

Salina Airport Authority Board of Directors Study Session

November 7, 2018



2019 Priorities - On Course for Success

- Schilling Project Next Steps
- Hangar H724 Renovation and K-State Global Aeronautics Initiative
- Taxiway Delta Extension, Runway 12/30 and Runway 17/35 design
- Air Service Development and Marketing
- M.J. Kennedy Air Terminal Building Requirements and Study Plan
- Airport and Airport Industrial Center Leasing
- FOL Activity
- Staffing Requirements
- Finance and Administration Priorities
- T-Hangar Construction Feasibility Study

MQ-9 Reaper Modification and Retrofit Center Site Selection & USAF Light Attack Aircraft Basing

Secretary Bob North
Kansas Department of Commerce
November 5, 2018



MQ-9 Reaper Modification and Retrofit Center Site Selection



Background Information

MQ-9 REAPER Hunter-Killer


Wing Span: 66 ft (20m)
Length: 36 ft (11m)
Powerplant: Honeywell TPE331-10
Max Gross Takeoff Weight: 11,700 lb (5307 kg)
Fuel Capacity: 3,800 lb (1724 kg)
Payload Capacity: 850 lb int. (386 kg)
3,750 lb ext. (1700 kg)
across 7 hard points
(Six wing-mount, one centerline)

Weapons: Hellfire missiles
GBU-12 laser-guided bombs
GBU-38 JDAM
GBU-49 laser-JDAM

Payloads: MTS-B EO/IR
Lynx Multi-mode Radar
Multi-mode maritime radar
Automated Identification System (AIS)
SIGINT/ESM system
Communications relay

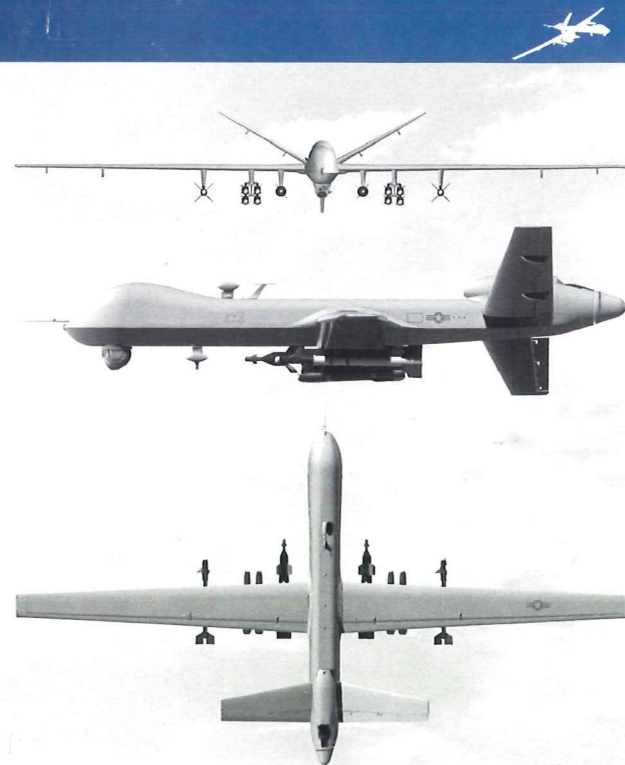
Max Altitude: 45,000 ft (13716m)
Max Endurance: ISR Mission: 27 hr/35 hr with Extended Range kit
Max Air Speed: 240 KTAS

Persistent Multi-mission ISR

-  Operational with the U.S. Air Force, the U.S. Navy, and the Royal Air Force
-  Demonstrated weapons delivery capabilities
-  Provides continuous sensor-to-shooter capabilities
-  Unprecedented reliability

General Atomics Aeronautical Systems, Inc. is a leading manufacturer of Remotely Piloted Aircraft (RPA), tactical reconnaissance radars, and surveillance systems, including the Predator and Gray Eagle RPA series and the Lynx Multi-mode Radar sensor system. The company is dedicated to providing long-endurance, mission-capable aircraft with the integrated sensor and data link systems required to deliver persistent situational awareness and rapid strike capabilities.

