffmanassociates.com

RUNWAY DATA	RUNWAY 17-35				RUNWAY 12-30				RUNWAY 18-36				RUNWAY 4-22			
	EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE		EXISTING		ULTIMATE	
	17	35	17	35	12	30	12	30	18	36	18	36	4	22	4	22
RUNWAY DESIGN CODE (RDC)	C/D-II		C/D-III		C-II		C-II		B-II		B-II		B-II		CLOSED	
APPROACH VISIBILITY MINIMUMS	3/4 Mile		1/2 Mile		1 Mile		1/2 Mile		>3 Miles		>3 Miles		>3 Miles		CLOSED	CLOSED
TYPE OF AERONAUTICAL SURVEY REQUIRED	Vertically Guided		Vertically Guided		Vertically Guided		Vertically Guided		Non-Vertically Guided		Non-Vertically Guided		Non-Vertically Guided		CLOSED	CLOSED
DESIGN AIRCRAFT	Hawker 800XP/Lear 60		Boeing 737		Hawker 800XP/Lear 60		Hawker 800XP/Lear 60		King Air		King Air		Cessna 152		CLOSED	CLOSED
TAIL HEIGHT	18.1'/14.6'		41.7'		18.1'/14.6'		18.1'/14.6'		15.3'		15.3'		8.5'		CLOSED	CLOSED
RUNWAY LENGTH	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		3,647'		CLOSED	
RUNWAY WIDTH	150'		150'		100'		100'		75'		75'		75'		CLOSED	
RUNWAY BEARING (TRUE)	179.66°		359.66°		132.17°		312.17°		179.67°		359.67°		179.68°		CLOSED	CLOSED
RUNWAY END ELEVATION	1245.8'		1271.1'		1258.3'		1271.7'		1253.7'		1287.8'		1253.7'		CLOSED	CLOSED
TOUCHDOWN ZONE ELEVATION	1247.3'		1271.1'		1267.9'		1272.5'		1273.7'		1288.0'		1273.7'		CLOSED	CLOSED
RUNWAY PAVEMENT STRENGTH (in thousand lbs.)	75(SW),200(DW),360(DTW) 600,000(DDTW)		75(SW),200(DW),360(DTW) 600,000(DDTW)		55(SW),68(DW),125(DTW)		55(SW),90(DW),125(DTW)		30(SW)		30(SW)		100(SW),135(DW),230(DTW)		CLOSED	
RUNWAY SURFACE TYPE	Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		Asphalt		CLOSED	
RUNWAY SURFACE TREATMENT	None		None		None		None		None		None		None		CLOSED	
EFFECTIVE RUNWAY GRADIENT	0.2%		0.2%		0.2%		0.2%		0.8%		0.8%		0.4%		CLOSED	
14 CFR PART 77 APPROACH CATEGORY	34:1		50:1		34:1		50:1		20:1		20:1		20:1		CLOSED	CLOSED
APPROACH TYPE	Nonprecision		Precision		Nonprecision		Precision		Visual		Visual		Visual		CLOSED	CLOSED
THRESHOLD SITING SLOPE	20:1		34:1		20:1		20:1		20:1		20:1		20:1		CLOSED	CLOSED
DEPARTURE SURFACE	Yes		Yes		Yes		Yes		No		No		No		CLOSED	CLOSED
TAKE-OFF RUN AVAILABLE	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		4,300'		CLOSED	CLOSED
TAKE-OFF DISTANCE AVAILABLE	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		4,300'		CLOSED	CLOSED
ACCELERATE STOP DISTANCE AVAILABLE	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		4,300'		CLOSED	CLOSED
LANDING DISTANCE AVAILABLE	12,300'		12,300'		6,510'		6,510'		4,300'		4,300'		4,300'		CLOSED	CLOSED
RUNWAY LIGHTING	HIRL		HIRL		MIRL		MIRL		None		None		None		CLOSED	CLOSED
RUNWAY MARKING	Precision		Precision		Nonprecision		Precision		Nonprecision		Nonprecision		Nonprecision		CLOSED	CLOSED
RUNWAY INSTRUMENT NAVAIDS	GPS, VOR		GPS, VOR		GPS		GPS		None		None		None		CLOSED	CLOSED
RUNWAY VISUAL NAVAIDS	MALSR PAPI-4L		MALSR PAPI-4R		PAPI-4L		PAPI-4L		None		None		MIRLS		CLOSED	CLOSED
RUNWAY SAFETY AREA DIMENSIONS (ACTUAL)	14,300' x 500'		14,300' x 500'		8,510' x 500'		8,510' x 500'		4,900' x 150'		4,900' x 150'		4,248' x 150'		CLOSED	
OBJECT FREE AREA DIMENSIONS	14,300' x 800'		14,300' x 800'		8,510' x 800'		8,510' x 800'		4,900' x 500'		4,900' x 500'		4,248' x 500'		CLOSED	
OBSTACLE FREE ZONE DIMENSIONS	12,700' x 400'		12,700' x 400'		6,910' x 400'		7,900' x 400'		4,700' x 400'		5,559' x 400'		4,048' x 400'		CLOSED	
PRECISION OBSTACLE FREE ZONE DIMENSIONS	N/A		N/A		N/A		N/A		N/A		N/A		N/A		CLOSED	
TAXIWAY WIDTH	50'		50'		35'		35'		35'		35'		35'		CLOSED	
TAXIWAY SAFETY AREA DIMENSIONS	118'		118'		79'		79'		79'		79'		79'		CLOSED	
TAXIWAY OBJECT FREE AREA DIMENSIONS	186'		186'		131'		131'		131'		131'		131'		CLOSED	
TAXIWAY LIGHTING	MITL		MITL		MITL		MITL		MITL/Reflectors		MITL/Reflectors		Reflectors		CLOSED	

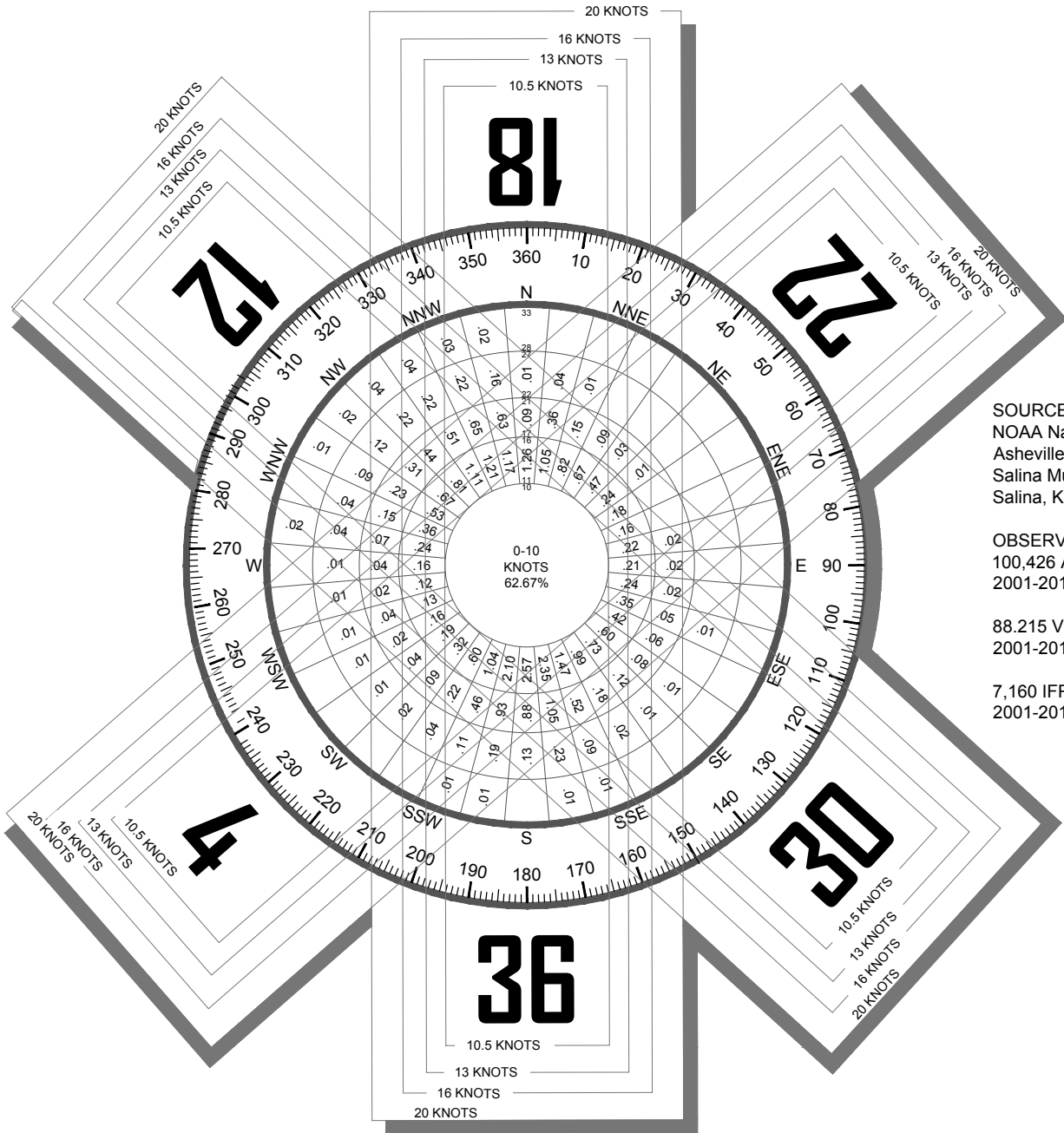
HELICOPTER DATA	HELICOPTER DATA					
	HELIPORT NO. 1	HELIPORT NO. 2	HELIPORT NO. 3	HELIPORT NO. 4	HELIPORT NO. 5	HELIPORT NO. 6
DESIGN HELICOPTER	Sikorsky UH-60 Blackhawk	Schweizer 300	Schweizer 300	Sikorsky UH-60 Blackhawk	Sikorsky UH-60 Blackhawk	Schweizer 300
DESIGN HELICOPTER WEIGHT	No Weight Limit	6,000 lbs	6,000 lbs	25,000 lbs	25,000 lbs	No Weight Limit
DESIGN HELICOPTER ROTOR DIAMETER	54'	27'	27'	54'	54'	27'
LATITUDE OF TLOF CENTER	38° 47' 18.62" N	38° 47' 50.47" N	38° 47' 34.00" N	38° 47' 37.30" N	38° 47' 46.70" N	38° 47' 00.38" N
LONGITUDE OF TLOF CENTER	97° 38' 35.06" W	97° 38' 38.28" W	97° 38' 47.42" W	97° 39' 17.01" W	97° 39' 29.89" W	97° 39' 25.98" W
ELEVATION OF TLOF CENTER	1259.0'	1247.2'	1254.8'	1253.1'	1251.7'	1276.9'
TLOF SURFACE TYPE	Asphalt	Asphalt	Concrete	Asphalt	Concrete	Concrete
TLOF DIMENSION	53' 7" x 53' 7"	26' 10" x 26' 10"	26' 10" x 26' 10"	53' 7" x 53' 7"	53' 7" x 53' 7"	26' 10" x 26' 10"
FATO DIMENSIONS	97' x 97'	46' 3" x 46' 3"	46' 3" x 46' 3"	97' x 97'	97' x 97'	46' 3" x 46' 3"
SAFETY AREA DIMENSIONS	137' x 137'	86' 3" x 86' 3"	86' 3" x 86' 3"	137' x 137'	137' x 137'	86' 3" x 86' 3"
TAXIWAY/ROUTE WIDTH	75'	75'	75' (E)/50' (U)	75'	75' (E)/50' (U)	75' (E)/50' (U)
PARKING AREA DIMENSIONS	N/A	N/A	N/A	N/A	N/A	N/A

ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	92.78%	96.24%	98.68%	99.63%
Runway 12-30	84.19%	91.62%	97.14%	99.39%
Runway 4-22	76.38%	85.39%	93.47%	97.88%
Runway 18-36	92.78%	96.24%	98.68%	99.63%
Combined Runway 17-35 & 12-30	98.28%	99.44%	99.86%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.76%	99.94%	99.98%	100.00%

VFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	93.03%	96.43%	98.79%	99.68%
Runway 12-30	83.87%	91.42%	97.02%	99.37%
Runway 4-22	76.34%	85.48%	93.61%	98.05%
Runway 18-36	93.03%	96.43%	98.79%	99.68%
Combined Runway 17-35 & 12-30	98.30%	99.44%	99.86%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.77%	99.95%	99.99%	100.00

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	89.80%	94.06%	97.73%	99.30%
Runway 12-30	83.98%	91.77%	97.65%	99.58%
Runway 4-22	72.38%	82.31%	91.46%	96.50%
Runway 18-36	89.81%	94.06%	97.73%	99.31%
Combined Runway 17-35 & 12-30	98.01%	99.39%	99.88%	99.96%
Combined Runway 17-35, 12-30, 4-22, & 18-36	99.63%	99.92%	99.97%	100.00%

AIRPORT DATA		
SALINA REGIONAL AIRPORT(SLN)		
	EXISTING	ULTIMATE
NPIAS SERVICE LEVEL	Nonprimary	Nonprimary
STATE SERVICE LEVEL	Commercial	Commercial
AIRPORT REFERENCE CODE	C/D-II	C/D-III
AIRPORT ELEVATION	1288.0' MSL	1288.0' MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	93° July	93° July
AIRPORT REFERENCE POINT (NAD 83)	Latitude	38° 47' 26.23" N
	Longitude	97° 39' 08.00" W
AIRPORT NAVAIDS	Airport Beacon ATCT ILS (35), LOC (35) GPS (17, 35, 12, 30) VOR (17) NDB(35)	Airport Beacon ATCT ILS (35), LOC (35) GPS (17, 35, 12, 30) VOR (17) NDB(35)
MISCELLANEOUS FACILITIES	ASOS, ATIS, RCO MALSR (17) MALSR (35) PAPI-4 (17, 35, 12, 30) HIRL, MIRL, MITL LIGHTED WIND CONES	ASOS, ATIS, RCO MALSR (17) MALSR (35) PAPI-4 (17, 35, 12, 30) HIRL, MIRL, MITL LIGHTED WIND CONES

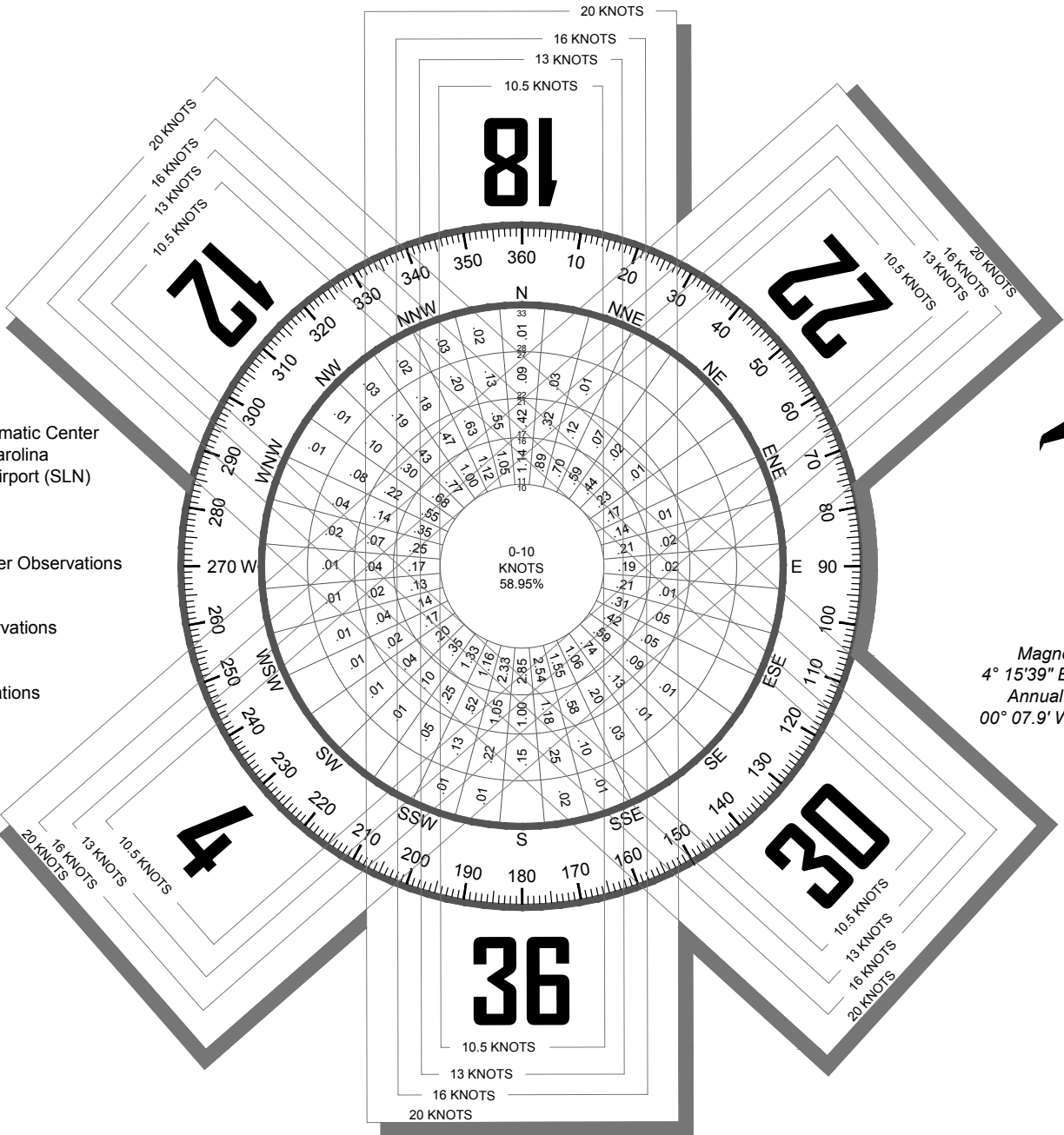


SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Salina Municipal Airport (SLN)
Salina, Kansas

OBSERVATIONS:
100,426 All Weather Observations
2001-2010

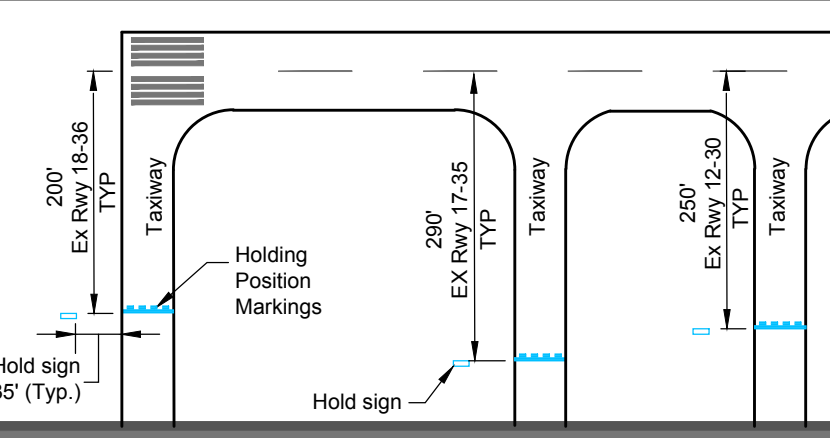
88,215 VFR Observations
2001-2010

7,160 IFR Observations
2001-2010



Magnetic Declination
4° 15'3

HOLD POSITION MARKINGS/SIGN (TYP)



GENERAL NOTES:

- EXISTING RUNWAY END ELEVATIONS, END COORDINATES, BEARINGS, AND LENGTHS NOTED IN THIS ALP FROM SURVEY PERFORMED BY WILSON AND COMPANY, KANSAS CITY, MO, AND PROCESSED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- SEE TERMINAL AREA DRAWING, SHEETS 32 AND 33 FOR LANDSIDE DETAILS.
- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS
- MAGNETIC DECLINATION FROM NOAA NATIONAL GEOGRAPHICAL DATA CENTER.
- CURRENT ELEVATIONS AT ROADWAY/APPROACH SURFACE INTERSECTIONS ARE ACTUAL ELEVATIONS AND DO NOT REFLECT 17, 15, OR 10' ADJUSTMENTS.
- 5' LINE OF SIGHT NOT MET BETWEEN ALL RUNWAYS.

NGS SURVEY CONTROL STATIONS

DESIGNATION	PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
SLN A	DL6188	38° 47' 13.551" N	097° 39' 03.191" W
SLN B	DL6187	38° 46' 47.394" N	097° 39' 07.829" W
SLN C	DL6189	38° 47' 42.485" N	097° 39' 17.026" W

SLN A SETTING: SET IN A RETAINING WALL OR CONCRETE LEDGE
SLN B SETTING: SET IN STAINLESS STEEL ROD IN SLEEVE
SLN C SETTING: SET IN FOOTING OF STRUCTURE

RUNWAY END COORDINATES (NAD 83)

RUNWAY	LATITUDE	LONGITUDE
EXISTING RUNWAY 17	N 38° 48' 37.47"	W 97° 38' 45.46"
EXISTING RUNWAY 35	N 38° 46' 35.90"	W 97° 38' 45.14"
EXISTING RUNWAY 12	N 38° 47' 36.88"	W 97° 40' 01.11"
EXISTING RUNWAY 30	N 38° 46' 53.51"	W 97° 39' 00.39"
EXISTING RUNWAY 18	N 38° 47' 37.73"	W 97° 39' 41.28"
EXISTING RUNWAY 36	N 38° 46' 55.22"	W 97° 39' 41.18"
EXISTING RUNWAY 4	N 38° 47' 10.29"	W 97° 39' 22.12"
EXISTING RUNWAY 22	N 38° 47' 34.00"	W 97° 38' 47.42"
ULTIMATE RUNWAY 4	CLOSED	CLOSED
ULTIMATE RUNWAY 22	CLOSED	CLOSED

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
		ABANDON BUILDING
		STRUCTURE OFF AIRPORT
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY VISIBILITY ZONE
		TIE-DOWNS
		PAPI-4
		RUNWAY END IDENTIFIER LIGHTS (REILs)
		WINDSOCK
		LOCALIZER
		TOPOGRAPHIC CONTOURS
		NO-TAXI ISLAND AREA

FAA APPROVAL STAMP

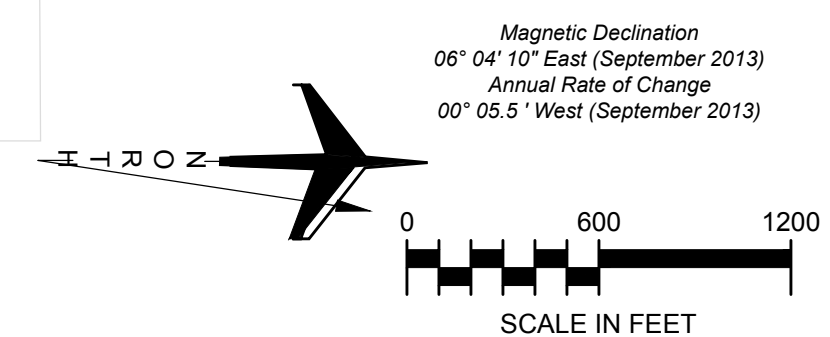
CONDITIONAL APPROVAL

The approval indicated by my signature is given subject to the condition that the items identified in our approval letter dated July 15, 2014 may not be undertaken without prior written environmental approval by the Federal Aviation Administration. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

Jeffrey F. Rogers
Airport Planning Engineer
FAA Central Region
7-15-14
Date

For Approval by SALINA AIRPORT AUTHORITY

Signed by: *Timothy F. Rogers, AIA*
Timothy F. Rogers, AIA
Executive Director
Date: 07/14/14



Salina Regional Airport (KSLN)

AIRPORT LAYOUT DRAWING

Salina, KS

PLANNED BY: *Mike W. Dwyer*
DETAILED BY: *Diana L. Hopkins*
APPROVED BY: *Mike W. Dwyer*

June 2014

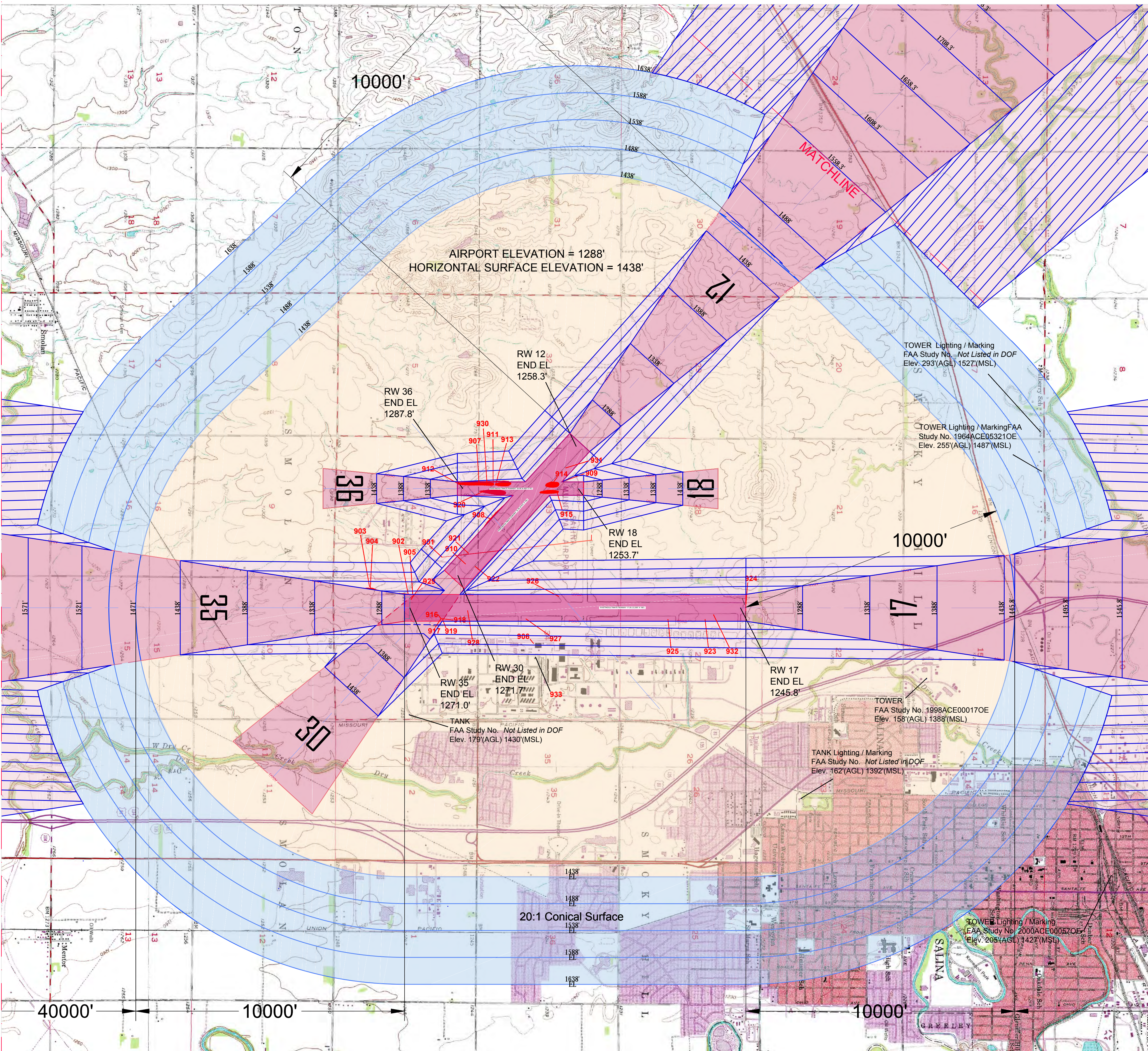
SHEET 3 OF 35

Coffman Associates
Airport Consultants
www.coffmanassociates.com

No.	REVISIONS	BY	DATE

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

MATCHLINE



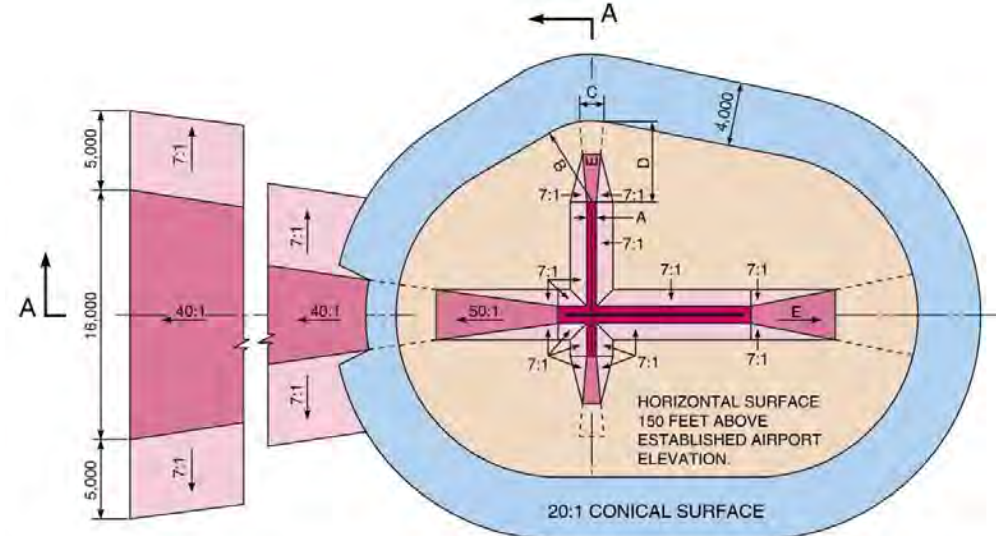
MATCHLINE

GENERAL NOTES:

- THIS DRAWING DEPICTS A REPRESENTATIVE SAMPLING OF SIGNIFICANT OBJECT DATA IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013 AND THE FAA AIRPORT 14 CFR PART 77 REPORT GENERATED MAY 12, 2014.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- THE FOLLOWING USGS 7.5 QUAD MAPS WERE APPLIED AS BACKGROUND: ASSARIA, BROOKVILLE, CULVER, NEW CAMBRIA, SALINA, SALINA SW, SMOLAN, TRENTON.
- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH SURFACE PENETRATIONS
- ALL DISTANCE MEASUREMENTS IN FEET

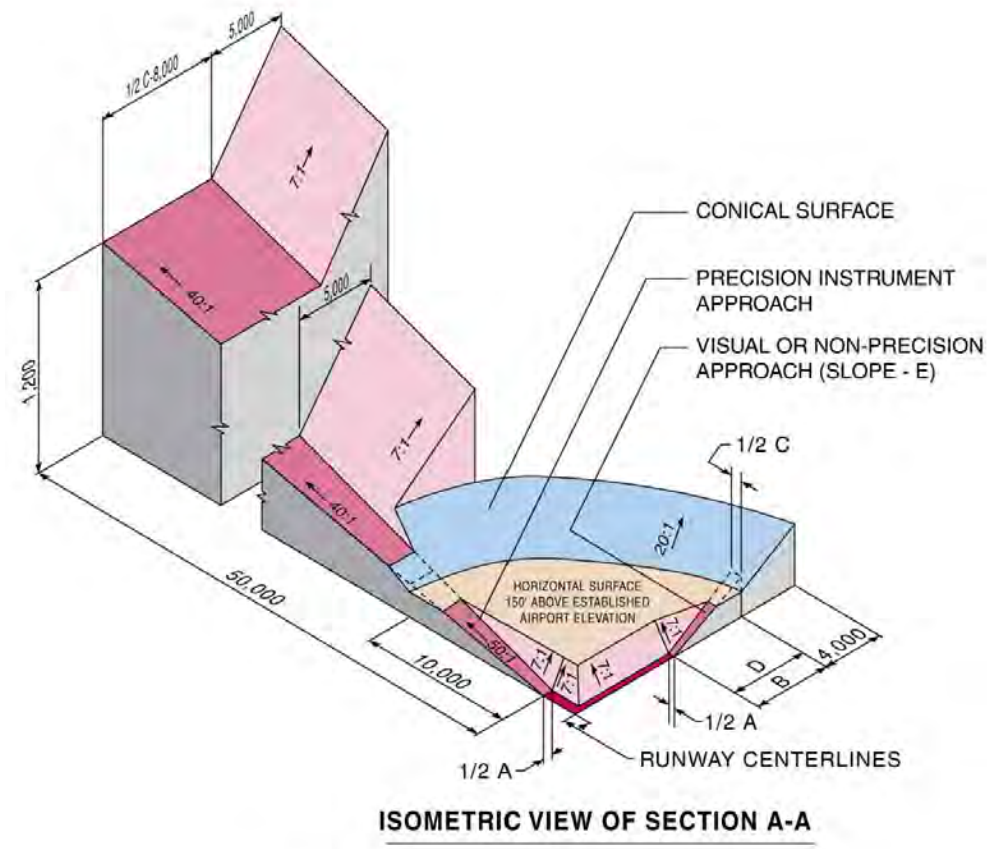
OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration
901	TOWER	38°46'47.69"	97°39'08.90"	1347	TRANSITIONAL	20.6
902	SIGN NEAR DIRT ROAD	38°46'35.20"	97°38'51.57"	1281	TRANSITIONAL	8.6
903	POLE	38°46'20.97"	97°38'54.98"	1312	TRANSITIONAL	2.3
904	NATURAL HIGH POINT	38°46'21.30"	97°38'54.12"	1304	TRANSITIONAL	6.2
905	NATURAL HIGH POINT	38°46'36.91"	97°38'51.51"	1272	PRIMARY	1.2
906	ATCT	38°47'01.22"	97°38'28.49"	1380	TRANSITIONAL	8.3
907	TERRAIN	38°47'01.22"	97°38'43.62"	1286	PRIMARY	4.1
908	NATURAL HIGH POINT	38°47'05.72"	97°38'26.94"	1273	TRANSITIONAL	6.2
909	NATURAL HIGH POINT	38°47'31.96"	97°38'43.66"	1253	TRANSITIONAL	2.9
910	NATURAL HIGH POINT	38°46'56.32"	97°39'05.77"	1273	PRIMARY	0.1
911	TREE	38°47'06.37"	97°38'42.98"	1291	PRIMARY	15
912	NATURAL HIGH POINT	38°46'53.31"	97°38'43.58"	1291	PRIMARY	3
913	NATURAL HIGH POINT	38°47'07.36"	97°38'43.28"	1280	PRIMARY	5
914	NATURAL HIGH POINT	38°47'27.46"	97°38'42.60"	1260	PRIMARY	2
915	NATURAL HIGH POINT	38°47'29.89"	97°38'39.84"	1256	PRIMARY	2
916	GS TOWER	38°46'47.30"	97°38'40.13"	1315	PRIMARY	47
917	BUILDING	38°46'47.43"	97°38'41.16"	1273	PRIMARY	6
918	TOWER	38°46'47.57"	97°38'40.11"	1295	PRIMARY	28
919	TOWER	38°46'47.91"	97°38'39.68"	1275	PRIMARY	8
920	NATURAL HIGH POINT	38°47'19.81"	97°38'39.92"	1283	PRIMARY	1
921	NATURAL HIGH POINT	38°46'57.42"	97°38'10.58"	1272	PRIMARY	3
922	BOLLARD POST	38°46'59.80"	97°38'04.70"	1274	PRIMARY	2
923	WIND SOCK	38°48'24.42"	97°38'40.12"	1259	PRIMARY	16
924	UTILITY PEDESTAL	38°48'39.46"	97°38'47.48"	1246	PRIMARY	<1
925	OBSTACLE POINT	38°48'10.75"	97°38'39.97"	1248	PRIMARY	1
926	POST	38°47'30.63"	97°38'50.57"	1260	PRIMARY	3
927	UTILITY PEDESTAL	38°47'19.81"	97°38'39.92"	1283	PRIMARY	1
928	TERRAIN	38°46'56.83"	97°38'43.91"	1264	PRIMARY	<1
929	OBSTACLE POINT	38°46'36.25"	97°38'49.02"	1277	PRIMARY	6
930	TERRAIN	38°47'04.16"	97°38'43.16"	1286	PRIMARY	6
931	ASSOCIATED PAPI EQUIPMENT	38°46'33.06"	97°38'51.02"	1261	PRIMARY	1
932	ASSOCIATED PAPI EQUIPMENT	38°48'27.54"	97°38'42.24"	1248	PRIMARY	1
933	WATER TOWER	38°47'22.13"	97°38'22.17"	1386	NONE	N/A

NAR - NO ACTION REQUIRED

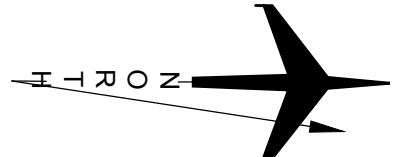


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY			NON-PRECISION INSTRUMENT RUNWAY		
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

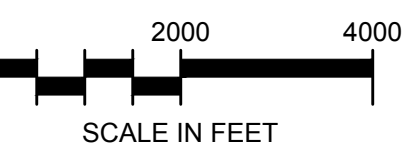
- A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



SOURCE: FAA Order JO 7400.2J, Figure 6-3-3



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE I

Salina, KS

PLANNED BY: Mike W. Dwyerko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dwyerko

June 2014

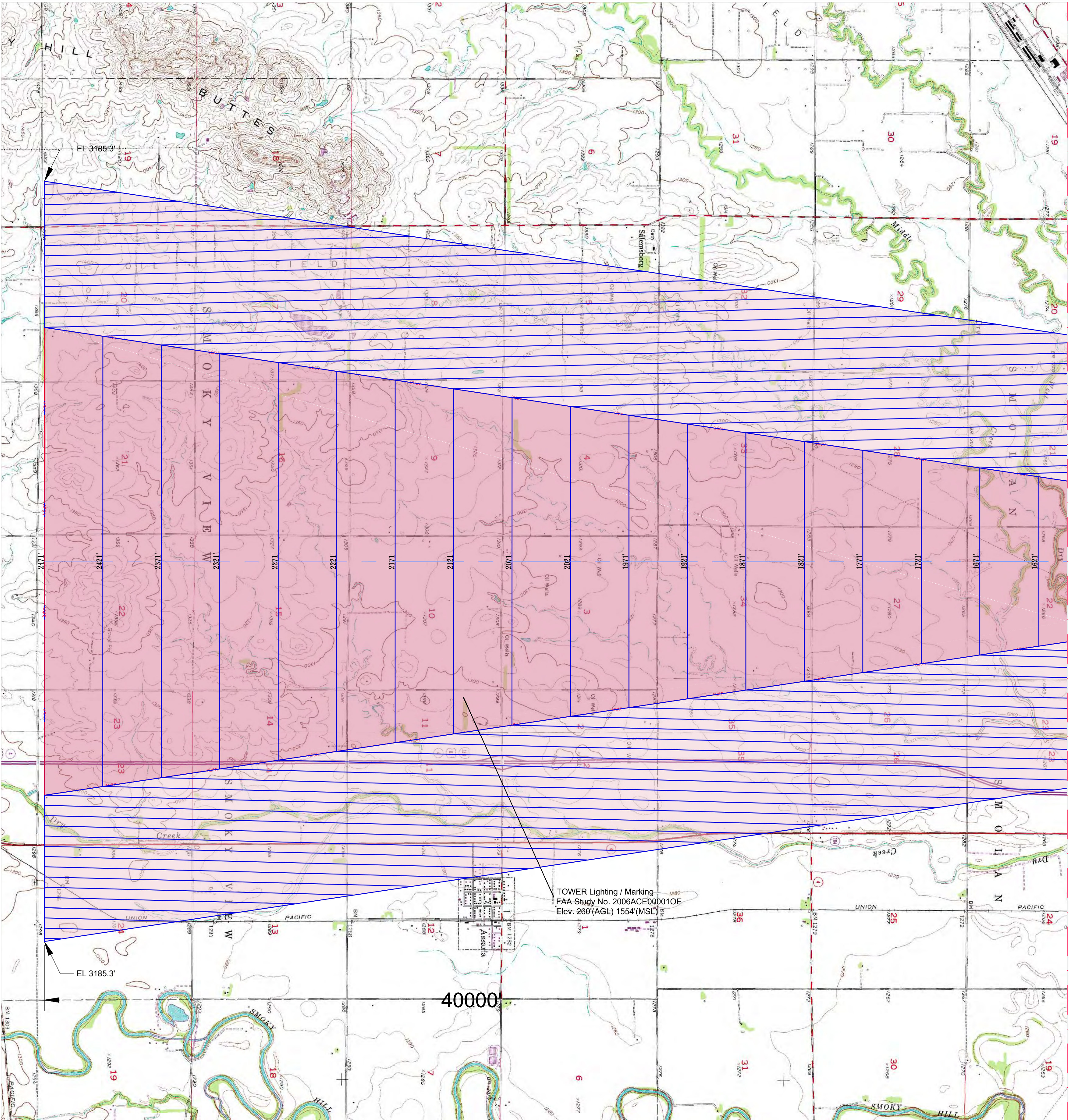
SHEET 4 OF 35

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No.	REVISIONS	BY	DATE

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Coffman Associates R:\CAD\Hopkins\DMP\Salina\LP Sheet 4.7 SLN AS.dwg Printed Date: 6-20-14 12:53:38 PM dhopkins

