

DATE: August 11, 2017
TO: SAA Board of Directors
FROM: Tim Rogers and Shelli Swanson
SUBJECT: **August 16, 2017 Regular Board Meeting**

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

The meeting's agenda includes action items associated with certain Salina Regional Airport capital improvements that were discussed at the board's July 20 meeting. The board will also consider options for the certifying the SAA's 2017 mill levy for the 2018 budget.

Please note the following agenda comments.

50 Years Ago – August, 1967

The Airport Authority approved the sale of 49 acres of former Schilling AFB property to Saline County for use by the County's road and bridge department. The sale price was \$65,000.

Agenda Item #5 – Review of Airport Activity and Financial Reports for the Month Ending July 31, 2017
(Rogers and Swanson)

Airport Activity – Air Traffic (Rogers)

The July 2017 air traffic count decreased 38% to 3,613 operations as compared to the July 2016 total of 5,877. For the year-to-date a total of 33,010 operations have been recorded which is 32% less than the July 2016 YTD total of 48,271. The air traffic count will pick up again with the start of the Fall semester at K-State Polytechnic when the professional pilot flight training program resumes full time operations.

Airport Activity – Fuel Flowage (Rogers)

July 2017 fuel flowage (160,135 gallons) decreased by 23% as compared to the July 2016 total of 208,846 gallons. For the year-to-date fuel flowage (1,570,954 gallons) is up 67% as compared to the July 2016 YTD total of 937,866 gallons. Beginning in September and until December the Airport Authority and Avflight will be busy supporting three military aviation units, Bombardier flight test operations, a Northrup Grumman special mission aircraft and Ft. Riley APOE flights.

Airport Activity – Passenger Counts (Rogers)

Great Lakes completed another successful month with 793 enplaned passengers. The airlines total passenger count was 1,546. One year ago, I stated that, "In order to maintain EAS Program eligibility for Salina, Great Lakes will need to average 850 total passengers (enplaned & deplaned) for a 12-month period of time." Since July 2016 the airline has averaged 1,248 total passengers.

Since the start of Denver service, Great Lakes has excelled in providing reliable air. Since June 2016 the airline has operated over 730 scheduled flights with only nine (9) cancellations. **Great Lakes has completed 98.75% of scheduled flights.** The airline's reliability has been a key factor in the success of nonstop flights from Salina to Denver.

Financial Reports – Comments and Notes (Swanson)

As we ended July 2017 total YTD operating revenue continues to track ahead of budget by 5% which equates to \$98,212 ahead of the same period last year. The revenue high performers continue to include fuel flowage fees and short-term leasing activity.

Total administrative expenses at the end of July for the year-to-date arrived at 3% under budget while total maintenance expenses ended up 16% over budget. Combined, total operating expenses arrived 4% over budget or \$45,344. The increase in short-term leasing and FOL activity has contributed to additional maintenance, cleaning and utility expenses as mentioned at the April board meeting. As compared to 2016, total operating expenses are up 11%.

Total net operating income before depreciation reached \$33,778 which is ahead of budget for the current year by \$15,957.

With the July 12 closing on the Salina Airport Authority's Taxable General Obligation Refunding Bonds, Series 2017-A and General Obligation Refunding Bonds, Series 2017-B, the applicable escrow accounts have been established for the defeased bonds and for distribution of the issuance costs. The July financial statements reflect the establishment of the irrevocable escrow account and the refunded long-term liability balances.

Financial Reports – July 2017 Significant Expenditures/Payables Report Enclosed (Swanson)

The following represents the July activity in our two bond proceed improvement fund accounts:

Salina Airport Authority Account QuickReport As of July 31, 2017							
Type	Date	Num	Name	Memo	Amount	Balance	
Cash in Bank - Bond Funds						327,659.52	
108-FBK Imp Fund Temp Note 2016						327,659.52	
▶ Check	07/06/2017	15141	First Bank Kansas	Funds Transfer - AIP 36 RFR No. 4 (FAA share)	323,665.00	651,324.52	▶
Bill Pmt -Check	07/10/2017	1019	APAC-Kansas, Inc., Shears Div.		-327,439.96	323,884.56	
Bill Pmt -Check	07/10/2017	1020	Jviation, Inc.		-32,187.42	291,697.14	
Bill Pmt -Check	07/10/2017	1021	Salina Journal		-1,371.96	290,325.18	
Check	07/11/2017	15172	First Bank Kansas	Funds Transfer - AIP 36 RFR No. 5 (FAA share)	475,026.00	765,351.18	
Check	07/12/2017	15173	First Bank Kansas	Funds Transfer - AIP 38 Notice to Bid (Salina Journal)	1,371.96	766,723.14	
Bill Pmt -Check	07/12/2017	1022	APAC-Kansas, Inc., Shears Div.		-527,807.02	238,916.12	
Check	07/31/2017	15230	First Bank Kansas	Funds Transfer - AIP 36 RFR No. 6 (FAA share)	22,357.00	261,273.12	
Deposit	07/31/2017			Interest	86.72	261,359.84	
Total 108-FBK Imp Fund Temp Note 2016					-66,299.68	261,359.84	
Total Cash in Bank - Bond Funds					-66,299.68	261,359.84	
TOTAL					-66,299.68	261,359.84	

Salina Airport Authority
Account QuickReport
As of July 31, 2017

Type	Date	Num	Name	Memo	Amount	Balance
Cash in Bank - Bond Funds						8,983.07
UMB Series 2015-A Proj Fund						8,983.07
Transfer	07/12/2017			Funds Transfer - Edelman-Lyon Company - Pmt for Terminal South Automatic Door Replacement	-4,962.00	4,021.07
Total UMB Series 2015-A Proj Fund						-4,962.00
Total Cash in Bank - Bond Funds						-4,962.00
TOTAL						-4,962.00

Financial Reports – Accounts Receivable Past Due 31 days or more as of August 11, 2017(Swanson)

<u>Account</u>	<u>Amount</u>	<u>Days</u>	<u>Comments</u>
Terry Belcher	\$110	31-60	Hangar rent
National Airlines	\$560	>90	Landing Fees
Tischlerei	\$27,988.74	31>90	Rent, insurance, fin. chgs.

Agenda Item #6 – Review the Update 2018 to 2022 Capital Improvement Plan for the Salina Regional Airport and Airport Industrial Center (Rogers and Swanson)

Enclosed is a copy of the updated 2018 to 2022 CIP listing priority Airport and Airport Industrial Center improvements. Where possible all project costs have been update based upon recent bids or revised estimates. Where possible funding sources have been identified for projects.

Agenda Item #7 – Review the Airport Authority’s 2018 G.O. Bond Debt Service Schedule (Rogers and Swanson)

Enclosed is a copy of the Airport Authority’s revised schedule for General Obligation bond debt principal and interest. The schedule reflects the savings gained by this year’s G.O. bond refunding action. The schedule details principal and interest payments per bond issue.

Agenda Item #8 – Consideration of SAA Resolution No. 17-08 setting the Airport Authority’s 2017 Mill Levy for the Purpose of Paying General Obligation Bond Debt Principal and Interest in 2018. (Rogers and Swanson)

Enclosed is a copy of Resolution 17-08 that details the mill levy required to pay G.O. Bond debt principal and interest in 2018. A total of \$1,804,993 is required to make 2018’s payments. An estimated mill levy of 4.220 mills is needed to raise \$1,804,993.

Recommendation: Approval of SAA Resolution No. 17-08.

Agenda Item #9 – Consideration of Resolution No. 17-09 setting the Airport Authority’s 2017 Mill Levy for the Purpose of Matching Certain State and Federal Grants for Improvements to the Salina Regional Airport. (Rogers and Swanson)

On June 21, 2017, the Airport Authority board of directors adopted SAA Resolution No. 17-06 declaring the intent to levy a tax not to exceed 1 mill to provide matching funds for certain state and federal grants for improvements to the Salina Regional Airport. As required by K.S.A. 27-322(b), the Airport Authority published a notice of intent in the Salina Journal for two consecutive weeks. The notice informed the public that the Airport Authority’s use of mill levy funds to qualify for state or federal grants is subject to a petition by qualified electors of the City of Salina. The second notice appeared in the Salina Journal on July 5. The 30-day period for submittal of a petition by qualified voters expired on August 4. A petition was not filed during the 30 days following the last publication of the Airport Authority’s notice of intent.

For 2018 the Airport Authority does require mill matching funds to qualify for the following state and federal grants:

- | | |
|---|-----------|
| 1. FAA AIP Project No. 38 – Taxiway Bravo Reconstruction | \$262,367 |
| 2. KDOT AIP Project – Runway 12/30 Slurry Seal and Markings | \$ 65,000 |

Total mill levy funds required for 2018 state and federal airport improvements grants is \$327,367. An estimated mill levy of .765 is needed to raise \$327,367.

Enclosed is a copy of Resolution 17-09 that details the mill levy required for 2018 matching funds.

Recommendation: Approval of SAA Resolution No. 17-09

Agenda Item #10 – Consideration a FAA Grant Offer and Agreement for AIP Project No. 38 – Taxiway Bravo Reconstruction (Rogers, & Swanson)

Enclosed is a copy of the proposed FAA Grant Offer and Agreement for your review. The \$1,223,087 grant will fund 82% of the cost to reconstruct Taxiway Bravo. The Airport Authority's matching funds will amount to \$259,509 for a total project cost of \$1,482,597. Project costs include administrative expense, engineering fees and construction.

Recommendation – Accept the proposed grant agreement for FAA Project AIP-38 and authorize the chairman and board officers to execute the grant agreement.

Agenda Item #11 – Consideration of a Supplement Agreement with Jviation, Inc for FAA Project No. 38 Engineering Services (Rogers & Swanson)

Enclosed is a copy of an agreement with Jviation, Inc. for FAA Project No. 38 engineering services. As required by the FAA, Jviation will provide administrative services, construction observation, testing services, field engineering, surveying and project close out services. The total coast of the agreement is \$265,837. FAA 90% funding is \$239,253. The SAA's local share is \$26,584. The agreement has been reviewed and approved by the FAA.

Recommendation – Approval of the proposed supplemental agreement with Jviation, Inc. for FAA Project AIP-38 engineering services.

Agenda Item #12 – Consideration of a Contract with APAC – Kansas, Inc for FAA Project AIP -38 Construction Services (Rogers and Swanson)

Enclosed is a copy of the proposed contract with APAC-Kansas for construction of Taxiway Bravo reconstruction. The construction work will be completed according to plans and specifications prepared by Jviation, Inc, and approved by the FAA.

APAC was the sole bidder for the project at \$1,214,609. The FAA has reviewed and approved the single bid submitted by APAC. FAA 81% funding is \$981,899. The SAA's local share is \$232,711.

Recommendation – Approval of the proposed agreement with APAC-Kansas for FAA Project AIP-38 construction services.

STAFF REPORTS

AIP Project No. 36 – Taxiway Echo and Alpha Construction (Bieker)

The contractor needs to complete fine grading on each side of the taxiway for good drainage and seeding. It will be the spring of 2018 before seeding can be completed.

Airfield and Building Maintenance (Bieker)

There are several areas on the airfield requiring repairs. We had an area of the ramp buckle up and needed to be removed and replaced. We have a portion of runway 17-35 shouldering that will be removed and replaced due to old age. A fire suppression service line to building 655 ruptured and needs to be repaired all the way into the building (about 40' of 6" piping about 7' deep).

SAA Staff (Windhorst)

The Salina Airport Authority is accepting applications for a full-time Maintenance, Operations and ARFF Technician. Applications for this position can be found online at www.salinaairport.com under the public information tab.

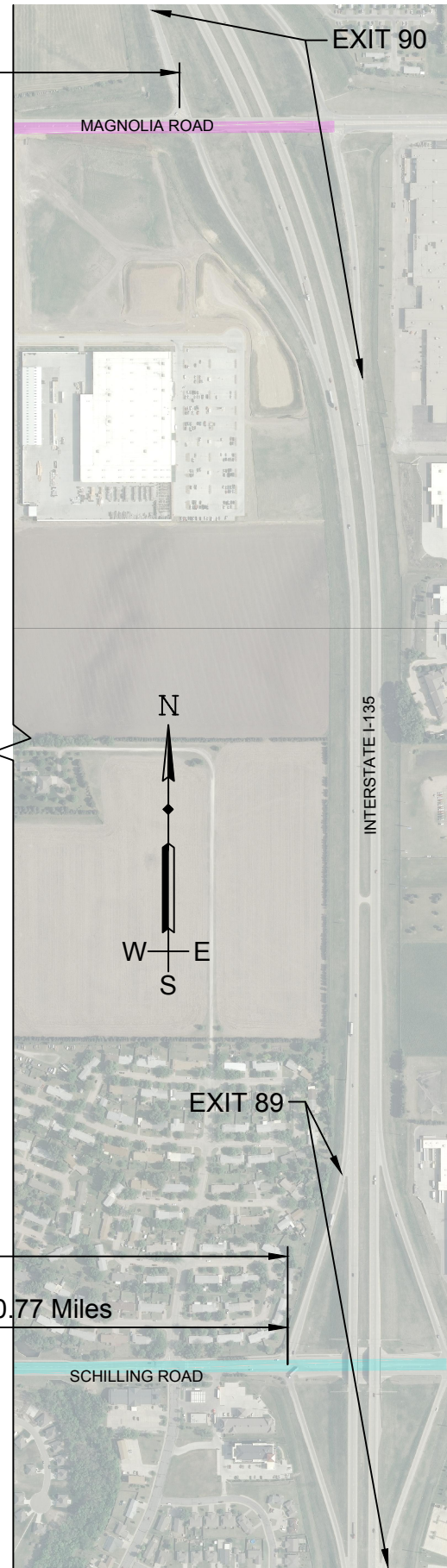
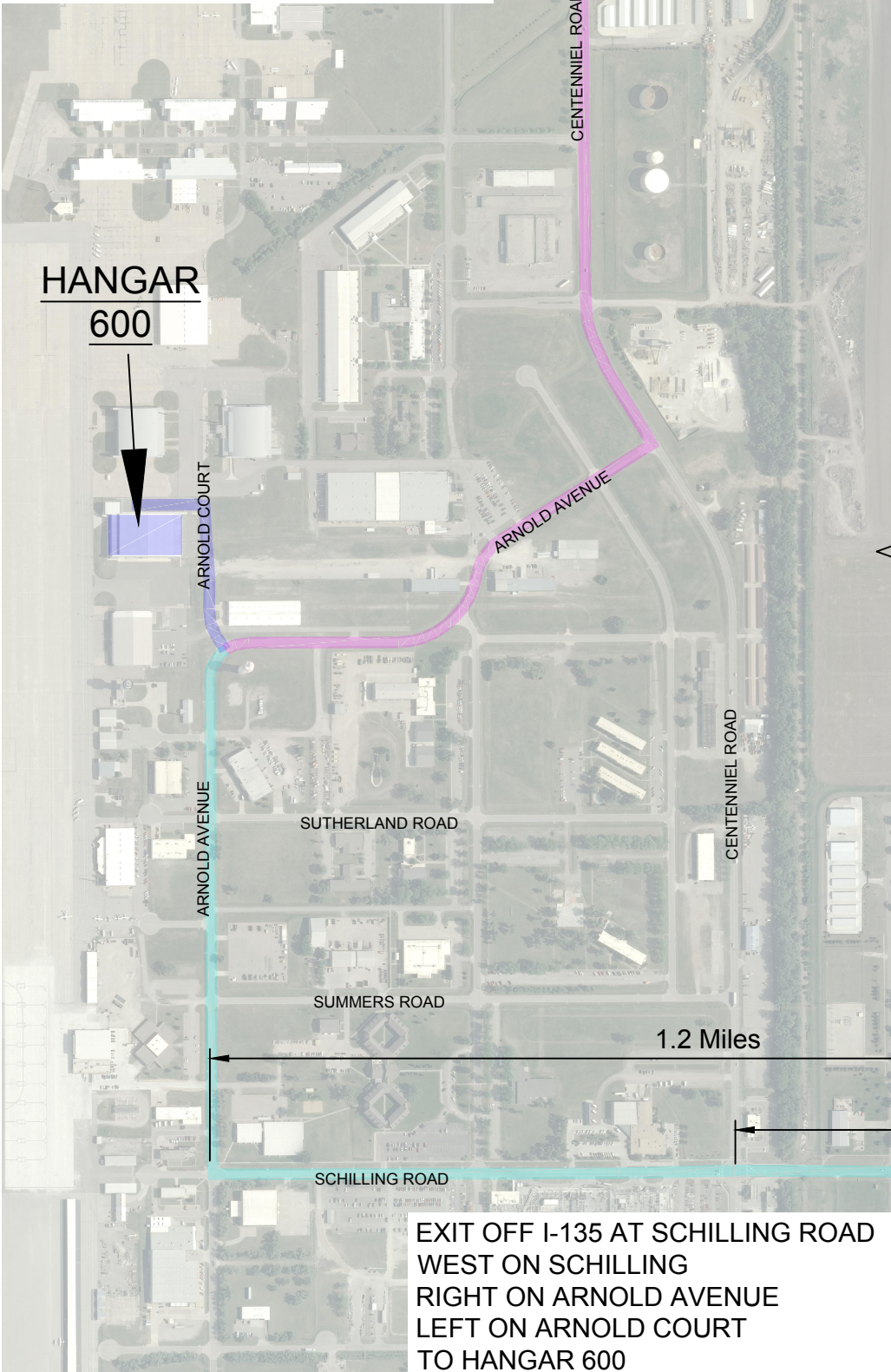
Fly Salina Marketing

