



COMPREHENSIVE ANNUAL FINANCIAL REPORT

**SALINA AIRPORT AUTHORITY
A Component Unit of the
City of Salina, Kansas
For the Fiscal Years Ended December 31, 2018 and 2017**

Prepared by the Management
of the
Salina Airport Authority
www.salinaairport.com

CUSIP #794760XXX

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**FINANCIAL STATEMENTS AND INDEPENDENT AUDITOR'S REPORT
of the
SALINA AIRPORT AUTHORITY**

**A Component Unit of the
City of Salina, Kansas**

For the Fiscal Years Ended December 31, 2018 and 2017



Mize Houser & Company, P.A.
211 East Eighth Street
Lawrence, KS 66044



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For the Fiscal Years Ended December 31, 2018 and 2017**

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Kent D. Buer

Vice Chairman
Alan Eichelberger

Secretary
Kristin Gunn

Treasurer
Troy L. Vancil

Past Chairman
Brian Weisel

Executive Director Timothy F. Rogers, A.A.E.

Dir. of Administration & Finance Michelle R. Swanson, C.M. Dir. of Facilities & Construction Kenny R. Bieker
Manager of Operations David Sorell Business & Communications Manager Kasey L. Windhorst Administrative Assistant Kaycie "KT" Taylor Board Attorney Greg A. Bengtson

September 26, 2019

Salina Airport Authority Board of Directors
3237 Arnold Ave.
Salina, KS 67401

To the Board of Directors of the Salina Airport Authority:

The Comprehensive Annual Financial Report (CAFR) of the Salina Airport Authority (the "Authority") for the fiscal years ended December 31, 2018 and 2017 is hereby submitted in accordance with the Kansas Statutes Annotated (K.S.A. 27-324). As required by the statute, the City of Salina will be furnished copies of the Authority's 2018 CAFR. Responsibility for both the accuracy of the data presented and the completeness and fairness of the presentation, including all disclosures, rests with the Executive Director of the Authority. To the best of our knowledge and belief, the data as presented is accurate in all material aspects, is presented in a manner designed to fairly set forth the fiscal position and results of the operation of the Authority as measured by its financial activity, and all disclosures necessary to enable the reader to gain maximum understanding are included in the report.

This CAFR is presented in accordance with generally accepted accounting principles (GAAP) and pursuant to K.S.A. 27-324, an audit of the books, accounts and financial statements has been completed by the Authority's independent certified public accountants, Mize Houser & Company, P.A. The independent audit is in accordance with the Kansas Municipal Audit and Accounting Guide, the Government Auditing Standards issued by the Comptroller General of the United States, and, if applicable, the provisions of Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*.

GAAP requires that management provide an overview and analysis to accompany the financial statements in the form of a Management Discussion and Analysis (MD&A). It is recommended that this letter of transmittal be read in conjunction with the MD&A, which can be found immediately following the report of the independent auditor in the Financial Section of this report.

REPORTING ENTITY

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

Authority is managed and controlled by a five-member Board of Directors appointed by the Salina City Commission.

The Board appoints the Executive Director, who is the chief executive officer of the Authority. The Executive Director hires the remaining employees of the Authority. The Executive Director and his staff of fourteen full-time and two part-time employees manage and operate the Salina Regional Airport and the Salina Airport Industrial Center.

The Salina Regional Airport is the only commercial service airport serving Salina/Saline County and the 24-county area, which comprises north central Kansas. The Airport also services the corporate, business, private aviation and flight training needs of industry, business and individuals in the area. The Airport is also used by Kansas State University at Salina (KSUS). The campus of KSUS is located adjacent to the Airport and is one of the nation's top five aviation programs. The college offers degrees in professional flight training, airframe and power plant maintenance, avionics technology and airport management.

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

ECONOMIC CONDITIONS AND OUTLOOK

Local Economy

The City serves as a 24-county regional trade center for north central Kansas. Many individuals and businesses within a 70-mile radius travel to the City to purchase consumer goods and services. This designation as a regional trade center is supported by the fact that the City had the third highest "trade pull factor" of all Kansas first class cities in a report published in December 2018 by the Kansas Department of Revenue Office of Research and Analysis. City trade pull factor is computed by dividing the per capita sales tax of a city by the statewide per capita sales tax.

Saline County is located in the center of one of the most productive agricultural areas in the United States. In 2012, 674 farms were located on 364,468 acres. Farm crops and livestock sales reached \$84.4 million according to the 2012 Census. According to the Kansas Department of Agriculture, the total economic impact of agriculture food and food processing sectors on the Saline County economy is over \$1 billion annually.