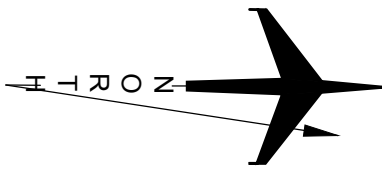


MATCHLINE

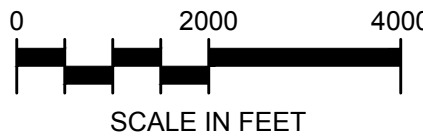
OBSTRUCTION TABLE							
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration	Remediation
	NONE						

GENERAL NOTES:

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- SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH SURFACE PENETRATIONS
- ALL DISTANCE MEASUREMENTS IN FEET



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE II

Salina, KS

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

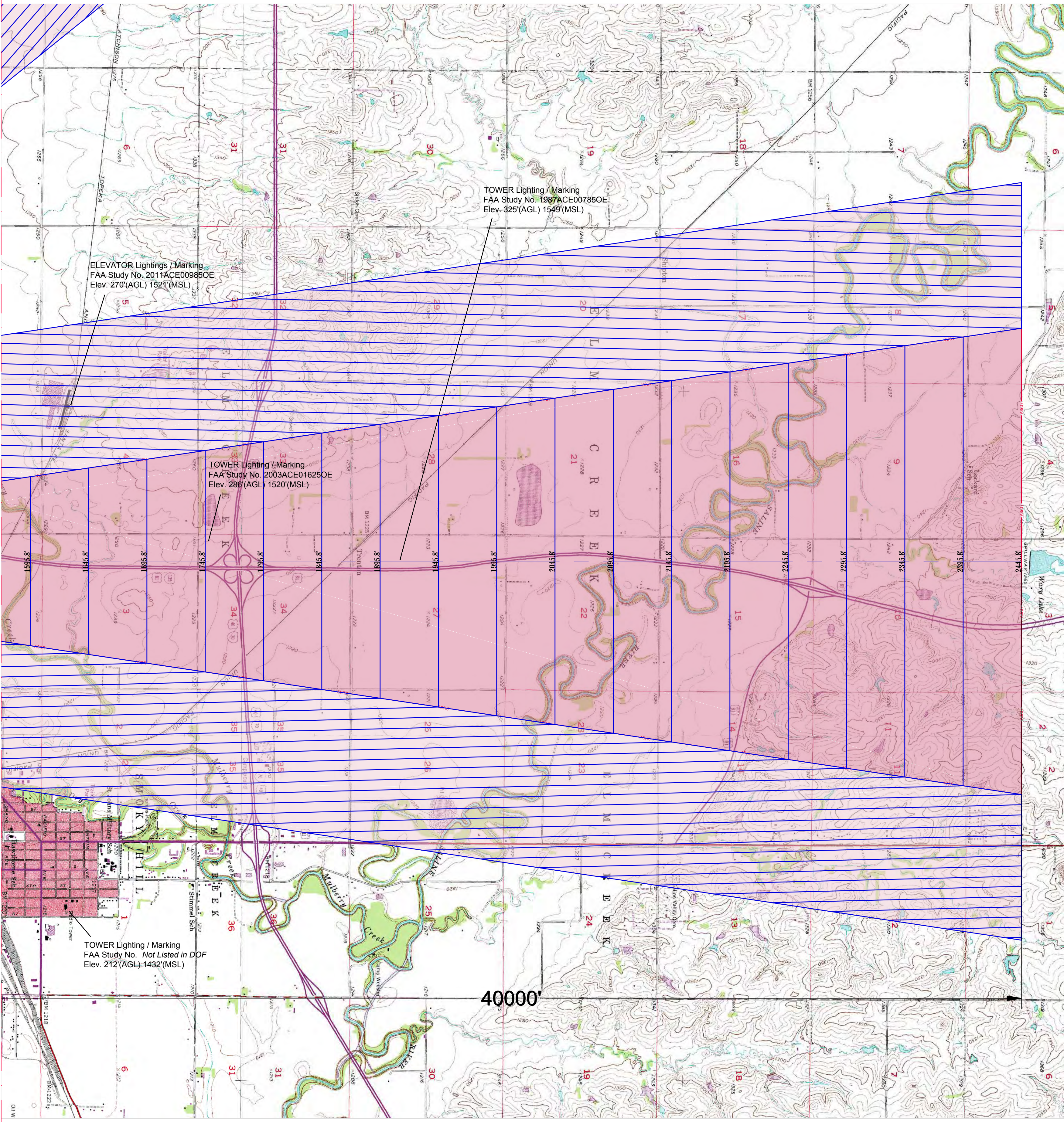
June 2014

SHEET 5 OF 35



No.	REVISIONS	BY	DATE
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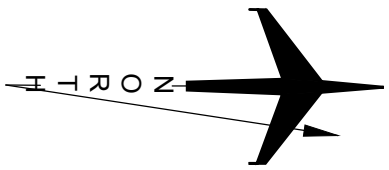
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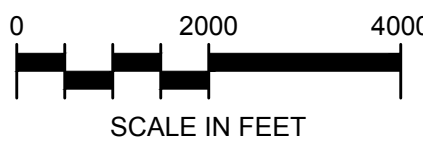
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00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE III

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

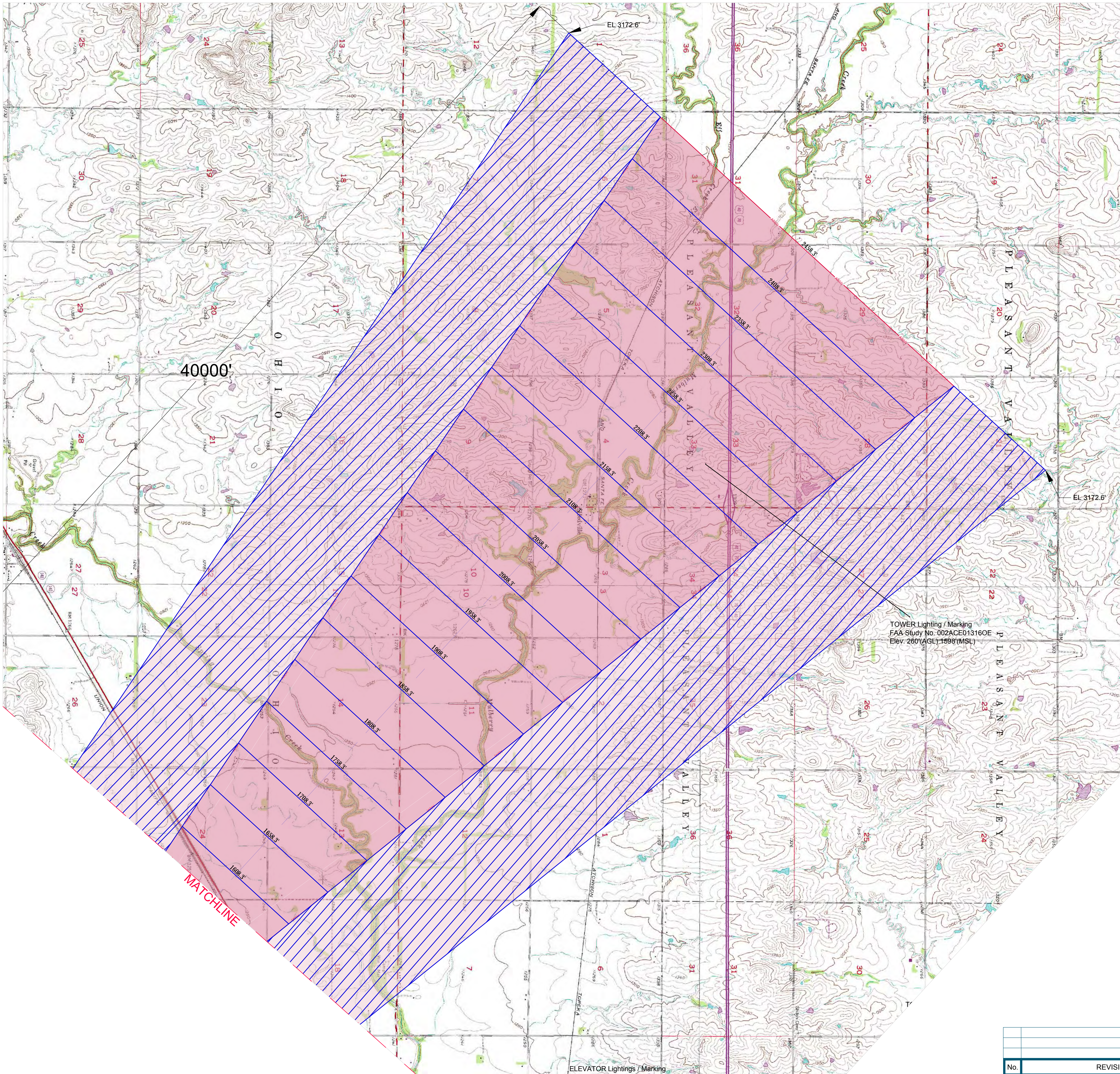
SHEET 6 OF 35



No.	REVISIONS	BY	DATE

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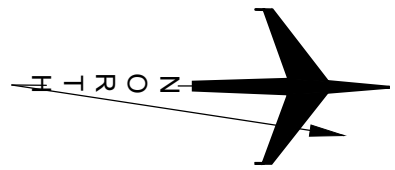
Coffman Associates R:\CAD\Hopkins\DMF\Salina\ALP\Sheet 4.7 SLN AS.dwg Printed Date: 6-20-14 03:15:09 PM dhopkins



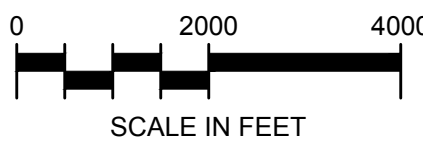
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Annual Rate of Change
00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE IV

Salina, KS

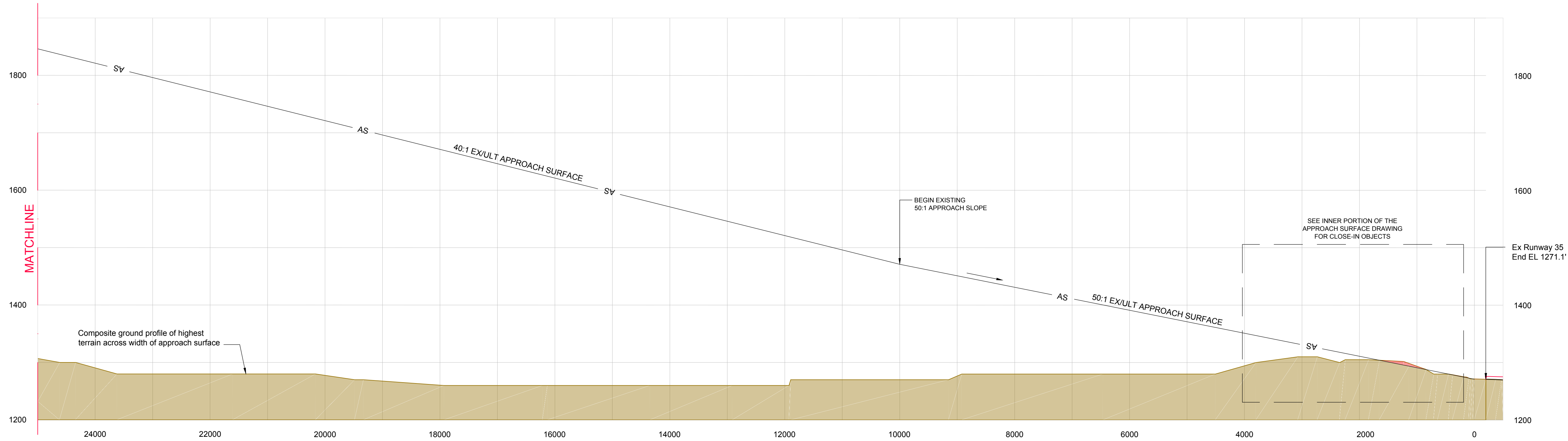
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

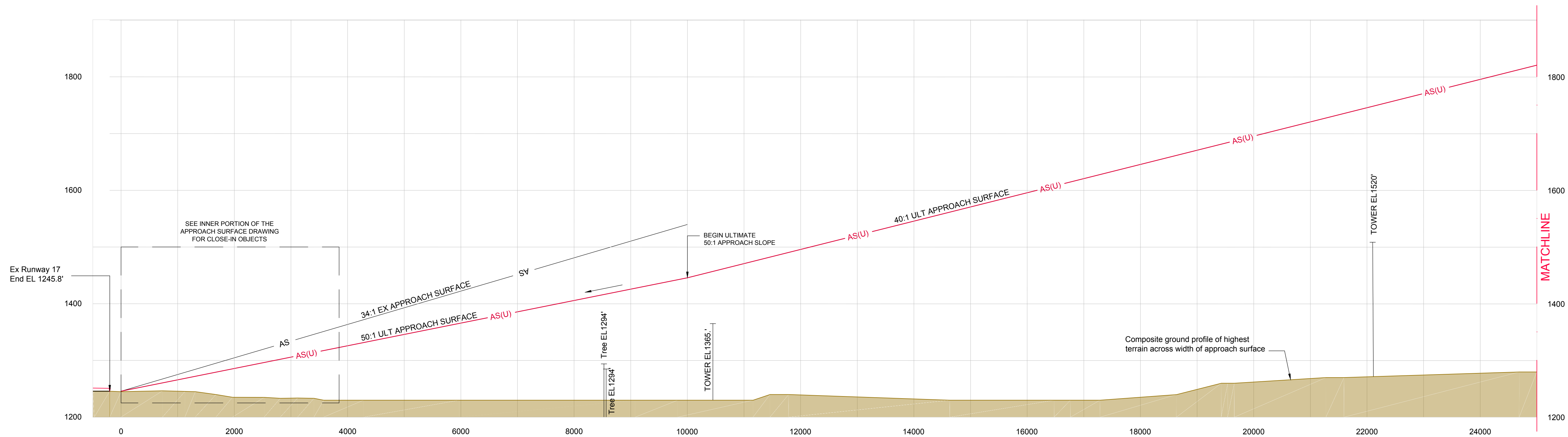
SHEET 7 OF 35



No.	REVISIONS	BY	DATE
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RUNWAY 35 APPROACH



RUNWAY 17 APPROACH

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

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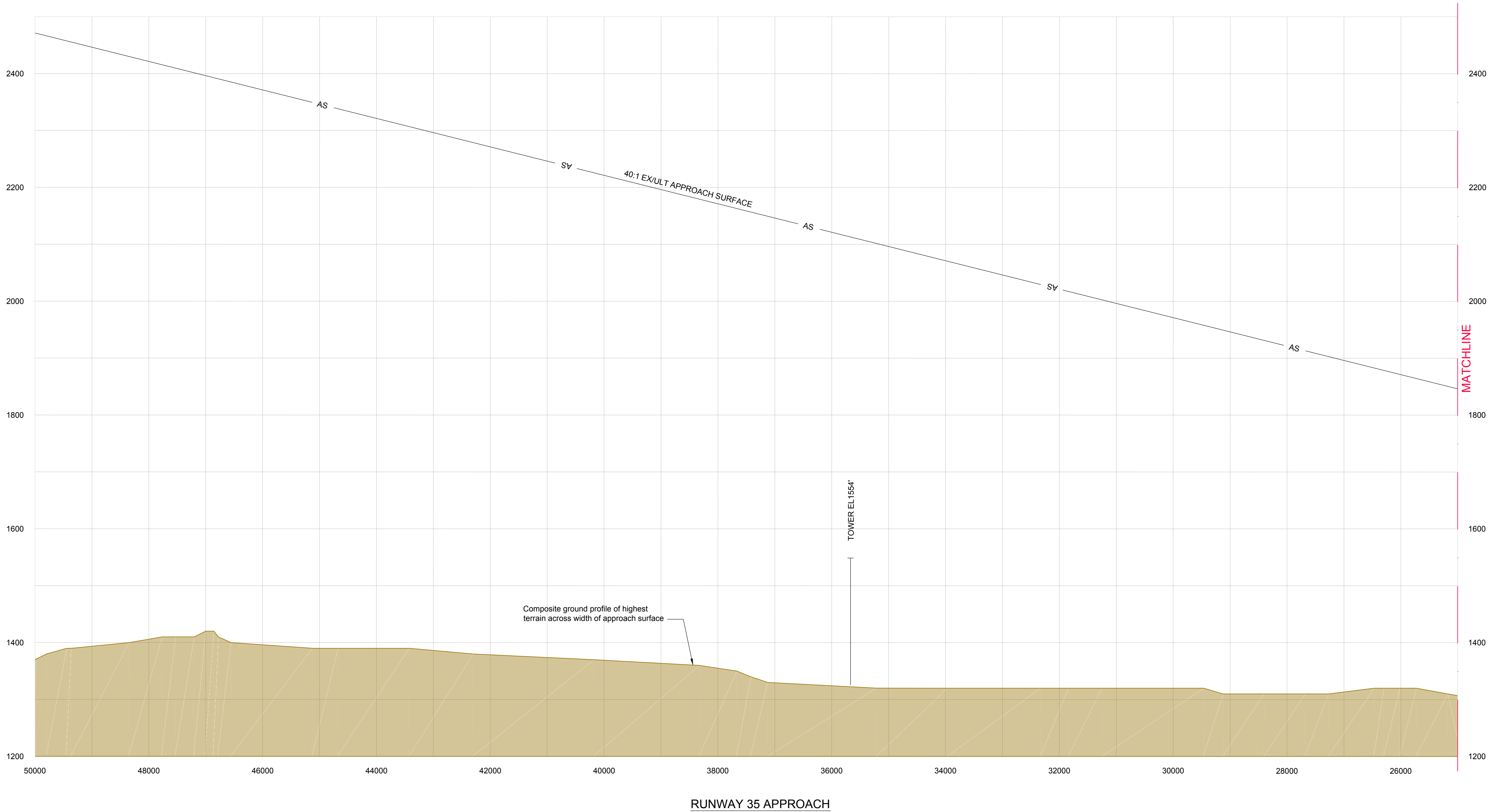
Salina Regional Airport (KSLN)
AIRPORT AIRSPACE APPROACH PROFILE I
RUNWAY 17-35
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

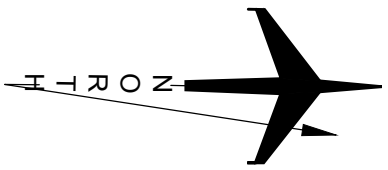
SHEET 8 OF 35

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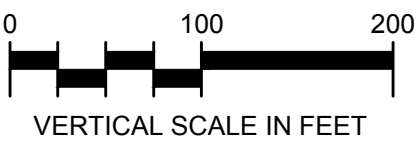
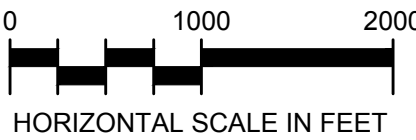


RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
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Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH PROFILE II

RUNWAY 35

Salina, KS

PLANNED BY: Mike W. Dmijterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmijterko

June 2014

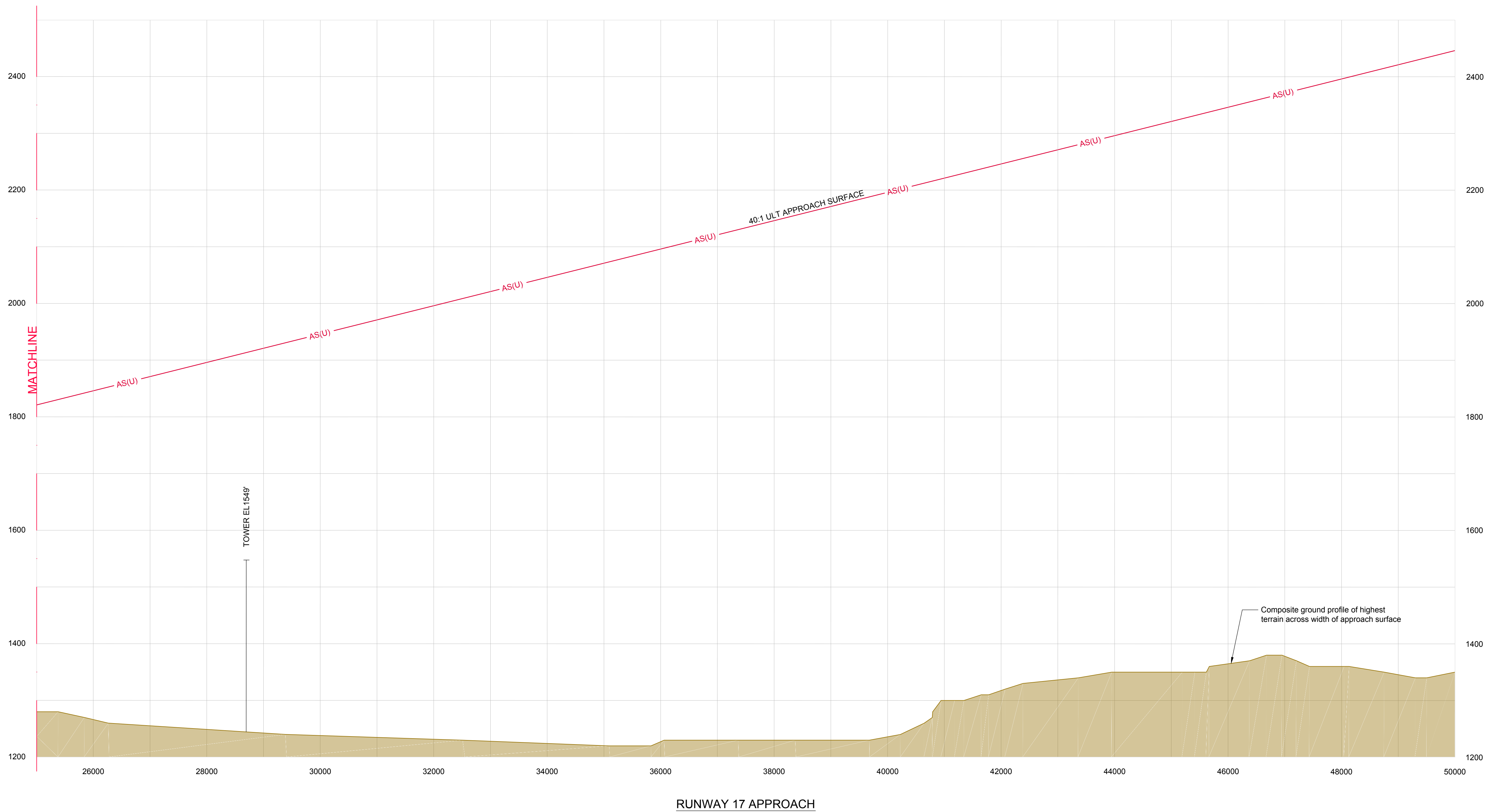
SHEET 9 OF 35

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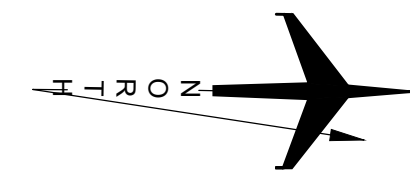
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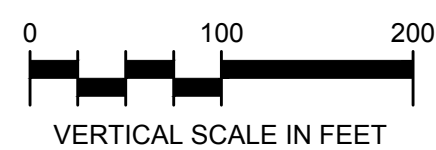
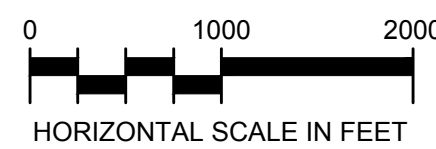
RUNWAY 17 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

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Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)

AIRPORT AIRSPACE APPROACH PROFILE III

RUNWAY 17

Salina, KS

PLANNED BY: Mike W. Dmijterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmijterko

June 2014

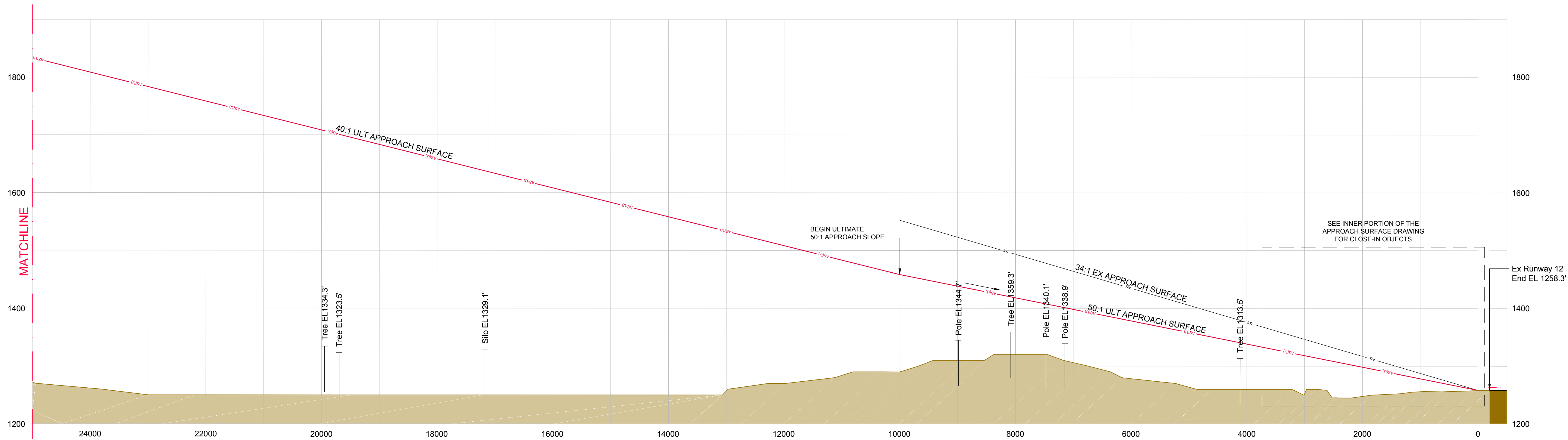
SHEET 10 OF 35

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No.	REVISIONS	BY
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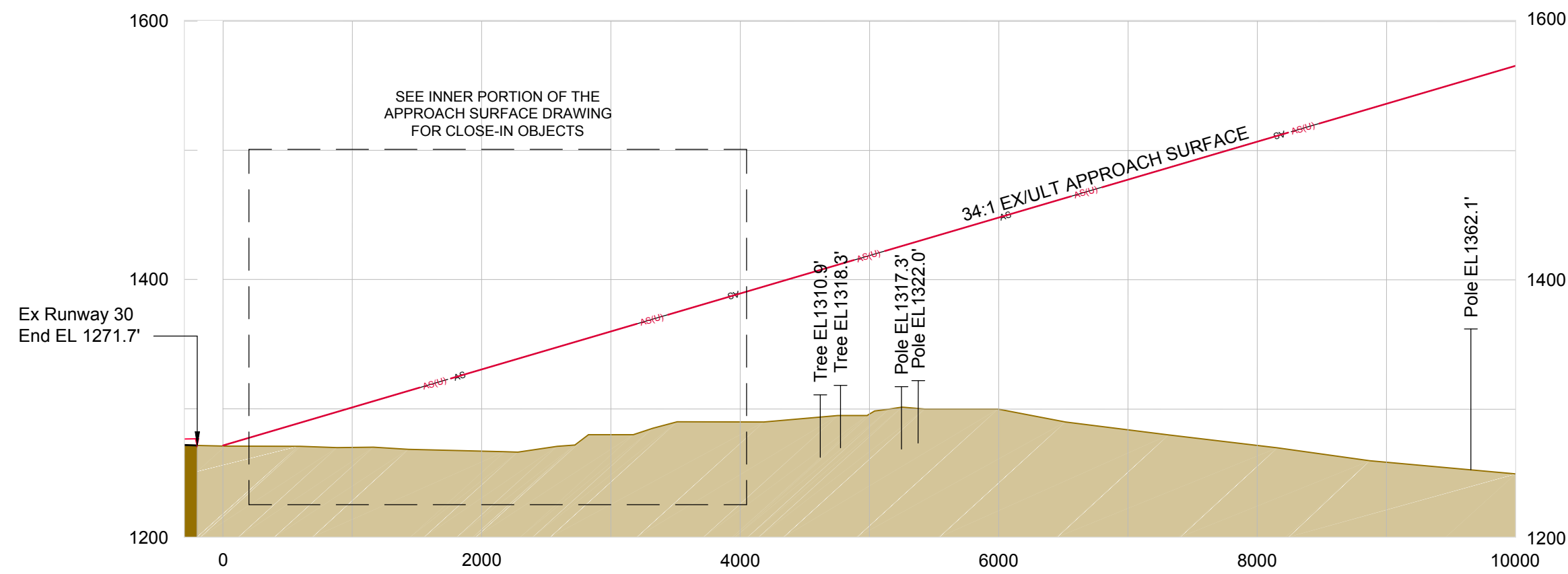
RUNWAY 12 APPROACH

RUNWAY 12 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

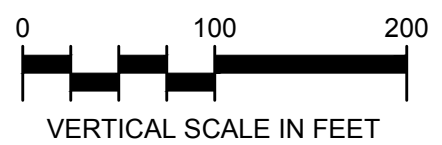
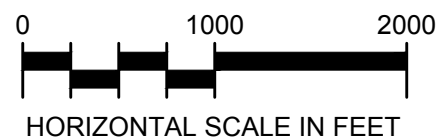
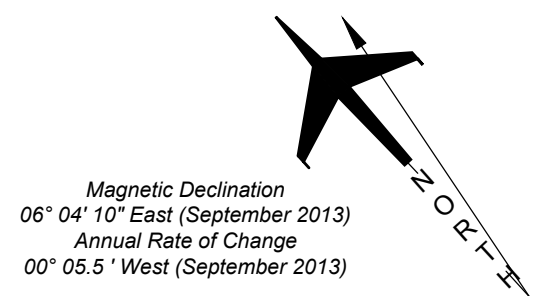
RUNWAY 30 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

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RUNWAY 30 APPROACH



Salina Regional Airport (KSLN)
AIRPORT AIRSPACE APPROACH PROFILE IV
RUNWAY 12-30

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

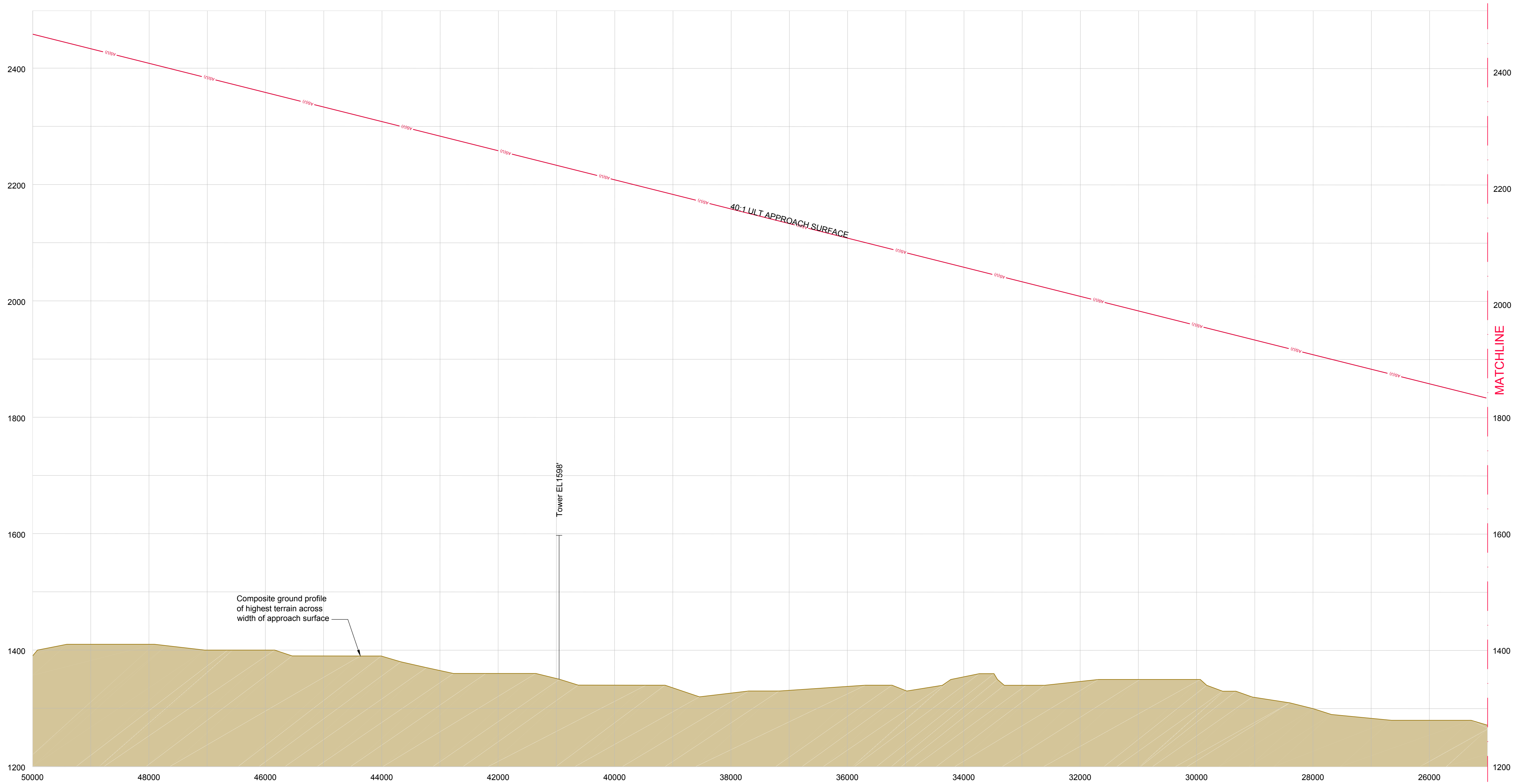
June 2014

SHEET 11 OF 35



No.	REVISIONS	BY	DATE

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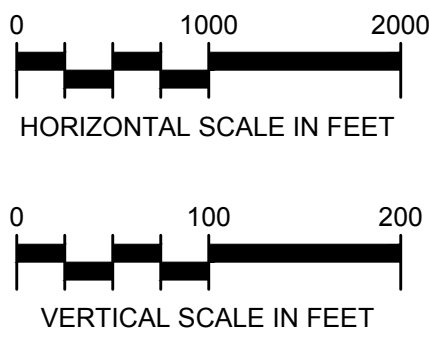
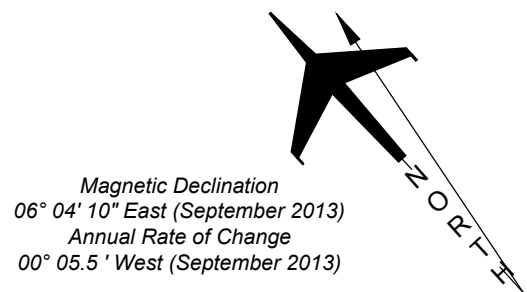


RUNWAY 12 APPROACH

RUNWAY 12 PT 77 AIRSPACE BSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
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Salina Regional Airport (KSLN)
AIRPORT AIRSPACE APPROACH PROFILE V
RUNWAY 12
Salina, KS

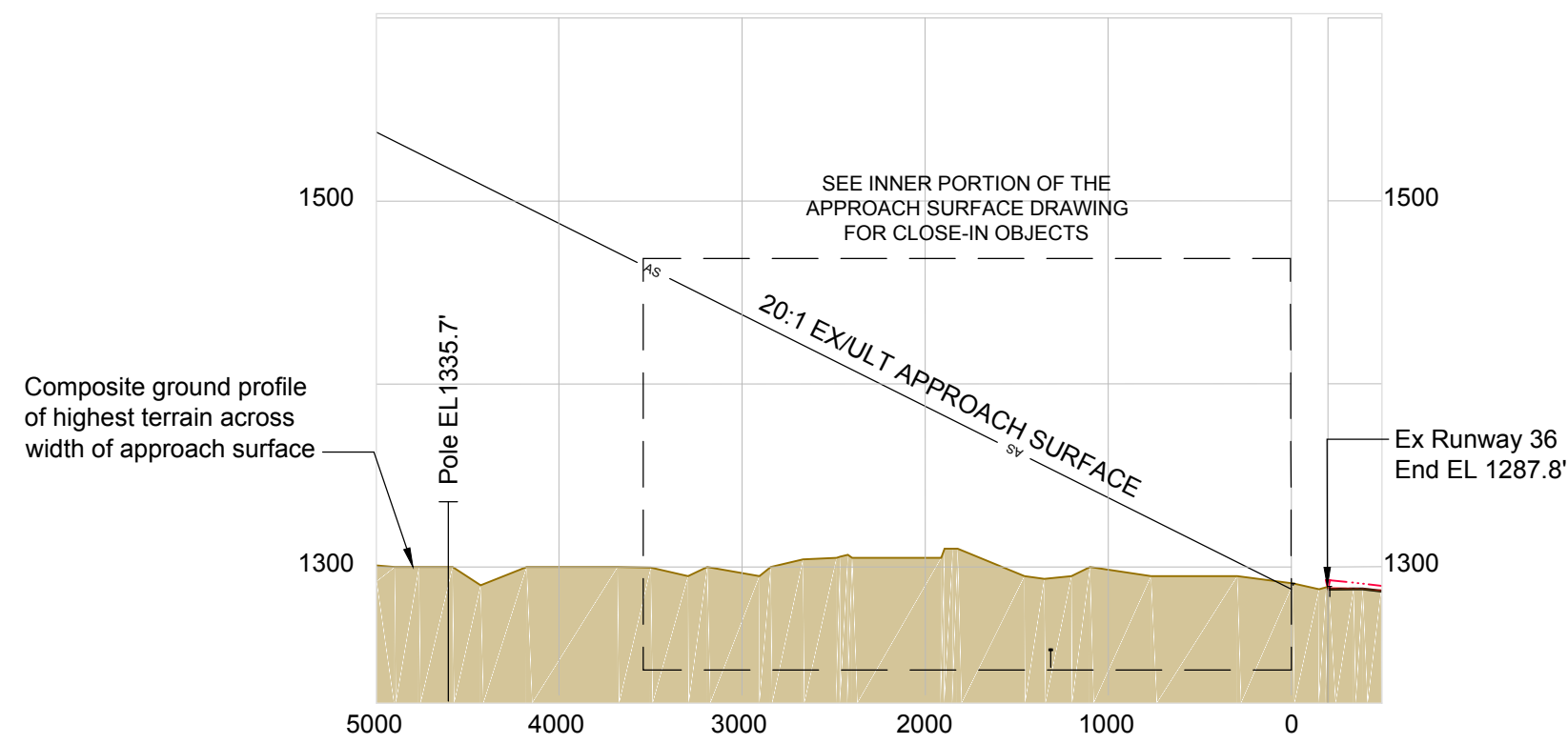
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