Fly Salina and Great Lakes Airlines have partnered together to sponsor the upcoming event at Kansas Wesleyan University "Night with the Yotes". The event is scheduled for Saturday, August 19th and will promote Fly Salina and Great Lakes Airlines. In addition to the KWU sponsorship, Fly Salina and Great Lakes Airlines staff are working on several upcoming radio promotions throughout the remainder of the year.

Please contact me if you have any questions or comments.

DIRECTIONS TO HANGAR 600 (2720 ARNOLD COURT)

EXIT OFF I-135 AT MAGNOLIA ROAD
WEST ON MAGNOLIA
LEFT ON CENTENNIAL
RIGHT ON ARNOLD AVENUE
RIGHT ON ARNOLD COURT
TO HANGAR 600



SALINA AIRPORT AUTHORITY REGULAR BOARD MEETING

**Hangar H600, Second Floor Conference Room
2720 Arnold Court
August 16, 2017– 8:00 AM**

AGENDA

Action Items

1. Call to order and determine a quorum is present. (Platten)
2. Recognition of guests. (Platten)
3. Additions to the agenda. (Platten)
4. Approval of the minutes of the July 19, 2017 regular board meeting and August 9, 2017 special board meeting. (Platten)
5. Review of airport activity and financial reports for the month ending July 31, 2017. (Rogers & Swanson)
6. Review the updated 2018 to 2022 capital improvement plan for the Salina Regional Airport and Airport Industrial Center. (Rogers and Swanson)
7. Review the Airport Authority's 2018 G.O. Bond debt service schedule. (Rogers and Swanson)
8. Consideration of SAA Resolution No. 17-08 setting the Airport Authority's 2017 mill levy for the purpose of paying general obligation bond debt principal and interest in 2018. (Rogers & Swanson)
9. Consideration of SAA Resolution No. 17-09 setting the Airport Authority's 2017 mill levy for the purpose of matching certain state and federal grants for improvements to the Salina Regional Airport during 2018. (Rogers and Swanson)
10. Consideration of a Federal Aviation Administration Grant Offer and Agreement. (Rogers & Swanson)
11. Consideration of a supplement agreement with Aviation for airport construction observation and administration services. (Rogers & Swanson)
12. Consideration of an airfield construction contract with APAC Kansas Shears Division. (Rogers & Swanson)

Directors' Forum (Platten)



Visitor's Questions and Comments (Platten)

Staff Reports (Rogers)

Announcements (Windhorst)

Adjournment (Platten)



**MINUTES OF THE REGULAR MEETING OF THE BOARD OF
DIRECTORS OF THE SALINA AIRPORT AUTHORITY
JULY 19, 2017
HANGAR 600 SECOND FLOOR CONFERENCE ROOM**

Call to Order

The meeting was called to order at 8:00 AM by Chairman Platten.

Attendance

Attendance was taken. Chairman Platten (via conference call), Directors Buer, Eichelberger, Vancil, and Weisel were present. Also present were Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Kenny Bieker; Business and Communications Manager Kasey Windhorst; Administrative Assistant Catarino Porras and Board Attorney Greg Bengtson. Mitch Robinson, Salina Community Economic Development Organization; Eric Wiley, Salina Journal and Michael Bunn, T-Hangar Tenant were guests.

Additions to the Agenda

Chairman Platten asked if there were any additions to the agenda. Executive Director Rogers added discussion of the proposed Beechcraft Road rehabilitation project.

Minutes

Chairman Platten asked if the board members had additions or corrections to the minutes of the June 21, 2017 regular board meeting and June 28, 2017 special board meeting. Director Vancil moved, seconded by Director Buer, to approve the minutes of the June 21, 2017 regular board meeting and June 28, 2017 special board meeting. Motion passed unanimously.

50 Years Ago

The Airport Authority and Saline County Board of County Commissioners started negotiations for the sale of land to the county for use of a site to locate the County's road and bridge operations.

Airport Activity and Financial Reports

Executive Director Rogers reported on airport activity for the month of June 2017. Air traffic decreased to 4,338 operations during the month of June 2017 as compared to 8,011 during June 2016. Fuel flowage for the month of June 2017 increased by 59% compared to the same period last year. Avflight reported a total of 211,352 gallons of fuel sold during the month of June 2017 as compared to a total of 132,964 gallons during June 2016. Rogers commented on enplanements for the month of June 2017. Great Lakes recorded 1,673 total enplaned/deplaned passengers during the month. The target number for total passengers is 1,600 per month.

Director of Administration and Finance Swanson reported on the financials for the month ending June 30, 2017. Total operating revenue arrived 6% over budget and is \$148,523 ahead for the same period of 2016. Total operating expenses came in at 4% over budget at \$35,302 for the year to date. Swanson noted that total net operating income before depreciation reached \$44,054 and is ahead by \$27,492. Chairman Platten directed the staff to file the financials for audit.

2018 Debt Service Schedule and Capital Budgets

Executive Director Rogers reported on the Authority's debt service and capital budgets for 2018. Swanson distributed the flatten debt service report prepared by George K. Baum & Company highlighting payments through 2031. Rogers reviewed the preliminary 2018 capital budget report. Capital projects for 2018 include airfield improvements, industrial center improvements, building improvements, equipment purchase and land improvements. Rogers discussed the projected mill levy funds needed for the 2018 debt service. Mill levy rates will be certified by August 25, 2017.

Draft Small Community Air Service Development Program Grant Application

Executive Director Rogers presented the draft Small Community Air Service Development Program grant application prepared by ArkStar. Grant funds can be used for air service marketing that is associated with air service enhancements. The current air service marketing efforts by Denver International Airport, Great Lakes Airlines and the community is funded through June 2018. The USDOT grant application is keyed to adding a third flight and securing the funds to effectively market three flights per day. Rogers recommended approval of a consulting agreement with ArkStar in the amount of \$15,000 to complete the grant application and a True Market and Leakage Study. Director Eichelberger moved to accept the proposed consulting agreement with ArkStar, seconded by Director Vancil. Motion passed unanimously.

Long-term and Short-term Leasing Activity

Executive Director Rogers reported on long-term and short-term leasing activity at the Salina Regional Airport and Airport Industrial Center. Airport staff is working on two new long-term leases and four new short-term leases., Rogers commented on eight active prospects for long term, three active prospects for short term and two existing tenant expansions. Director of Administration and Finance Swanson reported that the terminal building conference room has been leased for one month and the 582nd out of Wyoming has signed a lease for up to 5 deployments in Hangar 509.

Staff Reports

- Executive Director Rogers commented on the proposed Beechcraft Road rehabilitation project. Rogers presented the artist rendering prepared by H.W. Lochner and coordinated with the City of Salina and Kansas State University Polytechnic. City of Salina Commissioners will review the scope of work, final engineering design report and funding options in early August.

Upon a motion duly made, the meeting adjourned at 9:30 A.M.

Minutes approved at the August 16, 2017 Board Meeting.

Secretary

(SEAL)

**MINUTES OF THE SPECIAL MEETING OF THE BOARD OF
DIRECTORS OF THE SALINA AIRPORT AUTHORITY
AUGUST 9, 2017
HANGAR 600 SECOND FLOOR CONFERENCE ROOM**

Call to Order

The meeting was called to order at 8:00 AM by Chairman Platten.

Attendance

Attendance was taken. Chairman Platten, Directors Buer, Eichelberger, Vancil and Weisel were present. Also present were Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Kenny Bieker; Business and Communications Manager Kasey Windhorst and Administrative Assistant Catarino Porras and Board Attorney Greg Bengtson. Bob Vidricksen, Saline County Commissioner; Mitch Robinson, Salina Community Economic Development Organization; Julie Yager-Zucker, General Manager Avflight Salina; Matt Jacobs, Associate Vice-President H.W. Lochner and Ziki Wang, Airport Management Intern were guests.

Additions to the Agenda

Chairman Platten asked if there were any additions to the agenda. Executive Director Rogers stated addition of agenda item 7, review of Aircraft Rescue and Firefighting (ARFF) requirements and fees.

Agreement with the City of Salina for Beechcraft Road Financing, Design, Bidding and Construction Management Services

Executive Director Rogers reviewed the Beechcraft Road rehabilitation project scope of work and project schedule. Rogers presented the City of Salina and the Airport Authority contract which outlines each entity's commitments regarding the reconstruction of the west 1,200 feet of Beechcraft Road and streetscaping work for the full 2,400 feet of Beechcraft Road. The contract allows the Airport Authority to assume the task of project financing, final design, bidding and construction management. City staff will review and approve the project plans and specifications. The City of Salina will reimburse the Salina Airport Authority for all costs associated with the project. Director Weisel moved, seconded by Director Vancil, to approve the agreement with the City of Salina for financing, design, bidding and construction management services. Motion passed unanimously.

SAA Resolution No. 17-07

Executive Director Rogers presented SAA Resolution No. 17-07 approving the issuance of General Obligation bonds of the Salina Airport Authority for the purpose of financing the cost of certain capital improvements at the Salina Regional Airport and Airport Industrial Center and authorizing the sale of General Obligation temporary notes, series 2017-1 of the Salina Airport Authority. Rogers noted that the sale of the temporary notes would not occur till December after Beechcraft Road construction bids have been opened. Director Vancil moved, seconded by Director Buer, to approve SAA Resolution No. 17-07 approving the issuance of General

Obligation temporary notes for Beechcraft Road engineering services and construction. Motion passed unanimously.

Proposed Engineering Services Contract with H.W. Lochner for Beechcraft Road Final Design, Bidding, Special Services and Construction Management

Executive Director Rogers introduced Matt Jacobs, H.W. Lochner Associate Vice President. Jacobs reviewed the proposed contract with H.W. Lochner for Beechcraft Road engineering services. The contract has been reviewed by the City of Salina's director of public works who recommends approval of the agreement. Airport Authority board approval of the agreement would allow the final design and bidding phases to be completed by the end of November 2017. Director Buer moved, seconded by Director Eichelberger, to approve the H.W. Lochner engineering service contract for Beechcraft Road final design, bidding, special services and construction management. Motion passed unanimously.

Aircraft Rescue and Firefighting (ARFF) Requirements and Fees

Executive Director Rogers reviewed FAR Part 139 requirements for Aircraft Rescue and Firefighting (ARFF) services and current Salina Airport Authority capabilities. Currently the Airport can provide ARFF Index A/B/C for air carrier charter flights. Fort Riley APOE/D flights require that the Airport Authority provide up to ARFF Index E staffing and equipment. Rogers discussed the need to configure ARFF #4 in order to meet ARFF index requirements. Weis Fire and Safety provided a quote of \$38,196 to upgrade ARFF #4 to FAR Part 139 requirements. Rogers commented that while ARFF #4 is being updated the Airport Authority needs to rent a ARFF truck and meet requirement for ARFF Index E coverage. Rogers commented on the current landing fees and increased ARFF index coverages. To offset the cost of the rental truck, Rogers recommends an increase landing fees to \$1.95 per 1,000 pounds and an increase to ARFF Index C/D/E of \$750 for all non-signatory air carrier flights. The proposed fee increase would generate over \$30,000 per year in additional revenue. Director Vancil moved, seconded by Director Weisel, to approve the ARFF #4 conversion in the amount of \$38,196, increase landing fees for non-signatory airlines and a fee for increased ARFF Index C/D/E coverage. Motion passed unanimously.

Upon a motion duly made, the meeting adjourned at 8:55 A.M.

Minutes approved at the August 16, 2017 Board meeting.