0151414



MQ-9 Program Branch – Wright-Patterson AFB, OH

MQ-9 Modification and Retrofit Center Requirements

- Hangar space to support a maximum of 12 MQ-9 aircraft modification lines
- Access to ramp, taxiway and runway (5,000 ft. x 75 ft. minimum)
- Air transportation – commercial and STRAT aircraft
- Interstate highway access
- Skilled labor
- Mid-2020 or 2021 occupancy

Salina Submittal

MQ-9 Modification and Retrofit Center
Equipment, Facility, and Other Site Requirements – High Level

	Requirement	Specific Criteria	Provider
1	Hangar Space	Sufficient to support a maximum of 12 MQ-9 aircraft modification lines (12 aircraft in modification simultaneously and continuously). Fully assembled aircraft is 36'L x 66'W x 13'H. Estimate space required at 80K to 100K sq ft with minimum 25' ceiling height. Hangar H959 can support 12 MQ-9 aircraft modification lines simultaneously. The attached H959 floor plan shows a 12 modification lines.	Facility
2	Building / Hangar	Utilities: Electric (110/220V), Compressed Air, Water, Lighting – all sufficient for 12 line mod center operations. Climate controlled desired depending on specific site location. H959 meet all utility requirements. Offices and shops are climate controlled. The hangar area does not have A/C.	Facility
3	Hangar Space	Overhead Crane(s): desired if available. Portable cranes to be used in lieu of overhead cranes. Aircraft weight is 10,500 lbs. Overhead cranes are not available	Facility
4	Hangar Space	Internet Access (JTDI/IETMs, other logistics data, email, etc.) H959 tenants have access to fiber optic internet access.	Facility
5	Storage Space (Staging Area)	Aircraft Transportation Caskets, Aircraft AME Transportation Containers (roughly one full flatbed truckload per aircraft). Can be stored inside (preferred) or outside depending on conditions and if covered (preferred). The Salina Airport Authority will provide covered outside storage for aircraft transportation caskets. The H959 loading dock supports flatbed trucks. The Salina Regional Airport (SLN) 12,300 ft. primary runway supports C-17 and C-5 transport aircraft.	Facility
6	Hangar/Mx Area (Facility)	Access to ramp/taxiway. Req'd for potential de-fuel and refuel, ground ops checks, engine runs). Threshold requirement. H959 has both ramp and taxiway access. MQ-9 ground checks can be conducted either on taxiway Golf or Taxiway Alpha.	Facility
7	Hangar/Max Area (Facility)	Access to runway (minimum 5000 ft prepared, 75 ft wide) and controlled airspace (FCF/ft ops check). Objective Requirement Runway 17/35 at SLN is 12,300 ft. x 150 ft. Runway 12/30 is 6,510 ft. x 100 ft. SLN ATCT services are provide from 0700 – 2300 (local) seven days per week. SLN has airport surveillance radar (ASR) coverage.	Facility
8	Hangar/Office (Facility)	Fire alarm / fire detection / fire suppression; serviceable by local fire department. Hangar H959 has a full fire suppression system monitored by both the Salina	Facility
9	Office Space	Internet, conference rooms - sufficient for assigned personnel H959 has office and conference room space to support assigned personnel.	Facility
10	Site Security (Perimeter)	24/7, physical, restricted access, manned, etc. H959 is secured by perimeter fencing.	Facility
	Security (Bonded Storage)	24/7, physically secure (locked, walled/caged, etc) area. Required for mod/TCTO kits, other MQ-9 hardware and test equipment.	Facility
	Security (Secure Storage)	24/7, physically secure, restricted access, storage. Required for COMSEC, Crypto equipment (SECRET Level).	Facility
11	Hangar/Facility (Composite)	Composite Repair / Work Area – EPA approved equipment and area for composite work; removal of composite materials Existing H959 shop space can be used for composite repair.	Facility