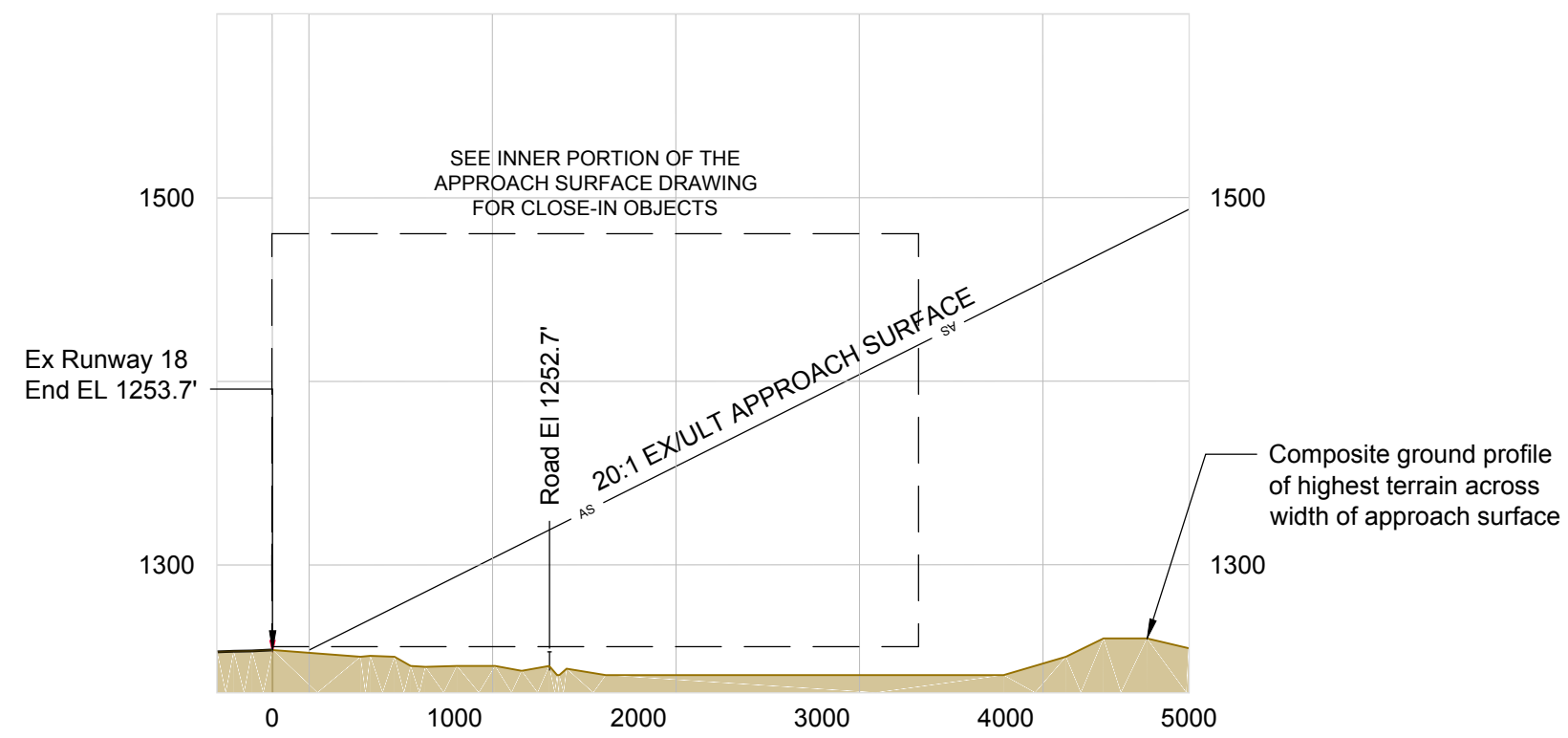
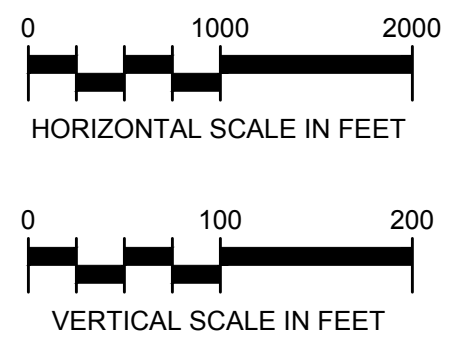
SHEET 12 OF 35

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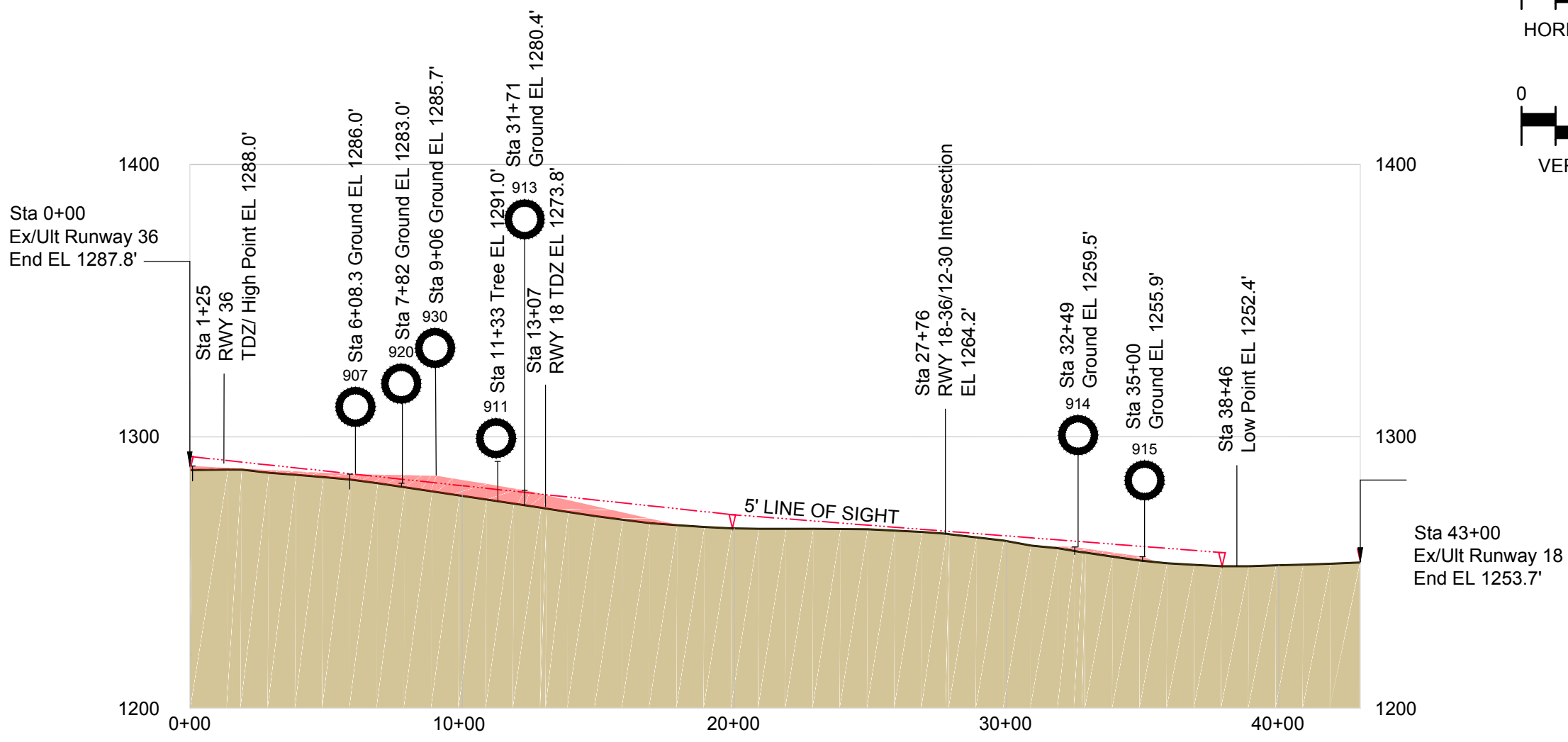
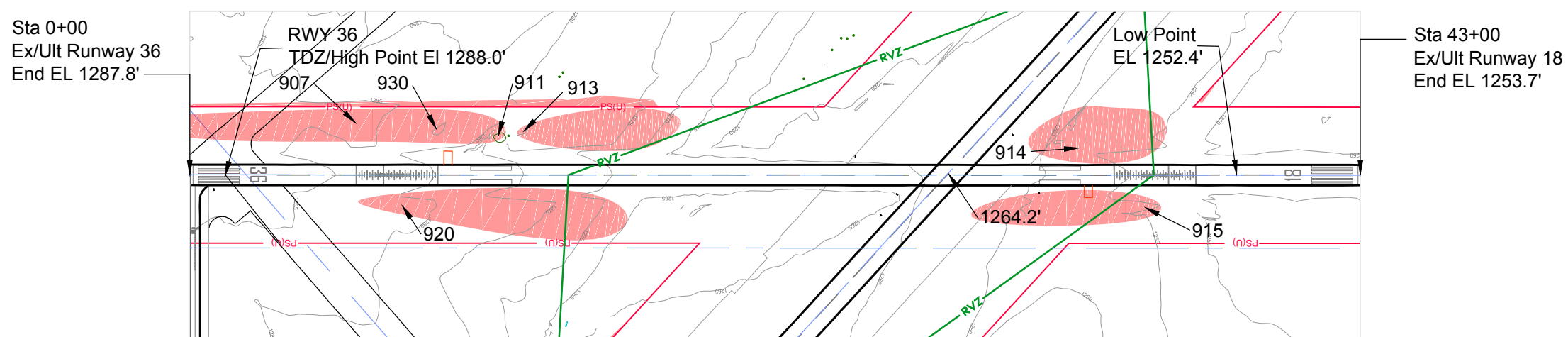
RUNWAY 36 APPROACH



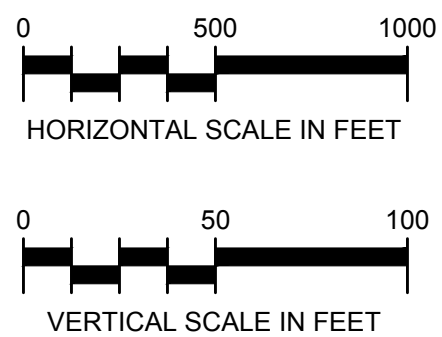
RUNWAY 18 APPROACH

RUNWAY 18 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					

RUNWAY 36 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	SEE INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBJECTS					



RUNWAY 18-36 CENTERLINE PROFILE



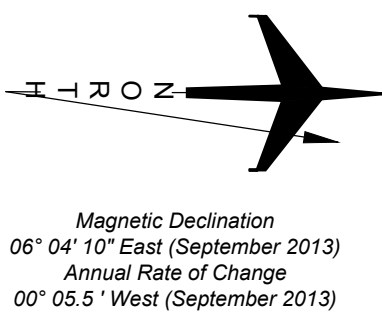
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Terrain Penetration Areas

GENERAL NOTES

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- ALL DISTANCE MEASUREMENTS IN FEET.
- SEE OBSTRUCTION TABLE, SHEET 4 OF 35, AIRPORT AIRSPACE I FOR PRIMARY SURFACE OBSTRUCTIONS.
- 5' LINE OF SIGHT NOT MET ALONG INDIVIDUAL RUNWAY 18-36.

RUNWAY 18-36 PT 77 PRIMARY SURFACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Primary Penetration	Remediation
907	TERRAIN	38°47'01.55"	97°39'43.36"	1266	4.1	GRADE TERRAIN
911	TREE	38°47'06.37"	97°39'42.98"	1291	15.0	REMOVE
913	TERRAIN	38°47'07.36"	97°39'43.28"	1280	5.0	GRADE TERRAIN
914	TERRAIN	38°47'27.46"	97°39'42.60"	1260	2.0	GRADE TERRAIN
915	TERRAIN	38°47'29.89"	97°39'39.84"	1256	2.0	GRADE TERRAIN
920	TERRAIN	38°47'02.89"	97°39'39.95"	1283	1.0	GRADE TERRAIN
930	TERRAIN	38°47'04.16"	97°39'43.16"	1286	6.0	GRADE TERRAIN



Salina Regional Airport (KSLN)
AIRPORT AIRSPACE APPROACH
AND RUNWAY CENTERLINE PROFILE
RUNWAY 18-36
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

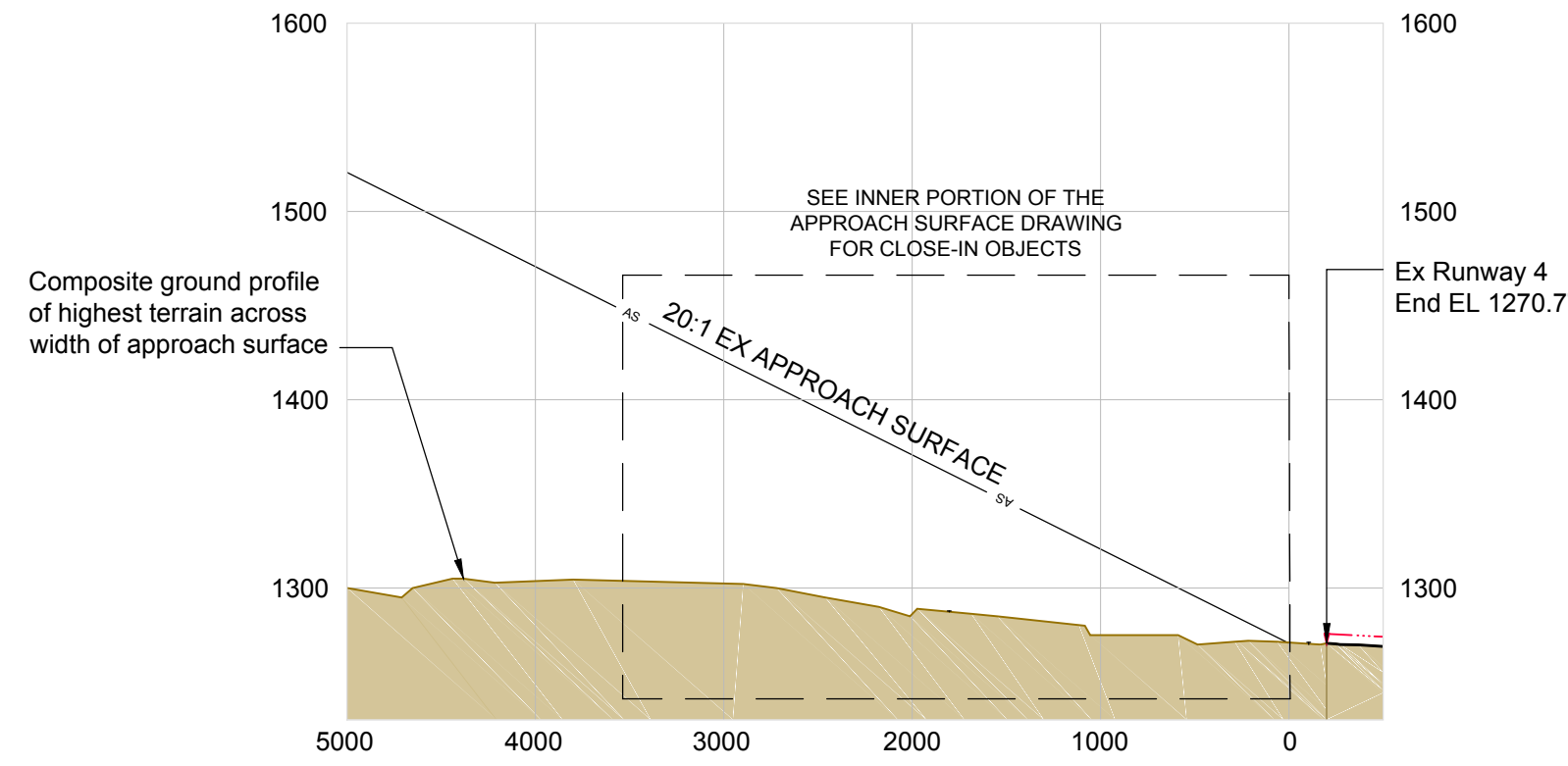
June 2014 SHEET 13 OF 35

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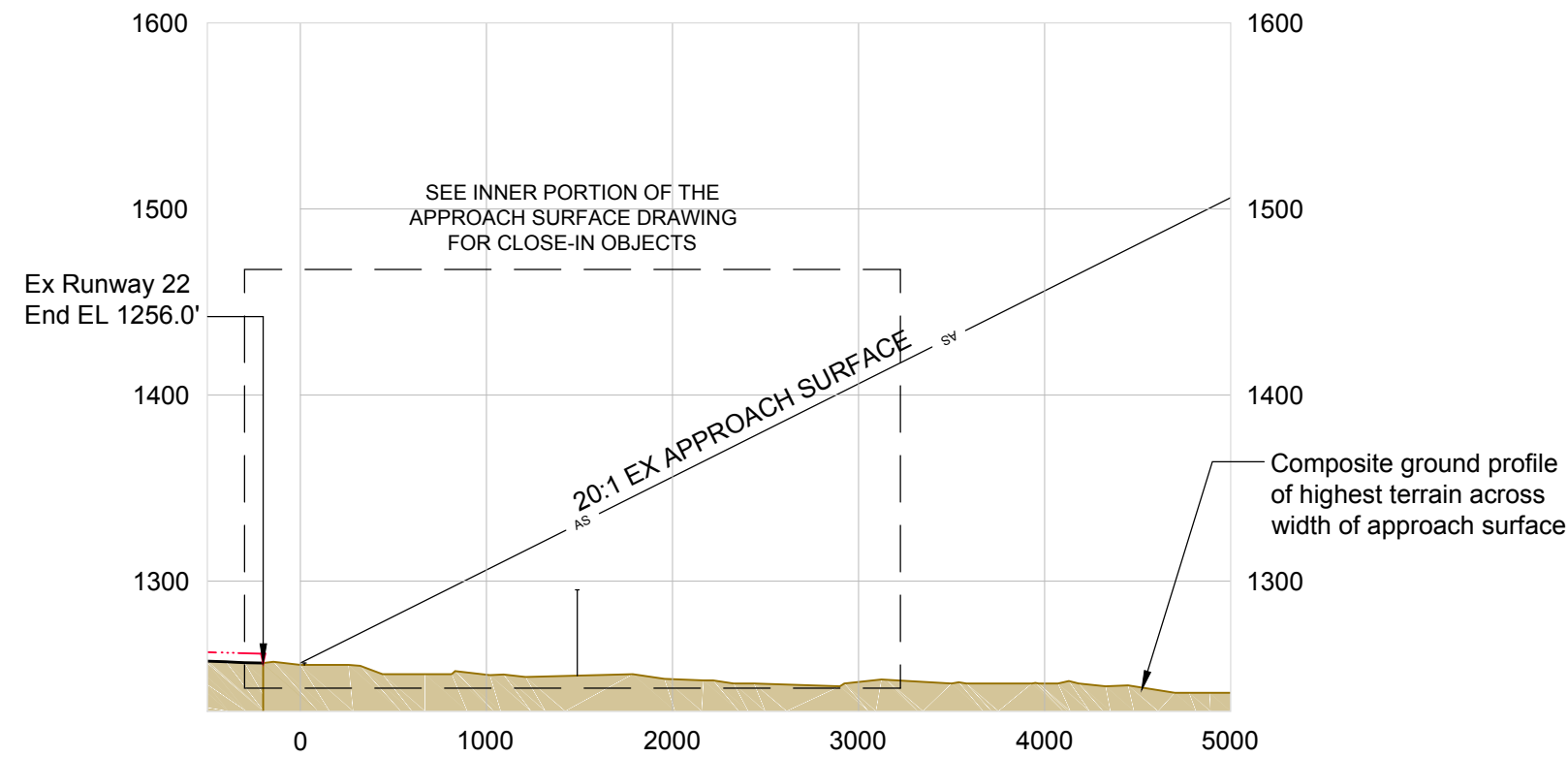
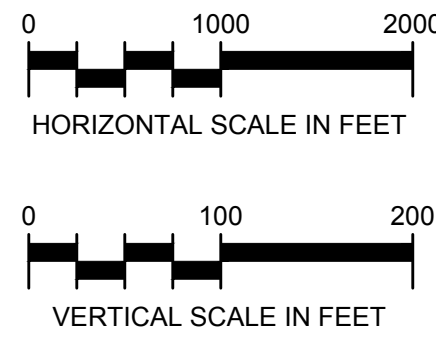
No.	REVISIONS	BY	DATE

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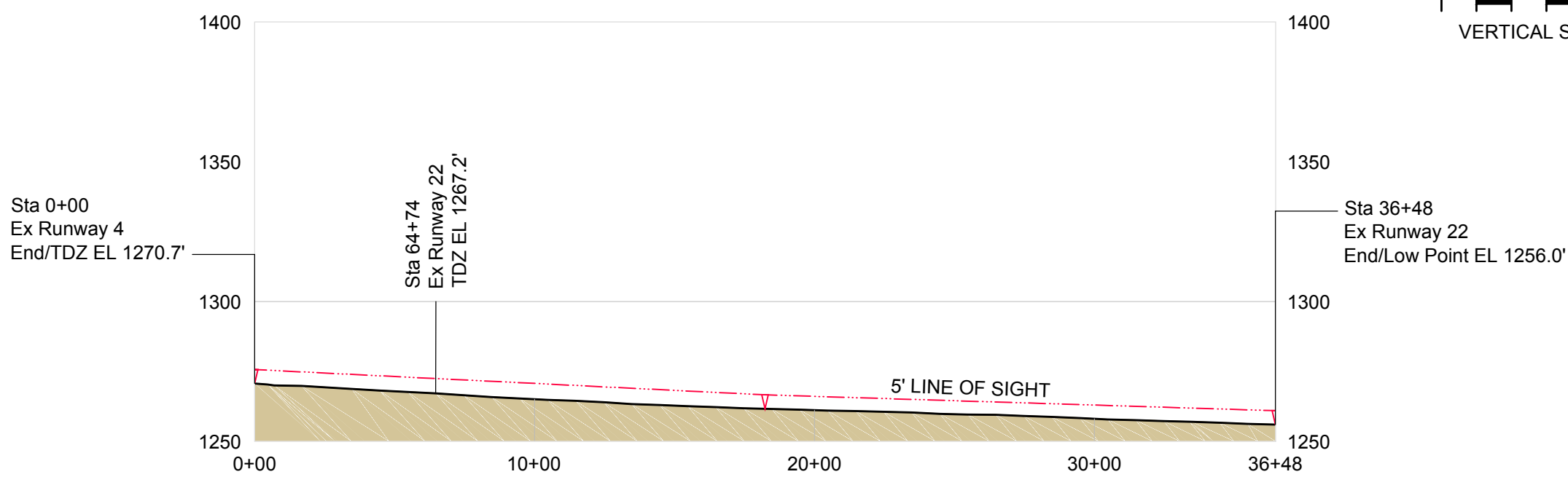
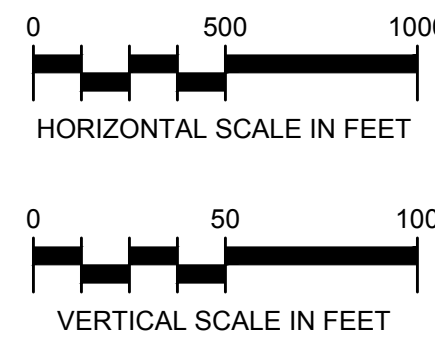
RUNWAY 4 APPROACH



RUNWAY 22 APPROACH

RUNWAY 4 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	NONE					

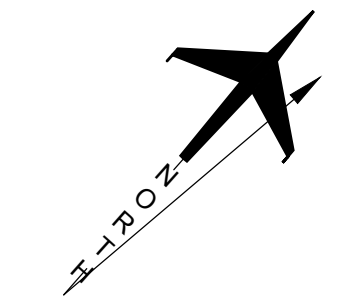
RUNWAY 22 PT 77 AIRSPACE OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Approach Penetration	Remediation
	NONE					



RUNWAY 4-22 CENTERLINE PROFILE

GENERAL NOTES

- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
- SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE DFAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- ALL DISTANCE MEASUREMENTS IN FEET.
- 5' LINE OF SIGHT ALONG INDIVIDUAL RUNWAY 4-22.



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)

Salina Regional Airport (KSLN)
EXISTING AIRPORT AIRSPACE APPROACH
AND RUNWAY CENTERLINE PROFILE
RUNWAY 4-22
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

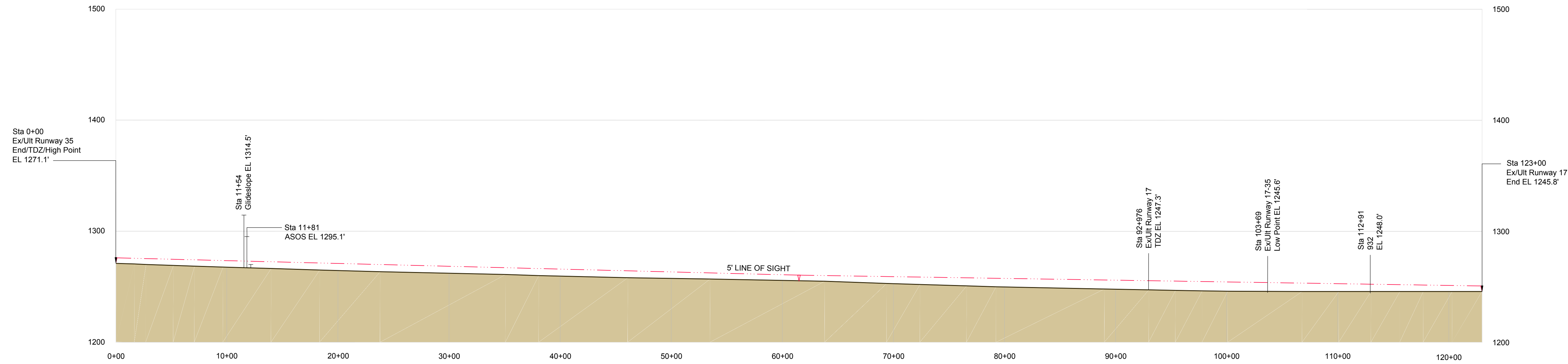
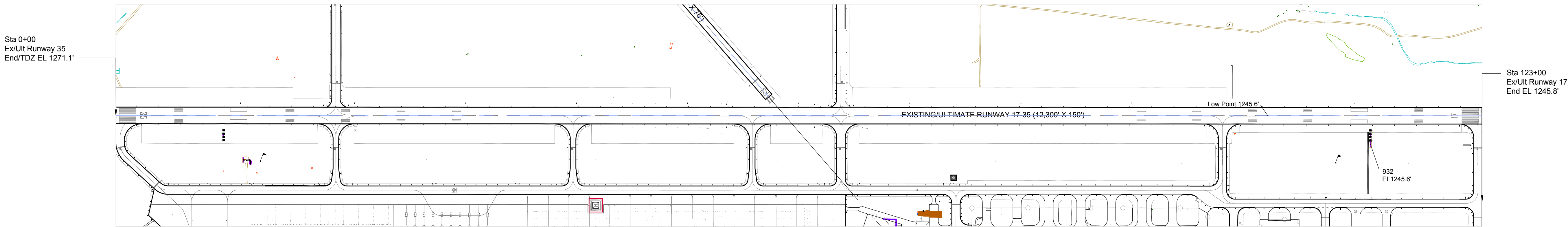
SHEET 14 OF 35

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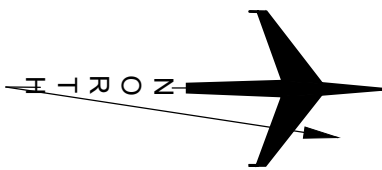
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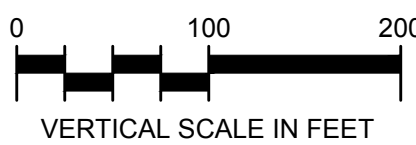
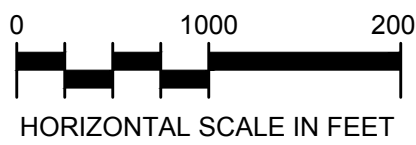
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RUNWAY 17-35 CENTERLINE PROFILE



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



GENERAL NOTES

- OBJECT ELEVATIONS IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
- SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013 AND THE FAA AIRPORT 14 CFR PART 77 REPORT GENERATED MAY 12, 2014.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- ALL DISTANCE MEASUREMENTS IN FEET.
- SEE AIRPORT AIRSPACE OBSTRUCTION TABLE FOR PRIMARY SURFACE OBJECT PENETRATIONS.
- 5' LINE OF SIGHT ALONG INDIVIDUAL RUNWAY 17-35.

OBSTRUCTION TABLE						
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration
932	ASSOCIATED PAPI EQUIPMENT	38°48'27.54"	97°38'42.24"	1248	PRIMARY	1
LOWER OR RELOCATE OBJECT						

No.	REVISIONS	BY	DATE
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Salina Regional Airport (KSLN)
RUNWAY CENTERLINE PROFILE
RUNWAY 17-35
Salina, KS

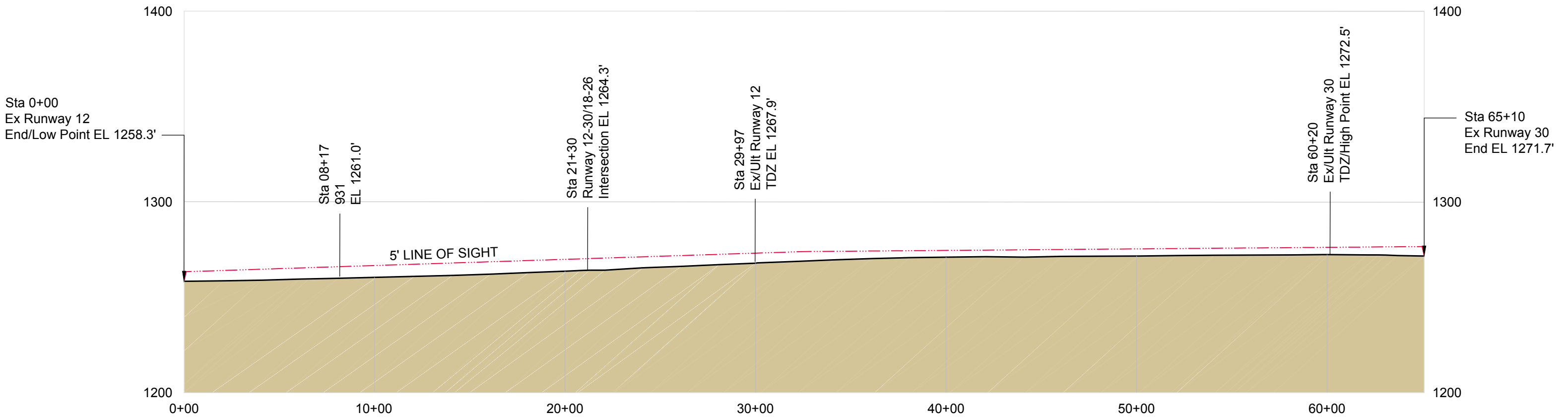
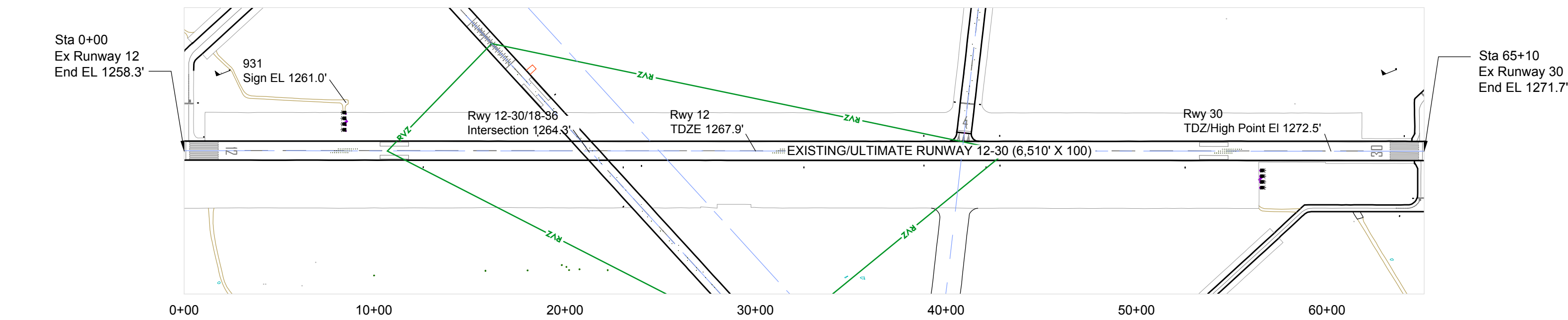
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 15 OF 35

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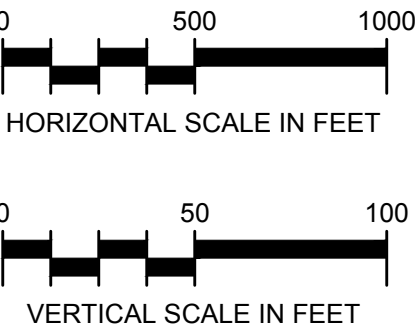
RUNWAY 12-30 CENTERLINE PROFILE

GENERAL NOTES

- OBJECT ELEVATIONS IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY MO.
- SUPPLEMENTAL OBSTRUCTION DATA CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013 AND THE FAA AIRPORT 14 CFR PART 77 REPORT GENERATED MAY 12, 2014.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83.
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- ALL DISTANCE MEASUREMENTS IN FEET.
- SEE AIRPORT AIRSPACE OBSTRUCTION TABLE FOR OBJECT PENETRATIONS.
- 5' LINE OF SIGHT ALONG RUNWAY 12-30.

OBSTRUCTION TABLE							
No.	Description	Latitude	Longitude	Top Elevation (msl)	Surface Penetrated	Amount of Penetration	Remediation
931	ASSOCIATED PAPI EQUIPMENT	38°47'33.06"	97°39'51.02"	1261	PRIMARY	1	LOWER OR RELOCATE OBJECT

No.	REVISIONS	BY	DATE
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Salina Regional Airport (KSLN)
RUNWAY CENTERLINE PROFILE
RUNWAY 12-30

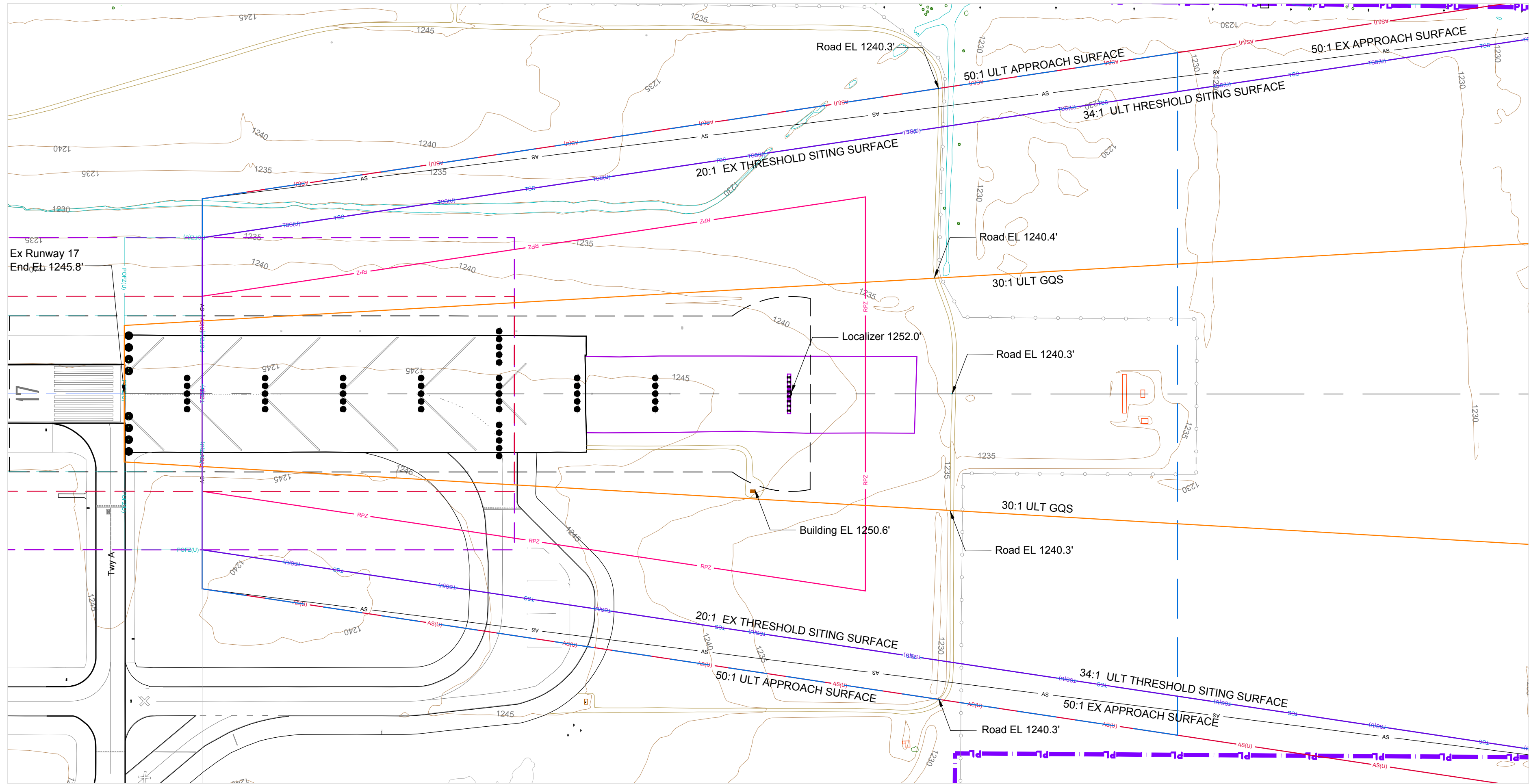
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 16 OF 35

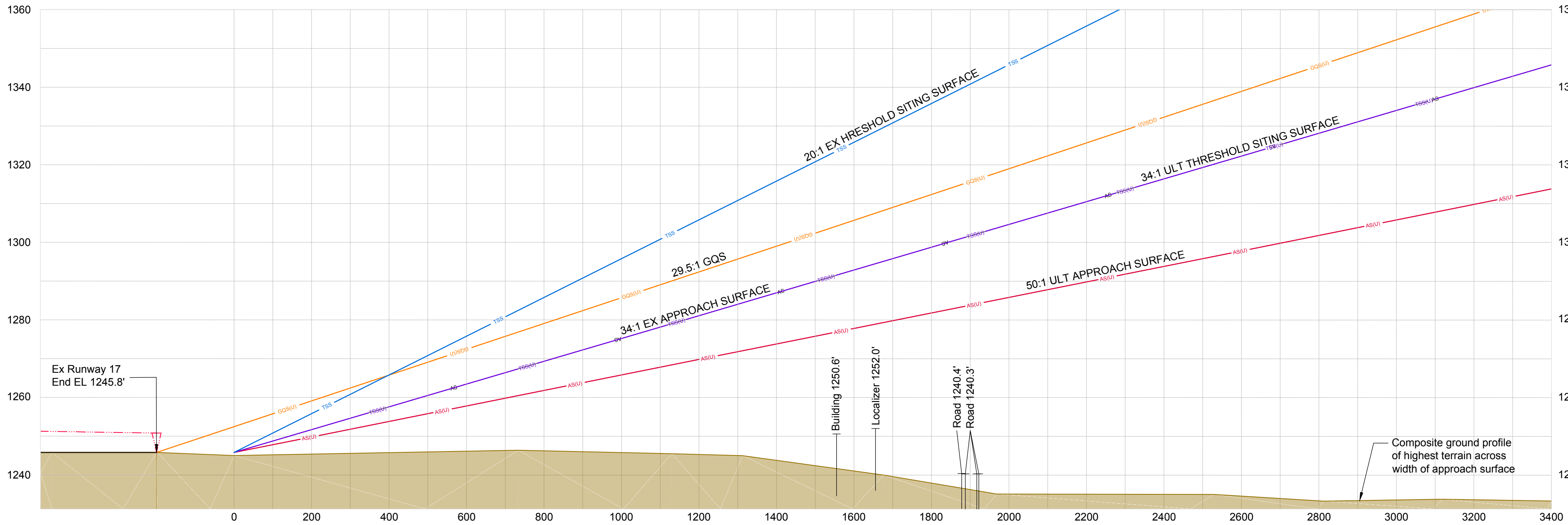




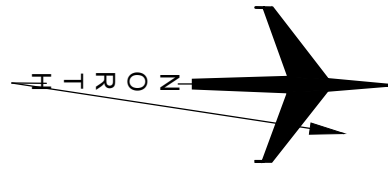
EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

- GENERAL NOTES**
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 - OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
 - ALL DISTANCE MEASUREMENTS IN FEET



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	CRITICAL AREA
[Symbol]	[Symbol]	AIRPORT PAVEMENT
[Symbol]	[Symbol]	ABANDON/REMOVE PAVEMENT
[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	HOLD MARKING
[Symbol]	[Symbol]	OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	TOPOGRAPHIC CONTOURS