Salina is a city centered more on industry than agriculture. Currently, there are approximately 100 manufacturing and processing companies located in the City. The City, Saline County, the Chamber of Commerce, and the Salina Airport Authority have developed several economic incentives which can be offered as inducements to opening industrial facilities. These include property tax abatement for basic industry, the waiving of building permit and inspection fees, refunding of sales tax paid on machinery and equipment and providing training for employees through the Salina Area Technical College and the

Kansas State University at Salina. Additionally, a “build-to-suit-tenant” agreement is available on sites in the Airport Industrial Center that can provide 100% financing for land and building costs.

Additionally, Salina has launched a \$150 million downtown redevelopment project that broke ground in April of 2018. This redevelopment includes streetscape and utility improvements, the construction of a Homewood Suites hotel, Old Chicago restaurant and a new entertainment center/bowling alley. A river renewal project is also on the horizon.

The community has 1,200 acres of industrial sites available in North Salina, the South Industrial District, and the Airport Industrial Center. Sites range in size from 1-to 240 acres, and are available for aviation, manufacturing and distribution and warehouse businesses.

Economic Condition of the Airport and Airport Industrial Center

According to a report prepared by the Docking Institute a Fort Hays State University, as of December 31, 2017, over 100 businesses and organizations are located at the Salina Regional Airport and Airport Industrial Center.

The total level of economic activity generated by the private businesses, educational institutions, military units, public institutions, and other entities for 2017 was \$1,168,468,359. Combined, Airport and Airport Industrial Center economic activity contributed approximately 41% of the total economic activity in Saline County during 2017. The total employment associated with Airport and Airport Industrial Center economic activity was 5,996 jobs which equals 14% of the total employment in Saline County.

Future Economic Outlook

The future economic outlook for both Salina and the Authority continues to look favorable. Continued growth in service, retail and manufacturing sectors is expected. Salina Regional Airport businesses including Kansas State University at Salina continue to work on facility expansion plans. Salina Airport Industrial Center businesses including Schwan's Food Manufacturing Inc. and the Kansas Army National Guard at Salina, also continue to work on facility expansions and improvements.

Salina Regional Airport continues to thrive as a forward operating location for aviation businesses, military and special operation missions. With its close proximity to the Smoky Hill Air National Guard Bombing Range, the Airport continues to host military units from around the country for training purposes.

The Salina Airport Authority in partnership with the Salina Area Chamber of Commerce, the Salina Community Economic Development Corporation the City of Salina and Saline County, continues to execute an economic development strategic plan that includes specific goals and tasks intended to result in job growth, increased primary jobs payroll, new capital investment and the leasing of available space at the Airport Industrial Center.

FINANCIAL CONTROLS

The Authority follows generally accepted accounting principles applicable to governmental unit enterprise funds. Accordingly, the financial statements are prepared on the accrual basis.

Management of the Authority is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of the Authority are protected from loss, theft, or misuse and to ensure that adequate accounting data is compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles. The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

LONG-TERM FINANCIAL PLANNING

Increasing the Authority's unreserved, undesignated fund balance has been a priority of the organization. The Authority Board of Directors has a stated plan of establishing the Authority's cash reserve fund equal to six month's operating expenses or \$1.2 million. Having sufficient liquidity has allowed the Authority to respond to opportunities that arise quickly such as improvements to facilities and infrastructure to secure new businesses and industry to the Airport.

Also, as part of the strategic plan of recruiting business and industry to fill available facilities vacated by three principal customers since 2012, the Authority has developed a systematic method of evaluating projects including definitive trigger points, lease pro-forma requirements, lease calculation methodology and other qualitative measures prior to capital improvement projects.

ACKNOWLEDGEMENTS

The support of the Authority's Board of Directors and Audit Committee has been instrumental in the preparation of this report. The Board has been actively involved in the preparation and review of this report and is committed to responsible and progressive financial reporting.

Also acknowledged is the assistance of the Authority's auditor, Mize House & Company P.A., the Authority's accounting advisor, Larry Harris, Woods & Durham, Chartered., Saline County Clerk's Office, the Salina Area Chamber of Commerce, Debbie Pack, Director of Finance for the City of Salina, and the University of Kansas Institute for Public Policy and Business Research and the Kansas Department of Human Resources Labor Market Information Services, in the preparation of this report.