12	Hangar/Facility (Paint)	Paint Area (objective) – EPA approved equipment and area for paint removal and applications. Do not anticipate this as an initial requirement but if capability exists it provides options in future. A separate paint facility may be needed due to space limitations and ultimate paint booth specifications.	Facility
	Hangar/Facility (HAZMAT)	Approved area for HAZMAT operations and disposal of HAZMAT materials, to include aircraft fuels, oils, solvents, etc.	Facility
	Equipment	MQ-9 aircraft carts, jacks, stands for fuselage, wings, tails, engine, propellers, etc.	USAF Program Office
	Equipment	General Equipment – Tugs, start carts, other AGE type equipment	USAF
	Equipment	General Equipment – 15K lb Fork Lift(s), Fuel Trucks (fuel/de-fuel)	Facility
	Equipment	MQ-9 Test Equipment, Special Test Equipment	USAF Program Office
	Equipment	Ground Control Station (GCS) or Ruggedized Aircraft Maintenance Test Station (RAMTS), and Ground Data Terminal (GDT). Required for A/C check out, engine runs, ground checks (threshold) and flight checks (objective)	USAF Program Office
	Equipment	General Tools (Maintenance Tool Box/Kit)	Facility / MRO Contractor
	Equipment (Bench Stock)	Consumables (Maintenance) - drill bits, cleaning materials, fluids, nuts, bolts, common parts, etc.	Program Office, MRO Contractor
	Equipment (General)	HAZMAT Locker/Materials, Parts Cage, Shop Vac	Facility
	Personnel	Maintenance Technicians. Skill level equivalent up to USAF Airframe and Propulsion (A&P) Level 5/7. Primarily performing rapid install of TCTO/mods and minor maintenance/repair actions.	USAF Program Office, MRO Contractor
	Personnel	Supply Manager – manage supply/equipment accounts associated with modification center and TCTO, kit deliveries and other equipment into mod center.	USAF Program Office, MRO Contractor
	Personnel	Retrofit (Doc/Scheduling) Manager – manage input/output of aircraft in coordination with ACC/AFSOC/Program Office	USAF Program Office, MRO Contractor
	Personnel	Site Lead / Maintenance Manager – Daily oversight and management of mod center maintenance team; status reporting	USAF Program Office, MRO Contractor
	Other – Accounts	DODAAC, Supply, Equipment	USAF / Facility
13	Other - Considerations	Availability: Start up by early / mid 2020 or 2021. Location: Proximity to Interstate (preferred, rail, or main air transport location) H959 is available for either mid 2020 or 2021 occupancy. Current use is short-term leasing (deployments) to the Bombardier Flight Test Center and U.S. military aviation units.	Facility

Salina Submittal



Hangar H959 area totals 89,513 square feet

Salina Submittal



LOCATION MAP
Scale 1" = 2000'



SITE MAP
Scale: 1" = 500'



SALINA AIRPORT AUTHORITY
MQ-9 Modification And Retrofit Center Location Map



Drawing Number 2459-05-18



3237 ARNOLD, SALINA, KS 67401
(785-827-3914 FAX: 785-827-2221)
None : REVISIONS
KTB : DESIGNED BY
KTB : DRAWN BY
As Shown : SCALE
6/18/18 : DATE

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Response to Date

- The Salina proposal has been acknowledged
- Site visits to be scheduled
- The MQ-9 program office has had discussions with the National Guard Bureau

Benefits to Kansas

- Kansas – UAS MRO Leader
- Employment opportunities for Kansas National Guard personnel
- 1st ID “Soldier for Life” Transition Assistance Program (TAP) employment opportunities
- Partnerships with General Atomics and K-State Aviation