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 17
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

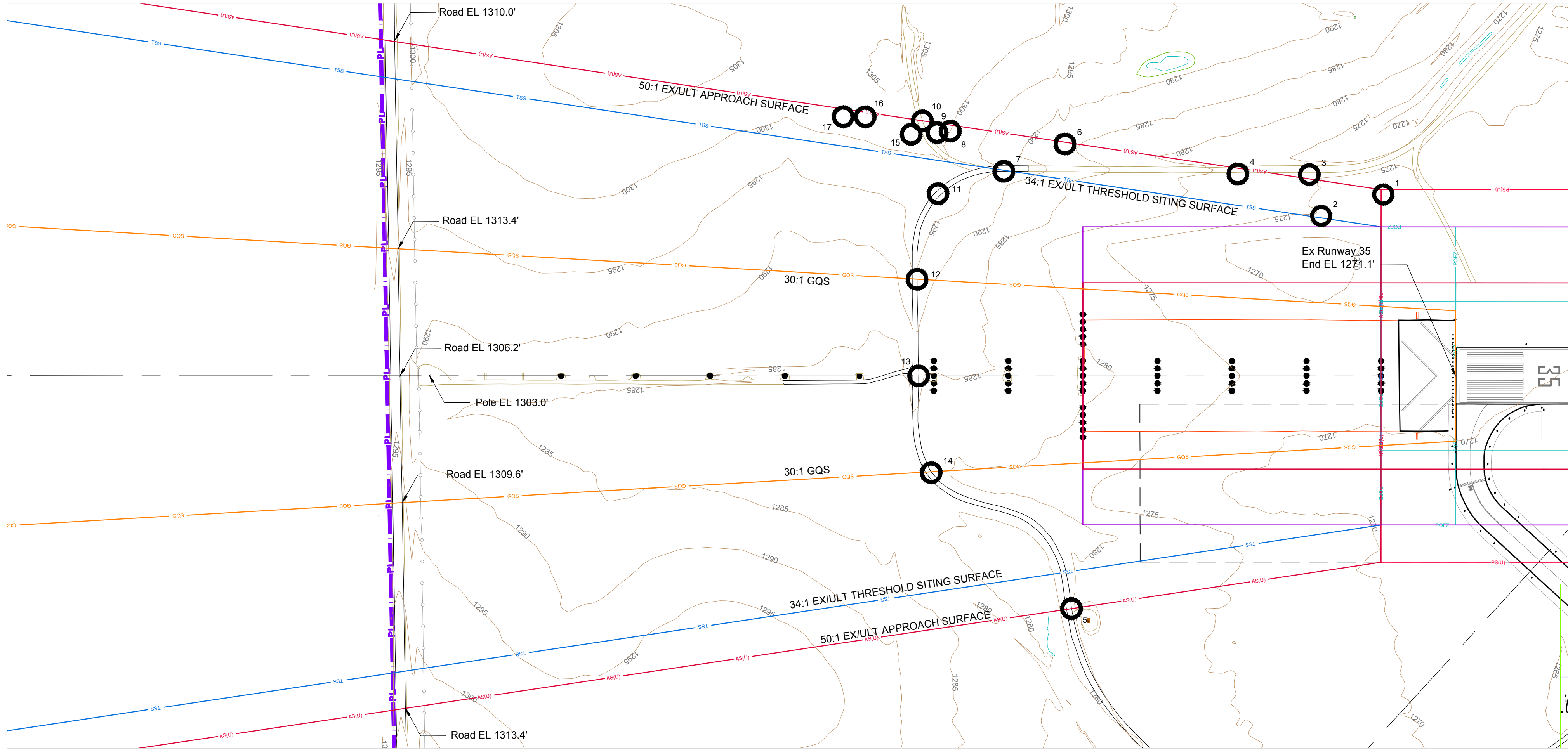
June 2014

SHEET 17 OF 35

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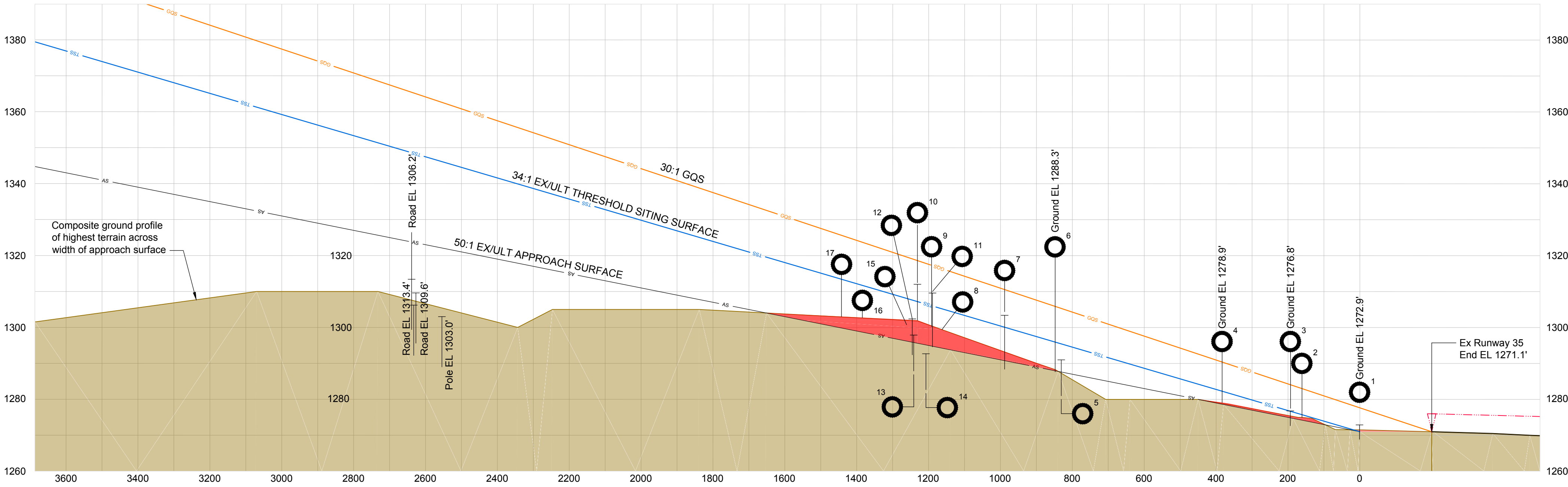
No.	REVISIONS	BY	DATE

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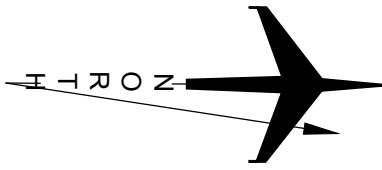


EXISTING/ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
1	GROUND	1272.9	200	487 L	2	2	GRADE
2	GROUND	1275.0	372	429 L	0.5	NONE	CLEARs TSS, NAR
3	GROUND	1276.8	398	540 L	2	NONE	CLEARs TSS, NAR
4	GROUND	1278.9	584	542 L	0.1	NONE	CLEARs TSS, NAR
5	ROAD	1291.0	1030	625 R	3	NONE	CLEARs TSS, NAR
6	GROUND	1288.3	1048	627 L	0.2	NONE	CLEARs TSS, NAR
7	ROAD	1303.4	1188	552 L	11	2	GRADE
8	GROUND	1300.0	1360	661 L	6	NONE	CLEARs TSS, NAR
9	GROUND	1301.5	1388	653 L	7	NONE	CLEARs TSS, NAR
10	ROAD	1212.0	1430	685 L	16	5	GRADE
11	ROAD	1309.6	1387	489 L	15	4	GRADE
12	ROAD	1302.4	1445	262 L	6	NONE	CLEARs TSS, NAR
13	ROAD	1297.9	1440	0	2	NONE	CLEARs TSS, NAR
14	ROAD	1292.7	1407	255 R	NONE	NONE	NAR
15	GROUND	1301.7	1460	649 L	5	NONE	CLEARs TSS, NAR
16	GROUND	1302.7	1584	695 L	4	NONE	CLEARs TSS, NAR
17	GROUND	1303.0	1642	696 L	3	NONE	CLEARs TSS, NAR

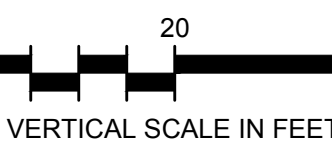
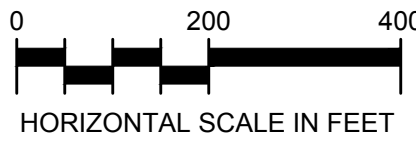
ALL DISTANCE MEASUREMENTS IN FEET
NAR - NO ACTION REQUIRED



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE
[Symbol]	[Symbol]	CRITICAL AREA
[Symbol]	[Symbol]	AIRPORT PAVEMENT
[Symbol]	[Symbol]	ABANDON/REMOVE PAVEMENT
[Symbol]	[Symbol]	FENCE LINE
[Symbol]	[Symbol]	HOLD MARKING
[Symbol]	[Symbol]	OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	OBSTACLE FREE ZONE
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	TOPOGRAPHIC CONTOURS



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



GENERAL NOTES

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- SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
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- OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- ALL DISTANCE MEASUREMENTS IN FEET

No.	REVISIONS	BY	DATE
THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.			

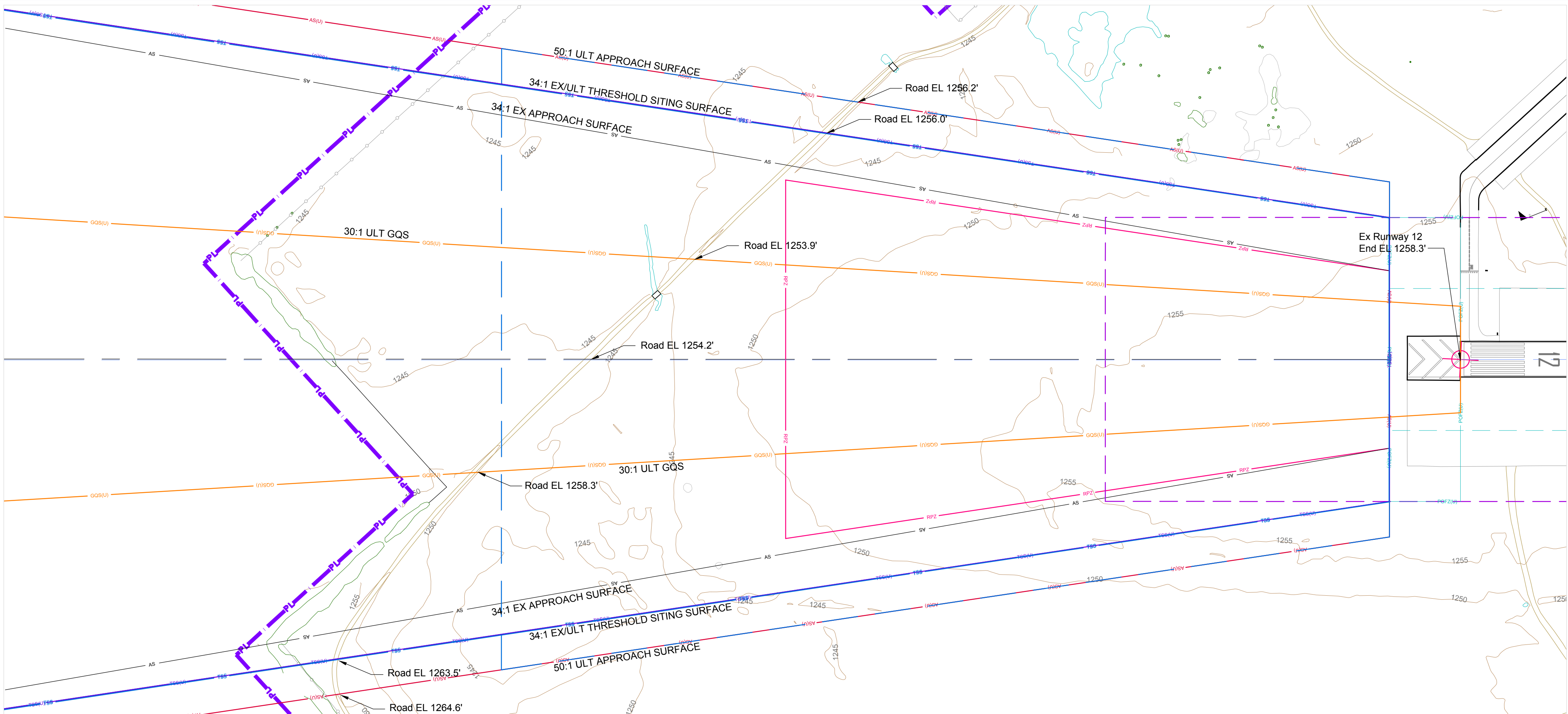
Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 35
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 18 OF 35

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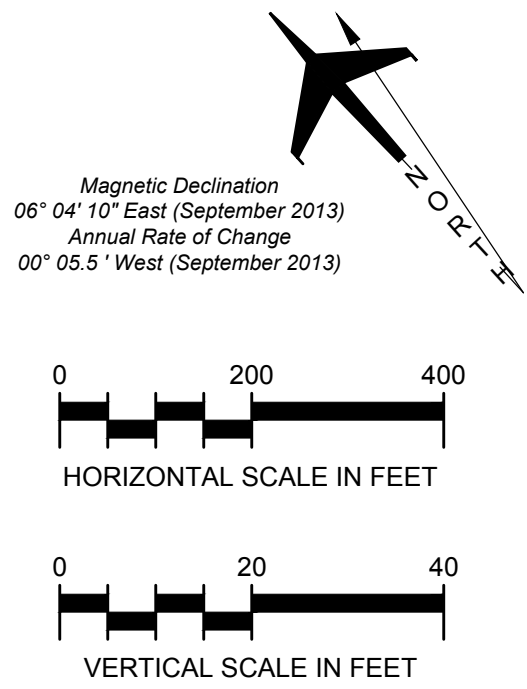
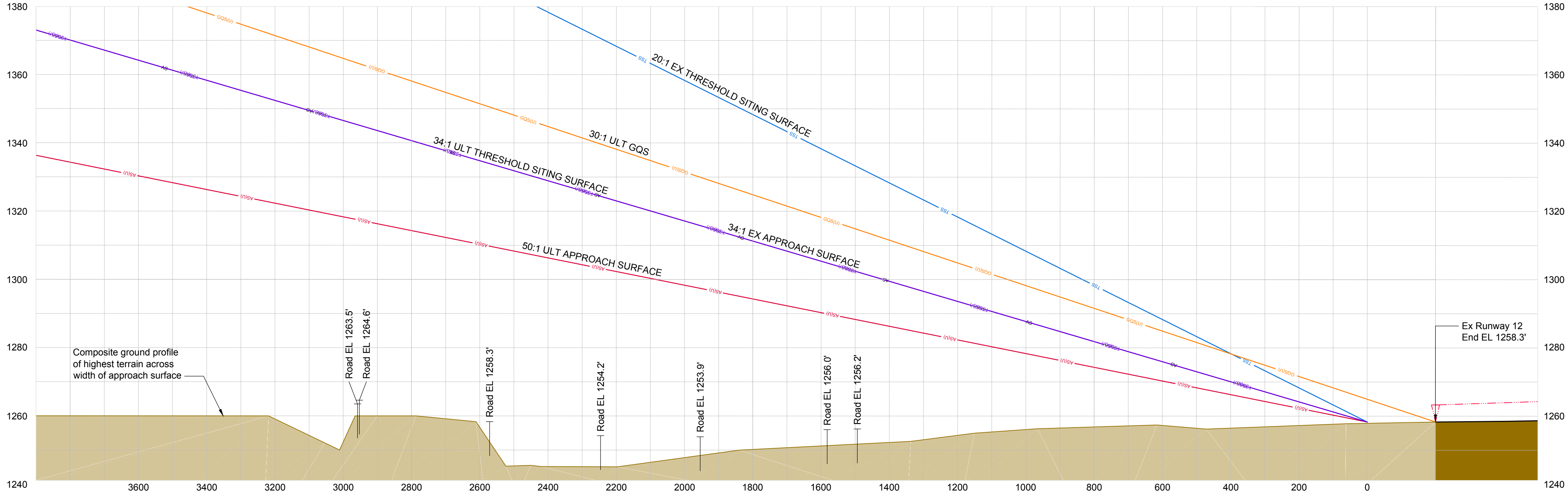


EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

- GENERAL NOTES**
- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN. FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO..
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 - ALL DISTANCE MEASUREMENTS IN FEET

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		TOPOGRAPHIC CONTOURS



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 12
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

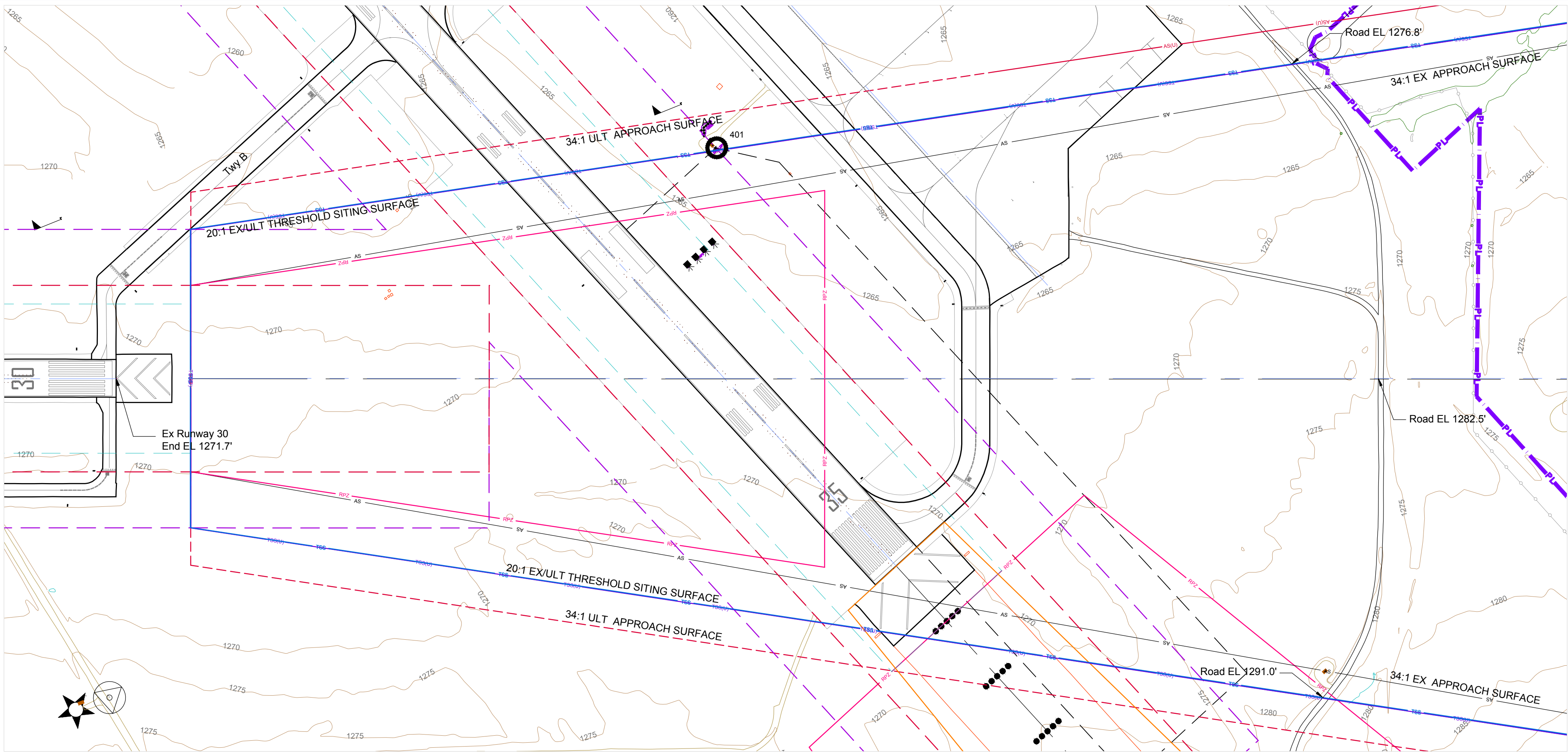
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No.	REVISIONS	BY	DATE

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EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

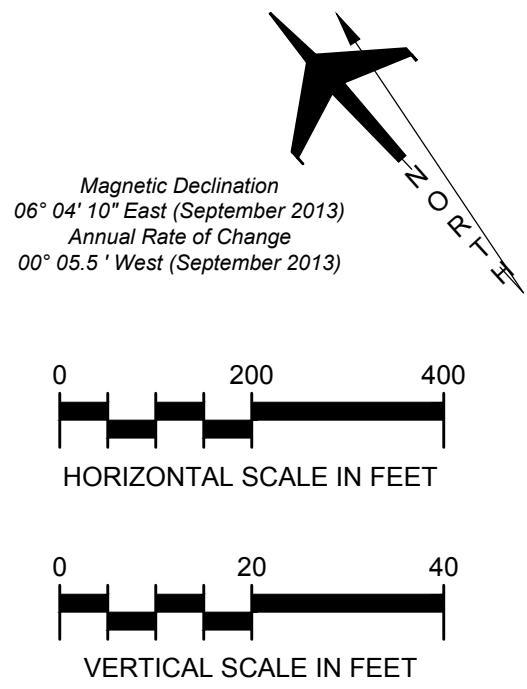
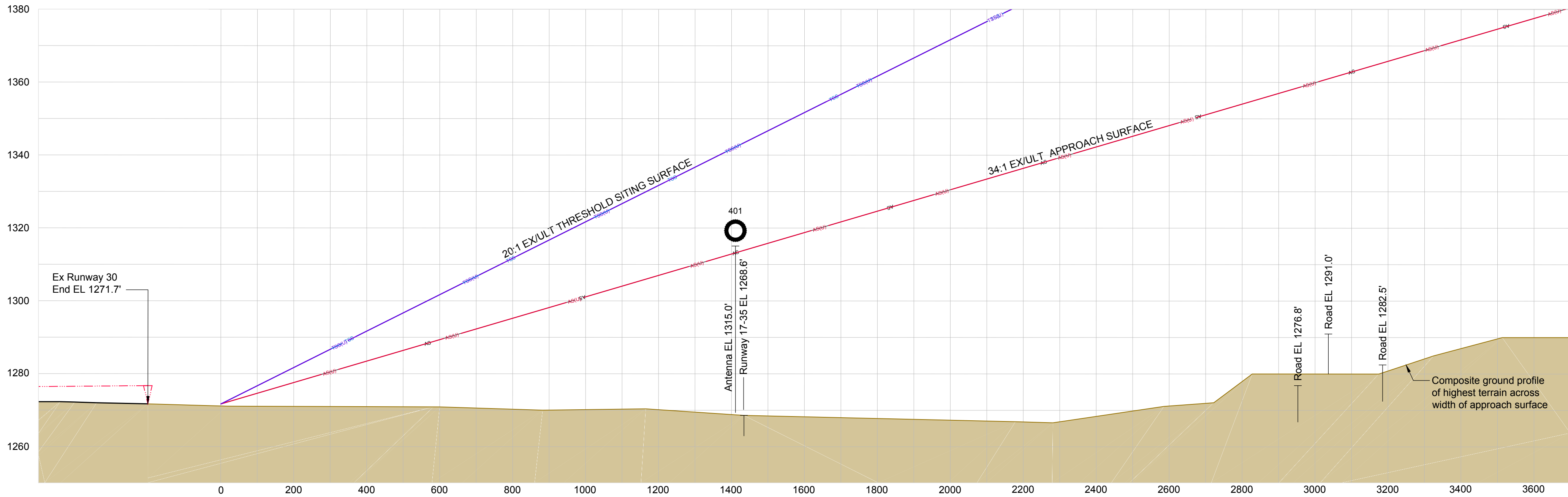
ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
401	GLIDESLOPE ANTENNA	1314.5	1608	618 R	1	NONE	NAR

ALL DISTANCE MEASUREMENTS IN FEET
NAR - NO ACTION REQUIRED

GENERAL NOTES

- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN. FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO..
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
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- OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- ALL DISTANCE MEASUREMENTS IN FEET

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		TOPOGRAPHIC CONTOURS



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE, RUNWAY 30
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

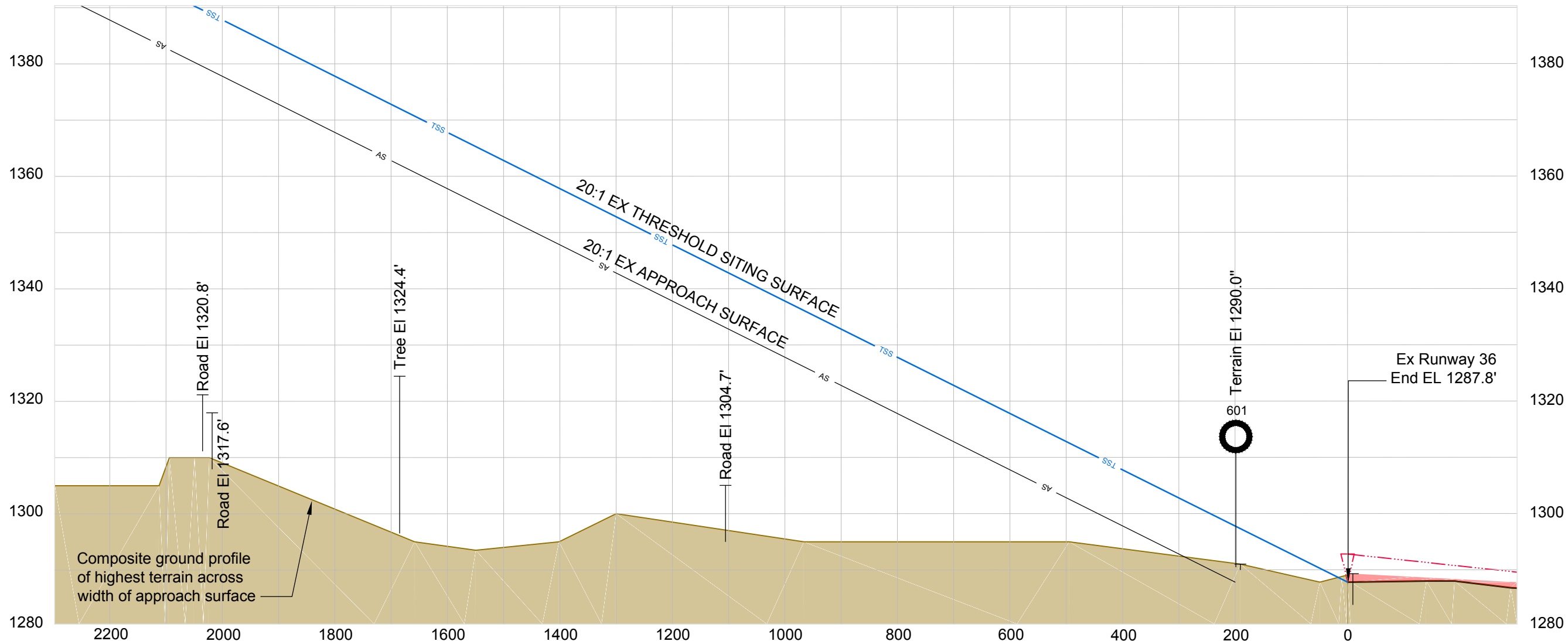
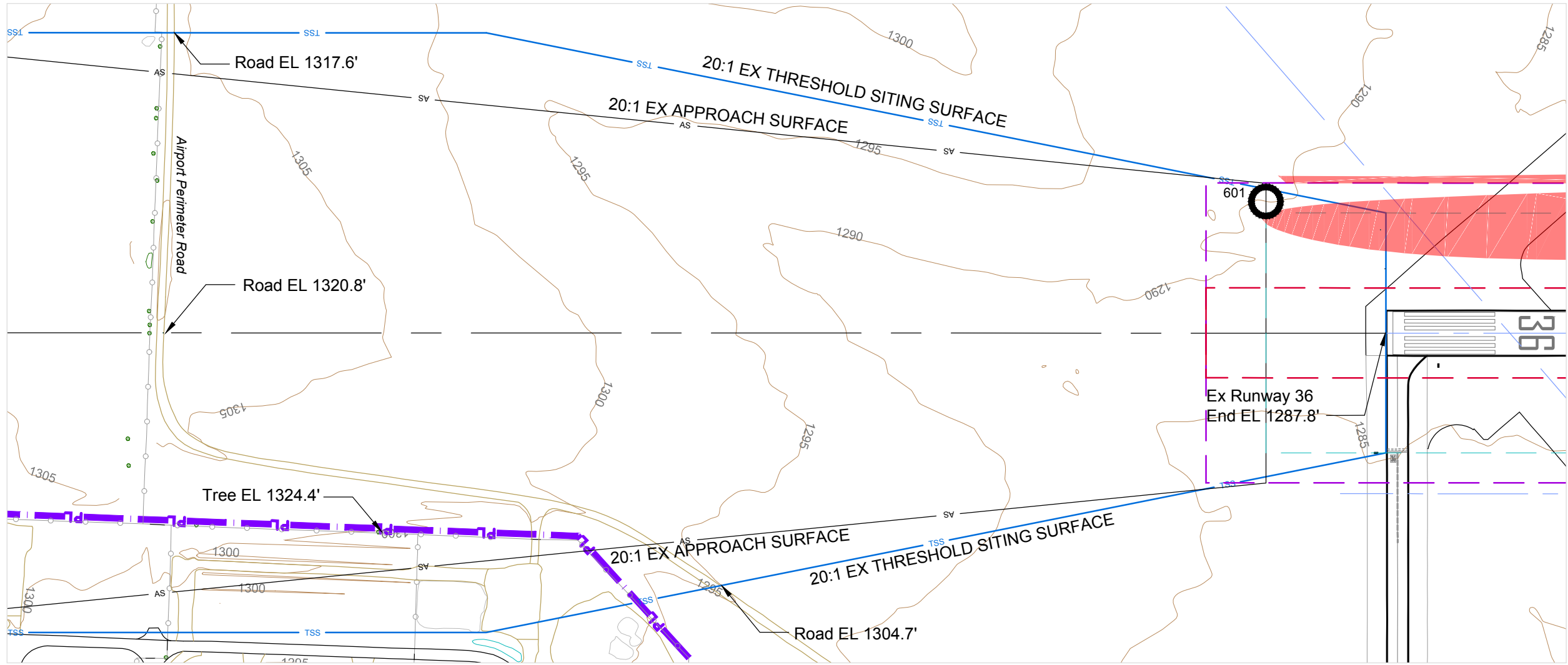
SHEET 20 OF 35

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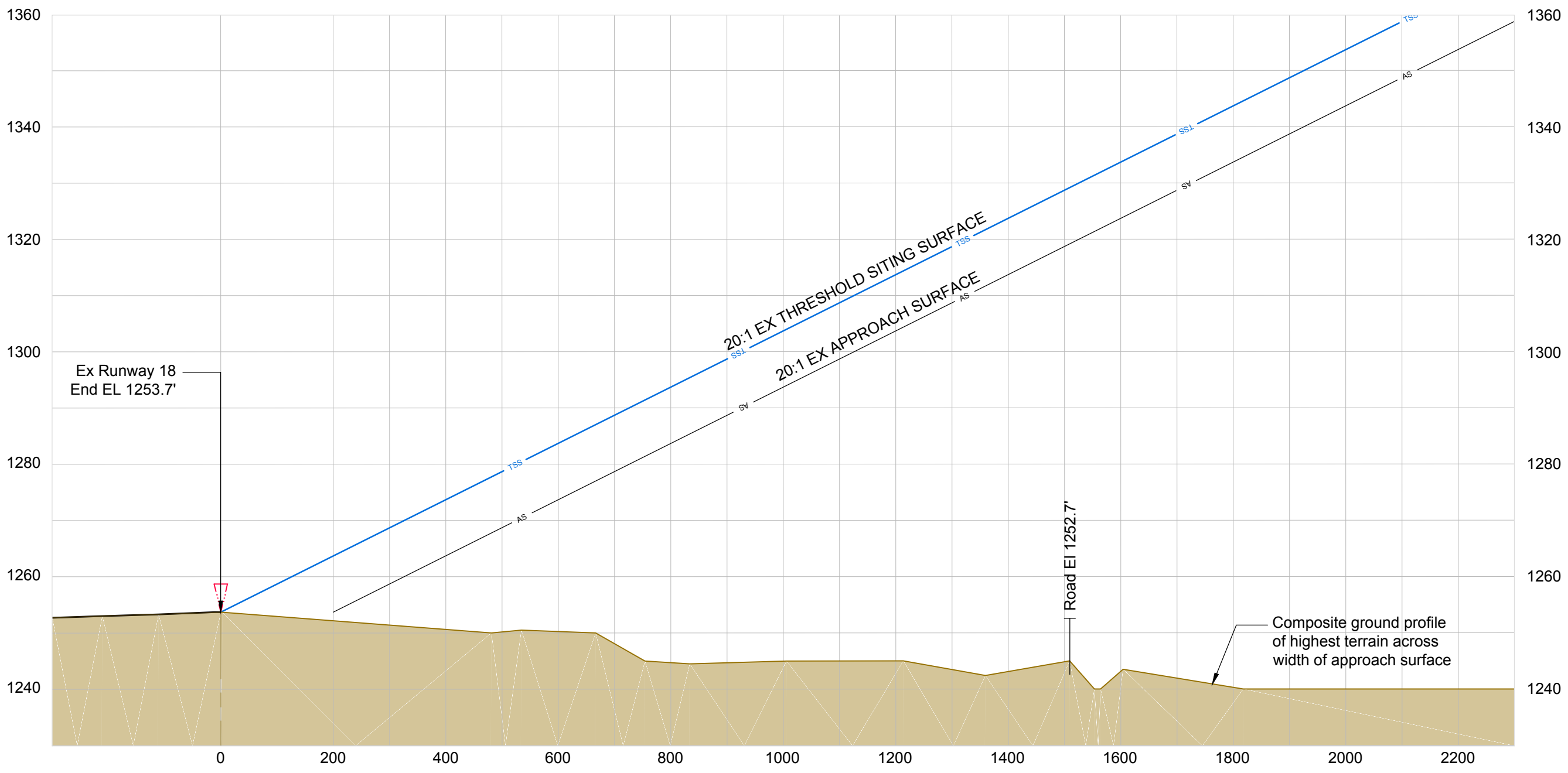
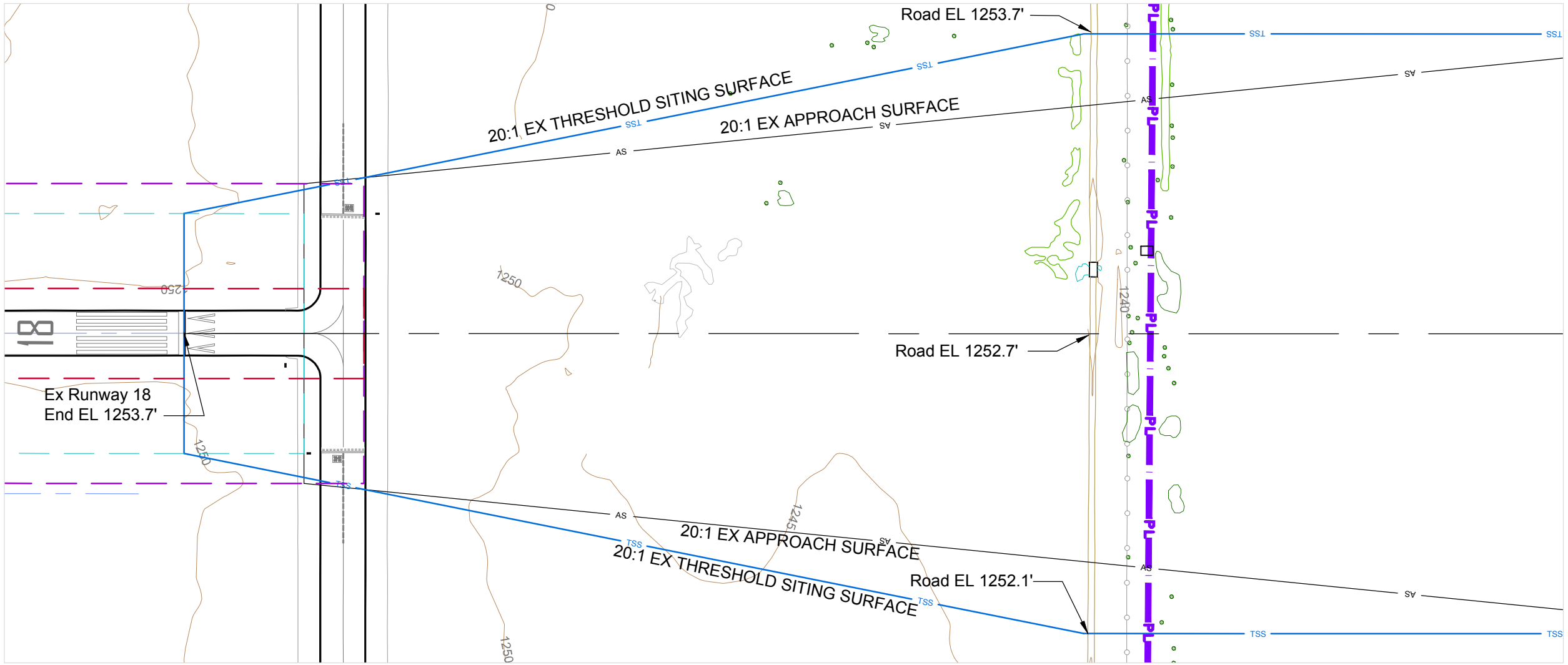
No.	REVISIONS	BY	DATE

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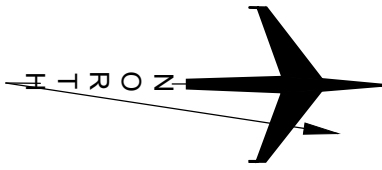
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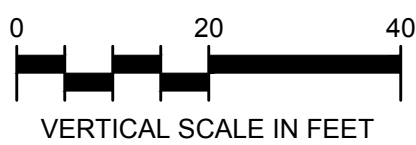
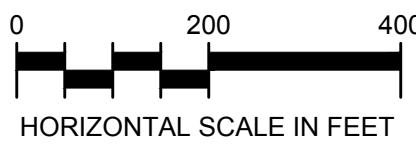
EXISTING/ULTIMATE RUNWAY 36 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
601	GROUND	1290.0'	200'	218'	2.2'	NONE	GRADE 0%-3% PER AC 150/5300-13A



EXISTING/ULTIMATE RUNWAY 18 OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



GENERAL NOTES

- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
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LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		TOPOGRAPHIC CONTOURS
		TERRAIN PENETRATION AREAS

No.	REVISIONS	BY	DATE
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Salina Regional Airport (KSLN) INNER PORTION OF THE APPROACH SURFACE, RUNWAY 18-36