Respectfully submitted,



Timothy F. Rogers, A.A.E.
Executive Director
Salina Airport Authority



Michelle R. Swanson, C.M.
Director of Administration and Finance
Salina Airport Authority

cc: The City of Salina Board of Commissioners

SALINA AIRPORT AUTHORITY

PRINCIPAL OFFICERS AS OF DECEMBER 31, 2018

BOARD OF DIRECTORS

Brian Weisel, Chairman

Kent D. Buer, Vice Chairman

Alan Eichelberger, Secretary

Kristin Gunn, Treasurer

Troy L. Vancil, Past Chairman

AUTHORITY'S COUNSEL

Greg A. Bengtson
Clark, Mize & Linville, Chartered
Salina, Kansas

AUTHORITY'S BOND COUNSEL

Gilmore & Bell
Kansas City, Missouri

AUTHORITY'S FINANCIAL ADVISOR

George K. Baum & Company
Kansas City, Missouri

AUTHORITY'S AUDITOR

Abram Chrislip, CPA
Mize Houser & Company P.A.
Lawrence, Kansas

SALINA AIRPORT AUTHORITY**Staff Members as of December 31, 2018****ADMINISTRATIVE STAFF**

Timothy F. Rogers, A.A.E.	Executive Director
Michelle R. Swanson, C.M.	Director of Administration and Finance
Kenny Bieker	Director of Facilities and Construction
Kasey L. Windhorst	Business and Communications Manager
David Sorell	Operations Manager
Donald C. Kneubuhl	Manager of Special Projects
Kaycie Taylor	Administrative Assistant

FACILITY MAINTENANCE and OPERATIONS

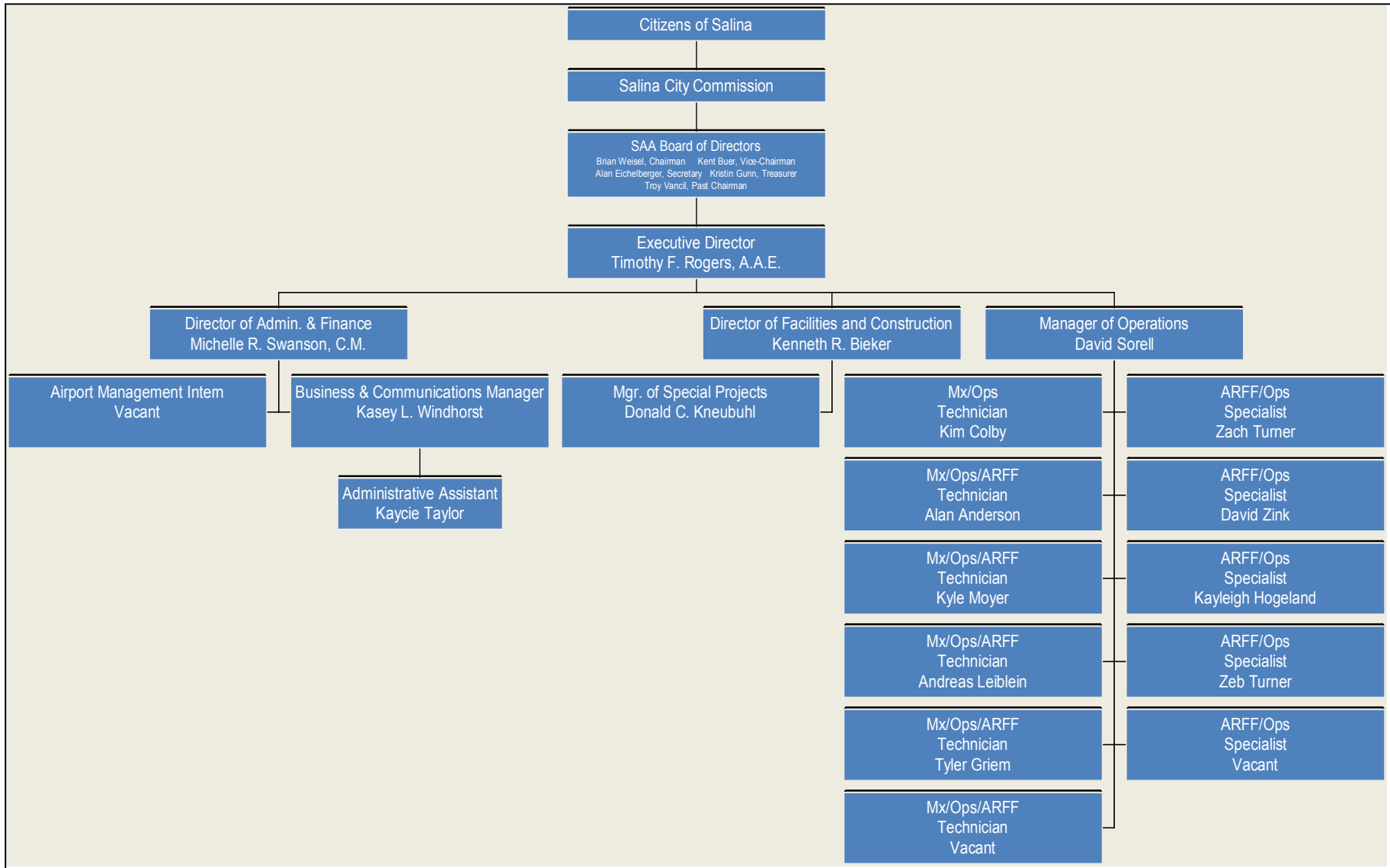
Kim Colby	Andreas Leiblein
Kyle Moyer	Tyler Griem