The Kansas Team

- Project Support
 - Senator Moran
 - Governor Colyer
 - Kansas National Guard
 - KDOT Aviation
 - 1st ID Headquarters
 - GMC
 - K-State
 - Salina and Saline County

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United States Senate

COMMITTEE:
APPROPRIATIONS
COMMERCE, SCIENCE,
AND TRANSPORTATION
ENVIRONMENT AND
PUBLIC WORKS
VETERANS' AFFAIRS
INDIAN AFFAIRS

July 24, 2018

Mr. Gregory Gregorovic
Program Manager
MQ-9 Program Management Branch
Medium Altitude UAS Division (AFLCMC/WIIV)
Wright-Patterson AFB
Ohio 45433

Dear Mr. Gregorovic:

Salina Airport Authority continues to play a vital role in our national defense. As a dynamic partner to our United States Army and Air Force, Salina Regional Airport (KSLN) provides unique capabilities to support the MQ-9 Modification and Retrofit Center.

The Smoky Hill Weapons Range is located adjacent to KSLN and has the ability to support MQ-9 operations. KSLN has proven to be an invaluable partner for Kansas National Guard, Kansas State Polytechnic UAS and Ft. Riley operations.

MQ-9 Modification and Retrofit Center would greatly benefit from a central location in the United States. Furthermore, KSLN is located at the intersection of I-70 and I-135 which provides easy access to major shipping routes.

The state of Kansas has been a steadfast leader in UAS innovation. Statewide partnerships between our Kansas research institutions through the ASSURE Alliance provide UAS testing to the aerospace industry. Three of the world's leading UAS research institutions are located in Kansas. This undoubtedly offers valuable expertise to KSLN which will benefit the MQ-9 mission.

I am confident that KSLN would be a good fit for the MQ-9 Modification and Retrofit Center. I look forward to continuing my support for KSLN and its potential partnership with the MQ-9.

Very truly yours,


Jerry Moran

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923 WESTPORT PLACE
SUITE 210
MANHATTAN, KS 66502

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23600 COLLIER BOULEVARD
SUITE 201
OLATH, KS 66061

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USAF Light Attack Aircraft Basing



USAF Light Attack Aircraft Program



Congressional Research Service
Informing the legislative debate since 1914

IN FOCUS

August 23, 2018

Air Force OA-X Light Attack Aircraft Program

On August 6, 2018, the U.S. Air Force issued a presolicitation notice declaring its intent to acquire a new type of aircraft. The OA-X light attack aircraft is a small, two-seat turboprop airplane designed for operation in relatively permissive environments. The announcement of a formal program follows a series of Air Force “experiments” to determine the utility of such an aircraft.

Why Light Attack?

In a number of venues during 2018, Air Force Secretary Heather Wilson expressed the purpose of a new light attack aircraft as giving the Air Force an ability to free up more sophisticated and expensive assets for other tasks, citing the example of using high-end F-22 jets to destroy a drug laboratory in Afghanistan as an inefficient use of resources. Per-hour operating costs for light attack aircraft are typically about 2%-4% those of advanced fighters.

She and other officials have also noted that the 2018 National Defense Strategy put a greater emphasis on potential conflicts against capably armed nation-states, further stressing a need to minimize the use of high-end assets in other types of conflict. (For more on that document, see CRS Insight IN10855, *The 2018 National Defense Strategy*, by Kathleen J. McInnis.)

Conversely, Former Secretary of Defense Robert Gates had criticized the Air Force as focusing excessively on the kind of high-end, near-peer conflicts in that strategy; the light attack aircraft can be seen as making the Air Force more relevant to low-end and counterinsurgency warfare.