Secretary

(SEAL)

**SALINA AIRPORT AUTHORITY
AIRPORT ACTIVITY REPORT
2017**

AIR TRAFFIC/ATCT

July, 2017	3,613 Operations 779 Instrument Operations 236 Peak Day
July, 2016	5,877 Operations 684 Instrument Operations 333 Peak Day
January 2017 - July 2017	33,010 Operations
January 2016 - July 2016	48,271 Operations
January 2015 - July 2015	54,857 Operations

FUEL FLOWAGE

July, 2017	160,135 Gallons
July, 2016	208,846 Gallons
January 2017 - July 2017	1,570,954 Gallons
January 2016 - July 2016	937,866 Gallons
January 2015 - July 2015	1,280,475 Gallons

KSU-S	Avflight Salina	Avflight	
		Military/Gov't Portion	Self-fuel Station Portion
5,723	154,411	34,126	855
8,771	200,075	118,024	1,406
57,927	1,513,027	696,291	4,951
66,754	871,112	226,180	6,130
76,245	1,204,230	368,811	5,745

Great Lakes

ENPLANEMENTS	DEPLANEMENTS	TOTAL
July, 2017	793 Passengers	1,546
July, 2016	393 Passengers	
January 2017 - July 2017	4,990 Passengers	
January 2016 - July 2016	541 Passengers	
January 2015 - July 2015	751 Passengers	

ENPLANEMENTS - Charter Flights

July, 2017	0 Passengers
July, 2016	0 Passengers
January 2017 - July 2017	967 Passengers
January 2016 - July 2016	0 Passengers
January 2015 - July 2015	5,252 Passengers

TOTAL ENPLANEMENTS - Scheduled Flights & Charter Flights

July, 2017	793 Passengers
July, 2016	393 Passengers
January 2017 - July 2017	5,957 Passengers
January 2016 - July 2016	541 Passengers
January 2015 - July 2015	6,003 Passengers

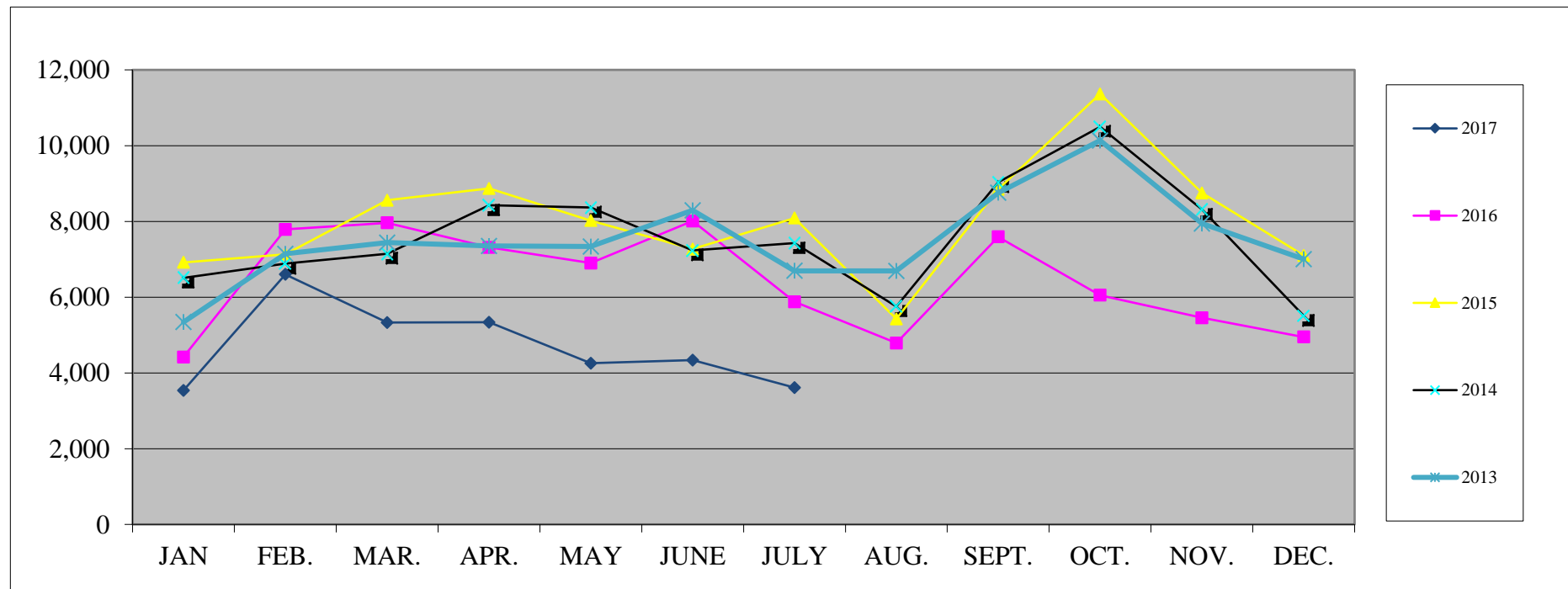
AIRPORT TRAFFIC RECORD

2016 - 2017

	ITINERANT					LOCAL			
	AC	AT	GA	MI	Total Itinerant	Civil	Military	Total Local	Total Operations
2017									
January, 17	5	1,154	585	141	1,885	1,438	216	1,654	3,539
February, 17	25	2,062	751	831	3,669	2,553	376	2,929	6,598
March, 17	2	1,426	805	260	2,493	2,518	318	2,836	5,329
April, 17	6	1,793	688	230	2,717	2,317	306	2,623	5,340
May, 17	2	1,433	823	165	2,423	1,612	218	1,830	4,253
June, 17	22	1,241	841	452	2,556	1,328	454	1,782	4,338
July, 17	6	1,035	795	205	2,041	1,320	252	1,572	3,613
August, 17									
September, 17									
October, 17									
November, 17									
December, 17									
Totals January - July	68	10,144	5,288	2,284	17,784	13,086	2,140	15,226	33,010
2016									
January, 16	5	941	676	88	1,710	2,502	210	2,712	4,422
February, 16	78	2,171	1,038	208	3,495	4,064	230	4,294	7,789
March, 16	21	1,830	869	234	2,954	4,644	364	5,008	7,962
April, 16	15	1,799	791	269	2,874	4,110	328	4,438	7,312
May, 16	106	1,610	980	325	3,021	3,473	404	3,877	6,898
June, 16	69	1,758	1,089	273	3,189	4,310	512	4,822	8,011
July, 16	3	1,411	942	152	2,508	3,215	154	3,369	5,877
August, 16									
September, 16									
October, 16									
November, 16									
December, 16									
Totals January - July	297	11,520	6,385	1,549	19,751	26,318	2,202	28,520	48,271
Difference	-229	-1,376	-1,097	735	-1,967	-13,232	-62	-13,294	-15,261
YTD % Change	-77%	-12%	-17%	47%	-10%	-50%	-3%	-47%	-32%
Legend:	AC: Air Carrier			AT: Air Taxi					
	GA: General Aviation			MI: Military					

AIR TRAFFIC

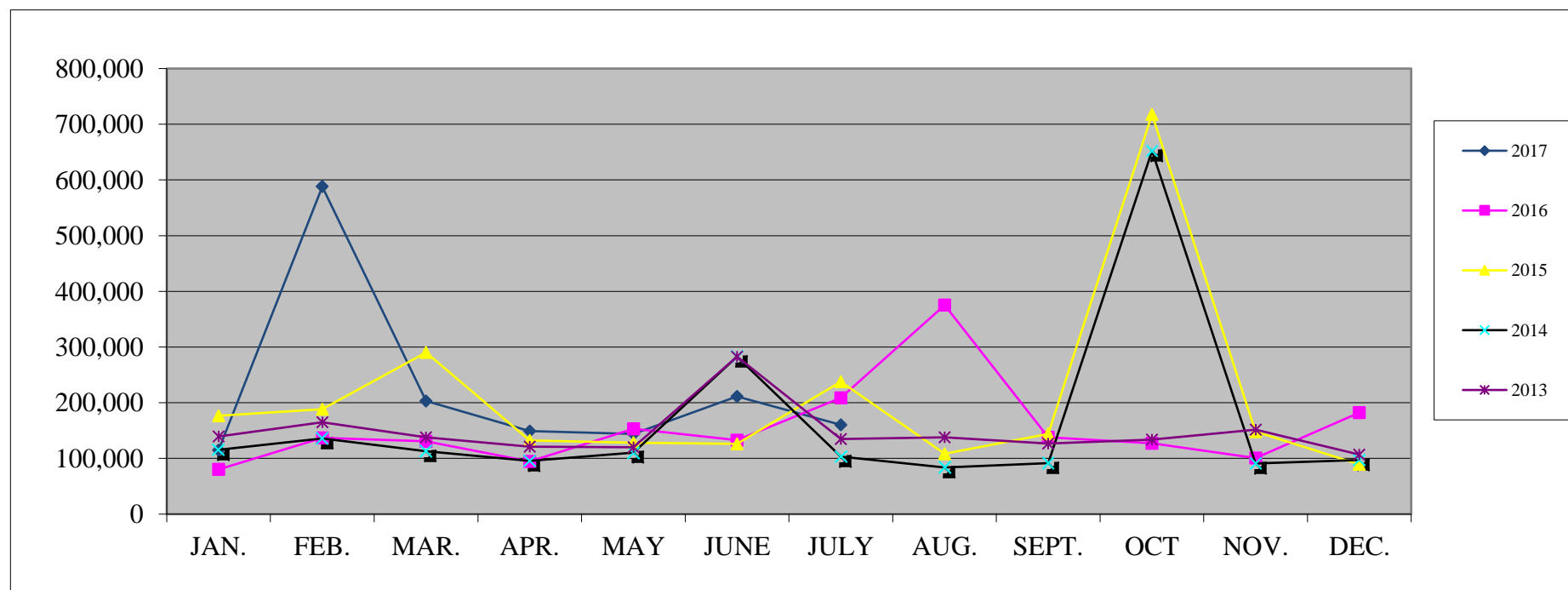
	<u>JAN</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2017	3,539	6,598	5,329	5,340	4,253	4,338	3,613						33,010
2016	4,422	7,789	7,962	7,312	6,898	8,011	5,877	4,789	7,593	6,052	5,458	4,948	77,111
2015	6,918	7,133	8,557	8,870	8,022	7,268	8,089	5,426	8,846	11,367	8,753	7,101	96,350
2014	6,511	6,887	7,143	8,426	8,365	7,234	7,423	5,756	9,035	10,496	8,316	5,509	91,101
2013	5,341	7,146	7,440	7,349	7,336	8,291	6,696	6,694	8,755	10,136	7,946	7,001	90,131
2012	4,642	6,700	8,189	8,002	11,819	7,532	7,635	7,802	10,478	10,292	8,838	5,409	97,338
2011	3,088	3,880	4,632	5,671	5,418	6,379	5,639	4,804	9,355	9,249	6,138	4,954	69,207
2010	2,760	4,430	5,743	5,964	4,611	4,572	4,364	4,009	6,816	7,653	5,100	4,429	60,451
2009	4,345	6,822	5,675	5,888	6,209	5,883	5,082	3,860	6,470	5,258	5,775	3,795	65,062
2008	4,233	6,749	6,063	6,291	5,530	6,345	5,356	4,112	7,425	8,125	6,571	4,775	71,575
2007	5,606	5,726	6,005	7,264	6,087	6,788	6,232	5,531	8,637	7,425	7,498	3,680	76,479



FUEL FLOWAGE

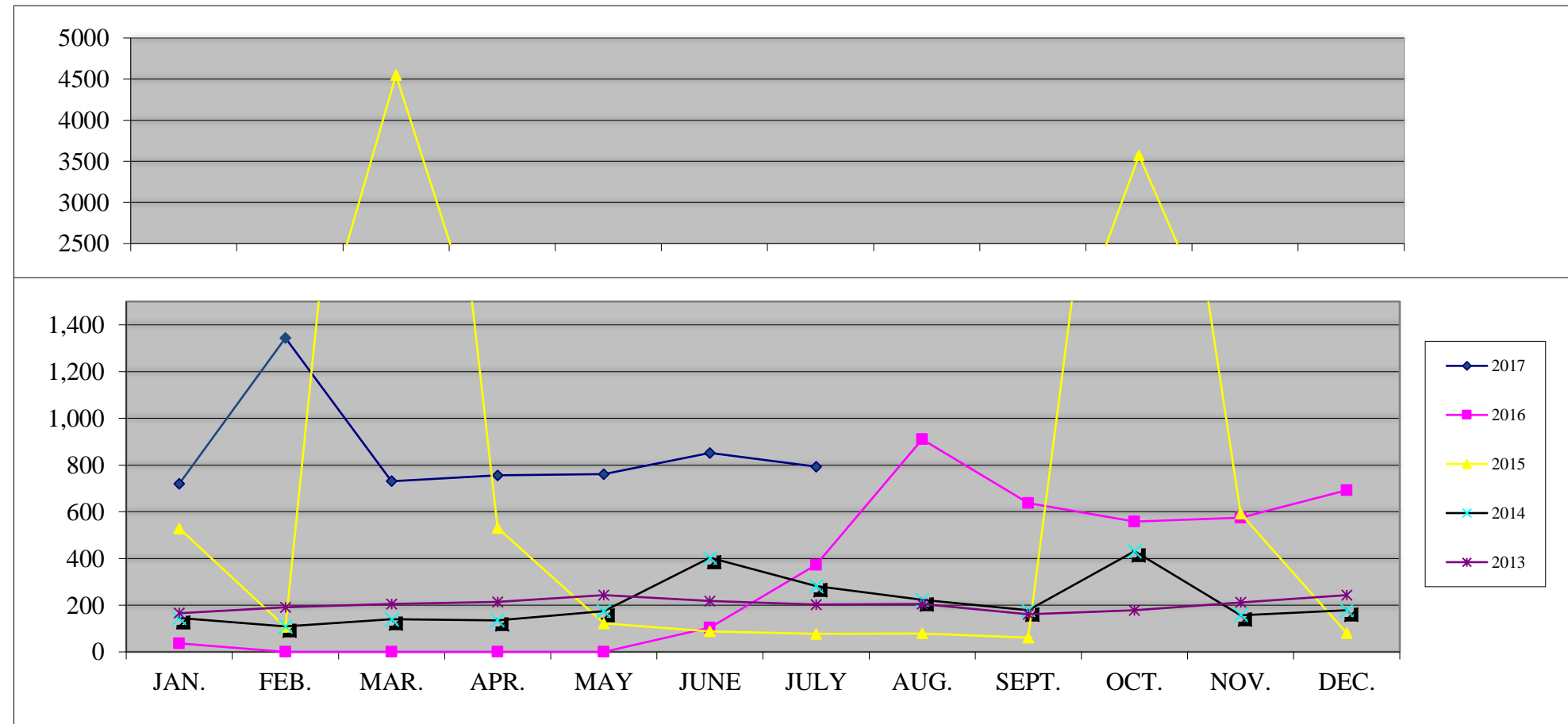
Gallons of Fuel Sold at SLN

	<u>JAN.</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT</u>	<u>NOV.</u>	<u>DEC.</u>	<u>TOTAL</u>
2017	115,075	588,072	203,387	149,134	143,801	211,352	160,135						1,570,956
2016	80,221	136,763	130,990	94,673	153,410	132,964	208,846	375,330	137,906	126,983	100,764	182,062	1,860,912
2015	176,746	188,406	290,470	132,543	128,100	126,428	237,782	108,581	143,816	717,601	147,853	89,277	2,487,603
2014	115,573	135,651	112,694	95,549	110,387	282,468	103,108	83,757	91,423	652,207	90,948	97,295	1,971,061
2013	139,227	165,167	138,056	121,295	120,083	282,743	134,677	137,840	126,523	134,024	151,427	106,917	1,757,981
2012	136,995	163,253	303,472	142,770	307,541	365,938	162,584	169,534	163,515	149,404	287,619	241,424	2,594,049
2011	158,199	175,703	311,254	168,490	141,986	261,097	246,687	202,390	178,133	172,586	203,684	166,461	2,386,670
2010	140,149	174,668	276,837	195,019	195,859	333,684	271,029	212,013	170,735	209,067	315,010	269,921	2,763,991
2009	202,765	239,649	182,205	183,738	192,029	306,421	222,991	145,268	171,251	216,190	256,904	162,174	2,481,585
2008	240,060	298,097	293,841	231,396	212,675	319,814	218,666	236,294	245,330	374,857	236,718	206,767	3,114,515
2007	301,504	331,456	315,827	300,209	306,483	433,448	292,410	317,909	323,365	294,420	327,122	234,641	3,778,794