AIRCRAFT RESCUE AND FIREFIGHTING and SAFETY and SECURITY

Zach Turner	Kayleigh Hogeland
David Zink	Zeb Turner

SALINA Airport Authority

December 31, 2018



SALINAAirport *Authority*



INDEPENDENT AUDITOR'S REPORT

Board of Directors
Salina Airport Authority

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities of the Salina Airport Authority, a component unit of the City of Salina, Kansas, as of and for the years ended December 31, 2018 and 2017, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, and the *Kansas Municipal Accounting and Audit Guide*. These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities of the Salina Airport Authority, as of December 31, 2018 and 2017, and the respective changes in financial position and cash flows, thereof and for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

Change in Accounting Principle

As described in Note 1.B. to the financial statements, the Authority implemented GASB 75 for other postemployment benefits during the current year. As a result of the implementation, a restatement was made to the net position at December 31, 2017. Our opinion is not modified with respect to this matter.

The financial statements of the Salina Airport Authority as of December 31, 2017, were audited by other auditors whose report dated March 15, 2019, expressed an unmodified opinion on those statements.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 3-10 and the required supplementary information listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Salina Airport Authority's basic financial statements. The schedule of expenditures of federal awards is presented for purposes of additional analysis as required by Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, and is also not a required part of the basic financial statements. The schedule of expenditures of federal awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying account and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated September 25, 2019, on our consideration of the Salina Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Salina Airport Authority's internal control over financial reporting and compliance.

Mike Houser: Company PA

Certified Public Accountants

Lawrence, Kansas
September 25, 2019

MANAGEMENT'S DISCUSSION AND ANALYSIS

The management of the Salina Airport Authority offers the readers of the Authority's audited financial statements this narrative overview and analysis of the financial activities of the Salina Airport Authority for the fiscal year ended December 31, 2018

The Salina Air Traffic Control Tower (ATCT) ended 2018 having handled 69,293 aircraft operations. This represented a 13.33% increase in total aircraft operations over the prior year which had seen a 20.71% decrease over 2016. 2018 saw an increase in both local and itinerant military traffic as well as air taxi and local civilian operations. The majority of the 2017 decrease was due to K-State Salina discontinuing their professional helicopter flight training program. K-State Salina's expanded professional pilot and helicopter flight training programs had assisted in the upward trend in air traffic in previous years as well as an overall increase in commercial business traffic. At the end of 2018, Salina Regional Airport remains ranked number one in terms of the busiest FAA contract towered airport in the state in terms of operations and fuel delivered. Salina's 2018 ATCT's national ranking for airport operations is 266 out of 520 towered airports.

Salina continues to remain strong as a mid-continent refueling stop and has earned the recognition as "America's Fuel Stop". At the end of 2018, world-class Fixed Based Operator (FBO), Avflight Corporation, completed its fifth year as the aircraft fueling at the Salina Regional Airport. Avflight provides fueling and ground services to the wide mix of air traffic that includes business jets, air carrier, military, and general aviation. Avflight is part of the Avfuel-branded FBO network of 700 independently-owned FBOs around the globe. In addition, Salina continues to remain strong as a base of operations for military and civilian flight training. During 2018, Avflight delivered 2.4 million gallons, representing a 7.9% decrease over the prior year on the heels of a 41% YOY increase from 2016-2017. Since Avflight's 2014 takeover of the fueling operation at SLN, fuel sales have seen 3 years with double digit year-over-year increases.