History

In January, 2016, LtGen James Holmes (then Air Force Deputy Chief of Staff for Strategic Plans and Requirements) indicated to CRS that the Air Force was considering starting two programs related to ground-attack operations. One, called OA-X, would examine existing, “off-the-shelf” light attack aircraft to add a low-end capability for use in relatively permissive air environments such as Iraq and Afghanistan. The other, dubbed AX-2, would develop an eventual replacement for the existing A-10 Thunderbolt II. The Air Force subsequently publicized these concepts, although they were not included in the fiscal 2017 budget submission.

On July 31, 2017, the Air Force began what it called the Capability Assessment of Non-Developmental Light Attack Platforms, an “experiment” to determine the utility of an OA-X, its ability to operate with coalition partners, and to initially evaluate candidate aircraft. The first phase included four aircraft: the Sierra Nevada/Embraer A-29; Textron/Beechcraft AT-6B; Air Tractor/L3 OA-802 turboprops, variants of which are in service with other

countries; and the developmental Textron Scorpion jet. First-phase operations continued through August 2017.

Figure 1. Sierra Nevada/Embraer A-29



Source: U.S. Department of Defense.
Note: Shown in Afghan service.

Figure 2. Textron/Beechcraft AT-6



Source: U.S. Air Force photo by Ethan D. Wagner.

Figure 3. Air Tractor/L3 OA-802



Source: L-3.

Figure 4. Textron Scorpion



Source: Darin LaCrone/Textron Airland.

The experiment’s second phase began May 7, 2018, with the A-29 and AT-6B continuing in the program. The flying portion of the program concluded in June 2018; release of the presolicitation notice can be seen as the formal end of the OA-X experimental phase.

The presolicitation notice

- limited participation in the proposed contract to Sierra Nevada and Textron;
- did not specify a number of aircraft to be acquired (Air Force estimates have varied from 20 to “a couple of squadrons” to 300) or a target unit price;
- predicted a formal solicitation in December 2018, with contract award in the fourth quarter of 2019; and
- is available at <https://go.usa.gov/xUMEZ>.

The A-29 would be built and assembled in Jacksonville, FL; the AT-6 in Wichita, KS.

Although the Administration did not request any funding specific to the OA-X experiment or subsequent procurement in the FY2017-FY2019 budget submissions, the John S. McCain National Defense Authorization Act for Fiscal Year 2019 as enacted (P.L. 115-232) included \$300 million for procurement of a fleet of OA-X aircraft and long lead materials. Neither the act nor its accompanying report specified a quantity of aircraft.

Potential Issues for Congress

Questions to consider in evaluating the OA-X program might include the following:

- What is the value of adding this capability to the Air Force?
- Is the Air Force the appropriate service to operate these aircraft?
- How large a fleet is appropriate?
- Might this mission be better accomplished through other means, such as remotely piloted aircraft (“drones”)?

Air Force OA-X Light Attack Aircraft Program

- Does the presence of such aircraft in U.S. service assist in training and operating with partner nations? If so, what is the value of that to the United States?
- Should the U.S. government be involved in promoting sales of similar aircraft to other nations, and if so, how?
- Is a procurement restricted to two specified competitors fair and appropriate?
- Is the use of “experiments” rather than a formal downselect process a useful innovation in streamlining acquisition, a circumvention of rules, or might it be described some other way? Does that judgment change when (as in this case) the procurement is intended for an off-the-shelf, rather than developmental, acquisition?
- The Air Force has publicly stated it is experiencing a shortage of trained pilots. Would creation of a light attack fleet exacerbate that shortage or assist in the training and absorption of new pilots?