ENPLANEMENTS

	<u>JAN.</u>	<u>FEB.</u>	<u>MAR.</u>	<u>APR.</u>	<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>	<u>AUG.</u>	<u>SEPT.</u>	<u>OCT.</u>	<u>NOV.</u>	<u>DEC.</u>	<u>FAA</u> <u>Adjustment</u>	<u>TOTAL</u>
2017	720	1,344	731	756	761	852	793							5,957
2016	36	0	0	0	0	104	372	910	637	558	574	692		3,883
2015	528	107	4,550	531	122	88	77	79	61	3,574	592	80	-310	10,079
2014	145	109	140	135	175	403	282	223	178	431	157	178	-158	2,398
2013	166	191	205	214	243	218	202	205	161	178	212	243	391	2,829
2012	237	249	247	216	287	213	174	198	151	187	229	335	803	3,526
2011	146	156	205	181	254	258	261	234	225	287	264	234	152	2,857
2010	81	97	139	116	668	166	162	154	178	436	234	510	203	3,144
2009	224	227	275	223	232	210	225	242	439	190	223	129	29	2,868
2008	228	147	224	283	372	396	393	450	524	930	309	398	516	5,170
2007	109	81	133	107	185	226	221	285	241	325	679	353	1,182	4,127



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

Salina Airport Authority
Statement of Net Assets Prev Year Comparison
As of July 31, 2017

	Jul 31, 17	Jun 30, 17	\$ Change	Jul 31, 16	\$ Change	% Change
ASSETS						
Current Assets						
Checking/Savings						
Cash in Bank - Bond Funds	265,381	336,643	-71,262	66,504	198,877	299%
Cash in bank & Petty Cash-Op	1,237,876	1,901,278	-663,402	1,621,783	-383,907	-24%
Total Checking/Savings	1,503,257	2,237,920	-734,664	1,688,287	-185,030	-11%
Accounts Receivable						
Accounts Receivable	101,724	116,848	-15,125	110,636	-8,913	-8%
Total Accounts Receivable	101,724	116,848	-15,125	110,636	-8,913	-8%
Other Current Assets						
Agri Land Receivable	56,000	56,000	0	58,000	-2,000	-4%
Mill Levy receivable	247,414	247,414	0	179,879	67,536	38%
Other current assets	136,452	139,734	-3,282	135,978	474	0%
Undeposited Funds	20	89	-69	0	20	100%
Total Other Current Assets	439,886	443,237	-3,351	373,856	66,030	18%
Total Current Assets	2,044,867	2,798,006	-753,139	2,172,779	-127,913	-6%
Fixed Assets						
Fixed assets at cost	84,789,013	84,737,769	51,244	82,431,775	2,357,238	3%
Less accumulated depreciation	-40,902,390	-40,677,825	-224,565	-38,229,622	-2,672,768	-7%
Total Fixed Assets	43,886,623	44,059,944	-173,321	44,202,153	-315,529	-1%
Other Assets						
Irrevocable Escrow 2017-A&B	1,288,505	0	1,288,505	0	1,288,505	100%
Other assets	13,146	15,111	-1,965	38,861	-25,715	-66%
Total Other Assets	1,301,651	15,111	1,286,540	38,861	1,262,790	3,250%
TOTAL ASSETS	47,233,141	46,873,061	360,080	46,413,793	819,348	2%
LIABILITIES & EQUITY						
Liabilities						
Current Liabilities						
Accounts Payable						
Accounts payable	89,193	936,383	-847,189	56,755	32,439	57%
Total Accounts Payable	89,193	936,383	-847,189	56,755	32,439	57%
Credit Cards						
Sam's Club Discover	0	-336	336	962	-962	-100%
VISA - Sunflower Bank, N.A. - S	0	-80	80	0	0	0%
VISA - Sunflower Bank, N.A. - T	0	1,207	-1,207	0	0	0%
Total Credit Cards	0	791	-791	962	-962	-100%
Other Current Liabilities						
Accrued debt interest payable	73,466	321,598	-248,132	399,624	-326,158	-82%
Debt, current portion	1,222,153	1,065,000	157,153	1,109,894	112,259	10%
Deferred Agri Land Revenue	23,833	28,500	-4,667	24,667	-833	-3%
Deferred Mill Levy revenue	869,844	1,042,501	-172,656	829,641	40,204	5%
Other current liabilities	196,430	214,162	-17,731	188,631	7,800	4%
Total Other Current Liabilities	2,385,727	2,671,760	-286,033	2,552,456	-166,729	-7%
Total Current Liabilities	2,474,920	3,608,933	-1,134,013	2,610,173	-135,252	-5%
Long Term Liabilities						
Capital Lease Payable	0	0	0	28,301	-28,301	-100%
Debt - Long Term	23,712,162	22,423,656	1,288,505	22,821,794	890,367	4%
Less current portion	-1,222,153	-1,065,000	-157,153	-1,109,894	-112,259	-10%
Security Deposits Returnable	49,560	49,560	0	44,352	5,208	12%
Total Long Term Liabilities	22,539,569	21,408,216	1,131,352	21,784,553	755,015	4%
Total Liabilities	25,014,489	25,017,149	-2,660	24,394,726	619,763	3%
Equity						
Invested in Capital Assets net	20,174,462	21,635,953	-1,461,491	21,301,579	-1,127,117	-5%
Net assets, Designated	90,000	90,000	0	90,000	0	0%
Net assets, Unrestricted	1,985,935	524,444	1,461,491	1,496,978	488,957	33%
Net Income	-31,744	-394,485	362,740	-869,489	837,745	96%
Total Equity	22,218,652	21,855,912	362,740	22,019,067	199,585	1%
TOTAL LIABILITIES & EQUITY	47,233,141	46,873,061	360,080	46,413,793	819,348	2%

Salina Airport Authority
Profit & Loss Budget Performance
July 2017

	Jul 17	Budget	\$ Over Budget	% of Budget	Jan - Jul 17	YTD Budget	\$ Over Budget	% of Budget	Annual Budget
Ordinary Income/Expense									
Income									
Airfield revenue									
Fuel Flowage Fees	12,162	14,500	-2,338	84%	120,955	85,512	35,442	141%	158,000
Hangar rent	17,506	45,000	-27,494	39%	238,772	315,000	-76,228	76%	520,000
Landing fees	2,825	542	2,283	522%	20,979	3,792	17,187	553%	6,500
Ramp rent	3,586	4,167	-581	86%	28,558	29,167	-609	98%	50,000
Total Airfield revenue	36,079	64,208	-28,130	56%	409,263	433,471	-24,207	94%	734,500
Building and land rent									
Agri land rent	6,563	4,667	1,896	141%	34,063	32,667	1,396	104%	56,000
Building rents - Long Term									
Short-term leasing	24,530	7,445	17,085	329%	125,659	52,115	73,544	241%	89,340
Building rents - Long Term - Other	66,499	65,375	1,124	102%	455,621	457,622	-2,001	100%	784,494
Total Building rents - Long Term	91,029	72,820	18,209	125%	581,280	509,737	71,544	114%	873,834
Land rent									
Basic Land Rent	7,456	8,096	-640	92%	55,795	56,671	-876	98%	97,150
Property tax - tenant share	10,000	10,000	0	100%	70,000	70,000	0	100%	120,000
Total Land rent	18,537	18,096	441	102%	129,743	126,671	3,073	102%	217,150
Tank rent	808	792	16	102%	5,656	5,542	114	102%	9,500
Total Building and land rent	116,936	96,374	20,563	121%	750,743	674,616	76,127	111%	1,156,484
Other revenue									
Airport Marketing	10,093	4,000	6,093	252%	25,122	28,000	-2,878	90%	48,000
Commissions	63	1,917	-1,854	3%	26,179	13,417	12,762	195%	23,000
Other income	3,008	3,750	-742	80%	25,747	26,250	-503	98%	45,000
Total Other revenue	13,163	9,667	3,497	136%	77,048	67,667	9,381	114%	116,000
Total Income	166,178	170,249	-4,070	98%	1,237,054	1,175,753	61,301	105%	2,006,984
Gross Profit	166,178	170,249	-4,070	98%	1,237,054	1,175,753	61,301	105%	2,006,984
Expense									
Administrative expenses									
A/E, consultants, brokers	0	1,250	-1,250	0%	850	8,750	-7,900	10%	15,000
Airport promotion	10,230	4,833	5,396	212%	29,444	33,833	-4,389	87%	58,000
Computer/Network Admin.	2,101	1,125	976	187%	10,216	7,875	2,341	130%	13,500
Dues and subscriptions	2,504	2,083	421	120%	17,682	14,583	3,098	121%	25,000
Employee retirement	4,870	5,583	-714	87%	36,958	39,083	-2,125	95%	67,000
FICA and medicare tax expense	4,289	4,667	-377	92%	32,678	32,667	11	100%	56,000
Industrial development	6,250	6,250	0	100%	18,750	18,750	0	100%	25,000
Insurance, property	13,050	12,500	550	104%	83,744	87,500	-3,756	96%	150,000
Insurance, medical	15,608	14,167	1,442	110%	115,474	99,167	16,307	116%	170,000
Kansas unemployment tax	0	83	-83	0%	371	583	-212	64%	1,000
Legal and accounting	1,239	2,667	-1,428	46%	11,335	18,667	-7,331	61%	32,000
Office salaries	32,505	37,387	-4,882	87%	246,245	261,710	-15,464	94%	448,645
Office Supplies	952	567	385	168%	4,410	3,967	443	111%	6,800
Other administrative expense	709	417	292	170%	5,059	2,917	2,142	173%	5,000
Postage	21	250	-229	8%	1,084	1,750	-666	62%	3,000
Property tax expense	13,333	13,333	0	100%	93,333	93,333	-0	100%	160,000
Special Events	0	83	-83	0%	0	583	-583	0%	1,000
Telephone	1,379	1,378	1	100%	10,722	9,647	1,075	111%	16,538
Training	0	667	-667	0%	40	4,667	-4,627	1%	8,000
Travel and meetings	1,212	833	379	145%	5,011	5,833	-822	86%	10,000
Total Administrative expenses	110,252	110,124	129	100%	723,407	745,865	-22,459	97%	1,271,483

Salina Airport Authority
Profit & Loss Budget Performance
July 2017

	Jul 17	Budget	\$ Over Budget	% of Budget	Jan - Jul 17	YTD Budget	\$ Over Budget	% of Budget	Annual Budget
Maintenance expenses									
Airfield maintenance	3,061	2,083	977	147%	18,728	14,583	4,144	128%	25,000
Airport Security	4	42	-38	10%	4	292	-288	1%	500
Building maintenance	6,569	3,750	2,819	175%	62,214	26,250	35,964	237%	45,000
Equipment fuel and repairs	6,679	4,542	2,137	147%	45,999	31,792	14,208	145%	54,500
Fire Services	250	1,250	-1,000	20%	750	8,750	-8,000	9%	15,000
Grounds maintenance	0	292	-292	0%	2,269	2,042	228	111%	3,500
Maintenance salaries	24,620	27,117	-2,497	91%	187,998	189,817	-1,818	99%	325,400
Other maintenance expenses	883	1,458	-575	61%	8,411	10,208	-1,798	82%	17,500
Snow removal expense	0	1,667	-1,667	0%	514	11,667	-11,152	4%	20,000
Utilities	18,824	16,667	2,158	113%	152,982	116,667	36,315	131%	200,000
Total Maintenance expenses	60,890	58,867	2,023	103%	479,870	412,067	67,803	116%	706,400
Total Expense	171,142	168,990	2,152	101%	1,203,276	1,157,932	45,344	104%	1,977,883
Net Ordinary Income	-4,964	1,259	-6,222	-394%	33,778	17,821	15,957	190%	29,101
Other Income/Expense									
Other Income									
Capital contributed	497,383	340,723	156,660	146%	841,383	2,385,062	-1,543,679	35%	4,088,677
Gain on sale of assets	0	0	0	0%	0	7,500	-7,500	0%	15,000
Interest income									
Interest income on deposits	116	83	33	140%	711	583	127	122%	1,000
Interest income - Other	0	0	0	0%	0	0	0	0%	0
Total Interest income	116	83	33	140%	711	583	127	122%	1,000
Mill levy income	172,656	172,656	0	100%	1,209,690	1,208,593	1,097	100%	2,071,873
Total Other Income	670,155	513,462	156,693	131%	2,051,784	3,601,738	-1,549,954	57%	6,176,550
Other Expense									
Debt interest expense net									
Interest Expense on Debt	77,886	77,886	0	100%	545,204	545,204	0	100%	934,635
Total Debt interest expense net	77,886	77,886	0	100%	545,350	545,204	147	100%	934,635
Depreciation expense	224,565	224,565	0	100%	1,571,955	1,571,955	0	100%	2,694,780
Total Other Expense	302,451	302,451	0	100%	2,117,305	2,117,159	147	100%	3,629,415
Net Other Income	367,704	211,011	156,693	174%	-65,522	1,484,579	-1,550,101	-4%	2,547,135
Net Income	362,740	212,270	150,471	171%	-31,744	1,502,400	-1,534,144	-2%	2,576,236