Salina, KS

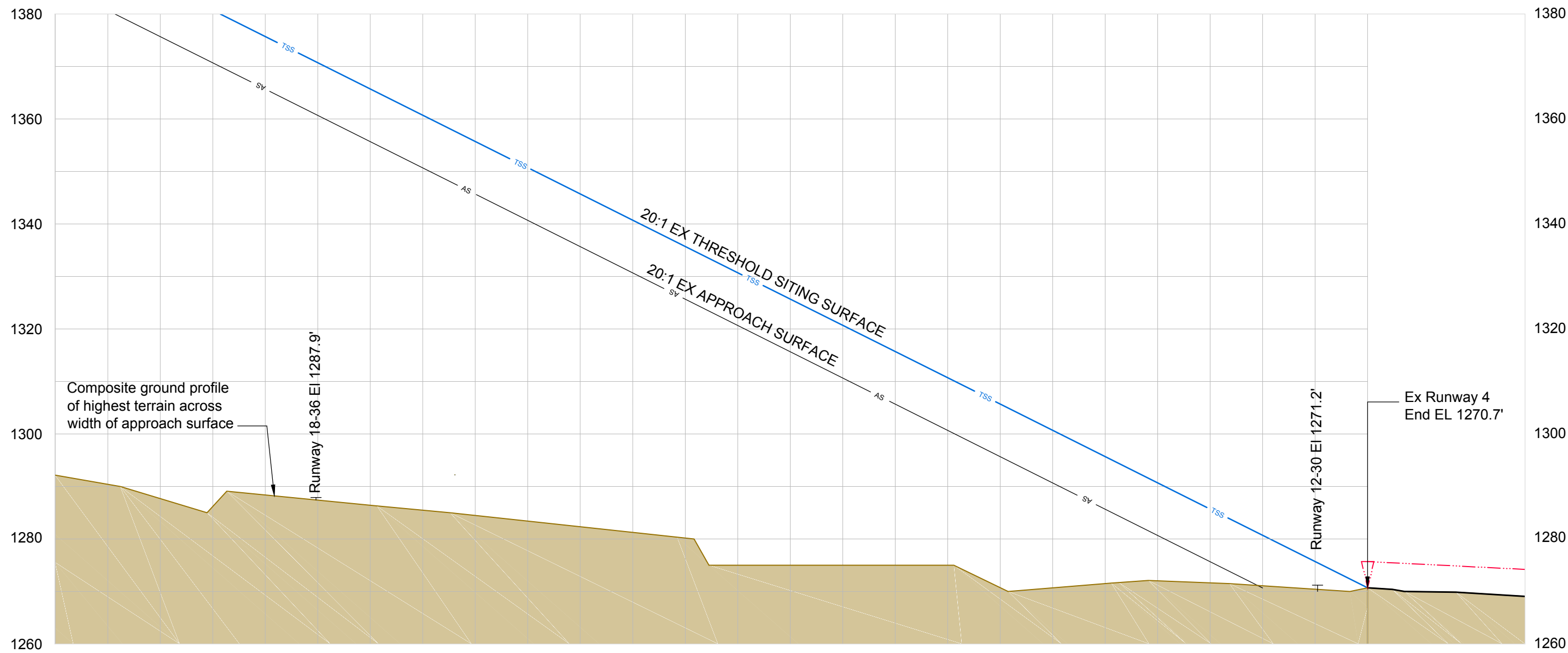
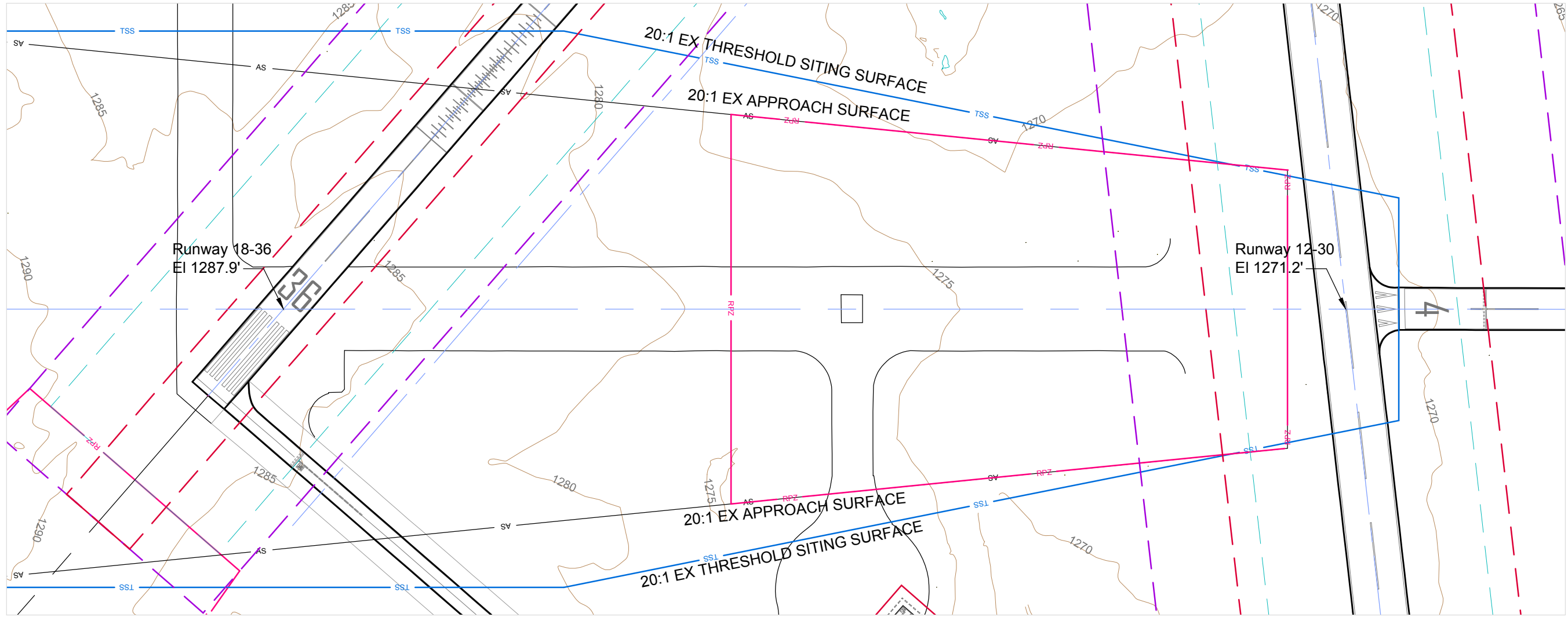
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 21 OF 35

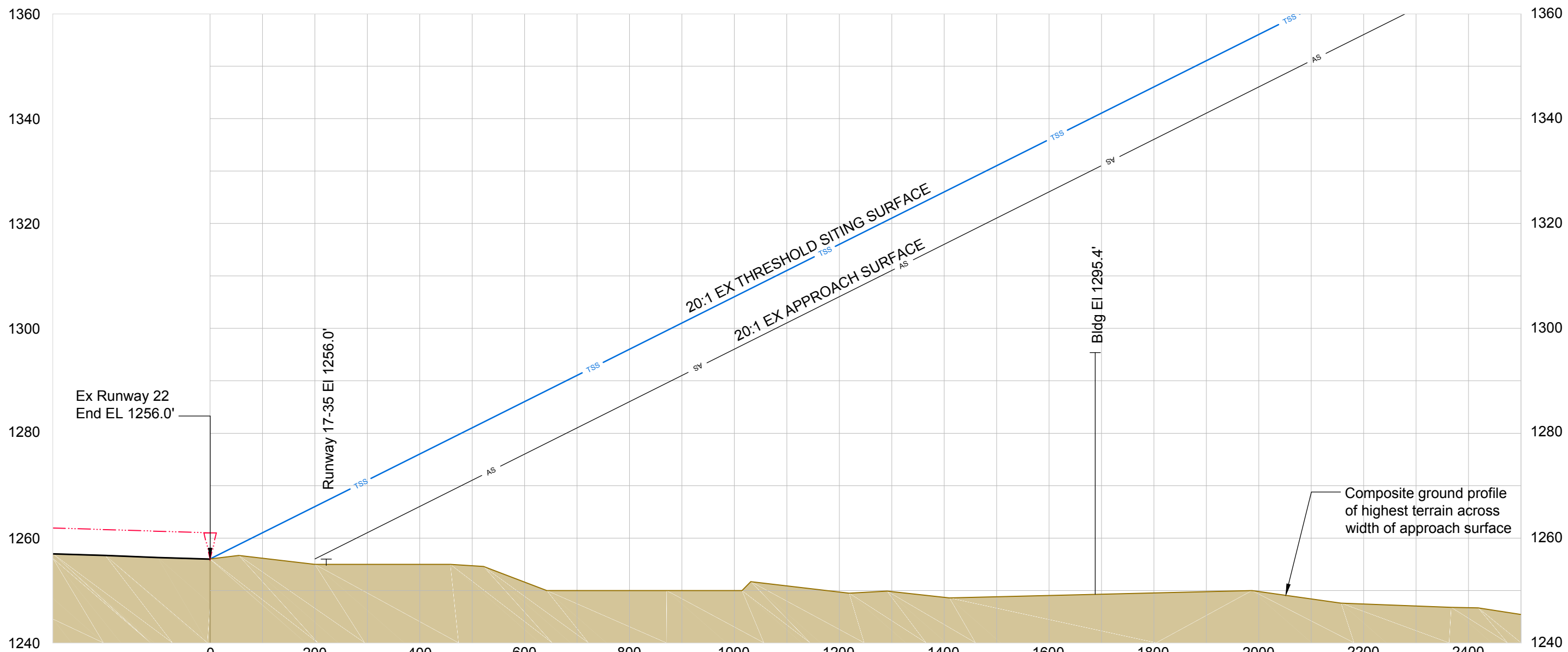
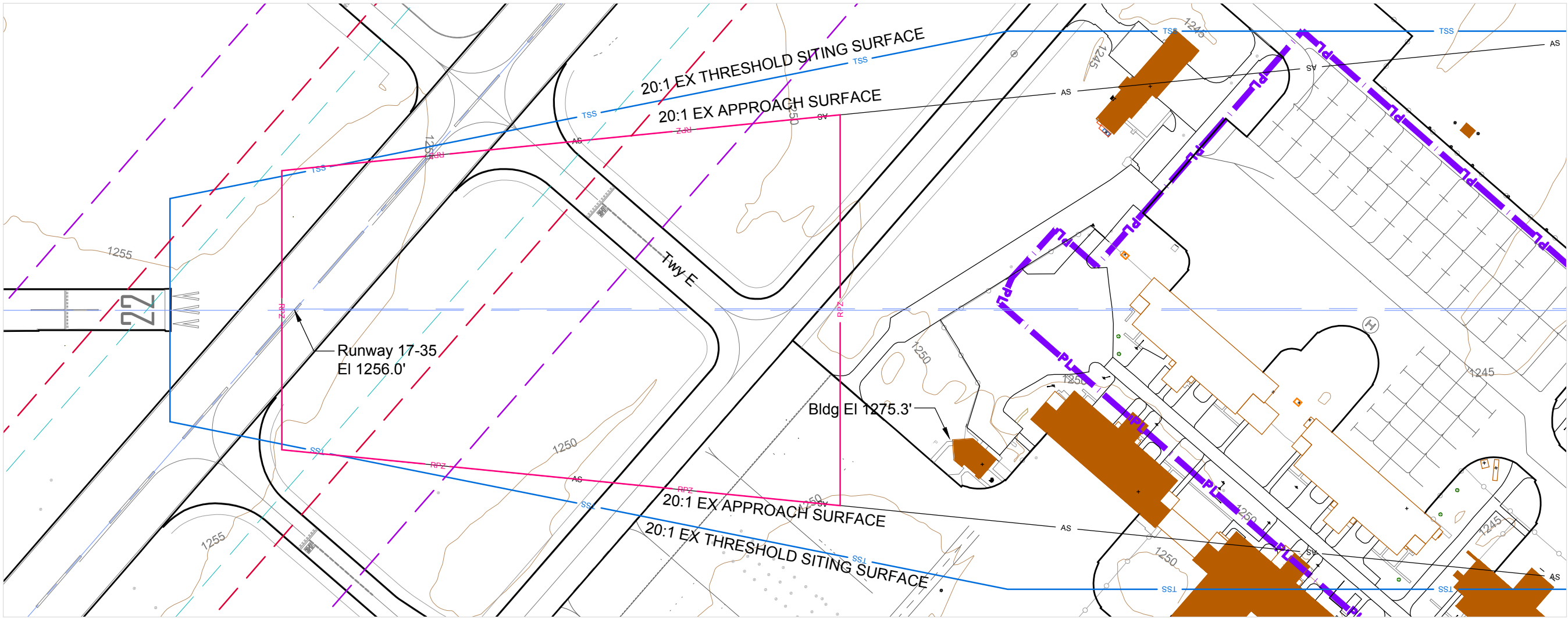


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EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
701	RUNWAY 12-30	1271.2'	95'	182 L	5.7	NONE	CLEARs TSS, NAR

ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	RUNWAY CLOSED						

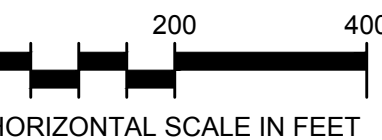


EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	None						

ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	RUNWAY CLOSED						



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
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		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		OBJECT FREE AREA
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		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		TOPOGRAPHIC CONTOURS

GENERAL NOTES

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No.	REVISIONS	BY	DATE

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Salina Regional Airport (KSLN)
INNER PORTION OF THE
APPROACH SURFACE, RUNWAY 4-22

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

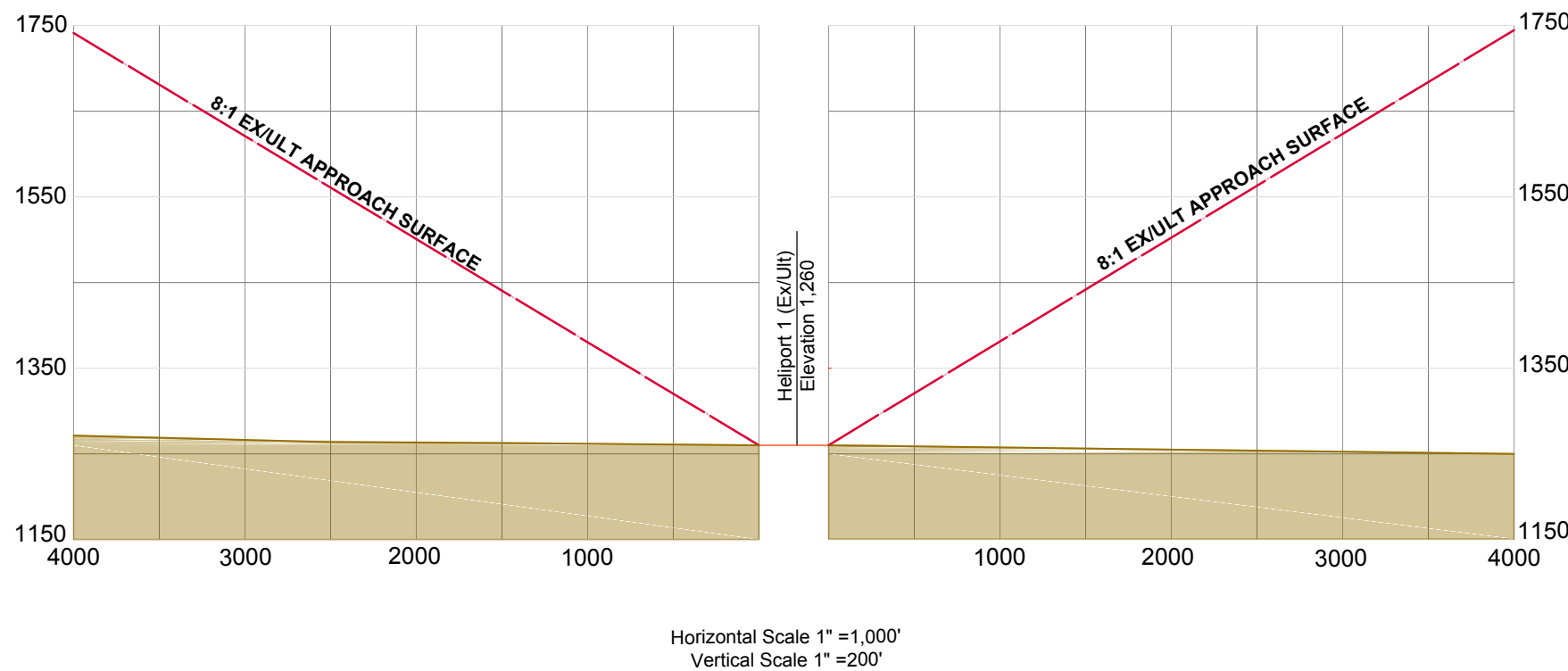
June 2014

SHEET 22 OF 35

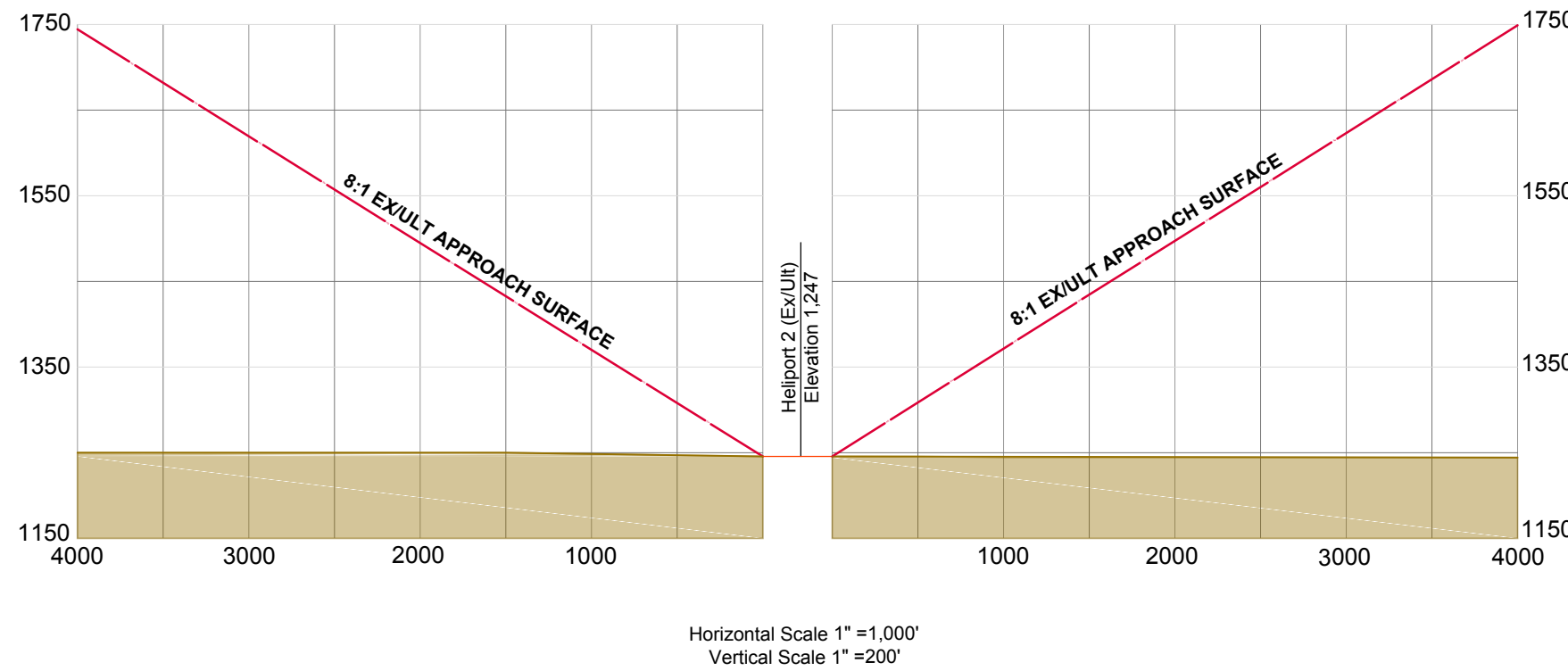


Coffman Associates R:\CAD\Hopkins\JMP\Salina\ALP\Sheet 23 SLN HELI APPROACH PROFILES.dwg Printed Date: 6-20-14 03:56:45 PM dhopkins

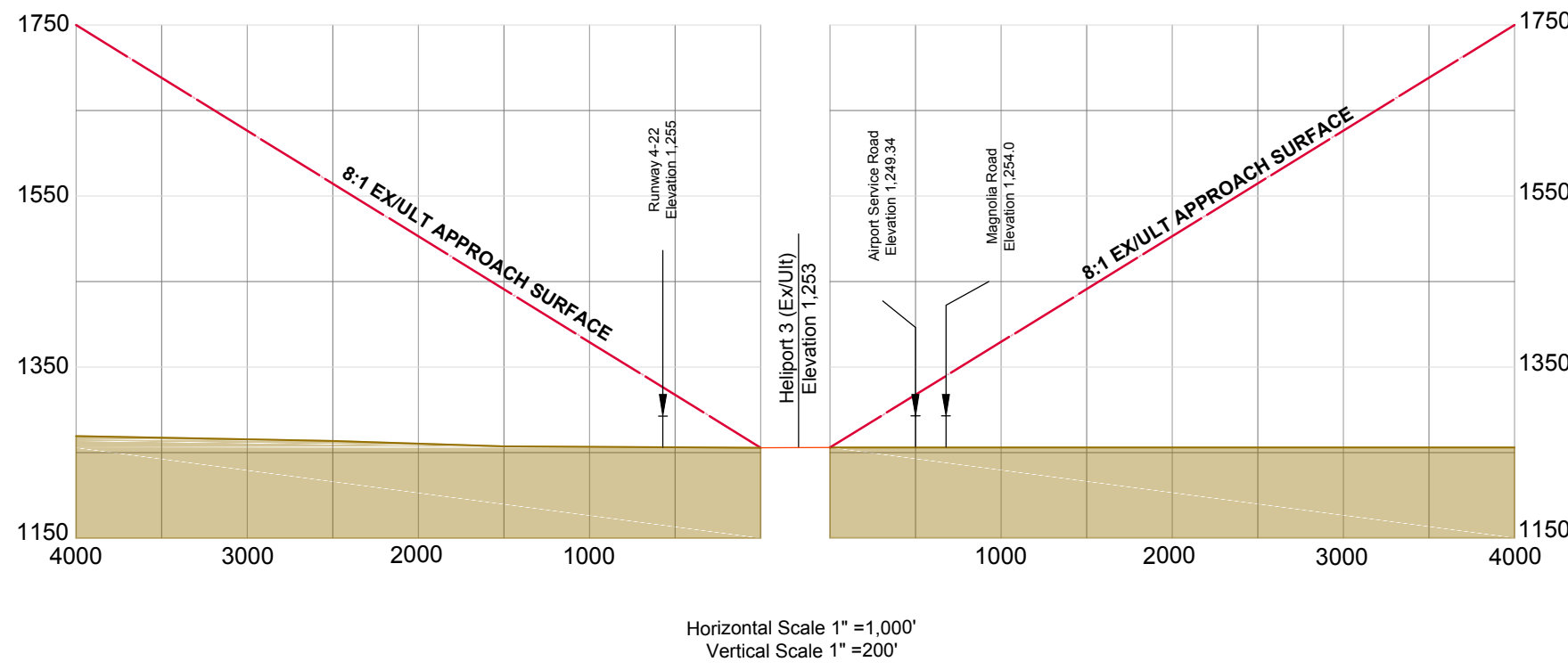
Heliport No.1 Profile View



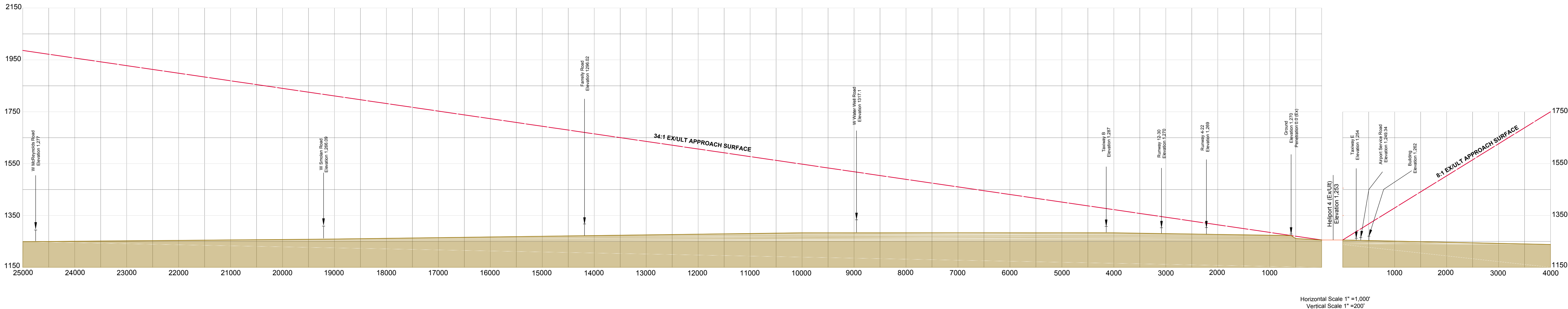
Heliport No.2 Profile View



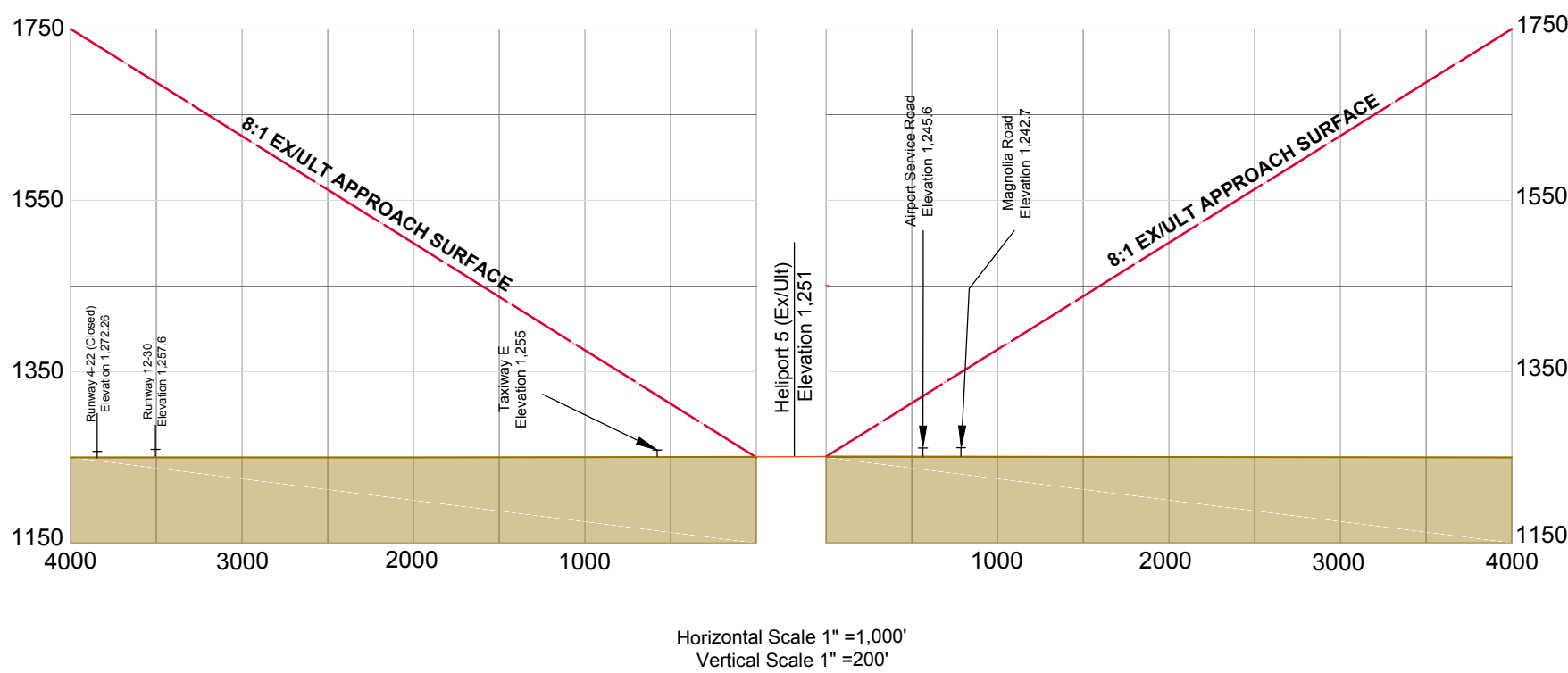
Heliport No.3 Profile View



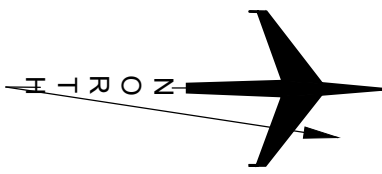
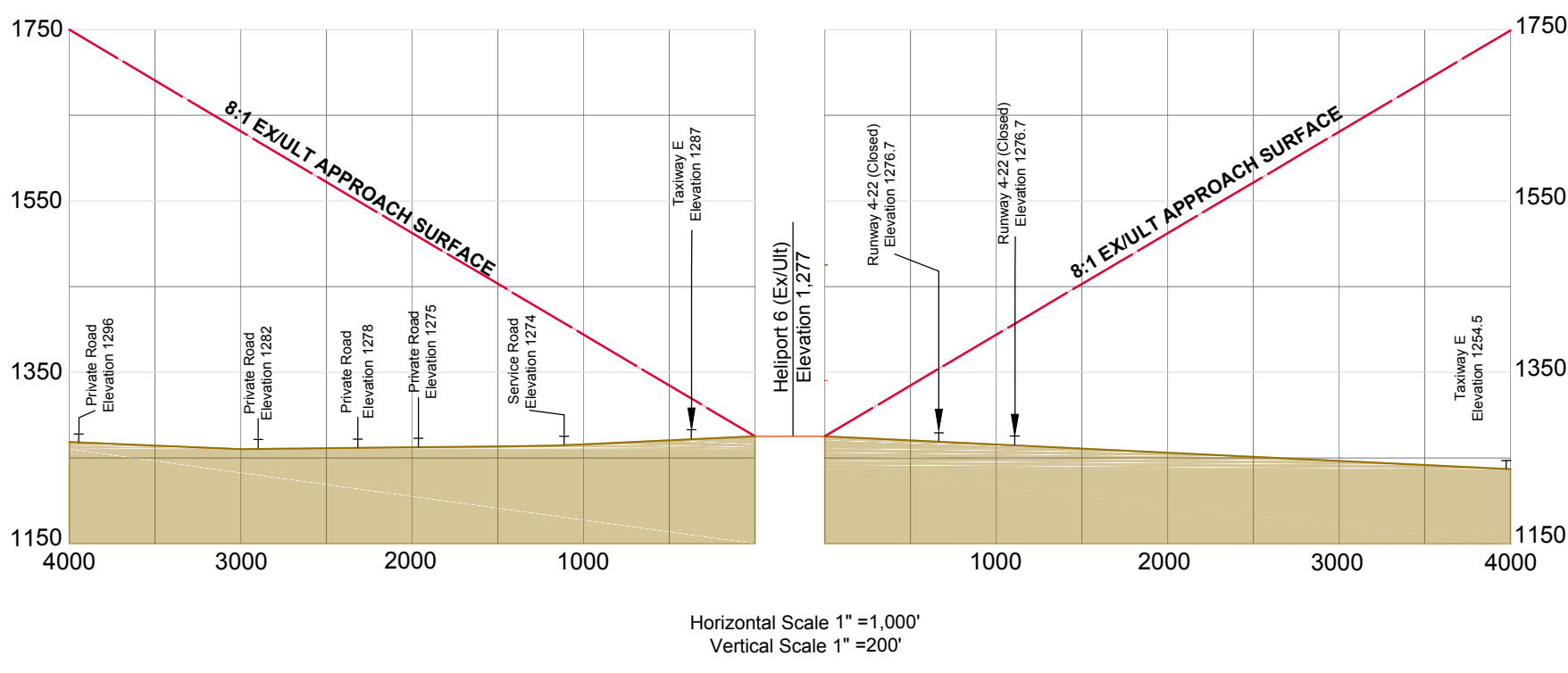
Heliport No.4 Profile View



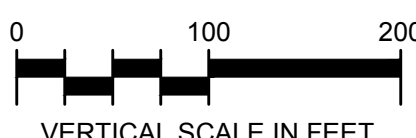
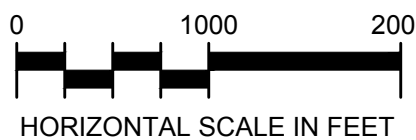
Heliport No.5 Profile View



Heliport No.6 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



EXISTING / ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist End	Offset from Centerline	Approach Penetration	Remediation
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION

GENERAL NOTES

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Salina Regional Airport (KSLN)

HELIPORT APPROACH PROFILES

Salina, KS

PLANNED BY: Mike W. Dmyterko

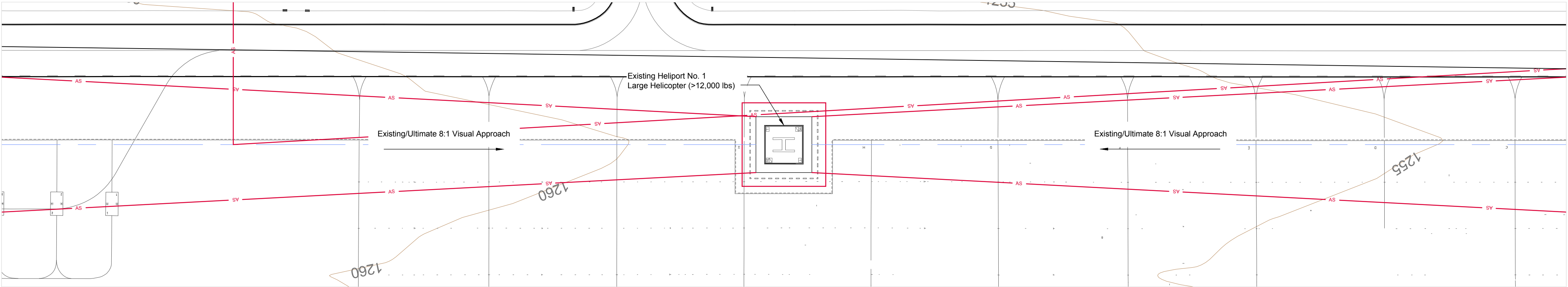
DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 23 OF 35

Coffman Associates Airport Consultants



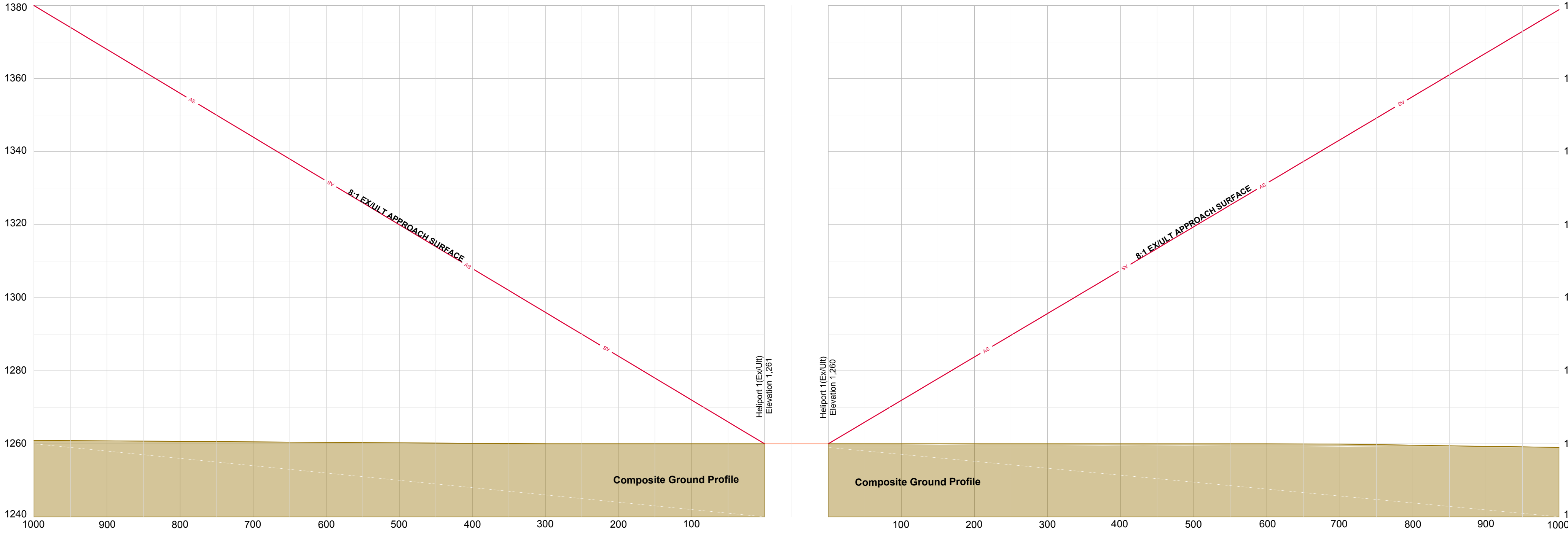
Heliport No.1 Plan View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

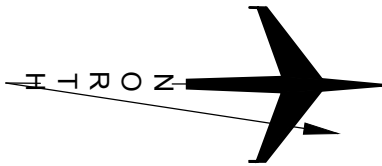
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	NONE						

GENERAL NOTES

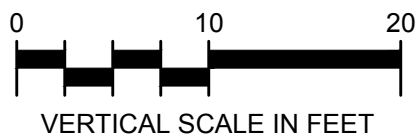
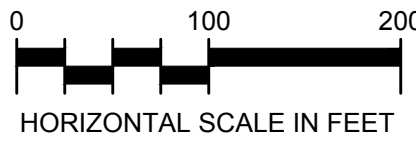
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Heliport No.1 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 1
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

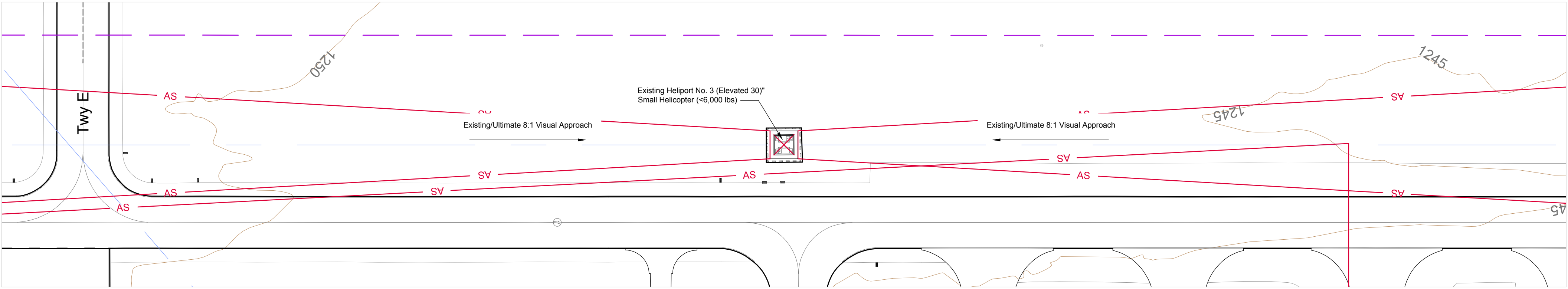
June 2014

SHEET 24 OF 35

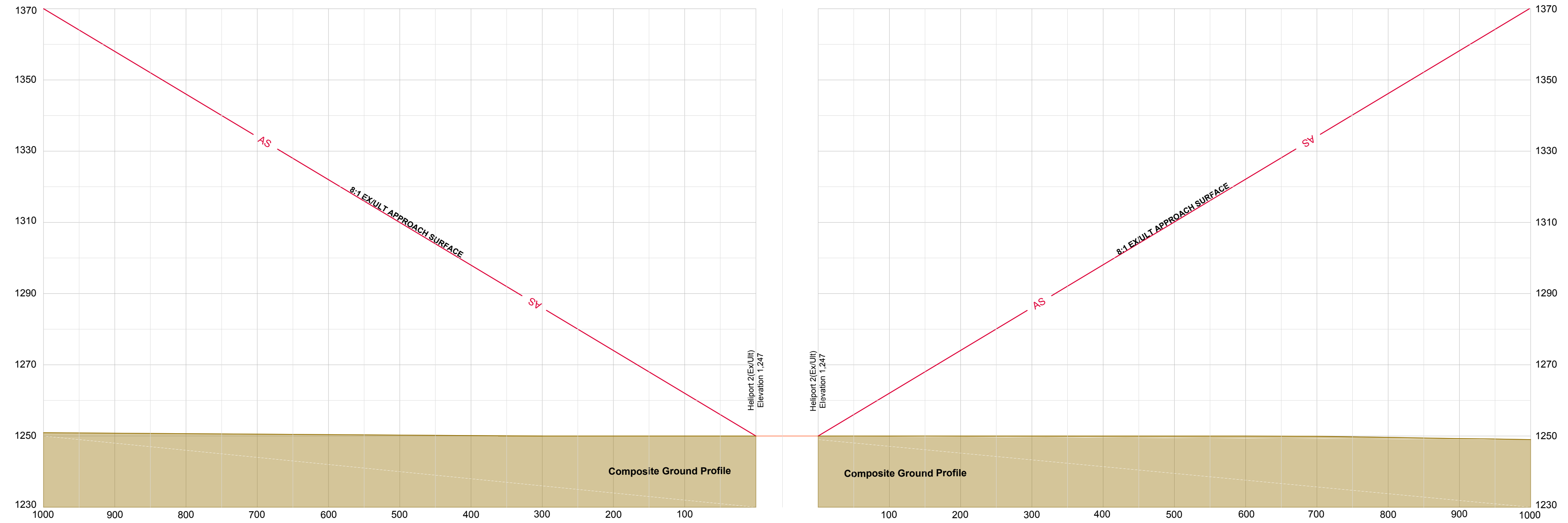
Coffman Associates
Airport Consultants
www.coffmanassociates.com