Jeremiah Gertler, jgertler@crs.loc.gov, 7-5107

IF10954

USAF Light Attack Aircraft Program Basing Criteria



U.S. AIR FORCE

Enterprise: AF locations with an existing air-to-ground fighter mission within 120 NM of an existing air-to-ground range, which is also located near an existing ASQS and Army/Marine Corp division and US Navy Seal Teams

Mission (55 pts): Optimized for fighter aircraft OA-X Ready Aircrew Program (RAP)

■ Weather (5)

- ≥ 3000/3 at both airfield and range (240-365 days)
- Icing

■ Synergy (10)

- Ability to routinely train with Army/Marine Corps forces

■ Airspace / Ranges (40)

- Airspace meets RAP flying rqmnts (20):
Linear score from 0-100%
 - Uses proximity, volume & accessibility attributes to determine compatibility
- Range availability (20)

■ Environmental (10 pts):

- Air Quality (3)
- Encroachment (5)
- Noise (2)

ANG Basing Criteria

Capacity (25 pts): 1 x 24 PAA sqd

■ Ops Facilities (9)

- One squadron ops/AMU facility (5)
- Simulator facility (4)

■ Ramp/parking (4)

■ Logistics facilities (12)

- Maintenance hangers (5)
- Corrosion control/fuel cell capacity (2)
- Munitions Storage Area (1)
- Backshop functions (2)
- LRS - Supply (1)
- LRS - POL (1)

■ Mobility Processing Center (0 - ANG equities)

■ Base Operating Support (0 - ANG equities)

- Dining facility
- Fitness center
- Dorms
- Medical care
- On/off base family housing

Cost (10 pts):

- Area Construction Cost Factor (2)
- Locality Costs (BAH, GS locality pay) (6)
- Travel Costs (2)

Scoring

Joint Facilities within 100 nm (all joint facilities with Special Use Airspace scored)

Major Service Training Area	25 pt
Tenant Division	15 pt
Minor Service / Guard Training area	5 pt
Tenant BCT / Regiment	5 pt
Tenant CAB	2 pt

Joint Facilities between 100 - 200 nm (all joint facilities scored)

Major Service Training Area	15 pt
Minor Service / Guard Training area	3 pt
Tenant Division	5 pt
Tenant BCT / Regiment / SFG / MEU	2 pt

Range Facilities (all range facilities within 200 nm scored)

On base	5 pt
Proximity within 100 nm	3 pt
Proximity within 200 nm	1 pt
Joint Facility	2 pt
Class A Range	5 pt
Class B Range	2 pt
Class C Range	1 pt
(A) Strafe	1 pt
(B) Rocket	1 pt
(C) Inert heavyweight ordnance	1 pt
(D) Live ordnance	1 pt
(E) Laser Capable	1 pt
(F) Tactical targets	1 pt
(G) Moving targets	1 pt
(H) Digital Gateway	1 pt

Aux Fields (only nearest facility scored)

Within 20 nm	3 pt
Within 100 nm	2 pt
Within 200 nm	1 p

Existing Facilities

Fighter / Attack Wing or Group	10 pt
ANG Fighter / Attack Wing	5 pt
A-10 Base	25 pt
Existing Light Attack Base	10 pt
HC/MC/KC-130 within 100 nm	5 pt
Dual Runway	10 pt
Existing FTU	10 pt
NCA	10 pt

FOUO

Pre-decisional Not for Public Dissemination
Integrity - Service - Excellence

16

Salina Regional Airport Capabilities



Hangar H959 area totals 89,513 square feet

Salina Regional Airport Capabilities



LOCATION MAP
Scale 1" = 2000'



SITE MAP
Scale: 1" = 500'