Salina Airport Authority
Capital Additions Budget vs. Actual
As of July 31, 2017

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Accrual Basis



	Jul 17	Jan - Jul 17	Annual Budget	+/- Annual Budget	% of Annual Budget
ASSETS					
Fixed Assets					
Fixed assets at cost					
Airfield					
AIP-36 Txy E Rehab Const. Ph 1	24,901	934,930	1,644,825	-709,895	57%
AIP-37 Txy B & E Rehab Design		0	53,133	-53,133	0%
AIP-38 Txy B Rehab Const. Ph 2		1,372	1,998,250	-1,996,878	0%
Airfield Improvements		48,296	171,510	-123,214	28%
Rwy 17/35 Improvements		199,714	180,000	19,714	111%
Total Airfield	24,901	1,184,312	4,047,718	-2,863,406	29%
Buildings & Improvements					
Building improvements					
Bldg. Imps. Other	19,085	40,332	17,500	22,832	230%
Bldg. Roofing Systems		0	10,000	-10,000	0%
Hangar #509 Imps.		0	10,000	-10,000	0%
Hangar 600 Development					
Hangar 600 - Other		3,680	10,000	-6,320	37%
Total Hangar 600 Development	0	3,680	10,000	-6,320	37%
Hangar 606 Rehabilitation		5,007	10,000	-4,993	50%
Hangar 959 Rehabilitation		10,700	31,000	-20,300	35%
Total Building improvements	19,085	59,719	88,500	-28,781	67%
FBO Improvements					
Avflight North	0	0	5,000	-5,000	0%
Total FBO Improvements	0	0	5,000	-5,000	0%
Terminal building improvements					
2015 Terminal Bldg. Remodel		-12,656	5,000	-17,656	-253%
2nd Floor Remodel-SAA Admin Ofc	2,456	5,636	2,500	3,136	225%
Terminal Bldg. Other		0	47,000	-47,000	0%
Total Terminal building improvements	2,456	-7,020	54,500	-61,520	-13%
Total Buildings & Improvements	21,541	52,699	148,000	-95,301	36%
Equipment					
ARFF equipment		0	43,446	-43,446	0%
Communications equipment	1,425	1,425	5,000	-3,575	29%
Computer equipment		11,220	15,000	-3,780	75%
Total Equipment	1,425	12,645	63,446	-50,801	20%
Land					
Airport Indust. Cent. Imps.		-356	500	-856	-71%
Environmental					
Environmental - SAFB	375	1,899	20,000	-18,101	9%
Total Environmental	375	1,899	20,000	-18,101	9%
Rail Spur Imps.	0	0	30,000	-30,000	0%
West Beechcraft Road Imps.	3,002	13,414	379,700	-366,286	4%
Total Land	3,377	14,957	430,200	-415,243	3%
Total Fixed assets at cost	51,244	1,264,613	4,689,364	-3,424,751	27%

Salina Airport Authority

Significant Capital Expenditures Detail

July 2017

Type	Date	Name	Memo	Amount	Balance
Fixed assets at cost					
Airfield					
AIP-36 Txy E Rehab Const. Ph 1					
Bill	07/14/2017	KDHE	NOI - Stormwater annual permit fee 2017	60.00	60.00
Bill	07/31/2017	Jviation, Inc.	AIP 36 - Txy E Rehab Construction	24,840.76	24,900.76
Total AIP-36 Txy E Rehab Const. Ph 1				24,900.76	24,900.76
Total Airfield				24,900.76	24,900.76
Buildings & Improvements					
Building improvements					
Bldg. Imps. Other					
Bill	07/25/2017	Salina Steel Supply, Inc.	Bldg. 655 Ramp supplies	1,699.00	1,699.00
Bill	07/26/2017	Builders Choice Concrete C...	B655 (6.25 CY)	656.25	2,355.25
Bill	07/31/2017	T Roy Construction	B655 - South Overhead Door Concrete Pads	16,730.00	19,085.25
Total Bldg. Imps. Other				19,085.25	19,085.25
Total Building improvements				19,085.25	19,085.25
Terminal building improvements					
2nd Floor Remodel-SAA Admin Ofc					
Bill	07/25/2017	Pestinger Heating & Air, Inc.	B120 - Replacement Compressor for HVAC East Unit Seco...	2,456.00	2,456.00
Total 2nd Floor Remodel-SAA Admin Ofc				2,456.00	2,456.00
Total Terminal building improvements				2,456.00	2,456.00
Total Buildings & Improvements				21,541.25	21,541.25
Equipment					
Communications equipment					
Bill	07/17/2017	Ka-Comm, Inc. (Forest Capi...	Two new hand held radios	1,424.83	1,424.83
Total Communications equipment				1,424.83	1,424.83
Total Equipment				1,424.83	1,424.83
Land					
Environmental					
Environmental - SAFB					
Bill	07/31/2017	Clark, Mize & Linville	Env. legal fees - July 2017	374.90	374.90
Total Environmental - SAFB				374.90	374.90
Total Environmental				374.90	374.90
West Beechcraft Road Imps.					
Bill	07/27/2017	Lochner - BWR Division	Engineers report for Beechcraft Road Rehabilitation	1,405.05	1,405.05
Bill	07/31/2017	Clark, Mize & Linville	West Beechcraft Road Improvement legal fees - July 2017	1,597.40	3,002.45
Total West Beechcraft Road Imps.				3,002.45	3,002.45
Total Land				3,377.35	3,377.35
Total Fixed assets at cost				51,244.19	51,244.19
TOTAL				51,244.19	51,244.19

	A	B	C	D	E	H	I	J	K	L	M	N
1	Salina Airport Authority, Salina, KS											
2	Updated for 2018 Capital Budget Programming - Preliminary; subject to 2017 year end balances											
3	8/17/2017											
4					COSTS			FUNDING				
5	CAPITAL PROJECT BUDGET	PROJECT DESCRIPTION	PN	REMARKS	TOTAL PROJECT	FY PROJECTED	FAA/KDOT GRANT	BOND PROCEEDS	MILL LEVY	OPERATING	OTHER	TBD
6	FISCAL YEAR 2016											
7	AIP-36	Txy E Rehab Const.	3-20-0072-36		2,324,740	985,856	887,270	98,586				
8	AIP-37	Txy B & E Rehab Design	3-20-0072-37		463,297	38,945	35,050					
9	2016 SUBTOTAL				2,788,037	\$ 1,024,801	\$ 922,321	\$ 98,586	\$ -	\$ -	\$ -	\$ -
10	FISCAL YEAR 2017											
11	AIP-36	Txy E Rehabilitation (cont'd)	3-20-0072-36	Construction		1,308,830	1,177,947	130,883				
12	AIP-38	Txy B Reconstruction	3-20-0072-38	Construction	1,482,597	58,760	52,884			5,876		
13	Airfield	Rwy 17/35 Slurry Seal	364-07-16		178,976			178,976				
14	Airfield	Hangar 606 Apron Repairs	401-07-17		54,577	54,577		54,577				
15	Airfield	Rwy 17/35 Rubber Removal	388-03-14		4,943			4,943				
16	Airfield	Airfield painting, Crack Sealant & Vegetation Control			41,492			41,492				
17	Airfield	Rwy 17/35 Shoulder Repairs, H600 Ramp Heave Repair & Txy D Jeave Repair	402-07-17		76,931	76,931		76,931				
18	Airfield	Other Airfield/Airfield Equipment		Airfield signage, equipment	20,000	20,000				20,000		
19	Airfield	Fossett Plaza	383-03-14		301,232	301,232					301,232	
20	Airfield	GA Hangar Construction / Site Improvements	388-05-17		80,000							80,000
21	Bldg. Imps. Other	Industrial Center Building Improvements		Bldg. 614, 620 & 655	41,000	41,000				41,000		
22	ARFF Equipment	ARFF 4 Foam System Retrofit	407-08-17		43,446	43,446		43,446				
23	Comm Equipment	Airfield Radios			5,000	5,000				5,000		
24	Computer Equip.	Hangar 606 & 509 Wi-Fi Upgrades; Replace 3 Desktop Workstations (X2 ARFF, 1X Mx)			15,000					15,000		
25	Land	Schilling Project Progression		FS & CAD completion; mediation plan	20,000	20,000				20,000		
26	Land	Rail Spur Improvements / United Suppliers -Tank Painting			30,000	30,000						30,000
27	Land	Beechcraft Road Reconstruction	377-01-17		1,378,000	200,000		200,000				
28	2017 SUBTOTAL				\$ 3,773,194	\$ 2,159,776	\$ 1,230,831	\$ 731,248	\$ -	\$ 106,876	\$ 301,232	\$ 110,000
29	FISCAL YEAR 2018											
30	AIP-36	Txy E Rehabilitation (cont'd)	3-20-0072-36	Construction		30,054	26,959	3,105				
31	AIP-37	Txy B & E Rehabilitation Design (cont'd)	3-20-0072-37	Design		5,565	5,009			557		
32	AIP-38	Txy B Reconstruction (cont'd)	3-20-0072-38	Construction		1,423,837	1,170,203		259,510			
33	AIP-39	Acquire Aircraft Rescue & Fire Fighting Vehicle	3-20-0072-39	Anticipate late 2018 grant with 90% expended in 2019.	985,000	98,500	88,650		9,850			
34	KAIP-19	Rwy 12/30 Slurry Seal	KAIP-19	Design in-house; force account joint sealing	150,000	75,000			65,000	10,000		
35	Airfield	Aircraft Parking Ramp Repairs			20,000	20,000				20,000		
36	Buildings	HVAC Bldg. Imps.			15,000	15,000				15,000		
37	Buildings	Roofing		B412, B122	10,000	10,000				10,000		
38	Buildings	Bldg. Imps.Other			10,000					10,000		
39	Buildings	B700, Avflight North Imps.			5,000	5,000				5,000		
40	Buildings	Hangar 959 Power Factor Correction	327-11-16		65,000	65,000						65,000
41	Buildings	Rail Spur			30,000	30,000				30,000		
42	Vehicles	Operations/Mx Services Vehicles			65,000	65,000						65,000

	A	B	C	D	E	H	I	J	K	L	M	N
4					COSTS		FUNDING					
5	CAPITAL PROJECT BUDGET	PROJECT DESCRIPTION	PN	REMARKS	TOTAL PROJECT	FY PROJECTED	FAA/KDOT GRANT	BOND PROCEEDS	MILL LEVY	OPERATING	OTHER	TBD
43	Vehicles	Airport 2 & 3 Vehicles			40,000	40,000						40,000
44	Equipment	Computer Equipment			10,000	10,000				10,000		
45	Equipment	Communications Equipment			5,000	5,000				5,000		
46	Land	Schilling Project Progression		FS & CAD completion; mediation plan	15,000	15,000				15,000		
47	Land	Beechcraft Road Reconstruction (cont'd)				1,178,000		1,178,000				
48	Land	Airport Industrial Center Imps.			10,000					10,000		
49	2018 SUBTOTAL				\$ 1,425,000	\$ 1,912,956	\$ 1,290,821	\$ 1,181,105	\$ 334,360	\$ 130,557	\$ -	\$ 170,000
50	FISCAL YEAR 2019											
51	AIP-39	Aircraft Rescue & Fire Fighting Vehicle (cont'd)	3-20-0072-39	Design/Construction		886,500	797,850		88,650			
52	AIP-40	Txy D Extension	3-20-0072-40	Design/Construction	1,237,222	185,583	167,025		18,558			
53	Airfield	Rwy 17/35 N'4800 Slurry Seal		Design/Construction	150,000	150,000			150,000			
54	Buildings	Hangar 606 Roof		Replace shingles with metal roof	40,000	40,000				40,000		
55	Buildings	Building 310 Environmental		Assessment/Abatement and Facility Upgrades.	35,000	35,000				35,000		
56	Buildings	H600 1st floor conference center furniture/fixtures			20,000	20,000						
57												
58												
59	2019 SUBTOTAL				\$ 1,482,222	\$ 1,317,083	\$ 964,875	\$ -	\$ 257,208	\$ 75,000	\$ -	\$ -
60	FISCAL YEAR 2020											
61	AIP-40	Txy D Extension (cont'd)	3-20-0072-40	Design/Construction		1,051,639	946,475		105,164			
62	AIP-41	Rehabilitate Rwy 17/35 (South 7,500')	3-20-0072-41	Design/Construction	2,591,956	388,793	349,914		34,991			
63												
64	2020 SUBTOTAL				\$ 2,591,956	\$ 1,440,432	\$ 1,296,389	\$ -	\$ 140,155	\$ -	\$ -	\$ -
65	FISCAL YEAR 2021											
66	AIP-41	Rehabilitate Rwy 17/35 (South 7,500') (cont'd)	3-20-0072-41	Design/Construction		2,203,162	1,982,846		198,285			
67												
68												
69	2021 SUBTOTAL				\$ -	\$ 2,203,162	\$ 1,982,846	\$ -	\$ 198,285	\$ -	\$ -	\$ -
70	FISCAL YEAR 2022											
71	Airfield	Rwy 18/36 Mill & Overlay										
72	Airfield	Reconstruct Rwy 17/35 Lighting			430,194	430,194	387,175		43,019			
73												
74	2022 SUBTOTAL				\$ 430,194	\$ 430,194	\$ 387,175	\$ -	\$ 43,019	\$ -	\$ -	\$ -
75	SHORT TERM PROJECTS TOTALS				\$ 12,490,602	\$ 10,488,404	\$ 8,075,257	\$ 2,010,939	\$ 973,028	\$ 312,433	\$ 301,232	\$ 280,000
77	INTERMEDIATE TERM PROJECTS											
78	Airfield	Rwy 12/30 Rehabilitation			1,760,633	1,760,633	1,584,570		176,063			
79	Airfield	Rehabilitate shoulders along Txy A from Txy E to midway between Txy E & F			600,000	600,000	540,000		60,000			
80	Airfield	Rehabilitate shoulders along Txy A from Txy F to midway between Txy F & G			632,496	632,496	569,246		63,250			
81	Airfield	Rehabilitate shoulders along Txy A from midway between Txy E and Txy F to Txy F			680,000	680,000	612,000		68,000			
82												
83	INTERMEDIATE TERM PROJECTS SUBTOTAL				\$ 3,673,129	\$ 3,673,129	\$ 3,305,816	\$ -	\$ 367,313	\$ -	\$ -	\$ -

	A	B	C	D	E	H	I	J	K	L	M	N	
4					COSTS		FUNDING						
5	CAPITAL PROJECT BUDGET												
	PROJECT DESCRIPTION			PN	REMARKS	TOTAL PROJECT	FY PROJECTED	FAA/KDOT GRANT	BOND PROCEEDS	MILL LEVY	OPERATING	OTHER	TBD
84	LONG TERM PROJECTS												
85	Airfield	Correct enhanced Txy markings on Txy A, B & E and to rehabilitate the surface of Txy E & B			4,376,520	4,376,520	3,938,868		437,652				
86	Equipment	Acquire Passenger Lift Device			100,000	100,000	90,000		10,000				
87	Equipment	Acquire replacement of Class 5 blower/broom			997,500	997,500	897,750		99,750				
88	Equipment	Acquire carrier truck with plow			475,000	475,000	427,500		47,500				
89	Airfield	Reconstruct connector south of Txy F.			30,000	30,000	27,000		3,000				
90	Airfield	Reconstruct the south Txy A connector to correct a geometry deficiency.			1,538,602	1,538,602	1,384,742		153,860				
91	Airfield	Reconstruct runway shoulders			4,375,800	4,375,800	3,938,220		437,580				
92	Airfield	Reconstruct Txy A between Txy E and Txy G including shoulders and MITL			292,126	292,126	262,913		29,213				
93	Airfield	Reconstruct connector north of Txy F											
94													
95	LONG TERM PROJECTS SUBTOTAL				\$ 12,185,548	\$ 12,185,548	\$10,966,993	\$ -	\$ 1,218,555	\$ -	\$ -	\$ -	
96													
97	TOTAL PROGRAM COSTS				\$ 28,349,279	\$ 26,347,081	\$22,348,066	\$ 2,010,939	\$ 2,558,895	\$ 312,433	\$ 301,232	\$ 280,000	