No.	REVISIONS	BY	DATE

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Helipoint No.2 Plan View



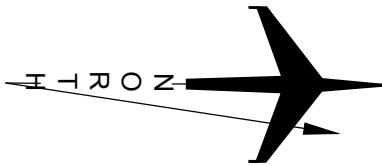
Helipoint No.2 Profile View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

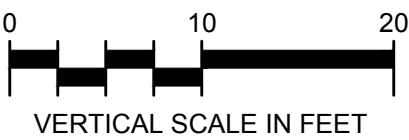
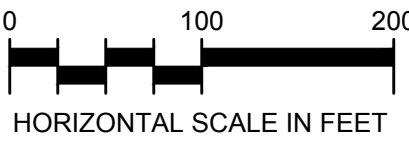
ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

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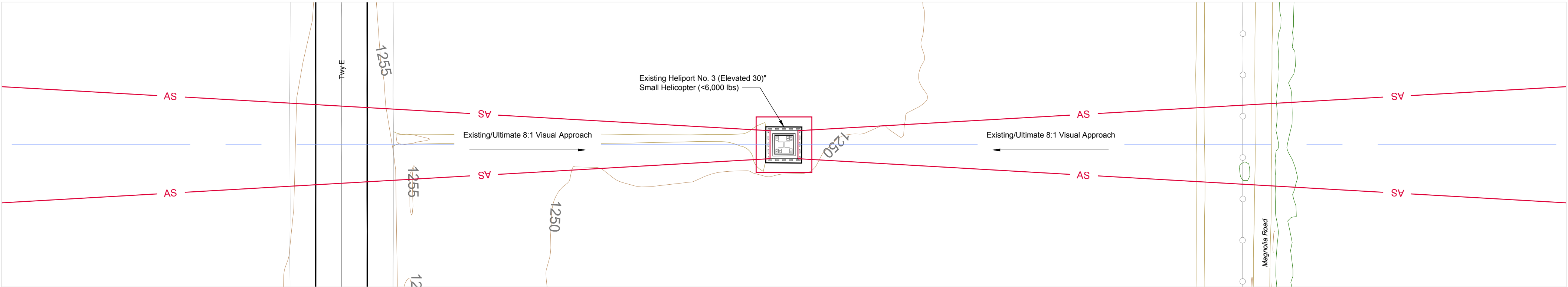
Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 2
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko





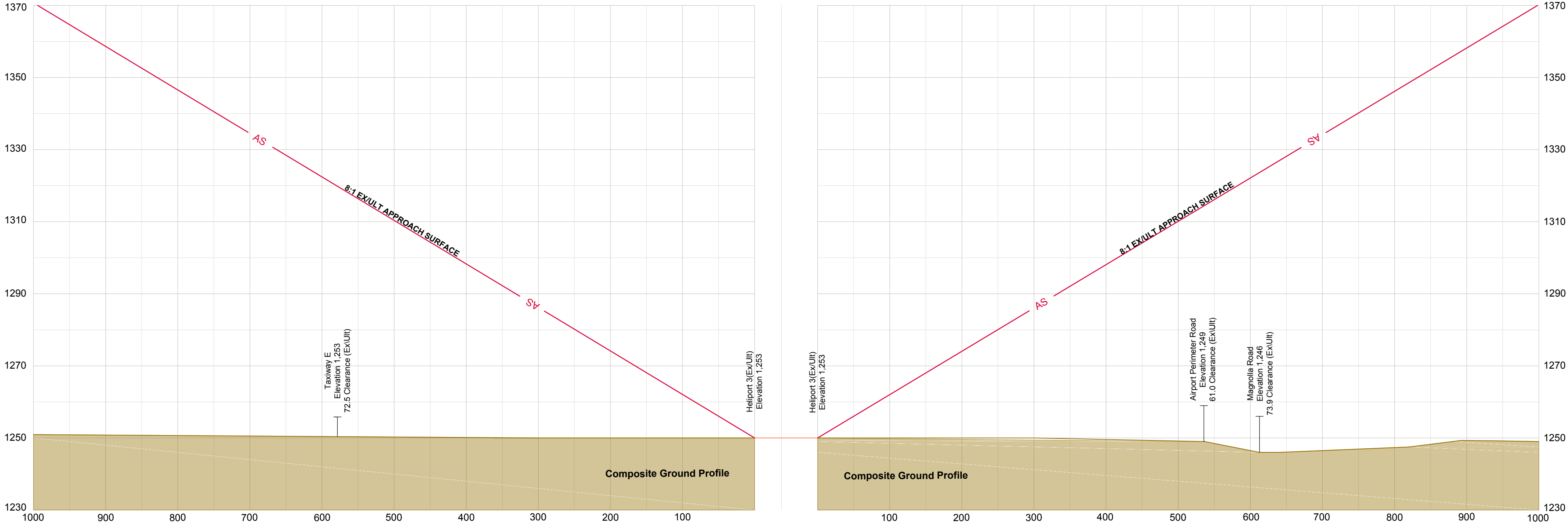
Heliport No.3 Plan View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

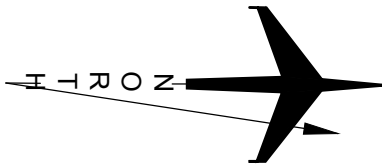
ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

GENERAL NOTES

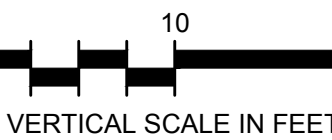
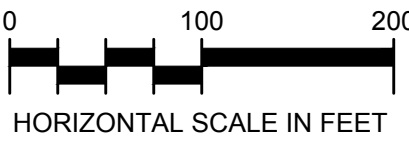
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Heliport No.3 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 3
Salina, KS

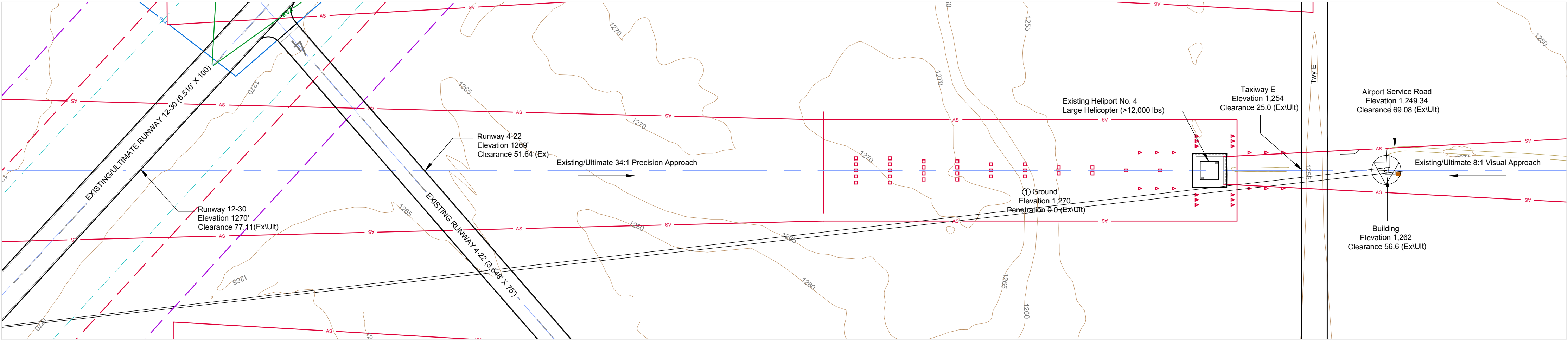
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 26 OF 35



No.	REVISIONS	BY	DATE
"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."			

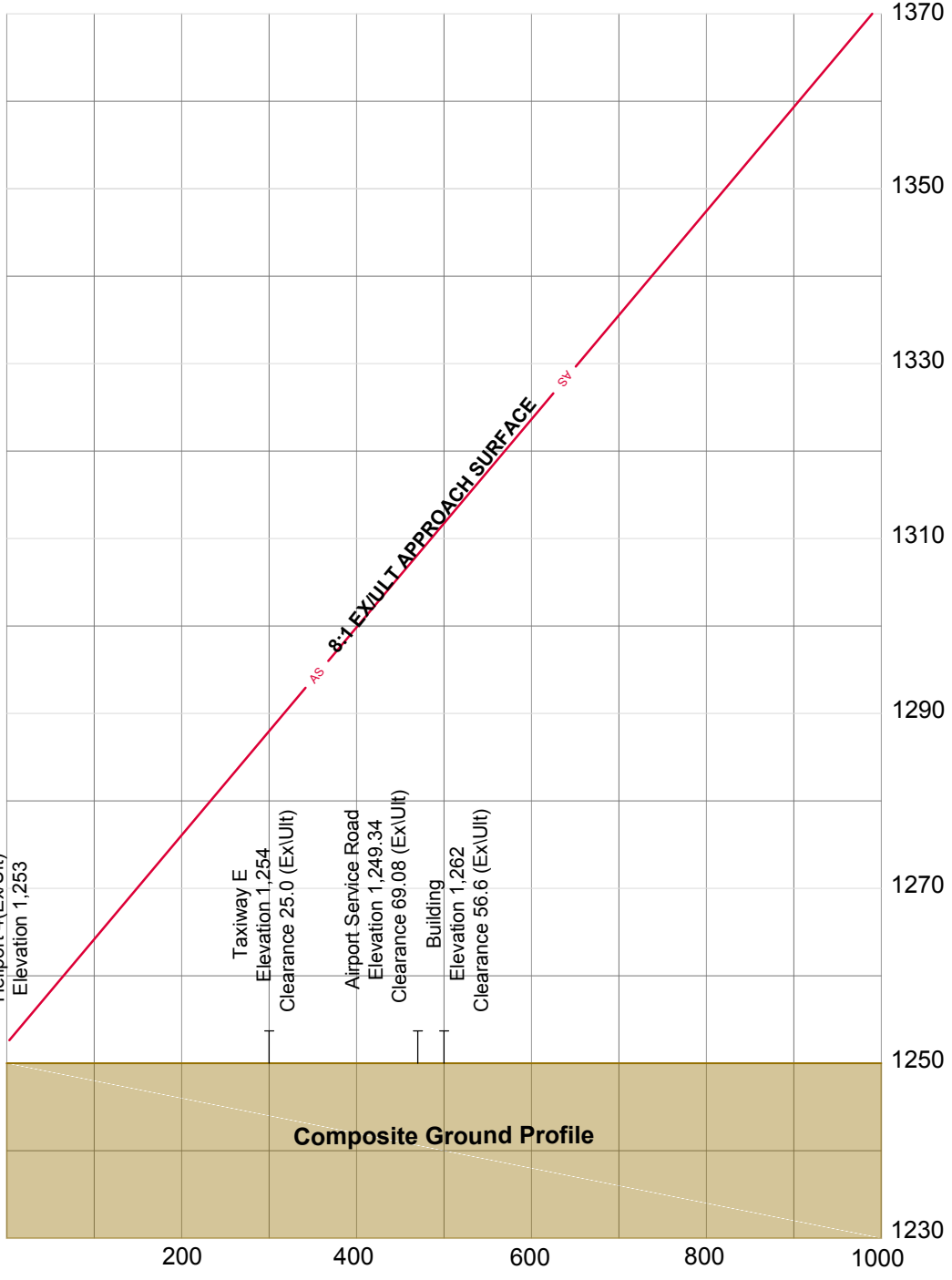
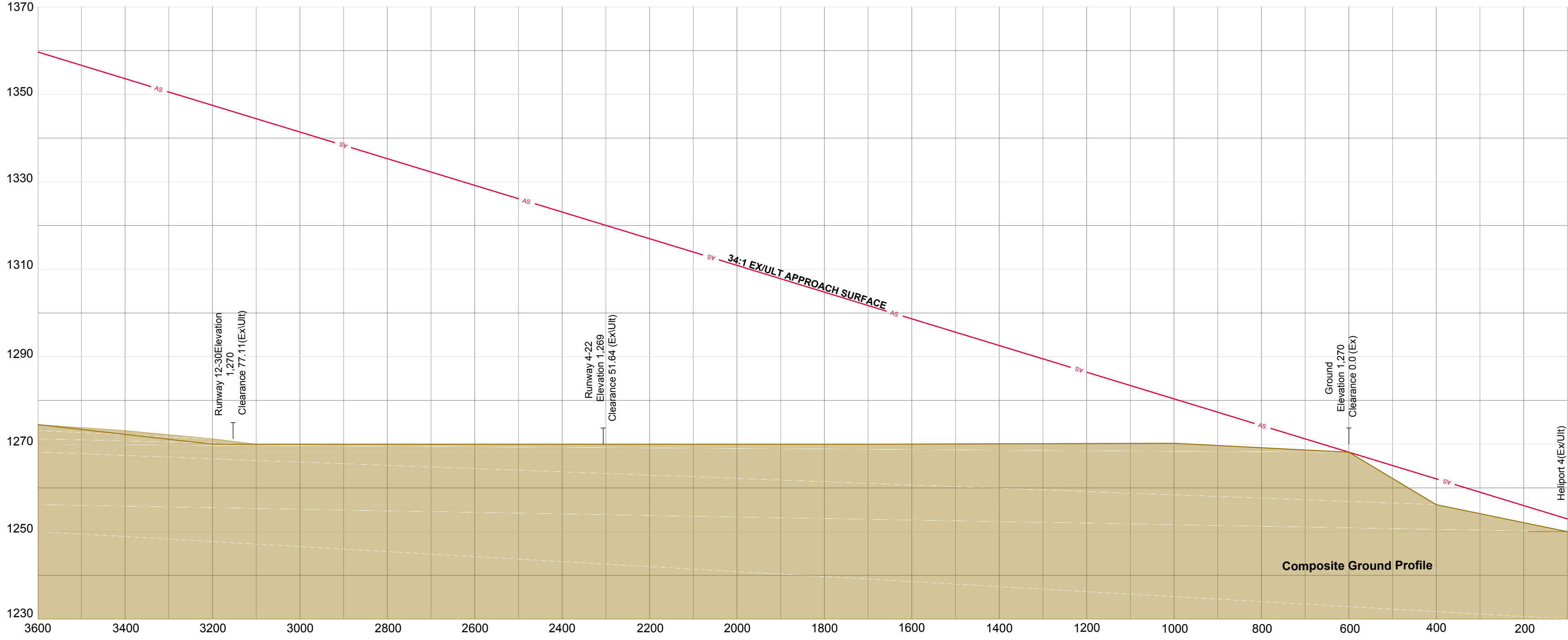


Heliport No.4 Plan View

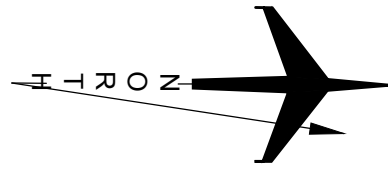
EXISTING OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	Remediation
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION

ULTIMATE OBSTRUCTION TABLE						
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	Remediation
1	GROUND	1270.2	600	104 R	0.2	ATCT DISCRETION

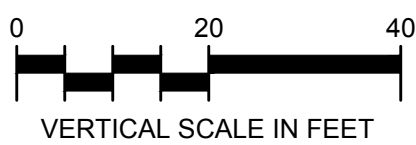
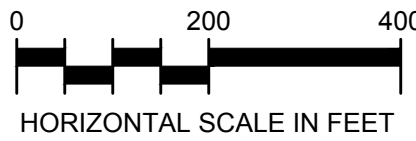
- GENERAL NOTES**
- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
 - SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
 - HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
 - ELEVATIONS ADJUSTED UPWARD 10' FOR A PRIVATE ROAD, 15' FOR A PUBLIC ROAD, 17' FOR AN INTERSTATE HIGHWAY, AND 23' FOR A RAILROAD PER PART 77-OBJECTS AFFECTING NAVIGABLE AIRSPACE, SUBPART C, SECTION 77.23.
 - OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
 - ALL DISTANCE MEASUREMENTS IN FEET



Heliport No.4 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 4
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

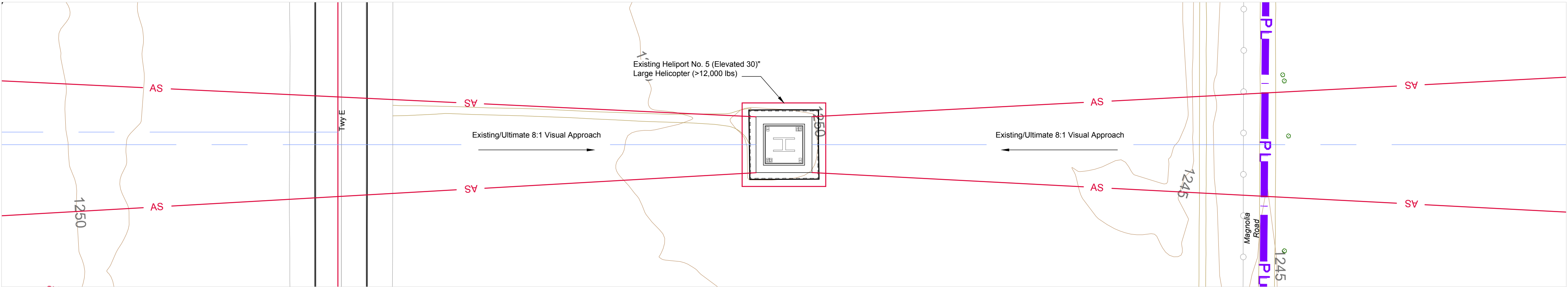
June 2014

SHEET 27 OF 35



No.	REVISIONS	BY	DATE

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.



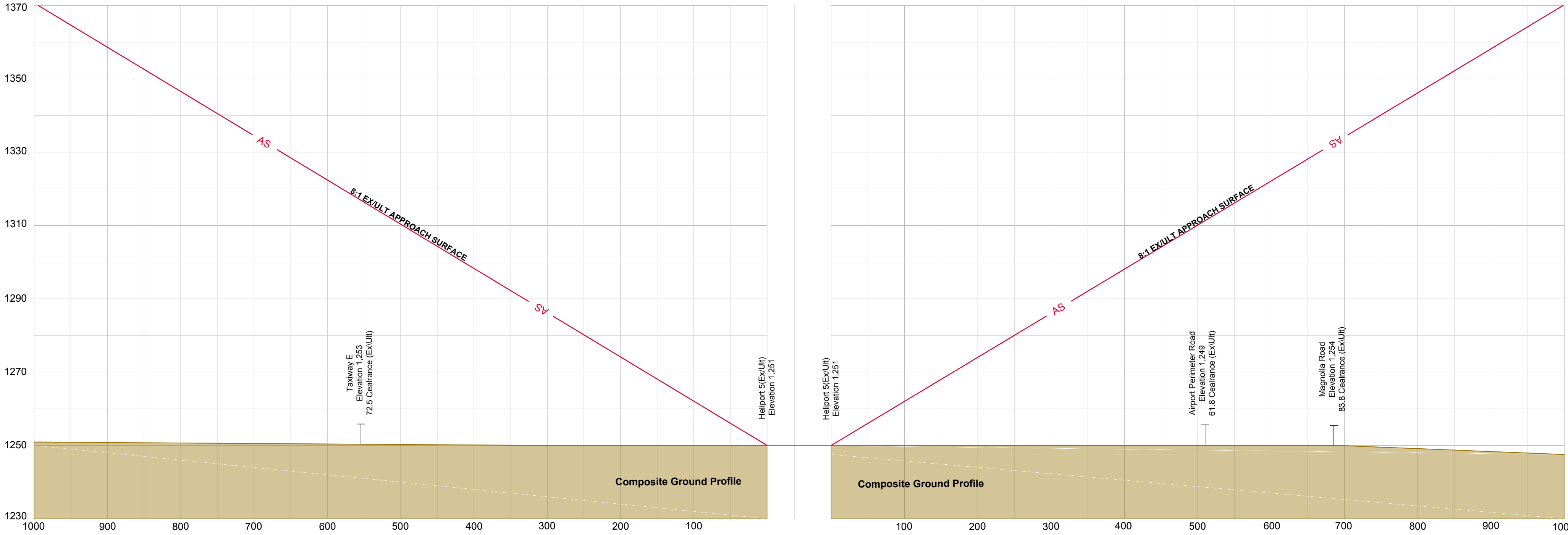
Heliport No.5 Plan View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

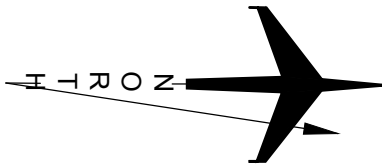
ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

GENERAL NOTES

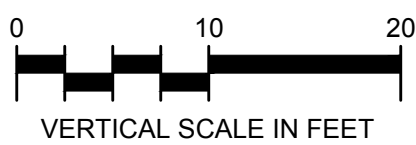
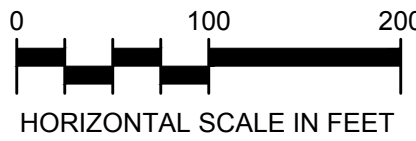
- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO..
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
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- OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- ALL DISTANCE MEASUREMENTS IN FEET



Heliport No.5 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 5
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

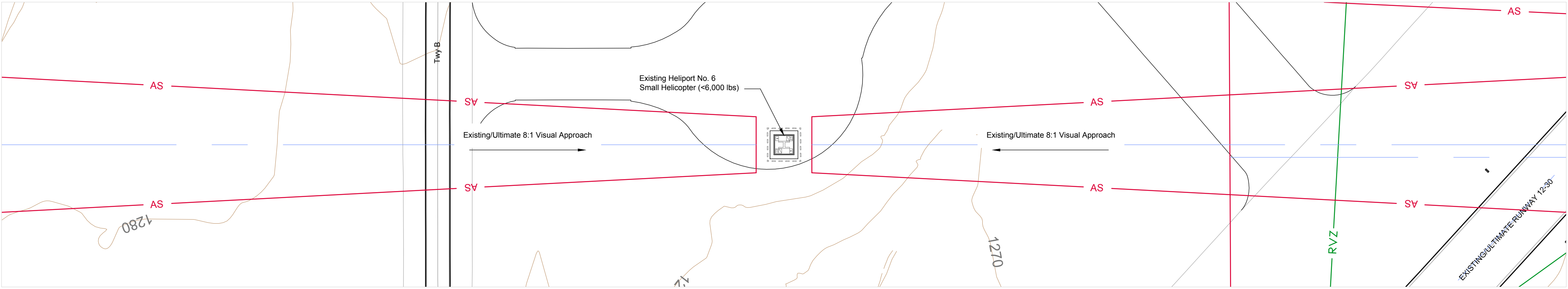
June 2014

SHEET 28 OF 35



No.	REVISIONS	BY	DATE

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."



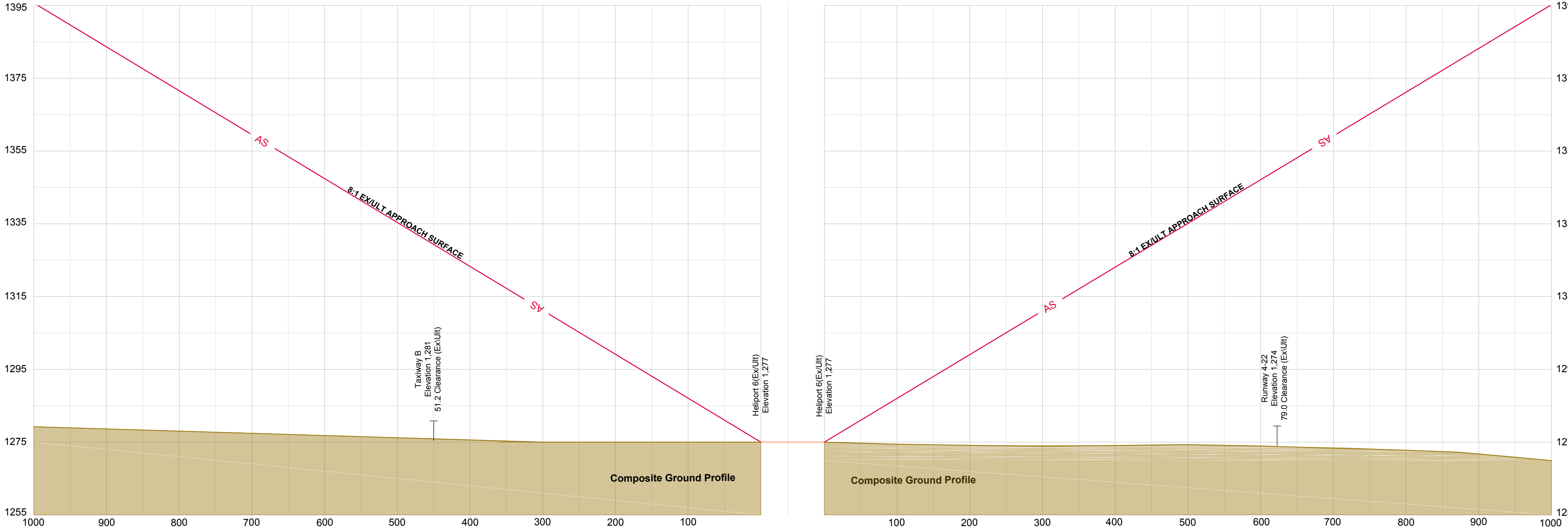
Heliport No.6 Plan View

EXISTING OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Exist RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

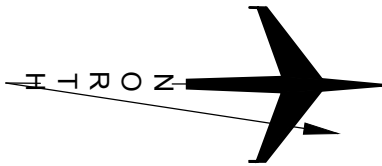
ULTIMATE OBSTRUCTION TABLE							
No.	Description	Top Elevation	Distance from Ult RW End	Offset from Centerline	Approach Penetration	TSS Penetration	Remediation
	NONE						

GENERAL NOTES

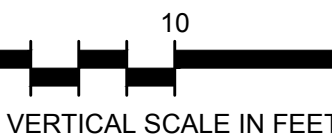
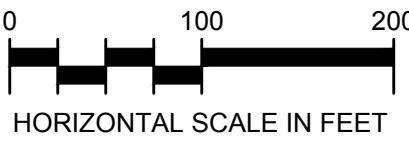
- OBSTRUCTIONS IDENTIFIED BY MARTINEZ GEOSPATIAL EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO..
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES CONSULTED INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
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- OFFSETS DESCRIBED AS RIGHT OR LEFT OF THE RUNWAY CENTERLINE AS SEEN BY A PILOT APPROACHING THE RUNWAY TO LAND.
- ALL DISTANCE MEASUREMENTS IN FEET



Heliport No.6 Profile View



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



Salina Regional Airport (KSLN)
INNER PORTION
OF THE APPROACH SURFACE
HELIPORT NO. 6
Salina, KS

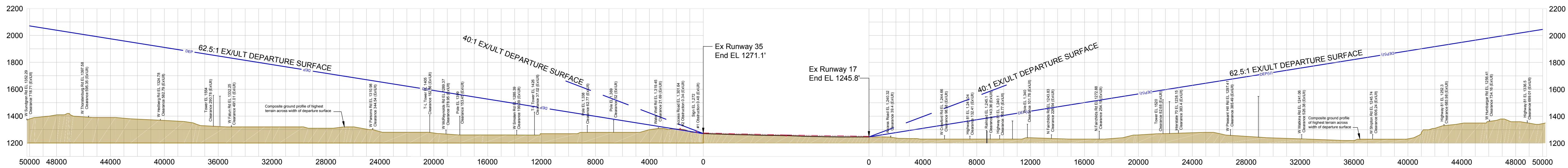
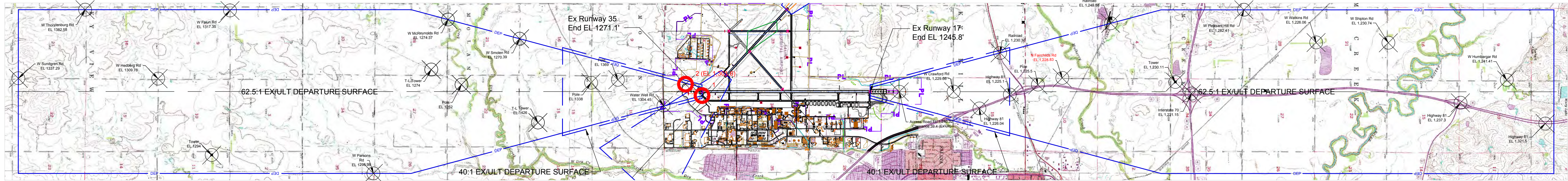
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 29 OF 35



No.	REVISIONS	BY	DATE
"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."			



62.5:1 EXISTING/ULTIMATE RUNWAY 35 OBSTRUCTION TABLE				
No.	Description	Top Elevation	Penetration	Remediation
1	Sign	1272	<1	NAR
2	Access Road	1301.64	<1	NAR

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

40:1 EXISTING/ULTIMATE RUNWAY 35 OBSTRUCTION TABLE				
No.	Description	Top Elevation	Penetration	Remediation
	None			

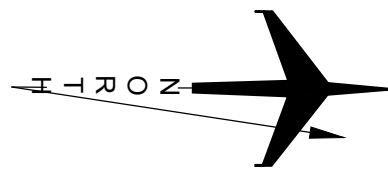
NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

62.5:1 EXISTING/ULTIMATE RUNWAY 17 OBSTRUCTION TABLE				
No.	Description	Top Elevation	Penetration	Remediation
	NONE			

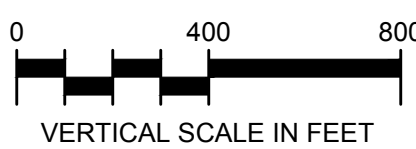
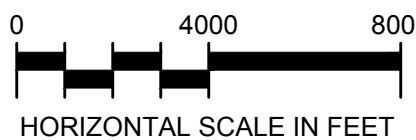
NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

40:1 EXISTING/ULTIMATE RUNWAY 35 OBSTRUCTION TABLE				
No.	Description	Top Elevation	Penetration	Remediation
	None			

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5' West (September 2013)



GENERAL NOTES:

- THIS DRAWING DEPICTS A REPRESENTATIVE SAMPLING OF SIGNIFICANT OBJECT DATA IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
- PLAN VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS REFLECT ACTUAL GROUND MSL ELEVATION. PROFILE VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS INCLUDE 23', 15', OR 10' ADJUSTMENTS.
- ALL DISTANCE MEASUREMENTS IN FEET.

Salina Regional Airport (KSLN)

RUNWAY 17-35

62.5:1 DEPARTURE SURFACE DRAWING

Salina, KS

PLANNED BY: Mike W. Dmyterko

DETAILED BY: Diana L. Hopkins

APPROVED BY: Mike W. Dmyterko

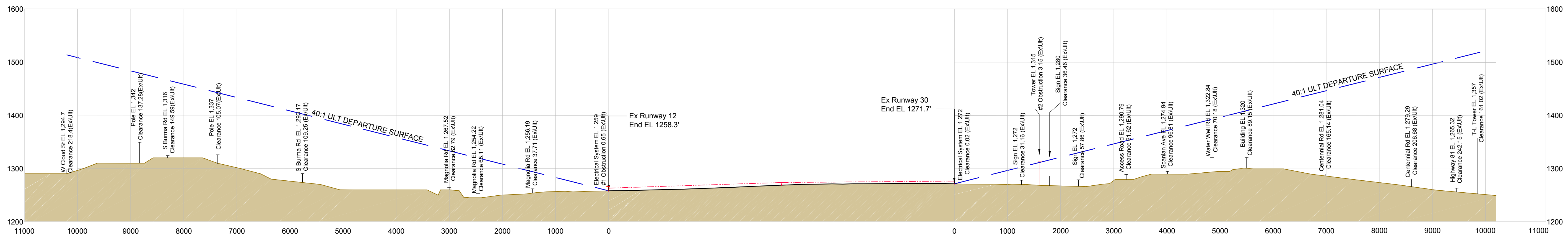
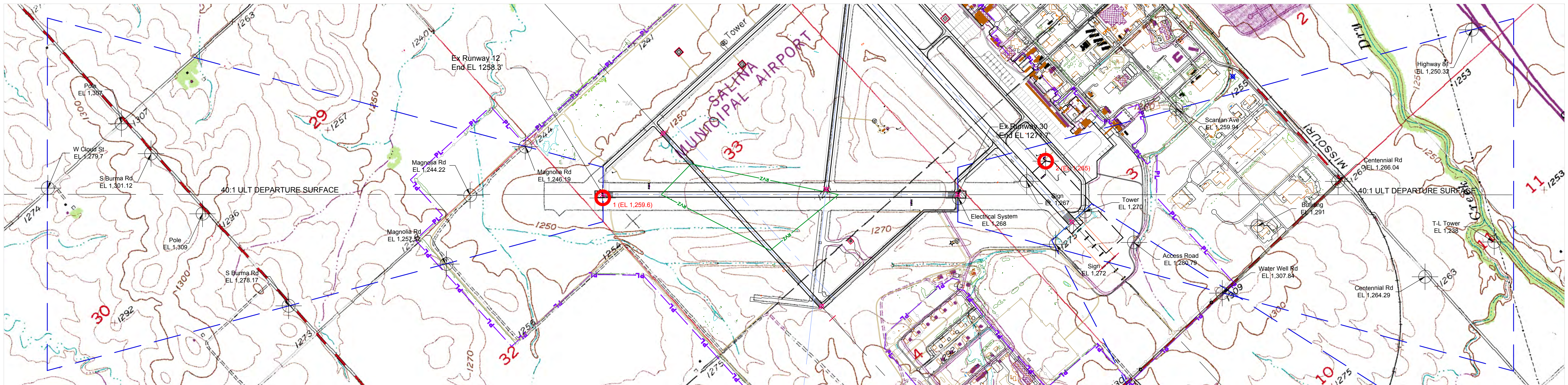
June 2014

SHEET 30 OF 35

Coffman Associates

Airport Consultants

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EXISTING/ULTIMATE RUNWAY 12 OBSTRUCTION TABLE				
No.	Description	Top EL	Penetration	Remediation
1	Electrical System	1259	<1	NAR

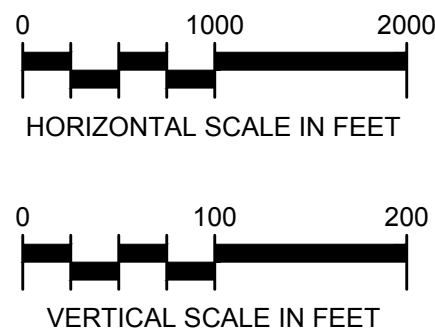
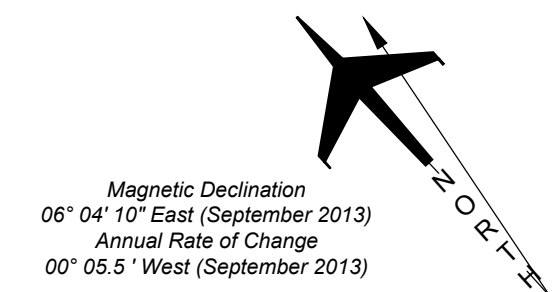
NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

EXISTING/ULTIMATE RUNWAY 30 OBSTRUCTION TABLE				
No.	Description	Top EL	Penetration	Remediation
2	Tower	1315	3	NAR

NO ACTION REQUIRED (NAR), OBJECT PENETRATES BY LESS THAN 35'

GENERAL NOTES:

- THIS DRAWING DEPICTS A REPRESENTATIVE SAMPLING OF SIGNIFICANT OBJECT DATA IDENTIFIED BY MARTINEZ GEOSPATIAL, EAGAN, MN, FROM SURVEY DATA PREPARED BY WILSON AND COMPANY, KANSAS CITY, MO.
- SUPPLEMENTAL OBSTRUCTION DATA SOURCES INCLUDE THE FAA DIGITAL OBSTACLE FILE (DOF) RELEASED NOVEMBER 2013.
- PLAN VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS REFLECT ACTUAL GROUND MSL ELEVATION. PROFILE VIEW ROADWAY/APPROACH SURFACE INTERSECTION ELEVATIONS INCLUDE 23', 15', OR 10' ADJUSTMENTS.
- ALL DISTANCE MEASUREMENTS IN FEET.



Salina Regional Airport (KSLN)
RUNWAY 12-30
DEPARTURE SURFACE DRAWING

Salina, KS

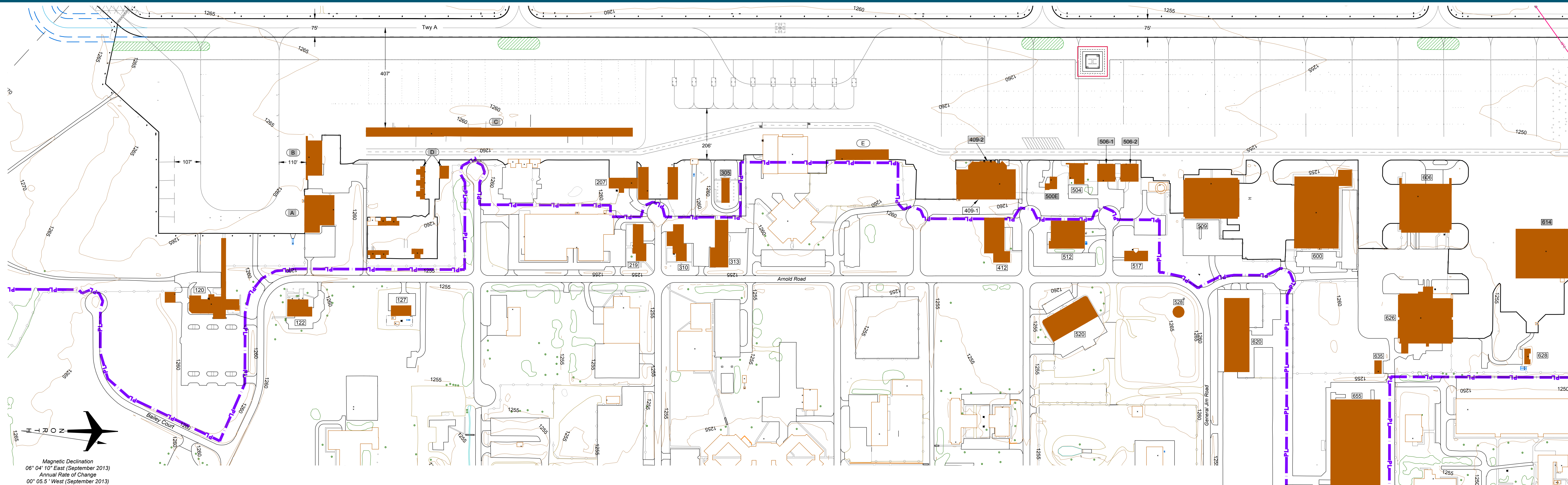
PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

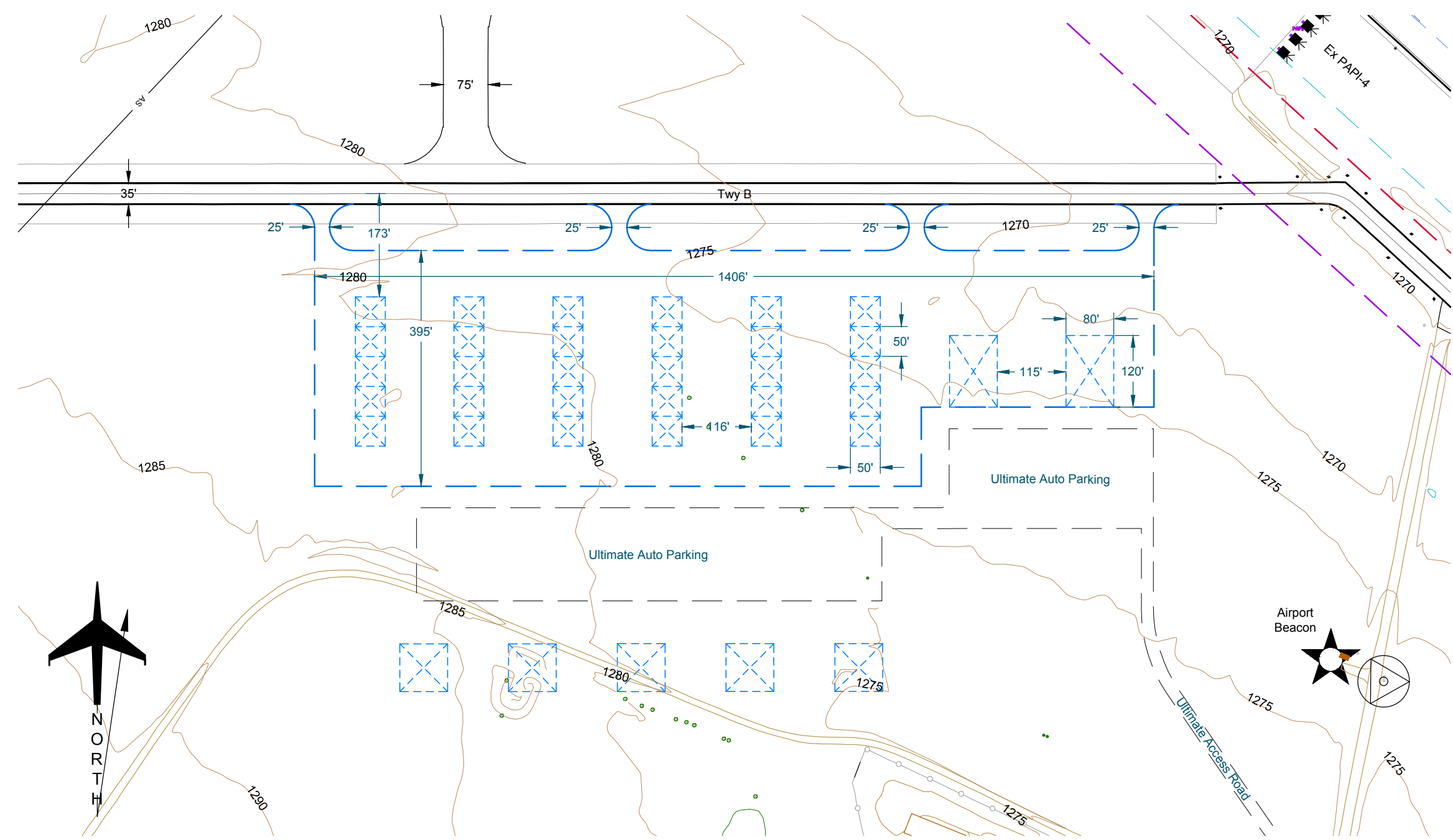
SHEET 31 OF 35

Coffman Associates
Airport Consultants
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No.	REVISIONS	BY	DATE
1	THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DERIVED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.		