SALINA



Drawing Number 2459-05-18

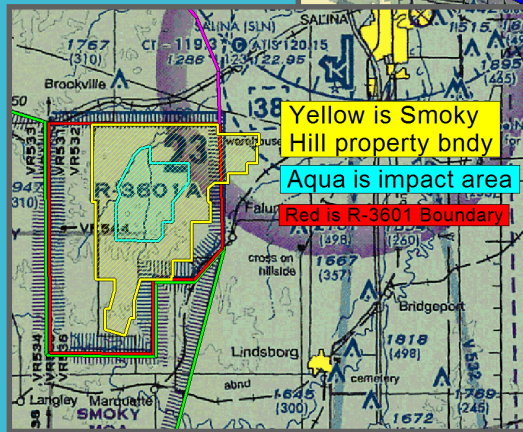
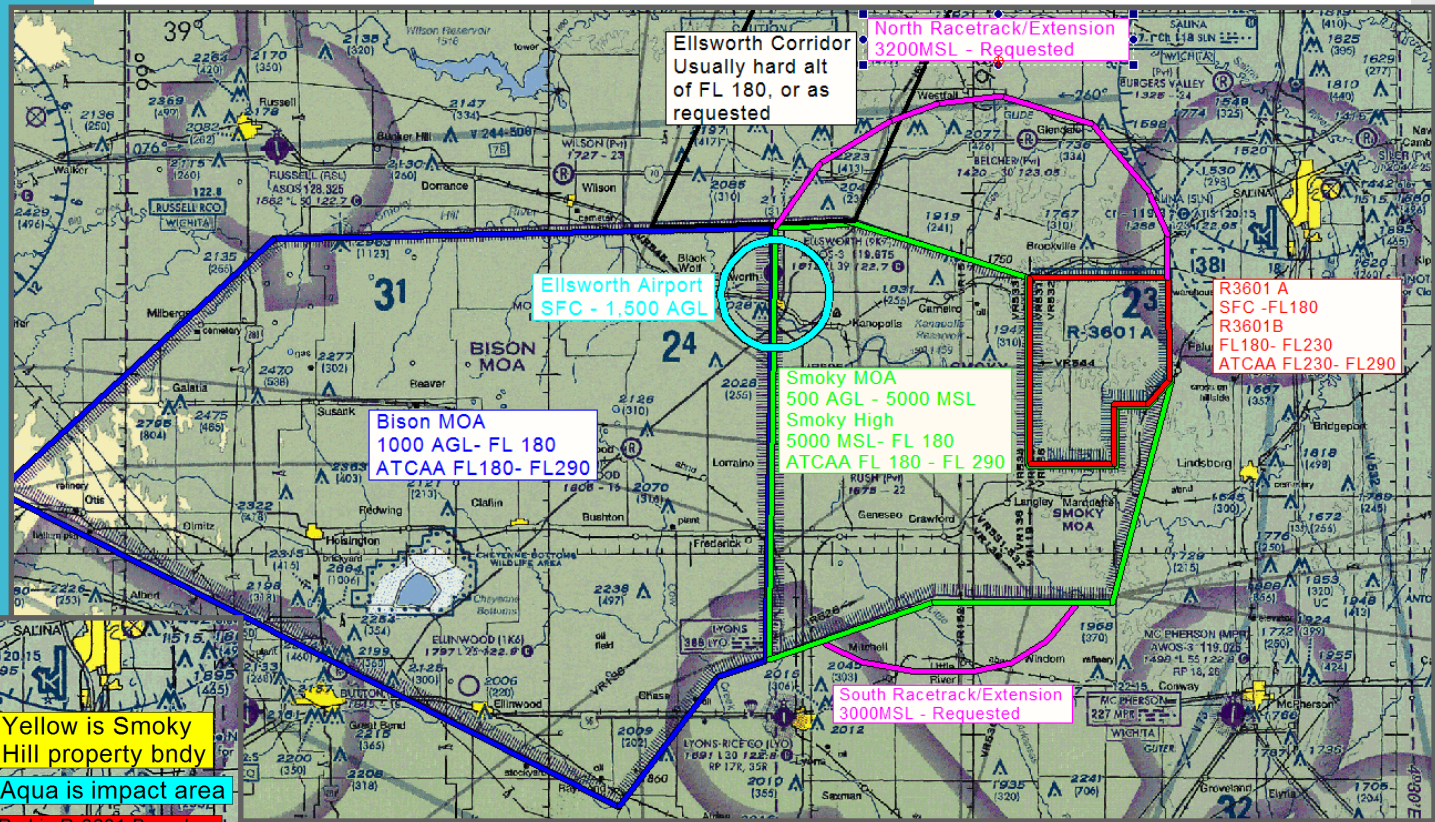