SALINA AIRPORT AUTHORITY
Mill Levy Projections For GO Bond Debt Service

2017-2026

Actual Debt Service Schedule as of 8/11/2017				2009-A GO DEBT SERVICE (2)		2009-B GO DEBT SERVICE (2)		2011-A GO DEBT SERVICE (2)		2011-B GO DEBT SERVICE (2)		2015-A GO DEBT SERVICE		2016-1 TEMPORARY NOTES (3)		2017-A GO DEBT SERVICE		2017-B GO DEBT SERVICE		TOTAL GO DEBT SERVICE PAYMENTS		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	\$	Mills	\$			Mills	\$					Mills	\$
2016	2017	\$ 425,319,904	2.197%	0.201	\$ 85,647	1.282	\$545,262	1.765	\$750,665	0.243	\$103,331	1.195	\$508,468	0.013	\$5,683	\$ -		\$ -		\$ 1,999,056	0.185	\$ 78,500	-0.013	\$ (5,683)	-0.475	\$ (201,983)	4.396	\$ 1,869,890	
2017	2018	\$ 427,687,062	0.557%			1.012	\$432,675	0.923	\$394,658			1.191	\$509,568	0.014	\$5,913	1.033	\$ 441,607	0.440	\$188,373	\$ 1,972,793	0.094	\$ 40,000	0.000	\$ -	-0.486	\$ (207,800)	4.220	\$ 1,804,993	
2018	2019	\$ 427,751,215	0.015%			1.011	\$432,375	0.915	\$391,545			1.415	\$605,468	0.007	\$2,957	0.852	\$ 364,590	0.393	\$168,300	\$ 1,965,234	0.105	\$ 45,000	0.000		-0.488	\$ (208,839)	4.211	\$ 1,801,395	
2019	2020	\$ 427,815,378	0.015%			1.018	\$435,500	0.894	\$382,585			1.433	\$612,868			0.849	\$ 363,358	0.392	\$167,800	\$ 1,962,111	0.105	\$ 45,000	0.000		-0.491	\$ (209,883)	4.201	\$ 1,797,227	
2020	2021	\$ 427,879,550	0.015%			1.018	\$435,750	1.887	\$807,505			0.440	\$188,368			0.858	\$ 366,958	0.391	\$167,300	\$ 1,965,881	0.000				-0.493	\$ (210,933)	4.101	\$ 1,754,948	
2021	2022	\$ 427,943,732	0.015%					1.882	\$805,335			0.441	\$188,693			1.882	\$ 805,308	0.390	\$166,800	\$ 1,966,136	0.000				-0.495	\$ (211,987)	4.099	\$ 1,754,148	
2022	2023	\$ 428,007,924	0.015%					2.117	\$906,105			0.207	\$ 88,443			1.877	\$ 803,463	0.389	\$166,300	\$ 1,964,311	0.000				-0.498	\$ (213,047)	4.092	\$ 1,751,263	
2023	2024	\$ 428,072,125	0.015%									0.213	\$ 91,043			3.984	\$ 1,705,600	0.387	\$165,550	\$ 1,962,193	0.000				-0.500	\$ (214,112)	4.084	\$ 1,748,080	
2024	2025	\$ 428,136,336	0.015%									0.218	\$ 93,195			3.978	\$ 1,703,160	0.385	\$164,800	\$ 1,961,155	0.000				-0.503	\$ (215,183)	4.078	\$ 1,745,972	
2025	2026	\$ 428,200,556	0.015%													3.556	\$ 1,522,598	1.049	\$449,050	\$ 1,971,648					-0.505	\$ (216,259)	4.099	\$ 1,755,389	
2026	2027	\$ 428,264,786	0.015%													2.916	\$ 1,248,883	1.669	\$714,750	\$ 1,963,633					-0.507	\$ (217,340)	4.078	\$ 1,746,292	

NOTES:

1. Estimated Assessed Valuation at July 1, 2017 as provided by the Saline County Clerk's Office less TIF incremental increase (For 2018 Budget)
Future Assessed Valuation assumed to grow annually at a rate of .015% (For 2019-2027 Budget Years)
2. 2009-A & 2011-B Series Refunded in 2017
2009-B & 2011-A Series Partial Refunding in 2017
3. 2016-1 GO Temp Notes mature on Sept. 1, 2019

**SALINA AIRPORT AUTHORITY
RESOLUTION NO. 17-08**

A RESOLUTION LEVYING AN AD VALOREM TAX OF AN ESTIMATED 4.220 MILLS ON ALL TAXABLE TANGIBLE PROPERTY WITHIN THE CITY OF SALINA, KANSAS FOR THE PURPOSE OF PAYING THE INTEREST ON AND PRINCIPAL OF GENERAL OBLIGATION BONDS OF THE SALINA AIRPORT AUTHORITY PURSUANT TO K.S.A. (2016 Supp.) 27-323(a).

WHEREAS, the Salina Airport Authority has prepared a general obligation bond debt service budget for calendar year 2018 relating to general obligation bonds (the “Bonds”) issued by the Salina Airport Authority and approved by the governing body of the City of Salina, Kansas, all pursuant to K.S.A. (2016 Supp.) 27-323(a); and

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

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

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

1. The Salina Airport Authority levies an ad valorem tax in the amount of \$1,804,993 to be derived by an estimated 4.220 mills on each dollar of the assessed valuation of the taxable tangible property within the City of Salina, Kansas, for the year 2017 for the purpose of paying general obligation bond debt service in 2018 and providing funding for the principal and interest fund as detailed below:

	<u>Description</u>	<u>Amount</u>
a.	2009-B (Economic development, SLN Aviation Service Center facility improvements and SAFB environmental restoration project)	\$432,675
b.	2011-A (Hangar 600, Hangar 606 rehabilitation, Bldg. 620, museum/terminal concept design)	\$394,657
c.	2015-A (Refunded 2005-A & 2007-A, Fund terminal bldg. and H959 improvements)	\$509,568
d.	2016-1 (Temporary Note – AIP 36 matching funds & airfield imps.)	\$5,913
e.	2017-A (Refunded portion of 2009-B and 2011-A)	\$441,607
f.	2017-B (Refunded 2009-A and 2011-B)	\$188,373



- g. G.O. Bond Debt Service Principal & Interest Fund \$40,000
- h. Estimated MV Tax revenue (\$207,800)

TOTAL AD VALOREM TAX REQUIRED FOR PRINCIPAL & INTEREST FUND
\$1,804,993

2. This levy shall be certified to the County Clerk of Saline County, Kansas, by the delivery of a signed copy of this Resolution to the office of the County Clerk of Saline County, Kansas, on or before August 25, 2017.

ADOPTED by the Board of Directors of the Salina Airport Authority this 16th day of August, 2017.

SALINA AIRPORT AUTHORITY

By: _____
Katherine M. Platten, Chair

ATTEST:

By: _____
Kent D. Buer, Secretary

(SEAL)



**SALINA AIRPORT AUTHORITY
RESOLUTION NUMBER 17-09**

A RESOLUTION LEVYING AN AD VALOREM TAX OF AN ESTIMATED .765 MILLS ON ALL TAXABLE TANGIBLE PROPERTY WITHIN THE CITY OF SALINA, KANSAS FOR THE PURPOSE OF PROVIDING MATCHING FUNDS TO QUALIFY FOR ANY FEDERAL OR STATE GRANT RELATING TO THE DEVELOPMENT, IMPROVEMENT, OPERATION OR MAINTENANCE OF THE SALINA REGIONAL AIRPORT PURSUANT TO K.S.A 27-322(b.)

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

WHEREAS, the requirement exists for the Salina Airport Authority to provide Matching Funds to qualify for Federal and State Grants in 2018.

WHEREAS, as required by K.S.A. 27-322(b), the Salina Airport Authority published its notice of its intent to Levy up to one mill in the *Salina Journal* on June 28, 2017 and July 5, 2017.

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

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

1. The Salina Airport Authority levies an ad valorem tax in the amount of \$327,367 to be derived by an estimated at .765 mills for the purpose of providing matching federal and state grant funds.

2. This levy shall be certified to the County Clerk of Saline County, Kansas, by the delivery of a signed copy of this Resolution to the office of the County Clerk of Saline County, Kansas, on or before August 25, 2017.

ADOPTED by the Board of Directors of the Salina Airport Authority this 16th day of August, 2017.

Katherine M. Platten, Board Chair

ATTEST:

Kent D. Buer, Board Secretary



U.S. Department
of Transportation
Federal Aviation
Administration

ORIGINAL

GRANT AGREEMENT

PART I – OFFER

Date of Offer

AUG 07 2017

Airport/Planning Area

Salina Regional

AIP Grant Number

3-20-0072-038-2017

DUNS Number

156346900

TO: **Salina Airport Authority, Kansas**

(herein called the "Sponsor")

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

WHEREAS, the Sponsor has submitted to the FAA a Project Application dated June 28, 2017, for a grant of Federal funds for a project at or associated with the **Salina Regional Airport**, which is included as part of this Grant Agreement; and

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

Reconstruct Taxiway Bravo (Phase 2 - Construction)

which is more fully described in the Project Application.

NOW THEREFORE, According to the applicable provisions of the former Federal Aviation Act of 1958, as amended and recodified, 49 U.S.C. § 40101, et seq., and the former Airport and Airway Improvement Act of 1982 (AAIA), as amended and recodified, 49 U.S.C. § 47101, et seq., (herein the AAIA grant statute is referred to as "the Act"), the representations contained in the Project Application, and in consideration of (a) the Sponsor's adoption and ratification of the Grant Assurances dated March 2014, and the Sponsor's acceptance of this Offer; and, (b) the benefits to accrue to the United States and the public from the accomplishment of the Project and compliance with the Grant Assurances and conditions as herein provided.

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

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

CONDITIONS

1. **Maximum Obligation.** The maximum obligation of the United States payable under this Offer is **\$1,223,087.00.**

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

\$0 for planning

\$1,223,087.00 for airport development or noise program implementation; and,

\$0 for land acquisition.

2. **Period of Performance.** The period of performance begins on the date the Sponsor formally accepts this agreement. Unless explicitly stated otherwise in an amendment from the FAA, the end date of the period of performance is 4 years (1,460 calendar days) from the date of formal grant acceptance by the Sponsor.

The Sponsor may only charge allowable costs for obligations incurred prior to the end date of the period of performance (2 CFR §200.309). Unless the FAA authorizes a written extension, the sponsor must submit all project closeout documentation and liquidate (pay off) all obligations incurred under this award no later than 90 calendar days after the end date of the period of performance (2 CFR §200.343).

The period of performance end date does not relieve or reduce Sponsor obligations and assurances that extend beyond the closeout of a grant agreement.
3. **Ineligible or Unallowable Costs.** The Sponsor must not include any costs in the project that the FAA has determined to be ineligible or unallowable.
4. **Indirect Costs - Sponsor.** Sponsor may charge indirect costs under this award by applying the indirect cost rate identified in the project application as accepted by the FAA, to allowable costs for Sponsor direct salaries and wages.
5. **Determining the Final Federal Share of Costs.** The United States' share of allowable project costs will be made in accordance with the regulations, policies, and procedures of the Secretary. Final determination of the United States' share will be based upon the final audit of the total amount of allowable project costs and settlement will be made for any upward or downward adjustments to the Federal share of costs.
6. **Completing the Project Without Delay and in Conformance with Requirements.** The Sponsor must carry out and complete the project without undue delays and in accordance with this agreement, and the regulations, policies, and procedures of the Secretary. The Sponsor also agrees to comply with the assurances which are part of this agreement.
7. **Amendments or Withdrawals before Grant Acceptance.** The FAA reserves the right to amend or withdraw this offer at any time prior to its acceptance by the Sponsor.
8. **Offer Expiration Date.** This offer will expire and the United States will not be obligated to pay any part of the costs of the project unless this offer has been accepted by the Sponsor on or before **August 31, 2017**, or such subsequent date as may be prescribed in writing by the FAA.
9. **Improper Use of Federal Funds.** The Sponsor must take all steps, including litigation if necessary, to recover Federal funds spent fraudulently, wastefully, or in violation of Federal antitrust statutes, or misused in any other manner for any project upon which Federal funds have been expended. For the purposes of this grant agreement, the term "Federal funds" means funds however used or dispersed by the Sponsor, that were originally paid pursuant to this or any other Federal grant agreement. The Sponsor

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

10. United States Not Liable for Damage or Injury. The United States is not responsible or liable for damage to property or injury to persons which may arise from, or be incident to, compliance with this grant agreement.

11. System for Award Management (SAM) Registration And Universal Identifier.

A. Requirement for System for Award Management (SAM): Unless the Sponsor is exempted from this requirement under 2 CFR 25.110, the Sponsor must maintain the currency of its information in the SAM until the Sponsor submits the final financial report required under this grant, or receives the final payment, whichever is later. This requires that the Sponsor review and update the information at least annually after the initial registration and more frequently if required by changes in information or another award term. Additional information about registration procedures may be found at the SAM website (currently at <http://www.sam.gov>).

B. Data Universal Numbering System: DUNS number means the nine-digit number established and assigned by Dun and Bradstreet, Inc. (D & B) to uniquely identify business entities. A DUNS number may be obtained from D & B by telephone (currently 866-705-5771) or on the web (currently at <http://fedgov.dnb.com/webform>).

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

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

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

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

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

14. Air and Water Quality. The Sponsor is required to comply with all applicable air and water quality standards for all projects in this grant. If the Sponsor fails to comply with this requirement, the FAA may suspend, cancel, or terminate this agreement.

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

16. Buy American. Unless otherwise approved in advance by the FAA, the Sponsor will not acquire or permit any contractor or subcontractor to acquire any steel or manufactured products produced outside the

United States to be used for any project for which funds are provided under this grant. The Sponsor will include a provision implementing Buy American in every contract.