SOUTH TERMINAL AREA/INDUSTRIAL CENTER



MILITARY AVIATION/COMMERCIAL HANGAR AREA

EXISTING AIRPORT BUILDINGS		
NO.	DESCRIPTION	ELEV. (MSL)
120	Passenger Terminal Bldg	1292.5'
122	Office Bldg	1282.5'
127	Communications Building	1276.6'
207	Equipment & Vehicle Storage	1283.7'
219	Office Building	1288.1'
305	AV/Fuel Pump House	1274.2'
310	Office/Warehouse	1286.5'
313	Office/Warehouse	1282.0'
409-1	Hangar/FBO	1287.2'
409-2	FAA Sector Field Office	1287.2'
412	Manufacturing & Office	1279.3'
496	Auto Auction & Office	1270.5'
498	Manufacturing & Office	1290.8'
500E	Airfield Electrical Vault	1274.6'
504	Hangar	1282.8'
506-1	Hangar	1279.2'
506-2	Hangar	1278.6'
509	Hangar	1293.7'
512	Manufacturing	1287.1'
517	Warehouse	1276.5'
520	Salina Development Center	1289.1'
528	Communications Tower	1384.5'
600	Hangar	1298.9'
606	Hangar	1312.9'
614	SAA Maintenance & Operations	1282.4'
620	Manufacturing	1283.7'
626	Hangar	1308.3'

NA - NOT AVAILABLE

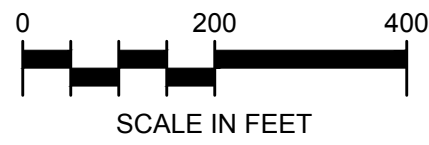
EXISTING AIRPORT BUILDINGS		
NO.	DESCRIPTION	ELEV. (MSL)
628	Storage	1271.6'
635	Storage	1273.0'
655	Manufacturing & Warehouse	1293.2'
673	Warehouse	1277.5'
700	FBO	1281.4'
702	Airport Fire Station	1277.0'
703	Hangar	1301.7'
713	Manufacturing & Warehouse	N/A
723	Warehouse & Offices	1271.3'
724	Hangar	1297.3'
784	Storage Tank	1288.1'
785	Office	1257.4'
786	Storage Tank	1287.5'
808	Equipment Storage	1271.9'
820	Office and Classroom	1278.0'
824	Vehicle Maintenance & Offices	1291.9'
939	Office	1288.8'
957	Water Tank	1274.6'
958	Pump House	1255.2'
959	Hangar	1316.4'
A	Hangar	1296.1'
B	Hangar	1292.2'
C	T-Hangars	1275.1'
D	T-Hangars	1274.2'
E	T-Hangars	1283.7'

NA - NOT AVAILABLE

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
		ABANDON BUILDING
		STRUCTURE OFF AIRPORT
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY VISIBILITY ZONE
		TIE-DOWNS
		PAPI-4
		RUNWAY END IDENTIFIER LIGHTS (REILS)
		WINDSOCK
		LOCALIZER
		TOPOGRAPHIC CONTOURS
		NO-TAXI ISLAND AREA

GENERAL NOTES:

- EXISTING RUNWAY END ELEVATIONS, END COORDINATES, BEARINGS, AND LENGTHS NOTED IN THIS ALP FROM SURVEY PERFORMED BY WILSON AND COMPANY, KANSAS CITY, MO, AND PROCESSED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.



Salina Regional Airport (KSLN)

TERMINAL AREA DRAWING I

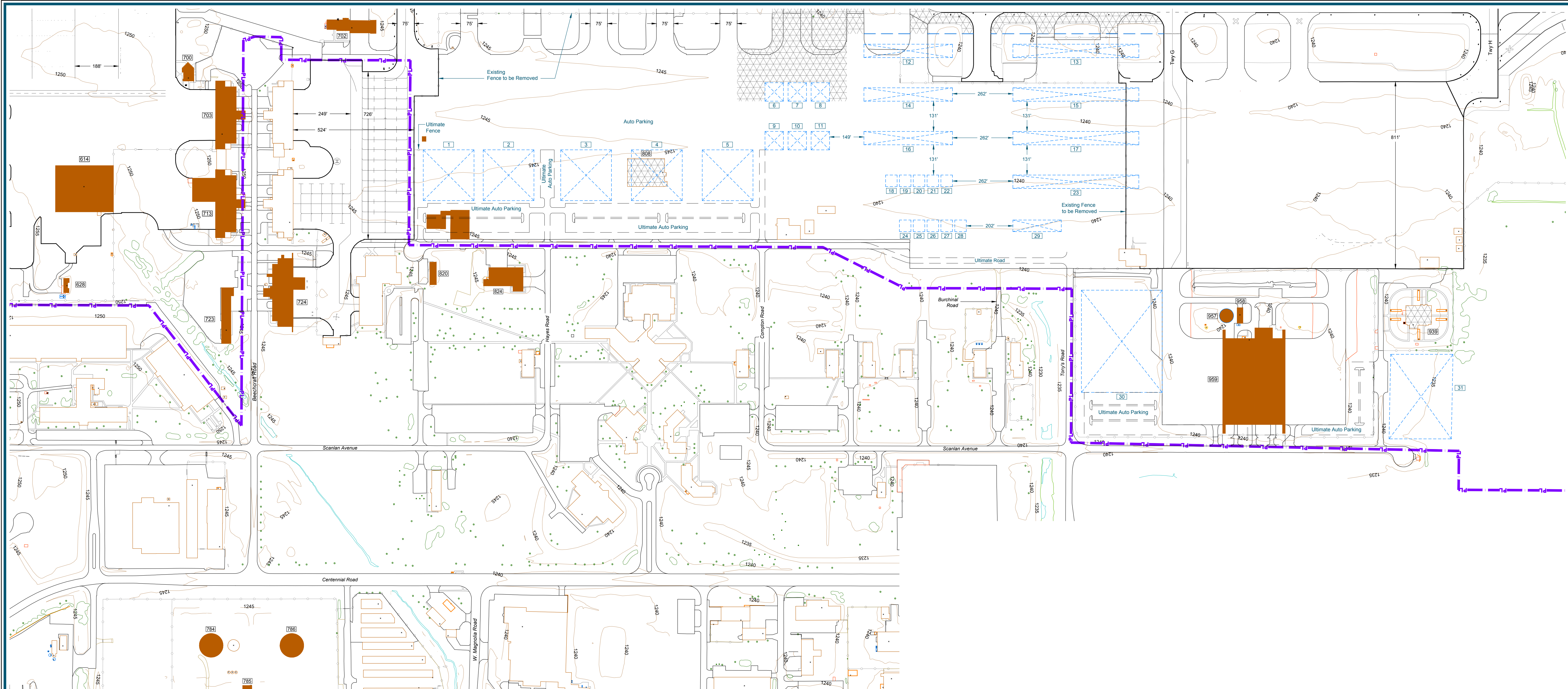
Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 32 OF 35

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Airport Consultants
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NORTH TERMINAL AREA/INDUSTRIAL CENTER/AVIATION SERVICE CENTER

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING RESTRICTION LINE
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
		CRITICAL AREA
		AIRPORT PAVEMENT
		ABANDON/REMOVE PAVEMENT
		FENCE LINE
		HOLD MARKING
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY VISIBILITY ZONE
		TIE-DOWNS
		PAPI-4
		RUNWAY END IDENTIFIER LIGHTS (REILs)
		WINDSOCK
		LOCALIZER
		TOPOGRAPHIC CONTOURS
		NO-TAXI ISLAND AREA

EXISTING AIRPORT BUILDINGS		
NO.	DESCRIPTION	ELEV. (MSL)
120	Passenger Terminal Bldg	1292.5
122	Office Bldg	1282.5
127	Communications Building	1276.6
207	Equipment & Vehicle Storage	1283.7
219	Office Building	1288.1
305	AV/Fuel Pump House	1274.2
310	Office/Warehouse	1286.5
313	Office/Warehouse	1282.0
409-1	Hangar/FBO	1287.2
409-2	FAA Sector Field Office	1287.2
412	Manufacturing & Office	1279.3
496	Auto Auction & Office	1270.5
498	Manufacturing & Office	1290.8
500	Airfield Electrical Vault	1274.6
504	Hangar	1282.8
506-1	Hangar	1279.2
506-2	Hangar	1278.5
509	Hangar	1293.7
512	Manufacturing	1287.1
517	Warehouse	1276.5
520	Salina Development Center	1288.1
528	Communications Tower	1384.5
600	Hangar	1298.9
606	Hangar	1312.9
614	SAA Maintenance & Operations	1282.4
620	Manufacturing	1283.7
626	Hangar	1308.3

NA - NOT AVAILABLE

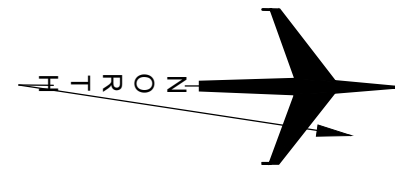
EXISTING AIRPORT BUILDINGS		
NO.	DESCRIPTION	ELEV. (MSL)
628	Storage	1271.6
635	Storage	1273.0
655	Manufacturing & Warehouse	1293.2
673	Warehouse	1277.5
700	FBO	1281.4
702	Airport Fire Station	1277.0
703	Hangar	1301.7
713	Manufacturing & Warehouse	NA
723	Warehouse & Offices	1271.3
724	Hangar	1297.3
784	Storage Tank	1288.1
785	Office	1257.4
786	Storage Tank	1287.5
808	Equipment Storage	1271.9
820	Office and Classroom	1278.0
824	Vehicle Maintenance & Offices	1291.9
939	Office	1268.8
957	Water Tank	1274.6
958	Pump House	1255.2
959	Hangar	1316.4
960	Hangar	1288.1
A	B Hangar	1292.2
C	T-Hangars	1275.1
D	T-Hangars	1274.2
E	T-Hangars	1283.7

NA - NOT AVAILABLE

ULTIMATE AIRPORT BUILDINGS		
NO.	DESCRIPTION	ELEV. (AGL)
1	Conventional Hangar	40'
2	Conventional Hangar	40'
3	Conventional Hangar	40'
4	Conventional Hangar	40'
5	Conventional Hangar	40'
6	Conventional Hangar	40'
7	Conventional Hangar	40'
8	Conventional Hangar	40'
9	Conventional Hangar	40'
10	Conventional Hangar	40'
11	Conventional Hangar	40'
12	T-Hangars	19'
13	T-Hangars	19'
14	T-Hangars	19'
15	T-Hangars	19'
16	T-Hangars	19'
17	T-Hangars	19'
18	Conventional Hangar	40'
19	Conventional Hangar	40'
20	Conventional Hangar	40'
21	Conventional Hangar	40'
22	Conventional Hangar	40'
23	Conventional Hangar	40'
24	Conventional Hangar	40'
25	Conventional Hangar	40'
26	Conventional Hangar	40'
27	Conventional Hangar	40'
28	Conventional Hangar	40'
29	T-Hangars	19'
30	Conventional Hangar	40'
31	Conventional Hangar	40'

GENERAL NOTES:

- EXISTING RUNWAY END ELEVATIONS, END COORDINATES, BEARINGS, AND LENGTHS NOTED IN THIS ALP FROM SURVEY PERFORMED BY WILSON AND COMPANY, KANSAS CITY, MO, AND PROCESSED BY MARTINEZ GEOSPATIAL, EAGAN, MN.
- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)

0 200 400
SCALE IN FEET

Salina Regional Airport (KSLN)
TERMINAL AREA DRAWING II

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 33 OF 35

Coffman Associates
Airport Consultants
www.coffmanassociates.com

No.	REVISIONS	BY	DATE

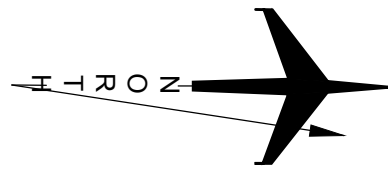
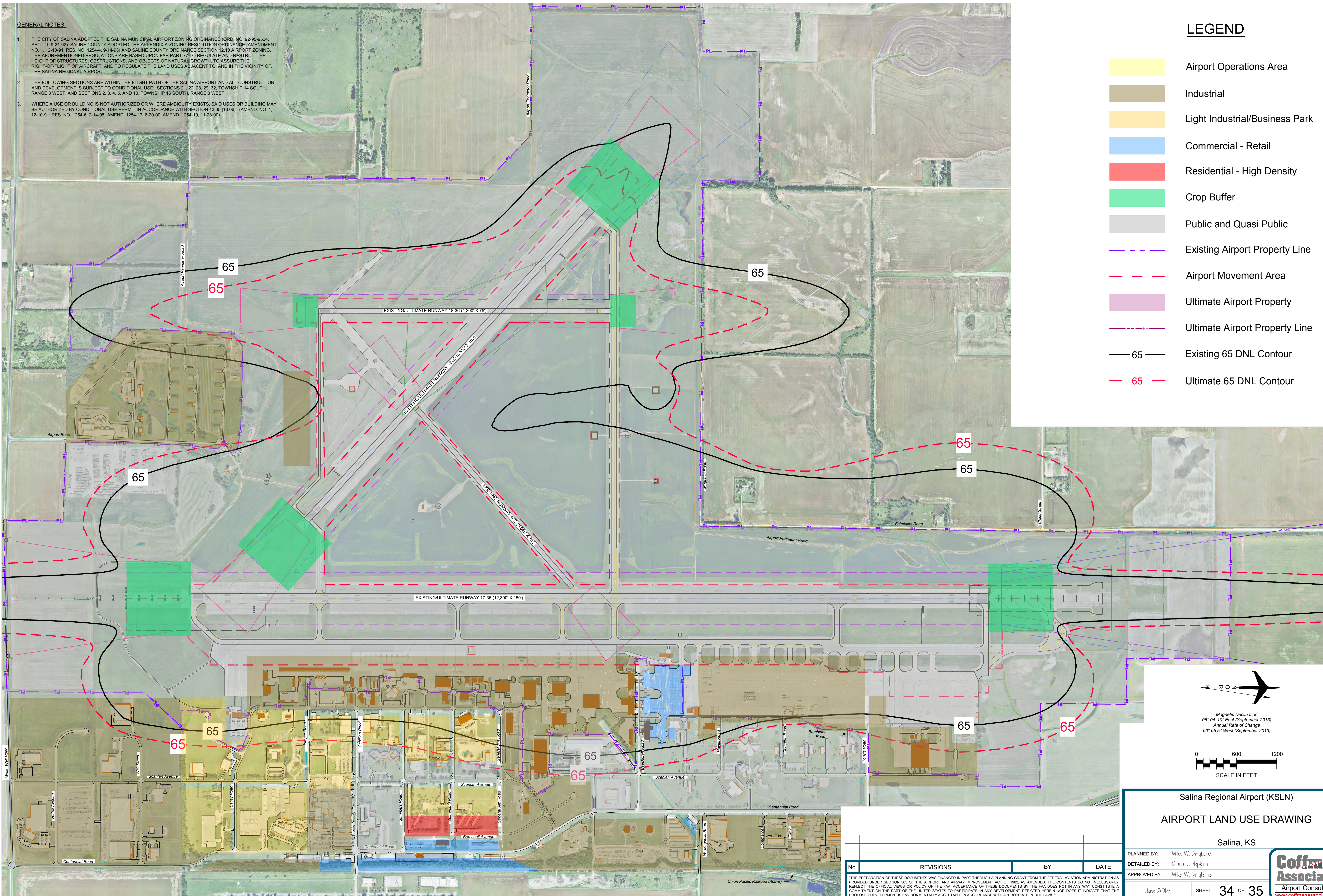
"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

GENERAL NOTES:

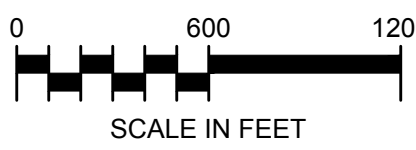
1. THE CITY OF SALINA ADOPTED THE SALINA MUNICIPAL AIRPORT ZONING ORDINANCE (ORD. NO. 92-95-9534, SECT. 1, 9-21-92); SALINE COUNTY ADOPTED THE APPENDIX A ZONING RESOLUTION ORDINANCE (AMENDMENT NO. 1, 12-10-91, RES. NO. 1254-4, 9-14-93) AND SALINE COUNTY ORDINANCE SECTION 12.10 AIRPORT ZONING. THE AFOREMENTIONED REGULATIONS ARE BASED UPON FAR PART 77 TO REGULATE AND RESTRICT THE HEIGHT OF STRUCTURES, OBSTRUCTIONS, AND OBJECTS OF NATURAL GROWTH, TO ASSURE THE RIGHT-OF-FLIGHT OF AIRCRAFT, AND TO REGULATE THE LAND USES ADJACENT TO, AND IN THE VICINITY OF, THE SALINA REGIONAL AIRPORT.
2. THE FOLLOWING SECTIONS ARE WITHIN THE FLIGHT PATH OF THE SALINA AIRPORT AND ALL CONSTRUCTION AND DEVELOPMENT IS SUBJECT TO CONDITIONAL USE. SECTIONS 21, 22, 28, 29, 32, TOWNSHIP 14 SOUTH, RANGE 3 WEST, AND SECTIONS 2, 3, 4, 5, AND 10, TOWNSHIP 15 SOUTH, RANGE 3 WEST.
3. WHERE A USE OR BUILDING IS NOT AUTHORIZED OR WHERE AMBIGUITY EXISTS, SAID USES OR BUILDING MAY BE AUTHORIZED BY CONDITIONAL USE PERMIT IN ACCORDANCE WITH SECTION 13.06 [13.08] (AMEND. NO. 1, 12-10-91, RES. NO. 1254-6, 2-14-95, AMEND. 1254-17, 6-20-00, AMEND. 1254-19, 11-28-00)

LEGEND

- Airport Operations Area
- Industrial
- Light Industrial/Business Park
- Commercial - Retail
- Residential - High Density
- Crop Buffer
- Public and Quasi Public
- Existing Airport Property Line
- Airport Movement Area
- Ultimate Airport Property
- Ultimate Airport Property Line
- Existing 65 DNL Contour
- Ultimate 65 DNL Contour



Magnetic Declination
06° 04' 10" East (September 2013)
Annual Rate of Change
00° 05.5" West (September 2013)



Salina Regional Airport (KSLN)
AIRPORT LAND USE DRAWING

Salina, KS

PLANNED BY: Mike W. Dmyterko
DETAILED BY: Diana L. Hopkins
APPROVED BY: Mike W. Dmyterko

June 2014

SHEET 34 OF 35

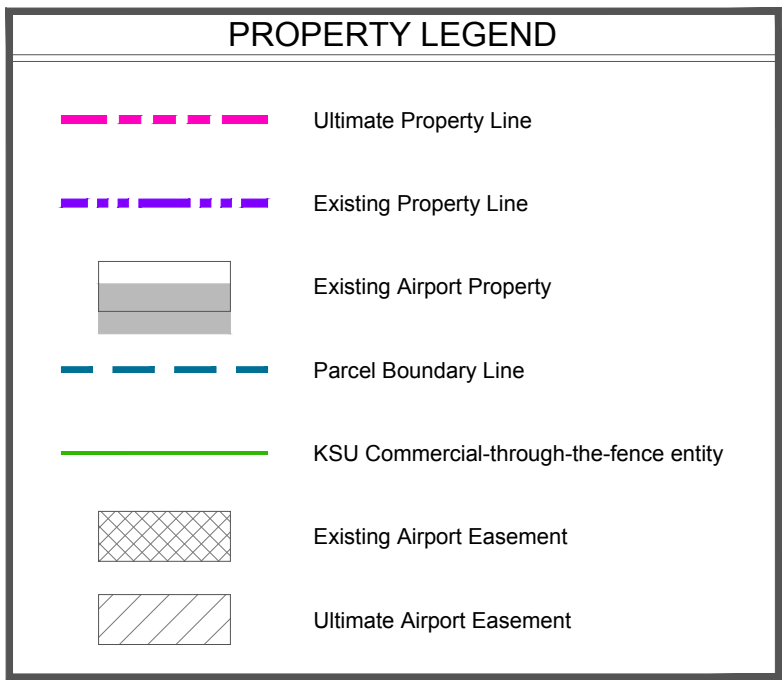


No.	REVISIONS	BY	DATE

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

GENERAL NOTES:

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- HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
- SEE FAA DETERMINATION LETTER DATED DECEMBER 2003 WHICH FOUND THAT:
- THE APPROXIMATELY 358 ACRES KNOWN AS THE SALINA AIRPORT INDUSTRIAL CENTER WAS INCLUDED IN ERROR; AND GRANTS APPROVAL TO DELETE APPROXIMATELY THE 358 ACRES FROM THE SALINA AIRPORT LAYOUT PLAN BOUNDARY LINES.
- BY AGREEMENT DATED JUNE 19, 2013 THE SALINA AIRPORT AUTHORITY (SAA) HAS GRANTED KANSAS STATE UNIVERSITY (THE UNIVERSITY) ACCESS TO THE SALINA REGIONAL AIRPORT FOR THE PURPOSE OF OPERATING A UNIVERSITY COLLEGE FLIGHT TRAINING PROGRAM. THE UNIVERSITY IS A PUBLIC INSTITUTION THAT OFFERS FIXED WING AND HELICOPTER FLIGHT TRAINING. THE UNIVERSITY PAYS A FACILITIES FEE AND THE SAA RETAINS CONTROL OVER ALL AIRPORT PERIMETER FENCING AND AOA GATE ACCESS.



ULTIMATE AIRPORT PROPERTY DATA				
TRACT	ACREAGE	PROPERTY INTEREST	CITY INTEREST	USE / FUNCTION
U-1	1.633	Fee Simple	Property Owner Information unknown at this time	RVZ/BRL
Total	1.633			

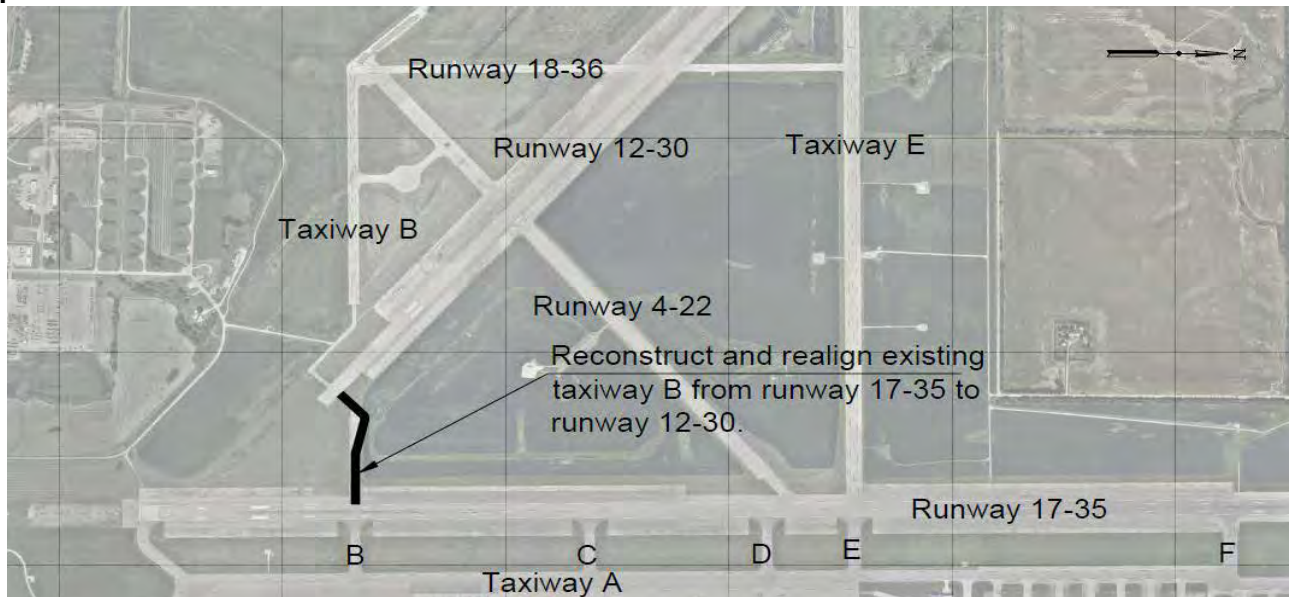
Source: Salina Municipal Airport Property Information derived from The Salina Airport Authority ownership map dated 04/29/98. Schilling Subdivision metes and bounds information derived from City of Salina Subdivision Plat Maps dated 06/24/98.

SAA AIRPORT PROPERTY INFORMATION TABLE									
TRACT	ACREAGE	PROPERTY INTEREST	PROPERTY OWNER	USE / FUNCTION	FEDERAL GRANT NO.	BOOK & PAGE NO.	ACQUISITION DATE		
1	1,205.737	Fee Simple	Salina Airport Authority (SAA)	Airport		GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66	
1A	774.671	Fee Simple	Salina Airport Authority (SAA)	Airport		GSA Quit Claim Deed	Bk 304 pgs 85-90	24 May 74	
2	6.170	Avigation Easement	Salina Airport Authority (SAA)	Rwy 35 End		GSA Quit Claim Deed	Bk 267 pgs 457	14 Sept 66	
3	147.650	Avigation Easement	Salina Airport Authority (SAA)	Rwy 35 End		GSA Quit Claim Deed	Bk 267 pgs 457	14 Sept 66	
4	0.390	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 458	14 Sept 66	
5	0.930	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 458	14 Sept 66	
6	2.320	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 458	14 Sept 66	
7	2.330	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 459	14 Sept 66	
8	13.840	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 459	14 Sept 66	
9	17.390	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 460	14 Sept 66	
10	144.170	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 460	14 Sept 66	
11	16.947	Avigation Easement	Salina Airport Authority (SAA)	Rwy 17 End		GSA Quit Claim Deed	Bk 267 pgs 459	14 Sept 66	
17	43.240	Fee Simple	Salina Airport Authority (SAA)	Rwy 35 End	AIP-20-0072-12	Bk 374 pgs 294	14 Sept 95		
18	34.650	Fee Simple	Salina Airport Authority (SAA)	Rwy 35 End	AIP-20-0072-12	Bk 374 pgs 502	15 Sept 95		
19	74.400	Fee Simple	Salina Airport Authority (SAA)	Rwy 17 End	AIP-20-0072-12	Bk 374 pgs 818-21	20 Oct 95		
20	10.200	Fee Simple	Salina Airport Authority (SAA)	Rwy 17 End	AIP-20-0072-12	Bk 374 pgs 812-17	20 Oct 95		
21	6.887	Avigation Easement	Salina Airport Authority (SAA)	Rwy 35 End	N/A	Bk 1042 pgs 844-48	21 April 03		
Acres (Airport)		2,501.922							
SUB	BLOCK	LOT							
SS #3	Bk #1	Lot 1	2.283	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 1	31.387	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 2	7.657	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 3	2.380	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 4	2.519	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 5	6.214	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 6	11.088	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 7	1.631	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 8	1.098	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 9	1.190	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 10	1.243	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 11	1.099	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 12	0.647	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 13	21.920	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #4	Bk #1	Lot 14	6.582	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #4	Lot 1	0.888	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #4	Lot 2	1.394	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #4	Lot 3	43.268	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #4	Lot 17	1.083	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 1	5.731	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 3	0.881	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 4	0.712	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 6	0.848	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 7	3.707	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 13	10.515	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 16	3.615	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 20	1.966	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 21	4.663	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 22	0.856	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 23	0.672	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 24	2.985	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 25	1.197	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #5	Lot 26	1.165	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #15	Lot 1	0.596	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #15	Lot 2	4.616	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #15	Lot 3	1.268	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #15	Lot 4	2.690	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #5	Bk #15	Lot 5	4.562	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 1	33.525	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 2	27.781	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 3	21.143	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 4	24.321	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 5	18.108	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
SS #6	Bk #1	Lot 6	35.943	Fee Simple	Salina Airport Authority (SAA)	Airport	GSA Quit Claim Deed	Bk 267 pgs 454-67	14 Sept 66
Acres (Platted)		359.979							
Total Acres		2,861.901							

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	1
PROJECT DESCRIPTION	Realign and Rehabilitate Taxiway B			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2017

SKETCH:



JUSTIFICATION:

Taxiway B West of runway 17-35 is in poor condition and will need reconstructing due to bad alignment to runway 30. The new taxiway will allow aircraft to be properly aligned with runway 30. The taxiway lighting is old and needs to be updated to an LED lighting system with new wiring.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$1,798,425	State	\$0	Local(10%)	\$199,825	Total	\$1,998,250
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SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/15 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	2
PROJECT DESCRIPTION	Acquire Aircraft Rescue Fire Fighting Vehicle			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2018

SKETCH:



JUSTIFICATION:

The existing equipment is beginning to have a lot of wear and tear. Items are breaking within the actual structure of the vehicle.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$886,500	State	\$0	Local(10%)	\$98,500	Total	\$985,000
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SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/15 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | - Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

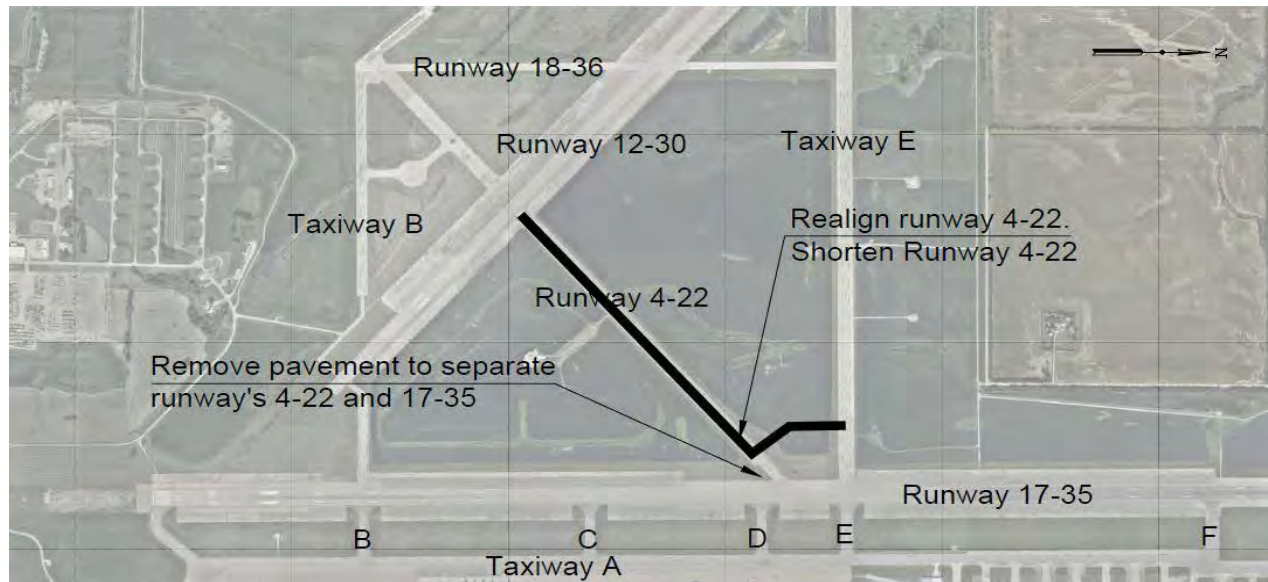
FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	3
PROJECT DESCRIPTION	Runway 4-22 design. Reconstruct and realign the 4-22 / 17-35 / echo intersection.			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2019

SKETCH:



JUSTIFICATION:

The current configuration of 4-22, 17-35, Delta, Echo has caused confusion with pilots when taxiing. Realigning runway 4-22 by removing its connection with 17-35 and constructing a connection into taxiway echo will eliminate this confusion when taxiing to or from the ramp. Runway 12-30 would be remarked and lighting at taxiway E would be modified for the new intersecting taxiway.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$2,321,943	State	\$0	Local(10%)	\$257,994	Total	\$2,579,937
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SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/13 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

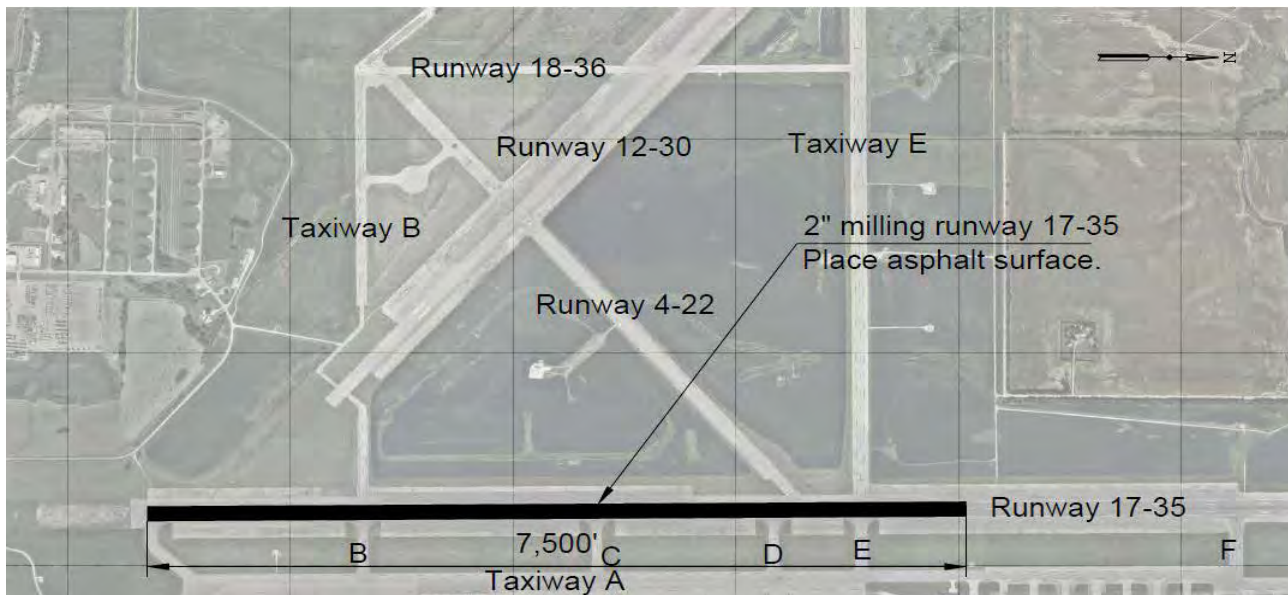
FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	4
PROJECT DESCRIPTION	Runway 17-35 Design. Runway 17-35 Construction. Mill and inlay the south 7500 feet of runway 17-35.			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2020

SKETCH:



JUSTIFICATION:

The south 7500' of runway 17-35 was paved in 2004. Alligator cracking is occurring that cannot be fixed with joint sealing. This mill and inlay would bring the pavement back to excellent condition and would continue a good weather protection for the underlying pavement.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$2,332,760	State	\$0	Local(10%)	\$259,196	Total	\$2,591,955
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SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/15 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ENGINEERS OPINION OF PROBABLE CONSTRUCTION COST

Mill & Asphalt Inlay on existing runway 17-35 (South 7,500' x 150'). New Pavement Marking (Full Length 12,300')

Item No.	Item Description	Unit	Quantity	Unit Cost	Local Cost	FAA Cost	Total Cost
1	Mobilization	LS	1	\$ 45,000.00	\$ 4,500.00	\$ 40,500.00	\$ 45,000.00
2	SAA Insurance (Non-Federal)	LS	1	\$ 500.00	\$ 50.00	\$ 450.00	\$ 500.00
3	Asphalt Pavement Removal (2" Milling)	SY	125,000	\$ 3.00	\$ 37,500.00	\$ 337,500.00	\$ 375,000.00
4	Crack Seal	LF	97,500	\$ 2.00	\$ 19,500.00	\$ 175,500.00	\$ 195,000.00
5	Bituminous Paving Course (PG 70-28)	TON	13,500	\$ 110.00	\$ 148,500.00	\$ 1,336,500.00	\$ 1,485,000.00
6	Bituminous Tack Coat	GAL	12,500	\$ 2.50	\$ 3,125.00	\$ 28,125.00	\$ 31,250.00
7	Permanent Pavement Markings (Reflectorized)	SF	157,000	\$ 2.00	\$ 31,400.00	\$ 282,600.00	\$ 314,000.00
8	Permanent Pavement Markings (Black)	SF	38,000	\$ 1.50	\$ 5,700.00	\$ 51,300.00	\$ 57,000.00
Construction Costs					\$250,275.00	\$2,252,475.00	\$2,502,750.00
Bidding Costs					\$5,005.50	\$45,049.50	\$50,055.00
Construction Management Costs					\$3,915.00	\$35,235.00	\$39,150.00
Total Costs					\$259,195.50	\$2,332,759.50	\$2,591,955.00

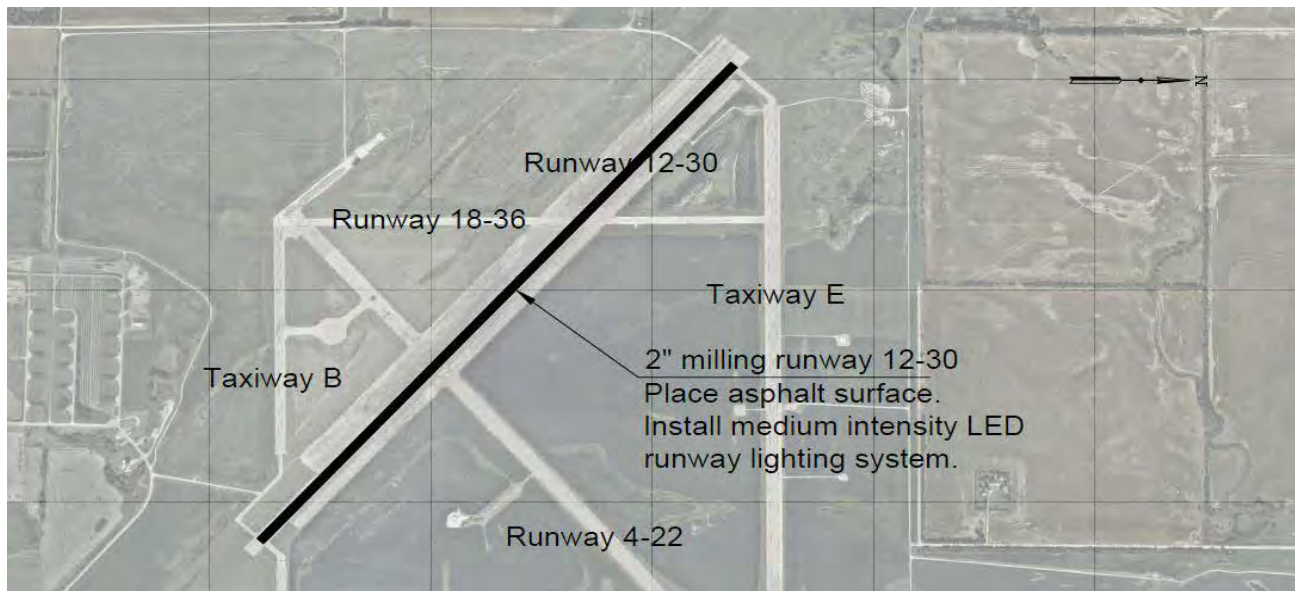
Project Description

The south 7500' of runway 17-35 was paved in 2004. Alligator cracking is occurring that cannot be fixed with joint sealing. This mill and inlay would bring the pavement back to excellent condition and would continue a good weather protection for the underlying pavement.