3237 ARNOLD, SALINA, KS 67401
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SALINA AIRPORT AUTHORITY
MQ-9 Modification And Retrofit Center Location Map

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Smoky Hill Weapons Range and Military Airspace



Baker Donelson Engagement to Represent Kansas

- MQ-9 Modification Center
- USAF Light Attack Aircraft Basing
- Other DoD Opportunities
- Lines of effort coordinated by the Governor's Military Council in partnership with the Department of Commerce

Baker Donelson Proposal

BAKER DONELSON
BEARMAN, CALDWELL & BERKOWITZ, PC

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MEMORANDUM

TO: Tim Rogers
FROM: Baker Donelson
DATE: 26 September 2018
RE: Proposal for Salina Airport Authority

Objective: To assist Salina Airport Authority in assessing and facilitating success in opportunities associated with the MQ-9 MOD Center project, General Atomics, the Air Force, and the Kansas National Guard. Baker Donelson will provide assessments of efforts, strategy development, bid and proposal work, and other advocacy activities in support of efforts identified by the Salina Airport Authority.

Salina County and the Salina Airport Authority has a variety of capabilities that can support a multitude of military, commercial and private activities. The airport has been home for military air fuel and ground support since World War II and provides a regional hub for commercial air carriers. Salina has also been a catalyst to the Army's utilization of Gray Eagle (MQ-1B) remotely piloted aircraft, working with the 1st Infantry Division and the Smoky Hill Military Reservation operated by the Kansas Air National Guard.

The existing Salina Airport infrastructure is scaled to have significant hanger and technical support for current commercial and military flight operation and maintenance. Also, near the Salina Airport is the industrial center that is home to over 100 businesses and can be expanded to other missions and tasks. Finally, Kansas State Polytechnic is also in Salina county and can be a source of highly skilled personnel that can be utilized to support a variety of growing mission associated with the Salina Airport Authority.

Baker Donelson's ongoing work with General Atomics (MQ-9 manufacturer) and USAF on an array of issues, position Baker Donelson very well to support the Salina Airport Authority and their goals for MQ-9 related workload and investment. This is particularly true if USAF moves forward with a private sector operated MQ-9 Sustainment and Maintenance site(s) from which Salina would benefit.

Information Gathering and Identification of Opportunities: All efforts require situational awareness and a dynamic assessment of the tactical and strategic goals of the personalities and policies of the influencers and organizations that will affect Salina. However, this is also critical when we are trying to understand the issues that could be addressed by resources available in Salina and the Airport Authority that may be outside the traditional programs of record or federal contracts. For example, the proximity to Kansas State Polytechnic could be part of a training and recruitment plan for the maintenance and operations of an Unmanned Aerial System depot and training opportunity.

- 12 months
- \$10K per month

Proposed
Governors
Military Council,
Kansas
Department of
Commerce, and
Salina
Collaboration

- **Baker Donelson Engagement cost share**
 - KDOC at \$60K
 - Salina at \$60K
- **Pursue two lines of effort**
 - MQ-9 Reaper Modification Center
 - USAF Light Attack Aircraft
- **Benefits**
 - Expanded the DoD presence in Kansas
 - Opportunity to retain soldiers and airmen with jobs in Kansas
 - Greater aerospace industry presence in Kansas
 - New opportunities for the Kansas National Guard

Newest
Opportunity –
Boeing MH-
139 Flight Test
and School
House



Questions



Review of updated 2019 Budget Rates and Changes Schedule

Tim Rogers, A.A.E.

Shelli Swanson, C.M.

Review of joint City, County, Airport Authority, SkyWest and Chamber Marketing Efforts

Tim Rogers, A.A.E.

Next Steps Discussion

Tim Rogers, A.A.E.