17. **Maximum Obligation Increase For Nonprimary Airports.** In accordance with 49 U.S.C. § 47108(b), as amended, the maximum obligation of the United States, as stated in Condition No. 1 of this Grant Offer:
 - A. May not be increased for a planning project;
 - B. May be increased by not more than 15 percent for development projects;
 - C. May be increased by not more than 15 percent or by an amount not to exceed 25 percent of the total increase in allowable costs attributable to the acquisition of land or interests in land, whichever is greater, based on current credible appraisals or a court award in a condemnation proceeding.
18. **Audits for Public Sponsors.** The Sponsor must provide for a Single Audit or program specific audit in accordance with 2 CFR part 200. The Sponsor must submit the audit reporting package to the Federal Audit Clearinghouse on the Federal Audit Clearinghouse's Internet Data Entry System at <http://harvester.census.gov/facweb/>. Provide one copy of the completed audit to the FAA if requested.
19. **Suspension or Debarment.** When entering into a "covered transaction" as defined by 2 CFR §180.200, the Sponsor must:
 - A. Verify the non-federal entity is eligible to participate in this Federal program by:
 1. Checking the excluded parties list system (EPLS) as maintained within the System for Award Management (SAM) to determine if the non-federal entity is excluded or disqualified; or
 2. Collecting a certification statement from the non-federal entity attesting they are not excluded or disqualified from participating; or
 3. Adding a clause or condition to covered transactions attesting individual or firm are not excluded or disqualified from participating.
 - B. Require prime contractors to comply with 2 CFR §180.330 when entering into lower-tier transactions (e.g. Sub-contracts).
 - C. Immediately disclose to the FAA whenever the Sponsor (1) learns they have entered into a covered transaction with an ineligible entity or (2) suspends or debars a contractor, person, or entity.
20. **Ban on Texting While Driving.**
 - A. In accordance with Executive Order 13513, Federal Leadership on Reducing Text Messaging While Driving, October 1, 2009, and DOT Order 3902.10, Text Messaging While Driving, December 30, 2009, the Sponsor is encouraged to:
 1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted drivers including policies to ban text messaging while driving when performing any work for, or on behalf of, the Federal government, including work relating to a grant or subgrant.
 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as:
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.
 - B. The Sponsor must insert the substance of this clause on banning texting while driving in all subgrants, contracts and subcontracts.

21. AIP Funded Work Included in a PFC Application.

Within 90 days of acceptance of this award, Sponsor must submit to the Federal Aviation Administration an amendment to any approved Passenger Facility Charge (PFC) application that contains an approved PFC project also covered under this grant award. The airport sponsor may not make any expenditure under this award until project work addressed under this award is removed from an approved PFC application by amendment.

22. Exhibit "A" Property Map. The Exhibit "A" Property Map dated **June 01, 2014**, is incorporated herein by reference or is submitted with the project application and made part of this grant agreement.**23. Employee Protection from Reprisal.****A. Prohibition of Reprisals –**

1. In accordance with 41 U.S.C. § 4712, an employee of a grantee or subgrantee may not be discharged, demoted, or otherwise discriminated against as a reprisal for disclosing to a person or body described in sub-paragraph (A)(2), information that the employee reasonably believes is evidence of:
 - i. Gross mismanagement of a Federal grant;
 - ii. Gross waste of Federal funds;
 - iii. An abuse of authority relating to implementation or use of Federal funds;
 - iv. A substantial and specific danger to public health or safety; or
 - v. A violation of law, rule, or regulation related to a Federal grant.
2. Persons and bodies covered: The persons and bodies to which a disclosure by an employee is covered are as follows:
 - i. A member of Congress or a representative of a committee of Congress;
 - ii. An Inspector General;
 - iii. The Government Accountability Office;
 - iv. A Federal office or employee responsible for oversight of a grant program;
 - v. A court or grand jury;
 - vi. A management office of the grantee or subgrantee; or
 - vii. A Federal or State regulatory enforcement agency.
3. Submission of Complaint – A person who believes that they have been subjected to a reprisal prohibited by paragraph A of this grant term may submit a complaint regarding the reprisal to the Office of Inspector General (OIG) for the U.S. Department of Transportation.
4. Time Limitation for Submittal of a Complaint - A complaint may not be brought under this subsection more than three years after the date on which the alleged reprisal took place.
5. Required Actions of the Inspector General – Actions, limitations and exceptions of the Inspector General's office are established under 41 U.S.C. § 4712(b)
6. Assumption of Rights to Civil Remedy - Upon receipt of an explanation of a decision not to conduct or continue an investigation by the Office of Inspector General, the person submitting a complaint assumes the right to a civil remedy under 41 U.S.C. § 4712(c).

24. Lighting. The Sponsor must operate and maintain the lighting system during the useful life of the system in accordance with applicable FAA standards.**25. Pavement Maintenance Management Program.** The Sponsor agrees that it will implement an effective airport pavement maintenance management program as required by Grant Assurance Pavement Preventive Management. The Sponsor agrees that it will use the program for the useful life of any

pavement constructed, reconstructed, or repaired with federal financial assistance at the airport. The Sponsor further agrees that the program will:

- A. Follow FAA Advisory Circular 150/5380-6, "Guidelines and Procedures for Maintenance of Airport Pavements," for specific guidelines and procedures for maintaining airport pavements, establishing an effective maintenance program, specific types of distress and its probable cause, inspection guidelines, and recommended methods of repair;
- B. Detail the procedures to be followed to assure that proper pavement maintenance, both preventive and repair, is performed;
- C. Include a Pavement Inventory, Inspection Schedule, Record Keeping, Information Retrieval, and Reference, meeting the following requirements:
 - 1. Pavement Inventory. The following must be depicted in an appropriate form and level of detail:
 - a. Location of all runways, taxiways, and aprons;
 - b. Dimensions;
 - c. Type of pavement; and,
 - d. Year of construction or most recent major rehabilitation.
 - 2. Inspection Schedule.
 - a. Detailed Inspection. A detailed inspection must be performed at least once a year. If a history of recorded pavement deterioration is available, i.e., Pavement Condition Index (PCI) survey as set forth in the Advisory Circular 150/5380-6, the frequency of inspections may be extended to three years.
 - b. Drive-By Inspection. A drive-by inspection must be performed a minimum of once per month to detect unexpected changes in the pavement condition. For drive-by inspections, the date of inspection and any maintenance performed must be recorded.
 - 3. Record Keeping. Complete information on the findings of all detailed inspections and on the maintenance performed must be recorded and kept on file for a minimum of five years. The type of distress, location, and remedial action, scheduled or performed, must be documented. The minimum information is:
 - a. Inspection date;
 - b. Location;
 - c. Distress types; and
 - d. Maintenance scheduled or performed.
 - 4. Information Retrieval System. The Sponsor must be able to retrieve the information and records produced by the pavement survey to provide a report to the FAA as may be required.

26. Project Which Contains Paving Work in Excess of \$500,000. The Sponsor agrees to:

- A. Furnish a construction management program to the FAA prior to the start of construction which details the measures and procedures to be used to comply with the quality control provisions of the construction contract, including, but not limited to, all quality control provisions and tests required by the Federal specifications. The program must include as a minimum:
 - 1. The name of the person representing the Sponsor who has overall responsibility for contract administration for the project and the authority to take necessary actions to comply with the contract;

2. Names of testing laboratories and consulting engineer firms with quality control responsibilities on the project, together with a description of the services to be provided;
 3. Procedures for determining that the testing laboratories meet the requirements of the American Society of Testing and Materials standards on laboratory evaluation referenced in the contract specifications (D 3666, C 1077);
 4. Qualifications of engineering supervision and construction inspection personnel;
 5. A listing of all tests required by the contract specifications, including the type and frequency of tests to be taken, the method of sampling, the applicable test standard, and the acceptance criteria or tolerances permitted for each type of test; and
 6. Procedures for ensuring that the tests are taken in accordance with the program, that they are documented daily, and that the proper corrective actions, where necessary, are undertaken.
- B. Submit at completion of the project, a final test and quality assurance report documenting the summary results of all tests performed; highlighting those tests that indicated failure or that did not meet the applicable test standard. The report must include the pay reductions applied and the reasons for accepting any out-of-tolerance material. Submit interim test and quality assurance reports when requested by the FAA.
- C. Failure to provide a complete report as described in paragraph b, or failure to perform such tests, will, absent any compelling justification; result in a reduction in Federal participation for costs incurred in connection with construction of the applicable pavement. Such reduction will be at the discretion of the FAA and will be based on the type or types of required tests not performed or not documented and will be commensurate with the proportion of applicable pavement with respect to the total pavement constructed under the grant agreement.
- D. The FAA, at its discretion, reserves the right to conduct independent tests and to reduce grant payments accordingly if such independent tests determine that sponsor test results are inaccurate.
- 27. Protection of Runway Protection Zone - Airport Property.** The Sponsor agrees to prevent the erection or creation of any structure, place of public assembly, or other use in the runway protection zone, as depicted on the Exhibit "A": Property Map, except for NAVAIDS that are fixed by their functional purposes or any other structure permitted by the FAA. The Sponsor further agrees that any existing structures or uses within the Runway Protection Zone will be cleared or discontinued by the Sponsor unless approved by the FAA.
- 28. Protection of Runway Protection Zone - Easement.** The Sponsor agrees to take any and all steps necessary to ensure that the owner of the land within the designated Runway Protection Zone will not build any structure in the Runway Protection Zone that is an airport hazard or which might create glare or misleading lights or lead to the construction of residences, fuel handling and storage facilities, smoke generating activities, or places of public assembly, such as churches, schools, office buildings, shopping centers, and stadiums.
- 29. Small Airport Fund.** The source of this grant may include funding from the Small Airport Fund.
- 30. Plans and Specifications Approval Based Upon Certification.** The FAA and the Sponsor agree that the FAA approval of the Sponsor's Plans and Specification is based primarily upon the Sponsor's certification to carry out the project in accordance with policies, standards, and specifications approved by the FAA. The Sponsor understands that:
- A. The Sponsor's certification does not relieve the Sponsor of the requirement to obtain prior FAA approval for modifications to any AIP standards or to notify the FAA of any limitations to competition within the project;

- B. The FAA's acceptance of a Sponsor's certification does not limit the FAA from reviewing appropriate project documentation for the purpose of validating the certification statements; and,
- C. If the FAA determines that the Sponsor has not complied with their certification statements, the FAA will review the associated project costs to determine whether such costs are allowable under AIP.

31. Non-AIP Work in Application. The Sponsor understands and agrees that:

- A. The Project Application includes the construction of an additional 15 feet of taxiway width that is not being funded with any Federal funding in this project;
- B. Although the Sponsor has estimated a total project cost of \$1,550,464, the total allowable cost for purposes of determining federal participation equals \$1,358,986;
- C. It must maintain separate accounting of cost records for the AIP and non-AIP work;
- D. All pertinent records supporting project costs must be made available for inspection and audit by the FAA when requested; and,
- E. All non-AIP work is the sole responsibility of the Sponsor.

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

**UNITED STATES OF AMERICA
FEDERAL AVIATION ADMINISTRATION**


(Signature)

Jim A. Johnson

(Typed Name)

Director, Central Region Airports Division

(Title of FAA Official)

PART II - ACCEPTANCE

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

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

Executed this _____ day of _____, _____.

Salina Airport Authority

(Name of Sponsor)

By:

(Signature of Sponsor's Authorized Official)

(Typed Name of Sponsor's Authorized Official)

(Title of Sponsor's Authorized Official)

CERTIFICATE OF SPONSOR'S ATTORNEY

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

That in my opinion the Sponsor is empowered to enter into the foregoing Grant Agreement under the laws of the State of Kansas. Further, I have examined the foregoing Grant Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said State and the Act. In addition, for grants involving projects to be carried out on property not owned by the Sponsor, there are no legal impediments that will prevent full performance by the Sponsor. Further, it is my opinion that the said Grant Agreement constitutes a legal and binding obligation of the Sponsor in accordance with the terms thereof.

Dated at _____ (location) this _____ day of _____.

By:

(Signature of Sponsor's Attorney)

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

AMENDMENT NO. TWO (2) TO CONTRACT
DATED SEPTEMBER 17, 2014
BETWEEN
JVIATION, INC.
AND
SALINA AIRPORT AUTHORITY
SALINA, KS

The Sponsor and the Engineer agree to amend their contract for improvements to the Salina Regional Airport, Salina, Kansas to include fees for Taxiway B Reconstruction services. The improvement Item is included in the Scope of Work of the original contract. The item covered by this amendment is described as follows:

Reconstruct Taxiway B

The Sponsor agrees to pay the Engineer for the services listed under Section 2 of the original contract in the following manner:

PART A - BASIC SERVICES

DESIGN

Preliminary Design..... Lump Sum of \$7,075.00
Design..... Lump Sum of \$21,656.00

BIDDING

Bidding..... Lump Sum of \$16,764.00

PCN EVALUATION PHASE

PCN Evaluation Lump Sum of \$8,648.00

REIMBURSABLE COSTS

Reimbursable Costs During Design\$2,467.00

TOTAL BASIC SERVICES \$56,610.00

Method of payment shall be as follows:

Interim payments based on work performed by the Engineer and detailed in a report submitted to the Sponsor with the request for payment. A retainer of ten percent of the total contract amount to be paid upon Notice to Proceed for construction, or, in the event the Sponsor does not elect to proceed with construction, the remaining ten percent to be paid upon receipt of request for payment from the Engineer.

PART B - SPECIAL SERVICES (SOILS AND PAVEMENT INVESTIGATIONS/TOPOGRAPHIC SURVEYS/HYDROLOGIC STUDIES/CONSTRUCTION ADMINISTRATION AND FIELD ENGINEERING)

The maximum estimated SPECIAL SERVICES engineering is as follows:

ACCEPTANCE TESTING

Kaw Valley Engineering, Inc. Not to Exceed \$13,500.00

ALP AND AGIS UPDATE

Coffman Associates Not to Exceed \$10,752.00

If work is abandoned, or terminated, after obtaining approval by the Sponsor and the FAA of the final construction plans and specifications, the Sponsor shall reimburse up to 100 percent of the total lump sum as listed under PART A, and 100 percent of the invoiced costs for soils and pavement investigations, topographic surveys, and hydrological studies, or other studies as listed under PART B.

CONSTRUCTION ADMINISTRATION AND FIELD ENGINEERING

The estimated maximum for CONSTRUCTION ADMINISTRATION and FIELD ENGINEERING is:

Construction Administration Not to Exceed \$7,822.00

Pre-Construction Coordination Not to Exceed \$3,519.00

Construction Coordination..... Not to Exceed \$131,977.00

Post Construction Not to Exceed \$21,738.00

REIMBURSABLE COSTS

Reimbursable Costs During Construction \$19,919.00

TOTAL SPECIAL SERVICES \$209,227.00

TOTAL..... \$265,837.00

Method of payment shall be as follows:

For services rendered under PART B - SPECIAL SERVICES, the Sponsor agrees to make monthly payments based upon the work performed by the Engineer, up to 90 percent of the total contract. The final ten percent of the fee shall be due and payable when the project final inspection and the construction report have been completed, and when reproducible "Record Drawings" have been submitted to the Sponsor and when the revised Airport Layout Plan has been approved by the FAA or when the construction work has terminated. The "Record Drawings" and Construction Report shall be submitted within a period of 90 days from end of construction period. This Amendment shall be considered concurrent with completion of audit.

PART C – ASSURANCES

I. CIVIL RIGHTS ACT OF 1964, TITLE VI – CONTRACTOR CONTRACTUAL REQUIREMENTS (Reference: 49 CFR Part 21)

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

- **Compliance with Regulations.** The Engineer shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- **Nondiscrimination.** The Engineer, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Engineer shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- **Solicitations for Subcontracts, Including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the Engineer for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Engineer of the Engineer's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
- **Information and Reports.** The Engineer shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of an Engineer is in the exclusive possession of another who fails or refuses to furnish this information, the Engineer shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.
- **Sanctions for Noncompliance.** In the event of the Engineer's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the Engineer under the contract until the Engineer complies, and/or
 - b. Cancellation, termination, or suspension of the contract, in whole or in part.
- **Incorporation of Provisions.** The Engineer shall include the provisions of paragraphs one through five (*Compliance with Regulations, Nondiscrimination, Solicitations for Subcontracts, Information and Reports, and Sanctions for Noncompliance*) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Engineer shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event an Engineer becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Engineer may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the Engineer may request the United States to enter into such litigation to protect the interests of the United States.

II. AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, SECTION 520 - GENERAL CIVIL RIGHTS PROVISIONS (*Reference: Airport and Airway Improvement Act of 1982, Section 520; Title 49 47123; AC 150/5100-15, Para. 10.c.*)

The Engineer assures that it will comply with pertinent statutes, Executive orders and such rules as are promulgated to assure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or handicap be excluded from participating in any activity conducted with or benefiting from Federal assistance. This provision obligates the tenant/concessionaire/lessee or its transferee for the period during which Federal assistance is extended to the airport a program, except where Federal assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon. In these cases the provision obligates the party or any transferee for the longer of the following periods: (a) the period during which the property is used by the airport sponsor or any transferee for a purpose for which Federal assistance is extended, or for another purpose involving the provision of similar services or benefits or (b) the period during which the airport sponsor or any transferee retains ownership or possession of the property. In the case of Engineers, this provision binds the Engineers from the bid solicitation period through the completion of the contract. This provision is in addition to that required of Title VI of the Civil Rights Act of 1964.

III. DISADVANTAGED BUSINESS ENTERPRISES (*Reference: 49 CFR Part 26*)

- **Contract Assurance (§26.13)** - The Engineer or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Engineer shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Engineer to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.
- **Prompt Payment (§26.29)** - The prime Engineer agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than **Fifteen (15)** days from the receipt of each payment the prime Engineer receives from Sponsor. The prime Engineer agrees further to return retainage payments to each subcontractor within Fifteen (15) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the Board. This clause applies to both DBE and non-DBE subcontractors.

IV. LOBBYING AND INFLUENCING FEDERAL EMPLOYEES (*Reference: 49 CFR Part 20, Appendix A*)

The bidder or offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

V. ACCESS TO RECORDS AND REPORTS (*Reference: 49 CFR Part 18.36(i); FAA Order 5100.38*)

The Engineer shall maintain an acceptable cost accounting system. The Engineer agrees to provide the Sponsor, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representative's access to any books, documents, papers, and records of the Engineer which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Engineer agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

VI. BREACH OF CONTRACT TERMS (*Reference: 49 CFR Part 18.36*)

Any violation or breach of terms of this contract on the part of the contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Sponsor will provide Engineer written notice that describes the nature of the breach and corrective actions the Engineer must undertake in order to avoid termination of the contract. Sponsor reserves the right to withhold payments to Engineer until such time the Engineer corrects the breach or the Sponsor elects to terminate the contract. The Sponsor's notice will identify a specific date by which the Engineer must correct the breach. Sponsor may proceed with termination of the contract if the Engineer fails to correct the breach by deadline indicated in the Sponsor's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

VII. RIGHTS TO INVENTIONS (*Reference: 49 CFR Part 18.36(i)(8); FAA Order 5100.38*)

Contracts or agreements that include the performance of experimental, developmental, or research work must provide for the rights of the Federal Government and the Sponsor in any resulting invention as established by 37 CFR part 401, Rights to Inventions Made by Non-profit Organizations and Small Business Firms under Government Grants, Contracts, and Cooperative Agreements. This contract incorporates by reference the patent and inventions rights as specified within in the 37 CFR §401.14. Contractor must include this requirement in all sub-tier contracts involving experimental, developmental or research work.

VIII. TRADE RESTRICTION CLAUSE (*Reference: 49 CFR Part 30.13; FAA Order 5100.38*)

By submission of an offer, the Engineer certifies that with respect to this solicitation and any resultant contract, the Engineer –

- is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (U.S.T.R.);

- has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the U.S.T.R; and
- has not entered into any subcontract for any product to be used on the Federal on the project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code, Section 1001.

The Engineer must provide immediate written notice to the Sponsor if the Engineer learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Engineer must require subcontractors provide immediate written notice to the Engineer if at any time it learns that its certification was erroneous by reason of changed circumstances.

Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Engineer or subcontractor: Required Contact Provisions Issued on January 29, 2016 Page 64 AIP Grants and Obligated Sponsors Airports (ARP)

- 1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the U.S.T.R. or
- 2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such U.S.T.R. list or
- 3) who incorporates in the public works project any product of a foreign country on such U.S.T.R. list;

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Engineer agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in in all lower tier subcontracts. The contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by U.S.T.R, unless the Engineer has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Engineer or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration may direct through the Sponsor cancellation of the contract or subcontract for default at no cost to the Sponsor or the FAA.

IX. TERMINATION OF CONTRACT (*Reference: 49 CFR Part 18.36(i)(2); FAA Order 5100.38*)

The Sponsor may, by written notice to the Engineer, terminate this Agreement for its convenience and without cause or default on the part of the Engineer. Upon receipt of the notice of termination, except as explicitly directed by the Sponsor, the Engineer must immediately discontinue all services affected.

Upon termination of the Agreement, the Engineer must deliver to the Sponsor all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

The Sponsor agrees to make just and equitable compensation to the Engineer for satisfactory work completed up through the date the Engineer receives the termination notice. Compensation will not include anticipated profit on non-performed services.

The Sponsor further agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

Either party may terminate this Agreement for cause if the other party fails to fulfill its obligations that are essential to the completion of the work per the terms and conditions of the Agreement. The party initiating the termination action must allow the breaching party an opportunity to dispute or cure the breach.

The terminating party must provide the breaching party [7] days advance written notice of its intent to terminate the Agreement. The notice must specify the nature and extent of the breach, the conditions necessary to cure the breach, and the effective date of the termination action. The rights and remedies in this clause are in addition to any other rights and remedies provided by law or under this agreement.

Termination by Sponsor: The Sponsor may terminate this Agreement in whole or in part, for the failure of the Engineer to:

- 1) Perform the services within the time specified in this contract or by the Sponsor approved extension;
- 2) Make adequate progress so as to endanger satisfactory performance of the Project;
- 3) Fulfill the obligations of the Agreement that are essential to the completion of the Project.

Upon receipt of the notice of termination, the Engineer must immediately discontinue all services affected unless the notice directs otherwise. Upon termination of the Agreement, the Engineer must deliver to the Sponsor all data, surveys, models, drawings, specifications, reports, maps, photographs, estimates, summaries, and other documents and materials prepared by the Engineer under this contract, whether complete or partially complete.

The Sponsor agrees to make just and equitable compensation to the Engineer for satisfactory work completed up through the date the Engineer receives the termination notice. Compensation will not include anticipated profit on non-performed services.

The Sponsor further agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

If, after finalization of the termination action, the Sponsor determines the Engineer was not in default of the Agreement, the rights and obligations of the parties shall be the same as if the Sponsor issued the termination for the convenience of the Sponsor.

Termination by Engineer: The Engineer may terminate this Agreement in whole or in part, if the Sponsor:

- 1) Defaults on its obligations under this Agreement;
- 2) Fails to make payment to the Engineer in accordance with the terms of this Agreement;
- 3) Suspends the Project for more than [180] days due to reasons beyond the control of the Engineer.

Upon receipt of a notice of termination from the Engineer, Sponsor agrees to cooperate with Engineer for the purpose of terminating the agreement or portion thereof, by mutual consent. If Sponsor and Engineer cannot reach mutual agreement on the termination settlement, the Engineer may, without prejudice to any rights and

remedies it may have, proceed with terminating all or parts of this Agreement based upon the Sponsor's breach of the contract.

In the event of termination due to Sponsor breach, the Engineer is entitled to invoice Sponsor and to receive full payment for all services performed or furnished in accordance with this Agreement and all justified reimbursable expenses incurred by the Engineer through the effective date of termination action. Sponsor agrees to hold Engineer harmless for errors or omissions in documents that are incomplete as a result of the termination action under this clause.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION (*Reference: 49 CFR Part 29; FAA Order 5100.38*)

The Engineer certifies, by submission of this proposal or acceptance of this contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency. It further agrees by submitting this proposal that it will include this clause without modification in all lower tier transactions, solicitations, proposals, contracts, and subcontracts. Where the bidder/offeror/Engineer or any lower tier participant is unable to certify to this statement, it shall attach an explanation to this solicitation/proposal.

XI. OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (*Reference: 20 CFR part 1910*)

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. Engineer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The Engineer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). Engineer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

XII. CLEAN AIR AND WATER POLLUTION CONTROL (*Reference: 2 CFR § 200 Appendix II(G)*)

Engineer agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 U.S.C. § 740-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. § 1251-1387). The Engineer agrees to report any violation to the Sponsor immediately upon discovery. The Sponsor assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.

Engineer must include this requirement in all subcontracts that exceeds \$150,000.

XIII. CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS (*Reference: 2 CFR § 200 Appendix II (E)*)

- **Overtime Requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.
- **Violation; Liability for Unpaid Wages; Liquidated Damages.** In the event of any violation of the clause set forth in paragraph (1) above, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such

District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 above, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 above.

- **Withholding for Unpaid Wages and Liquidated Damages.** The Federal Aviation Administration or the Sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 above.
- **Subcontractors.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section.

XIV. FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE) (*Reference: 29 USC § 201, et seq.*)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part time workers.

The Engineer has full responsibility to monitor compliance to the referenced statute or regulation. The Engineer must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

XV. TEXTING WHEN DRIVING (*References: Executive Order 13513, DOT Order 3902.10*)

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving" (10/1/2009) and DOT Order 3902.10 "Text Messaging While Driving" (12/30/2009), the FAA encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or sub-grant.

In support of this initiative, the Sponsor encourages the Engineer to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Engineer must include the substance of this clause in all sub-tier contracts exceeding \$3,500 and involve driving a motor vehicle in performance of work activities associated with the project.

XVI. ENERGY CONSERVATION REQUIREMENTS (*References: 2 CFR § 200 Appendix II(H)*)

Engineer and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201 et seq.).

XVII. VETERAN'S PREFERENCE *(References: 49 USC § 47112(c))*

In the employment of labor (excluding executive, administrative, and supervisory positions), the contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 U.S.C. 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

All other terms and conditions of the original contract shall remain in effect.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures this _____ day of _____ 201__.

SPONSOR:
SALINA AIRPORT AUTHORITY
SALINA, KS

ATTEST:

By: _____

Name: _____

Title: _____

ENGINEER:
Aviation, Inc.

By:  _____

Name: JAMES W. FLUH, P.E.

Title: Principal

CONTRACT AGREEMENT

Salina Airport Authority
Salina, Kansas
AIP PROJECT NO. 3-20-0072-038

THIS AGREEMENT, made and entered into this _____ day of _____, 2017, by and between Salina Airport Authority, Party of the First Part, hereinafter referred to as the "Owner", and **APAC-Kansas, Inc., Shears Division**, Party of the Second Part, hereinafter referred to as the "Contractor," for the construction of airport improvement including **Reconstruct Taxiway B (Between Runways 35 and 30)** and other incidental work at the Salina Regional Airport.

WITNESSETH:

ARTICLE 1. It is hereby mutually agreed that for and in consideration of the payments as provided for herein to the Contractor by the Owner, the said Contractor shall furnish all labor, equipment, and material and shall perform all work necessary to complete the improvements in a good and substantial manner, ready for use, and in strict accordance with this Contract, a copy of which is filed pursuant to law in the office of the legal representative of the Owner.

ARTICLE 2. It is hereby further agreed that in consideration of the faithful performance of the work by the Contractor, the Owner shall pay the Contractor the compensation due him/her by reason of said faithful performance of the work, at stated intervals and in the amount certified by the Engineer, in accordance with the provisions of this Contract.

ARTICLE 3. It is hereby further agreed that, at the completion of the work and its acceptance by the Owner, all sums due the Contractor by reason of his faithful performance of the work, taking into consideration additions to or deductions from the Contract price by reason of alterations or modifications of the original Contract or by reason of "Extra Work" authorized under this Contract, will be paid the Contractor by the Owner after said completion and acceptance.

ARTICLE 4. It is hereby further agreed that any references herein to the "Contract" shall include "Contract Documents" as the same as defined in Paragraph 10-13, Section 10 of the General Provisions and consisting of the Invitation for Bid, Instruction to Bidders, all issued Addenda, Proposal, Statement of Qualifications, Anticipated Sub-Contracts, Form of Proposal Guaranty, Notice of Award, Contract Agreement, Performance & Payment bonds, Notice to Proceed, Notice of Contractor's Settlement, Wage Rates, General Provisions, Special Provisions, Plans, Technical Specifications, attached appendices and all documents incorporated by reference. Said "Contract Documents" are made a part of the Contract as if set out at length herein. Said Contract Agreement is limited to the items in the proposal as signed by the "Contractor" and included in the "Contract Documents."

ARTICLE 5. The Contractor agrees to perform all the work describe in the Contract Documents for the unit prices and lump sums as submitted in the Bid, taking into consideration additions to or deductions from the Total Bid by reason of alterations or modifications of the original quantities or

by reason of "Extra Work" authorized under this Agreement in accordance with the provisions of the Contract Documents.

ARTICLE 6. The Contractor agrees to commence work within ten (10) calendar days after the receipt of a notice to proceed and the Contractor further agrees to complete said work within 75 calendar day(s). Extensions of the Contract time may only be permitted execution of a formal modification to Contract Agreement as approved by the Owner. Liquidated damages in the amount of \$1,500/calendar day(s) shall be paid to the Airport for that time which exceeds the number of Calendar days allowed in this paragraph. In addition, up to \$1,950/calendar day(s) for the construction manager plus up to \$1,400/calendar day(s) for each additional resident engineer plus any incurred expenses (per diem, lodging, etc.) will be charged to the Contractor for that time which exceeds the number of Calendar days allowed in this paragraph. Further, each phase of work under the project has additional liquidated damage clauses, as outlined in Section 80-08 FAILURE TO COMPLETE ON TIME.

The total estimated cost for AIP project #3-20-0072-038 thereof to be **One Million Two Hundred Fourteen Thousand Six Hundred Nine Dollars and Eighty-Five Cents (\$1,214,609.85).**

IN WITNESS WHEREOF, the Party of the First Part and the Party of the Second Part, respectively, have caused this Agreement to be duly executed in day and year first herein written in five (5) copies, all of which to all intents and purposed shall be considered as the original.

CONTRACTOR, Party of the Second Part

OWNER, Party of the First Part

APAC-Kansas, Inc., Shears Div., Salina Branch

By: _____

Branch Manager

(Office or Position of Signer)

(SEAL)

ATTEST: _____

Office Manager

(Office or Position of Signer)

By: _____

(Office or Position of Signer)

(SEAL)

ATTEST: _____

(Office or Position of Signer)