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	5a
PROJECT DESCRIPTION	Runway 12-30 Design. Runway 12-30 Construction. Mill and inlay 12-30 full length.			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2021

SKETCH:



JUSTIFICATION:

Runway 12-30 was paved in a similar way as 17-35 was. It is expected that this pavement will show the same alligator cracking as 17-35 has and a mill and inlay would protect and extend the existing underlying pavement.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$1,584,570	State	\$0	Local(10%)	\$176,063	Total	\$1,760,633
--------------	-------------	-------	-----	------------	-----------	-------	-------------

SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/15 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

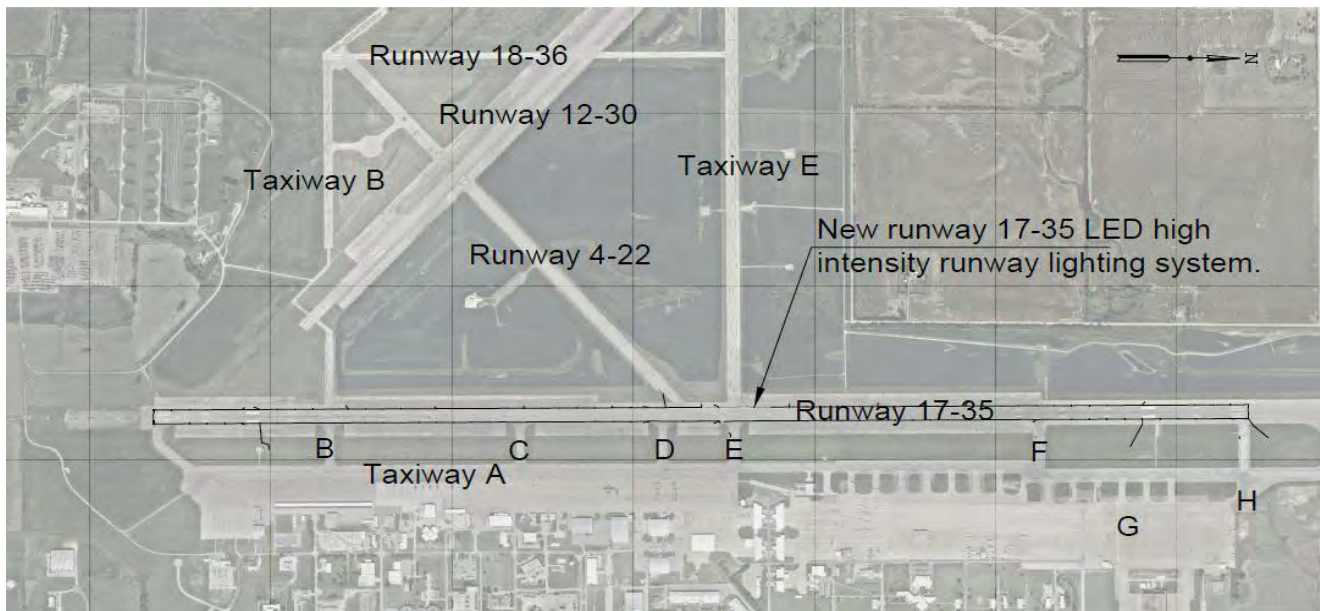
FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

ACIP DATA SHEET

AIRPORT	Salina Regional	LOCID	SLN	LOCAL PRIORITY	5b
PROJECT DESCRIPTION	Runway 17-35 Design and installation of a new high intensity lighting system.			Identify FFY that you desire to construct (FFY:Oct.1-Sept.30)	2021

SKETCH:



JUSTIFICATION:

Runway 17-35 lighting is 14 years old and would be replaced with a high intensity LED lighting system.

COST ESTIMATE: (Attach detailed cost estimate)

Federal(90%)	\$387,175	State	\$0	Local(10%)	\$43,019	Total	\$430,194
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SPONSOR'S VERIFICATION

For each and every project as applicable

Date (see instruction sheet or point mouse over each date box for more information)

- | | |
|----------------|---|
| 9/15/14 | - Date of approved ALP with project shown |
| CE Para. #310e | - Date of environmental determination (ROD, FONSI, CE), or cite CE paragraph # (307-312) in Order 1050.1E |
| If needed | - Date of land acquisition or signed purchase agreement |
| 12/31/15 | - Date of pavement maintenance program |
| If needed | - Snow removal equipment inventory & sizing worksheet (for SRE acquisition) |
| If needed | - Apron sizing worksheet (for apron projects) |
| | Revenue producing facilities (for fuel farms, hangers, etc.) |
| If needed | - Date statement submitted for completed airside development |
| If needed | - Date statement submitted for runway approaches are clear of obstructions |

FAA USE ONLY

FAA Verification: (initial/date)

SPONSOR'S SIGNATURE: _____ DATE: _____

PRINTED NAME: Timothy F. Rogers TITLE: Executive Director

PHONE NUMBER: (785) 827-3914

FAA USE ONLY

PREAPP NUMBER	GRANT NUMBER	NPIAS CODE	WORK CODE	FAA PRIORITY	FEDERAL \$

**FIVE-YEAR AIRPORT
CAPITAL IMPROVEMENT PROGRAM
(CIP Fys 2017-2021)**

Airport Name: Salina Regional Airport

Telephone: (785) 827-3914

Prepared By: Kenny Bieker

Date Approved: _____

Date Prepared: 1/10/2017

Project Description	Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Realign and Rehabilitate Taxiway; B	Federal	\$ 1,798,425	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ 199,825	\$ -	\$ -	\$ -	\$ -
	Total	\$ 1,998,250				
Acquire Aircraft Rescue Fire Fighting Vehicle	Federal	\$ -	\$ 886,500	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 98,500	\$ -	\$ -	\$ -
	Total		\$ 985,000			
Runway 4-22 Design for a Reconfiguration and Construction of the intersection of 4-22 and 17-35.	Federal	\$ -	\$ -	\$ 2,321,943	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ 257,994	\$ -	\$ -
	Total			\$ 2,579,937		
Runway 17-35 Design and Construction for an Asphalt Mill And Inlay on the south 7500 feet of runway 17-35.	Federal	\$ -	\$ -	\$ -	\$ 2,332,760	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ 259,196	\$ -
	Total				\$ 2,591,955	
Runway 12-30 Design and Construction for an Asphalt mill and inlay and New LED Medium Intensity Lighting Runway lighting system.	Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,584,570
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ 176,063
	Total					\$ 1,760,633
Design and Installation of a new LED High Intensity Runway Lighting System on Runway 17-35.	Federal	\$ -	\$ -	\$ -	\$ -	\$ 373,112
	State	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ 41,457
	Total					\$ 414,569

Salina Air Service
Scheduled Passenger Enplanement History

<u>YEAR</u>	<u>ENPLANEMENTS</u>	<u>COMMENTS</u>
<u>2016</u>	<u>3,259</u>	<p>June 15, 2016 - Great Lakes Airlines starts nonstop flights from SLN - DEN</p> <p>January 15, 2016 - Seaport Airlines ceased operations at SLN. (January 15, 2016 - June 15, 2016)</p> <p>February 10, 2016 - USDOT selects Great Lakes Airlines for Denver flights starting on April 1, 2016</p>
2015	1,124	Seaport replaces the PC-12 with Cessna Caravans
2014	2,138	Seaport completes the year without finalizing an interlocal code share agreement with a major KMCI partner.
2013	2,361	Seaport announces plans to move to Amadeus in 2014.
2012	2,561	April 2012 - Seaport awarded 4 year EAS contract
2011	2,705	Seaport's first full year of service. Excellent customer service, reliability, low fares and community marketing.
2010	2,941	April 2010 - Seaport Airlines awarded EAS contract and replaces Great Lakes with 3 daily flights to MCI.
2009	2,839	Great Lakes drops SLN-DEN service
2008	4,654	<p>January 22, 2008 - Air Midwest files a 90 day notice to terminate its SLN service</p> <p>February 1, 2008 - DOT issues order selecting Great Lakes for the 2008 - 2010 SLN EAS Contract.</p> <p>February 5, 2008 - Great Lakes announces that it will replace Air Midwest on March 30, 2008 with 2 daily flights to Kansas City and 2 daily flights to Denver.</p> <p>March, 2008 - Great Lakes starts SLN service to MCI & DEN</p>
2007	2,495	<p>December 21, 2007 - DOT awards a 2-year EAS contract to Air Midwest (3/1/08 - 2/28/10)</p> <p>April 4, 2007 - DOT approves request for 2 non-stop flights at SLN and 3 non-stop flights at MHK effective June 1, 2007.</p> <p>September 20, 2007 - DOT issues order 2007-9-28 soliciting proposals from carriers to serve SLN & MHK for a new two year period.</p> <p>October 30, 2007 - received proposals for SLN & MHK service from Air Midwest and Great Lakes Aviation.</p>
2006	2,029	March 15, 2006 - DOT awards EAS contract for SLN/MHK for a two-year period ending February 28, 2008. Three roundtrip flights per day SLN-MHK-MCI (OST-2006-11376) Out of 520 U.S. Commercial Service airports, SLN ranked 502 in total enplanements.
2005	2,805	Department of Transportation Essential Air Service renewed in March 2006 for an additional two years. Out of 512 U.S. Commercial Service airports, SLN ranked 498 in total enplanements. 3 flights per day SLN-MHK-MCI. MHK takes majority of the seats.
2004	2,974	Manhattan Regional Airport (MHK) fare subsidy impacts SLN enplanements. 3 flights per day SLN-MHK-MCI
2003	2,319	September 30, 2003 - Air Midwest lowers fares at Salina by as much as 40%.
2003		<p>January 5, 2003 - Air Midwest adds a third flight.</p> <p>February 11, 2003 - Mesa Air Group announces a special \$149 SLN-MCI local fare.</p>
2002	2,565	<p>January 16, 2002 - Mesa Air Group files a 90 day notice to discontinue scheduled non-subsidized EAS between SLN & MCI effective April 20, 2002 (OST-2002-11376-1)</p> <p>January 15, 2002 - RAP Executive Director, Maurice Parker & Colleen O'Day meet with SLN travel agents and business leaders.</p>
2001	6,407	<p>December 18, 2001 - Air Midwest cancels flight #5674 for an indefinite period of time, cutting SLN from 3 flights per day to 2 flights per day.</p> <p>October 7, 2001 - Air Midwest SLN-MCI service is reduced to 3 flights per day instead of the planned 4 flights per day.</p> <p>October 6, 2001 - Great Lakes ends SLN-DEN Service.</p> <p>September 11, 2001 - World Trade Center and Pentagon Attacks</p>

Salina Air Service
Scheduled Passenger Enplanement History

<u>YEAR</u>	<u>ENPLANEMENTS</u>	<u>COMMENTS</u>
		<p>July 11, 2001 - Great Lakes' Notice to Terminate on October 9. Air Midwest announces 4 flights per day on October 7, 2001.</p>
2000	10,270	Great Lakes pairs SLN with HYS instead of GLD. December, 2000 Air Midwest reduces flights to two per day.
1999	13,638	<p>Total passenger enplanements increased 4.7% over 1998. (Frequency, fares and schedules)</p> <p>September, 1999 - Great Lakes Aviation reduces flights to 2 flights daily.</p>
1998	13,021	<p>April, 1998 - Great Lakes Aviation replaces Mesa as the operator of United Express Air Service.</p> <p>January, 1998 - Mesa Airlines starts United Express service.</p>
1997	9,153	<p>USAirways Express enplanements increase 5.8% over 1996. The SAA increased air service promotion efforts.</p>
1996	8,652	USAir Express reduces service to three flights per day during April, 1996.
1995	7,840	<p>USAir Express begins to replace Beech 1900C Airliners with the stand-up cabin Beech 1900D Airliner.</p> <p>August 6 - The fourth USAir Express flight is added.</p>
1994	7,175	<p>April/May, 1994, the SAA sponsors a travel agency promotion. The fly Salina Challenge pays participating agencies \$5 for each passenger ticketed above an established agency base.</p> <p>Enplanements increased 40% over 1993.</p> <p>January, 1994, USAir implements a \$40 add on to USAir MCI fares for USAir Express. February, 1994, the Salina Journal begins a weekly air fare comparison in the Sunday business section.</p>
1993	5,098	Summer, 1993, Salina Area Travel Agency survey completed. Proposal for new SLN-MCI fare structure is made. The new SLN fare would be based upon a \$40 add-on to USAir MCI fares. This is consistent with the MHK \$30 add-on.
1992	5,649	March, 1992 Air Midwest completes transition to new Beech 1900C aircraft.
1991	4,760	<p>Air Midwest sold its TW Express service to Trans States Airlines. May, 1991, Trans States terminates it service and Air Midwest again services Salina, this time as US Air Express. 3 flights per day connecting with USAir flights in Kansas City.</p>
1990	5,707	Air Midwest operated as TW Express from Salina to St. Louis - 3 flights/day
1989	10,252	<p>Air Midwest operated as Braniff Express until October, 1989. October through December, Air Midwest operated under its own name, Salina to Kansas City, 3 flights per day.</p>
1988	9,159	<p>Eastern Express service ended in August, 1988. Air Midwest initiated Braniff Express service in September, 1988.</p>
1987	8,721	Air Midwest operated as Eastern Express the full year.
1986	6,987	Air Midwest initiated Eastern Express service in February, 1986.
1985	7,353	Air Midwest Metroliner service to K.C.I.
1984	6,272	Air Midwest Metroliner service to K.C.I.
1983	7,241	<p>Frontier suspended service in January, 1983. Air Midwest initiated service in January, 1983.</p>
1982	12,021	Frontier Airlines
1981	17,383	Frontier Airlines Service to Denver with B-737.
1980	28,282	Frontier Airlines Service to Denver with C-580.



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 10th day of February, 2016

Essential Air Service at

SALINA, KANSAS

DOT-OST-2002-11376

under 49 U.S.C. 41731 *et seq.*

ORDER SELECTING AIR CARRIER

Summary

By this Order, the United States Department of Transportation (the Department) is selecting Great Lakes Aviation, Ltd. (Great Lakes) to provide Essential Air Service (EAS) at Salina, Kansas, with 12 nonstop round trips per week to Denver International Airport (DEN) using 30-passenger Embraer EMB-120 aircraft from April 1, 2016, through March 31, 2018, for an annual subsidy rate of \$1,999,905.¹

Background

By Order 2012-2-4 (February 3, 2012), the Department re-selected SeaPort Airlines, Inc. (SeaPort) to provide EAS at Salina with 18 nonstop round trips per week to Kansas City International Airport (MCI) using 9-passenger Pilatus PC-12 aircraft for the four-year term from April 1, 2012, through March 31, 2016, for an annual subsidy of \$1,490,479.

As the end of the current contract approached, the Department issued Order 2015-10-7 on October 8, 2015, requesting proposals from airlines interested in providing EAS at Salina for a new contract term. In response to that Order, four airlines submitted proposals: Aerodynamics, Inc. (ADI), Boutique Air, Great Lakes, and SeaPort (the incumbent).²

¹ Such subsidy is calculated and distributed on a fiscal year basis, subject to the availability of funds.

² On January 15, 2016, SeaPort notified the Department in writing that, due to downsizing of its fleet, the airline was immediately suspending its service to Salina. The airline later clarified that, as a result of the carrier terminating service at Salina, its proposal to provide EAS for a new contract term was void, and subsequently withdrawn. Therefore, the Department did not consider SeaPort's proposal for this EAS carrier-selection case.

Each airline's complete proposal and community comments may be accessed online at www.regulations.gov by entering docket number DOT-OST-2002-11376 in the search block.

Proposal of ADI

ADI submitted a proposal with two options, both serving DEN with 12 one-stop round trips per week with Embraer ERJ-145 aircraft for a two-year term. Option 1 proposed a Salina-McCook-Denver routing for an annual subsidy of \$2,645,461, contingent on ADI being selected to provide EAS at McCook.³ Option 2 proposed a Salina-Kearney-Denver routing for an annual subsidy of \$2,547,804, contingent on ADI being selected to provide EAS at Kearney.⁴ ADI noted in its proposal that their service would be marketed as "SeaPort Airlines operated by ADI."

Proposal of Boutique Air

Boutique Air submitted a proposal for a two-year term to provide 18 nonstop round trips per week to MCI using Pilatus PC-12 aircraft for an annual subsidy of \$1,822,272.

Proposal of Great Lakes

Great Lakes submitted a proposal for a two-year term to provide 12 nonstop round trips per week to DEN using EMB-120 aircraft for an annual subsidy of \$1,999,905.

Community Comments

On November 17, 2015, the Department requested comments from the community of Salina regarding this EAS carrier-selection case. The Department received a joint letter from the City of Salina, Saline County (which is where Salina Regional Airport is located), the Salina Airport Authority, and the Salina Area Chamber of Commerce supporting the proposal put forth by Great Lakes. The community states: "it is the community's consensus that Great Lakes' proposal best enables Salina passenger enplanements to rebound and offer residents improved schedule air service..." The community adds, "The preference for Great Lakes' proposal is based on the fact that Denver flights can begin on or before April 1, 2016, without any contingencies. Another key factor is the fact that Great lakes has an existing codeshare with United Airlines and interline agreements with American and Delta."

Decision

The Department will consider these proposals in accordance with the carrier selection criteria set forth at 49 U.S.C. § 41733(c)(1). Significantly, the community strongly supported Great Lakes' proposal, a key carrier selection criteria⁵ for the Department. The community believes that Great Lakes' proposal, with its service to DEN, a large hub with numerous connecting opportunities, offers the best prospects for Salina's passenger traffic to rebound and supports the community's efforts to comply with the \$200 subsidy cap. The Department also notes that Great Lakes' code-share with United Airlines and its interline agreements with American Airlines and

³ There is currently an EAS carrier-selection case proceeding for McCook. ADI has submitted a proposal to serve McCook nonstop from DEN. Should ADI not be selected to provide EAS at McCook, ADI's Option 1 will be null and void.

⁴ There is currently an EAS carrier-selection case proceeding for Kearney. ADI has submitted a proposal to serve Kearney nonstop from DEN. Should ADI not be selected to provide EAS at Kearney, ADI's Option 2 will be null and void.

⁵ 49 U.S.C. § 41733(c)(1)(D).

Delta Air Lines also meets other carrier-selection criteria in 49 U.S.C. 41733(c)(1)(b) & (c). Additionally, ADI does not currently have the requisite authority from the Department's Air Carrier Fitness Division to conduct scheduled operations.⁶ Thus, the Department will select Great Lakes for a two-year term. The Department reminds Great Lakes that poor service at Salina could cause a drop in passenger usage, further jeopardizing the community's future eligibility in the EAS program. The Department expects Great Lakes to begin service at Salina on April 1, 2016, and that it will provide the community with consistent, reliable air service.

The Department shall make this selection contingent upon its receiving properly executed certifications that it is in compliance with the Department's regulations regarding drug-free workplaces and nondiscrimination, as well as the regulations concerning lobbying activities.⁷

EAS Eligibility Discussion

To remain eligible for EAS, communities must comply with all applicable EAS eligibility requirements. The Department is prohibited from subsidizing air service at a community where the subsidy per passenger exceeds \$200, unless the community is more than 210 highway miles from the nearest large or medium hub airport. Salina is located fewer than 210 miles from MCI, a medium hub airport.

In addition, the FAA Modernization and Reform Act of 2012 established a subsidy cap at \$1,000 per passenger regardless of distance from hub airports.⁸ Communities whose subsidy per passenger exceeds \$1,000 per passenger are not eligible to receive EAS and therefore, the Department will terminate a community's eligibility to receive EAS.

The Department fully expects the community and Great Lakes to work very closely together to aggressively promote and market the service to ensure that Salina is in compliance with all applicable EAS eligibility requirements.⁹

Carrier Fitness

49 U.S.C. §§ 41737(b) and 41738 require that the Department find an air carrier fit, willing, and able to provide reliable service before the Department may subsidize it to provide EAS. Great Lakes is subject to the Department's continuing fitness requirements, and no information has come to the Department's attention that would cause the Department to question the air carrier's fitness at this time. The Department has contacted the Federal Aviation Administration, and it has raised no concerns that would negatively affect our fitness findings. The Department therefore concludes that Great Lakes is reliable and fit to conduct the operations proposed at Salina.

⁶ By Order 2015-11-24, the Department made a tentative finding of ADI's fitness, but as of this date a final order finding ADI fit has not been issued.

⁷ The certifications are available online under "Reports and Publications" at <http://www.dot.gov/policy/aviation-policy/small-community-rural-air-service/essential-air-service>

⁸ See 49 USC § 41731(a)(1)(C)

⁹ On October 9, 2014, the Department published a Notice of Enforcement Policy on the \$200 per passenger subsidy cap (79 Federal Regulation 60951). It outlined the Department's policy on this issue, which would use traffic data from each fiscal year beginning with fiscal year 2015 (October 1, 2014 – September 30, 2015) to measure compliance. Refer to www.regulations.gov and search for "DOT-OST-2014-0061" for more information.

This Order is issued under authority delegated in 49 CFR Part 1.25a(b).

ACCORDINGLY,

1. The Department selects Great Lakes Aviation, Ltd. to provide Essential Air Service at Salina, Kansas, and establishes the annual subsidy rate as described in Appendix C;
2. The Department directs Great Lakes Aviation, Ltd. to retain all books, records, and other source and summary documentation to support claims for payment, and to preserve and maintain such documentation in a manner that readily permits its audit and examination by representatives of the Department. Such documentation shall be retained for seven years from the service date of this Order or until the Department indicates that the records may be destroyed, whichever comes first. Copies of flight logs for aircraft sold or disposed of must be retained. The carriers may forfeit their compensation for any claim that is not supported under the terms of this Order;
3. The Department finds that Great Lakes Aviation, Ltd. is fit, willing and able to operate as a commuter air carrier, and capable of providing reliable Essential Air Service at Salina, Kansas;
4. This docket will remain open pending further Department action; and
5. The Department will serve a copy of this Order on the Mayor of Salina, the Executive Director of Salina Airport Authority, Aerodynamics, Inc., Boutique Air, Great Lakes Aviation, Ltd., and SeaPort Airlines, Inc.

By:

BRANDON M. BELFORD
Deputy Assistant Secretary for
Aviation and International Affairs

(SEAL)

An electronic version of this document is available at
www.regulations.gov

AREA MAP



Maps generated by the [Great Circle Mapper](#) - copyright © [Karl L. Swartz](#).

Great Lakes Aviation, Ltd.

Annual Compensation Requirements for Essential Air Service at
Salina, Kansas to Denver, Colorado (DEN)

Two Round Trips - 30 Seat Aircraft
97.5% completion factor

Departures:	1,217
Block Hours:	1,916
Revenue Passenger Miles:	10,409,500
Available Seat Miles:	13,946,820

Operating Revenues:					
Passenger:	SLN-DEN	27,250	psgrs at	\$98.57	\$2,686,033

Other:	(at 0.62% of passenger revenue)	\$16,653
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Total Operating Revenues:	\$2,702,686
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Operating Expenses:		
Direct:	Aircraft and Hull Insurance	\$337,960
	Fuel and Oil	\$1,133,433
	Flying Operations	\$586,234
	Maintenance	\$826,092

Total Direct Expenses:	\$2,883,720
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Total Indirect Expenses:	\$1,594,939
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Total Operating Expenses:	\$4,478,658
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Operating Loss	(\$1,775,972)
Profit Element (5.0% of Total Operating Expenses)	\$223,933

Annual Compensation Requirement:	\$1,999,905
----------------------------------	--------------------

Representative Schedule
*** [SLN] Salina, Kansas ***

----- D E P A R T U R E S -----					
FLT	DPT	ARR	TO	EQP	FREQ
7310	7:45	8:20	DEN	30 Seat	123456
7309	14:30	15:05	DEN	30 Seat	12345.7
----- A R R I V A L S -----					
FLT	EQP	FREQ	FROM	DPT	ARR
7309	30 Seat	123456	DEN	11:30	14:00
7306	30 Seat	12345.7	DEN	17:30	20:00

No Upline Scheduling Restrictions

Great Lakes Aviation, Ltd.
Essential Air Service to be provided at Salina, Kansas
DOT-OST-2002-11376

<u>Annual Subsidy:</u>	\$1,999,905
<u>Contract Term:</u>	April 1, 2016, through March 30, 2018
<u>Hub:</u>	Denver International Airport
<u>Scheduled Service:</u>	12 nonstop round trips per week, no upline restrictions
<u>Aircraft:</u>	30-passenger EMB-120
<u>Rate per Eligible Flight:</u> ¹	\$1,643 ²
<u>Weekly Ceiling:</u> ³	\$39,432

Note: The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate Order, including the service plans outlined in the Order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with the Order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the Order during the applicable period of this rate, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be ensured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this Order, then, at the end of the period for which the Department does make payments in the stipulated service levels, the carrier may cease to provide service to that specific location without regards to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the Department and carrier do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

Funds may not be available for performance under this Order beyond September 30, 2016. The Government's obligation for performance under this Order beyond September 30, 2016, is subject to the availability of funds from which payment for services can be made. No legal liability on the part of the Government for any payment may arise for performance under this order beyond September 30, 2016, until funds are made available to the Department for performance. If sufficient funds are not made available for performance beyond September 30, 2016, the Department will provide notice in writing to the carrier.

All claims for payment, including any amended claims, must be submitted within 90 days of the last day of the month for which compensation is being claimed. For example, claims for service provided in July must be filed by October 31; August claims must be submitted by November 30, and so on.

¹ Annual compensation of \$1,999,905 divided by 1,217 annual departures (24 weekly departures x 52 weeks x 97.5 percent completion).

² If Beech 1900 aircraft is operated, Great Lakes will be compensated at one-half the rate of compensation, or \$822 per flight.

³ 24 arrivals and departures per week multiplied by \$1,643 per flight.



SLN  **DEN**



Great Connections to Domestic and International Destinations!

Salina Flight Schedule

SALINA TO DENVER

<u>FREQUENCY</u>	<u>DEPARTS</u>	<u>ARRIVES</u>	<u>FLIGHT</u>
Monday–Friday	7:45 AM	8:25 AM	3021
	2:13 PM	2:53 PM	3025
Saturday	7:45 AM	8:25 AM	3021
Sunday	7:45 AM	8:25 AM	3025

DENVER TO SALINA

<u>FREQUENCY</u>	<u>DEPARTS</u>	<u>ARRIVES</u>	<u>FLIGHT</u>
Monday–Friday	11:23 AM	1:51 PM	3025
	5:30 PM	7:58 PM	3026
Saturday	3:30 PM	5:58 PM	3026
Sunday	5:30 PM	7:58 PM	3026

EMB-120 Brasilia

- 32,000-foot Maximum Altitude
- 360 mph Maximum Cruising Speed
- Flight Attendant for Service and Safety
- Contoured Airline-size Seats with Recline & Tray Tables
- Overhead Storage Compartments
- Preheated and/or Cooled Cabin



Great Lakes Route Map
as of December 1, 2016

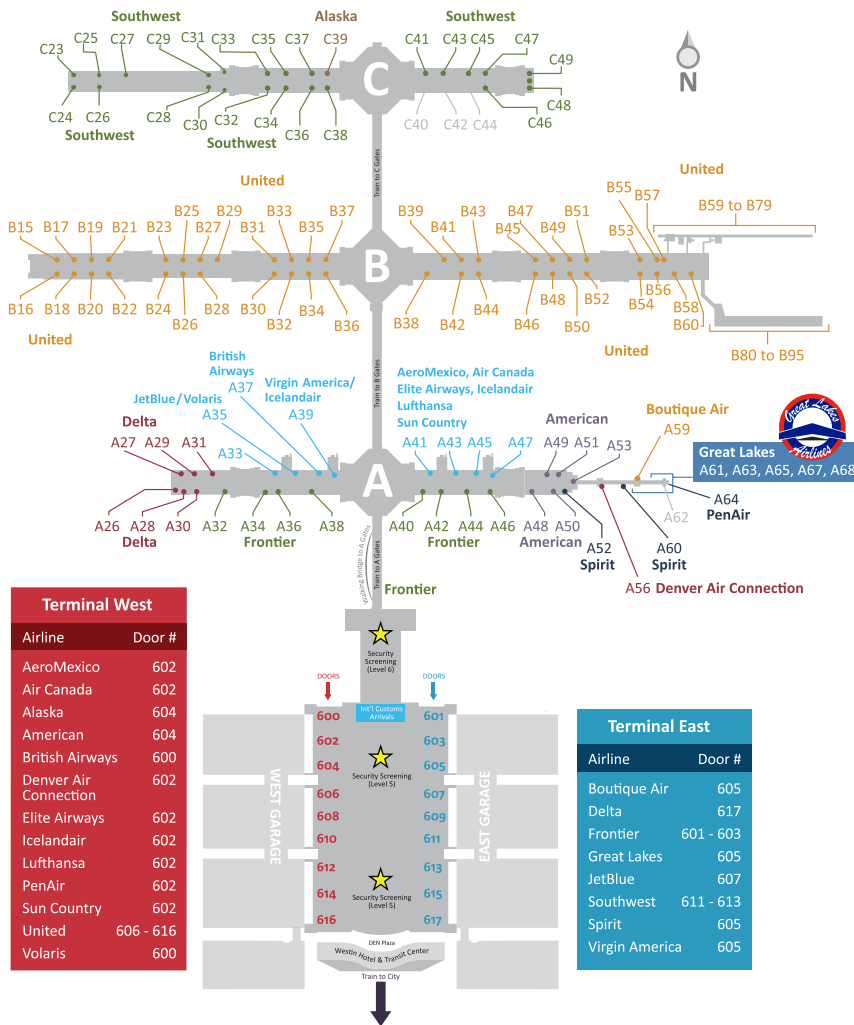
13 Airports Served in 7 States

- 4 EAS Communities
- 5 Non-EAS Communities
- 3 Hubs
- 1 Codeshare Route Operated by Aerodynamics, Inc.



Salina Regional Airport | 3237 Arnold Avenue | Salina, KS 67401
 (t) 785-833-2168 | (f) 785-833-2183 | **RESERVATIONS:** 800-554-5111
 (e) Reservations@FlyGreatLakes.com | FlyGreatLakes.com or call your local travel agent today.

Denver, Colorado Terminal



RESERVATIONS: 800-554-5111

FlyGreatLakes.com

or call your local travel agent today.

Prices and flights are subject to change without notice.

Plan to arrive at SLN **1 hour (60 minutes)** prior to your scheduled departure to DEN.

Plan to arrive at DEN **1.5 hours (90 minutes)** prior to your scheduled departure to SLN.

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United.com | 800-864-8331

Salina Regional Airport

Free Parking at Salina Regional Airport

GROUND TRANSPORTATION

Hertz Car Rental

(t) 785-827-7237 | Hertz.com

Enterprise Rental Car

(t) 785-825-1100 | Enterprise.com

CityGo – Airport Shuttle Bus

(t) 785-826-1583 | 8 AM – 5 PM, M – F

TAXI SERVICE

Best Cab | (t) 785-833-2291

Sunflower Taxi | (t) 785-826-1881

Radio Cab | (t) 785-825-4646

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SOURCES AND USES OF FUNDS

FLY SALINA MARKETING FUNDS CITY/COUNTY/AIRPORT AUTHORITY

21 MONTHS (OCTOBER 2016 - JUNE 2018)

December 31, 2016

SOURCES OF FUNDS

City of Salina	\$	50,000
Saline County	\$	50,000
Salina Airport Authority	\$	25,000
Total	\$	125,000

USES OF FUNDS

Agency & Consulting Fees	\$	8,840
Graphics & Ad Design		650
Digital displays, billboards, print ads (supplemental)		32,325
Term. Bldg. directional signage		5,265
Promotional Items		9,410
Flight Information Display System		13,650
Total	\$	70,140

Unencumbered Balance	\$	54,860
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Great Lakes Airlines Sketch Media Plan



	Geo	Size	November				December			
			31	7	14	21	28	5	12	19
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30	12				12			
Cable	Salina Cable Zone	:30	12				12			
Spot Production	Production	:30								
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30	56				56			
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'	1				1			
Lamar 1344 - Production	Production	n/a								
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'	1				1			
Lamar 30197 - Production	Production	n/a								
Lamar 40456	135 1.5 miles south of I-70	12' x 40'	1				1			
Lamar 40456 - Production	Production	n/a								
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30								
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var								
Salina Journal	Salina	1/2 Page 4C			1			1		

Great Lakes Airlines Sketch Media Plan



	Geo	Size	January					February			
			26	2	9	16	23	30	6	13	20
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30	12				12				12
Cable	Salina Cable Zone	:30	12				12				12
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30	56				56				56
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'		1				1			
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'		1				1			
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'		1				1			
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30	00								
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									
Salina Journal	Salina	1/2 Page 4C	1				1			1	

Great Lakes Airlines Sketch Media Plan



	Geo	Size	March				April				
			27	6	13	20	27	3	10	17	24
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30				12				12	
Cable	Salina Cable Zone	:30				12				12	
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30				56				56	
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'	1								
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'	1								
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'	1								
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30									
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									
Salina Journal	Salina	1/2 Page 4C	1			1			1		

Great Lakes Airlines Sketch Media Plan



	Geo	Size	May				June		
			1	8	15	22	29	5	12
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30			12				12
Cable	Salina Cable Zone	:30			12				12
Spot Production	Production	:30							
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30			56				56
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'							
Lamar 1344 - Production	Production	n/a							
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'							
Lamar 30197 - Production	Production	n/a							
Lamar 40456	135 1.5 miles south of I-70	12' x 40'							
Lamar 40456 - Production	Production	n/a							
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30							
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var							
Salina Journal	Salina	1/2 Page 4C	1			1			1

Great Lakes Airlines Sketch Media Plan



	Geo	Size	July					August			
			26	3	10	17	24	31	7	14	21
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30			12				12		
Cable	Salina Cable Zone	:30			12				12		
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30			56				56		
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'									
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'									
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'									
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30									
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var	2,581								
Salina Journal	Salina	1/2 Page 4C		1			1			1	

Great Lakes Airlines Sketch Media Plan



	Geo	Size	September				October				
			28	4	11	18	25	2	9	16	23
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30		12				12			
Cable	Salina Cable Zone	:30		12				12			
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30		56				56			
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'			1				1		
Lamar 1344 - Production	Production	n/a		1							
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'			1				1		
Lamar 30197 - Production	Production	n/a		1							
Lamar 40456	135 1.5 miles south of I-70	12' x 40'			1				1		
Lamar 40456 - Production	Production	n/a		1							
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30									
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									
Salina Journal	Salina	1/2 Page 4C		1			1			1	

Great Lakes Airlines Sketch Media Plan



	Geo	Size	November				December				
			30	6	13	20	27	4	11	18	25
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30	12				12				12
Cable	Salina Cable Zone	:30	12				12				12
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30	56				56				56
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'	1				1				
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'	1				1				
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'	1				1				
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30	300								
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									
Salina Journal	Salina	1/2 Page 4C	1				1			1	

Great Lakes Airlines Sketch Media Plan



	Geo	Size	January				February			
			1	8	15	22	29	5	12	19
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30				12				12
Cable	Salina Cable Zone	:30				12				12
Spot Production	Production	:30								
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30				56				56
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'	1				1			
Lamar 1344 - Production	Production	n/a								
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'	1				1			
Lamar 30197 - Production	Production	n/a								
Lamar 40456	135 1.5 miles south of I-70	12' x 40'	1				1			
Lamar 40456 - Production	Production	n/a								
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30								
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var								
Salina Journal	Salina	1/2 Page 4C	1				1			1

Great Lakes Airlines Sketch Media Plan



	Geo	Size	March					April			
			26	5	12	19	26	2	9	16	23
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30				12				12	
Cable	Salina Cable Zone	:30				12				12	
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30				56				56	
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'									
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'									
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'									
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30									
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									
Salina Journal	Salina	1/2 Page 4C			1			1			1

Great Lakes Airlines Sketch Media Plan



	Geo	Size	May					June			
			30	7	14	21	28	4	11	18	25
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30			12				12	(M-Th)	
Cable	Salina Cable Zone	:30			12				12	(M-Th)	
Spot Production	Production	:30									
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM-AM	Salina	:30			56				56	(M-Th)	
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'									
Lamar 1344 - Production	Production	n/a									
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'									
Lamar 30197 - Production	Production	n/a									
Lamar 40456	135 1.5 miles south of I-70	12' x 40'									
Lamar 40456 - Production	Production	n/a									
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30									
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var									(M-Th)
Salina Journal	Salina	1/2 Page 4C			1				1		

Great Lakes Airlines Sketch Media Plan



	Geo	Size	Tot Points/Ins	Cost / Unit	Total Cost	Media Fees	Gross Total
							\$200,000.00
TV - KSN, KSAS, KWCH and KAKE	Wichita DMA	:05 and :30	276	\$80.00	\$22,080.00	1.10	\$24,288.00
Cable	Salina Cable Zone	:30	276	\$40.00	\$11,040.00	1.10	\$12,144.00
Spot Production	Production	:30	2	\$1,150.00	\$2,300.00	1.10	\$2,530.00
Radio - KSKG-FM, KVOB-FM, KSAL-FM, KZUH-FM and KFRM- AM	Salina	:30	1,288	\$18.00	\$23,184.00	1.10	\$25,502.40
Lamar 1344	I-70 1 mile west of Junction City	12' x 40'	12	\$400.00	\$4,800.00	1.10	\$5,280.00
Lamar 1344 - Production	Production	n/a	2	\$960.00	\$1,920.00	1.10	\$2,112.00
Lamar 30197	11.2 miles east of Topeka exit	11' x 40'	12	\$750.00	\$9,000.00	1.10	\$9,900.00
Lamar 30197 - Production	Production	n/a	2	\$880.00	\$1,760.00	1.10	\$1,936.00
Lamar 40456	135 1.5 miles south of I-70	12' x 40'	12	\$800.00	\$9,600.00	1.10	\$10,560.00
Lamar 40456 - Production	Production	n/a	2	\$960.00	\$1,920.00	1.10	\$2,112.00
Pandora	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	:15 or :30	600	\$19.00	\$11,400.00	1.10	\$12,540.00
Digital	(Republic, Washington, Cloud, Clay, Riley, Ottawa, Dickinson, Geary, Morris, Lyon, Saline, Marion, Lincoln, Russell, Ellis, Barton, Ellsworth, Rice, Reno, McPherson, Harvey, Sedgwick, Butler, Wilson, Neosho, Seward, Meade, Wilson counties)	var	2,581	\$10.00	\$25,810.58	1.10	\$28,391.64
Salina Journal	Salina	1/2 Page 4C	30	\$1,900.12	\$57,003.60	1.10	\$62,703.96
						TOTAL	\$200,000.00

BUDGET \$200,000.00

***SALINA** Airport* *Authority*

Salina Regional
SLN Airport

SALINA Airport
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