The commercial airline industry is seeing improvements despite the challenges faced by the smaller carriers attempting to serve rural communities such as Salina through the Department of Transportation's (DOT) Essential Air Service Program (EAS). On December 21, 2017, the United States Department of Transportation (the Department) selected SkyWest Airlines, Inc. (SkyWest), to provide EAS at Salina, Kansas, using 50-passenger Canadair Regional Jet CRJ200 aircraft for a two-year contract term from April 1, 2018, through March 31, 2020, SkyWest will provide Salina with 12 weekly round trips to Denver International Airport (DEN) and/or Chicago O'Hare International Airport (ORD). The service is branded as United Express.

From 2017 to 2018, the Salina Regional Airport's passenger enplanements increased 249% as a result of the commercial market being served with a larger aircraft (30-seater) and also the airport serving numerous aircraft as an Airport of Embarkation/Debarcation (APOE/APOD) for Kansas' army military installation known at Fort Riley. Home of the Army's 1st Infantry division, Fort Riley utilizes the infrastructure at the Airport for the deployment of service men and women and cargo to training venues and military missions throughout the world. In addition to an increase in military aircraft activity, the

Airport has benefited from the increase in commercial airline charter operations as a result of serving as an APOE/APOD.

From 2017 to 2018, the Airport saw an increase of 46.6% with the jump to 50-seat jet service, operated by SkyWest Airlines, to both United's Chicago and Denver hubs. Of significance is the fact that passenger enplanements exceeding 10,000 annually, allows the airport to \$1 million per year in Federal Aviation Administration entitlement dollars for eligible airport capital improvements.

The changes in the Authority's major airport activity indicators for the past three years are as follows:

	2018	2017	2016
Enplanements - Scheduled Air Carrier & Charter Flights	20,299	13,850	3,967
% increase / (decrease)	46.56%	249.13%	-60.64%
Aircraft Operations - All Categories	69,293	61,141	77,111
% increase / (decrease)	13.33%	-20.71%	-19.97%
Fuel Flowage - (gallons delivered)	2,414,825	2,622,158	1,860,912
% increase / (decrease)	-7.91%	40.91%	-25.19%

AIRPORT INDUSTRIAL CENTER ACTIVITY AND HIGHLIGHTS

The Authority owns over 1.2 million sq. ft. of manufacturing, warehouse and office space at the Airport Industrial Center. As further described herein, the building and land revenue generated by the Authority's leasing activity constitutes a significant portion of the annual operating revenue budget. During 2018, building rents equaled \$1,383,282 or 55.3% of operating revenue. At the end of 2018, the Authority had an occupancy rate of 79% in its building inventory, up from the 71% in 2017 and 60% in 2016.. The Authority has made great strides in recent years in re-leasing a portion of the 484,003 sq. ft. of property vacated by Hawker Beechcraft Corporation (HBC) division in Salina in 2012.

SUMMARY OF OPERATIONS AND CHANGES IN NET POSITION

Even with the uncertainty in the aviation industry and the slow growth in the economy, the financial condition of the Authority has held steady in recent years. The Authority has effectively dealt with major cost increases in employee health benefits including medical insurance premiums, utility costs, commercial property insurance premiums and other operating expenses. In addition, the Authority has managed through the termination of four operating revenue leases from three principal tenants since 2012, representing nearly \$850,000 in annual operating revenue. Fortunately, since 2012, the Authority has added thirteen new tenants, diversifying its tenant base and the operating revenue has increased each year since 2012, exceeding the 2012 levels for the first time in 2017.

	2018	2017	2016
Operating revenues	\$ 2,499,892	\$ 2,213,300	\$ 1,956,866
Operating expenses	(2,431,170)	(2,160,623)	(1,897,869)
(Deficit) of revenues over expenses before depreciation	68,722	52,677	58,997
Depreciation	(2,761,019)	(2,593,092)	(2,569,109)
Loss before non-operating revenues and expenses	(2,692,297)	(2,540,415)	(2,510,112)
Non-operating revenues and (expenses), net	1,520,944	1,345,160	1,054,861
Loss before capital contributions	(1,171,353)	(1,195,255)	(1,455,251)
Capital grants and contributions	1,474,356	1,280,204	943,219
Net position			
Increase (Decrease) in net position	303,003	84,949	(512,032)
Net position, beginning of period as previously reported	21,808,184	21,723,235	22,235,267
Cumulative change in accounting principle	(12,054)	-	-
Net position, beginning of year as restated	21,796,130	21,723,235	22,235,267
Net position, end of period	\$ 22,099,133	\$ 21,808,184	\$ 21,723,235

SUMMARY OF OPERATIONS HIGHLIGHTS

Significant items affecting the Summary of Operations and Changes in Net Position for 2018 and 2017 are as follows:

- Operating revenues have increased in recent years due to new tenants and releasing properties and diversifying the tenant base as mentioned previously. Although fuel flowage fees derived from the delivery and sale of aviation fuel at the Airport dipped by 7.91% in 2018 over 2017, this revenue stream is on an upward trend and increased 40% in 2017 when it reached the highest level in the last seven years. There is a continued trend upward in aircraft operations after a decrease in corporate and general aviation flying due to the economy, which will continue to assist in the upward trend of derived from fuel flowage fees. Military traffic at the Airport continues to remain strong and the field at KSLN continues to have a steady stream of based training operations that generate hangar rent, fuel flowage and other rental revenue.

- The Authority's operating expenses increased by 12.5% and 13.8% for 2017 and 2018 respectively after decreasing year-over-year expenses for the previous six years. After slipping to a vacancy rate of 58% in early 2012, the Authority loss of revenue attributable to the closure of Hawker Beechcraft, required significant cost-cutting measures. With the occupancy rate having improved over 20% the end 2018, the Authority was able expend dollars on deferred airfield, building and equipment maintenance during the 2017 and 2018 resulting in the year-of-year increases in operating costs.
 - During 2012-2018, the Authority made a concerted effort to hold and reduce operating costs by reducing travel and meeting expense as well as reducing all dues and subscriptions and cancelling all non-essential items.
 - In addition, the Authority was able to reduce building maintenance expense in recent years by over 60% by utilizing in-house personnel for items that were previously contracted out to third party vendors.
- Depreciation expense increased due to very capital-intensive years with investment exceeding \$2.1 million in 2017 and \$2.98 million in 2018.
- Capital grants and contributions during 2018 and 2017 totaled \$1,474,356 and \$1,280,204 respectively with the significant projects including the design of the Airport's rehabilitation of Taxiway's E & B and the acquisition of a new 3,000-gallon Aircraft Rescue and Fire Fighting truck.
- Ad-valorem tax revenue (mill levy) received by the Authority as a local taxing entity increased 14.4% from 2017 to 2018 and 1.3% from 2016 to 2017. Interest received on investments increased by \$2,771 from 2017 to 2018 due to additional bond proceeds on hand and slightly higher returns on cash on hand after a years of significantly lower interest income, with the historical lows in investment yields.

FINANCIAL POSITION SUMMARY

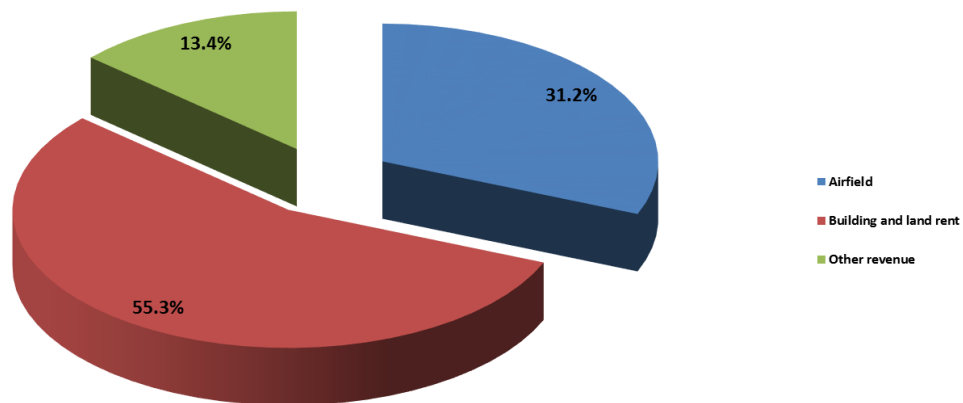
The changes in net position may serve over time as a useful indicator of a government's financial position. The Authority's assets exceeded liabilities by \$22,099,133 at the close of 2018. A condensed summary of the Authority's total net position at December 31 for the previous three years is shown on the next page.

The Authority's net position reflects its heavy investment in capital assets including land, buildings, airfield infrastructure and machinery and equipment, less any related debt used to acquire those assets that is still outstanding. The Authority uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the Authority's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

	2018	2017	2016
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES			
Current and other assets	\$ 407,891	\$ 1,889,263	\$ 1,176,664
Capital assets	43,860,869	43,770,431	44,300,702
Deferred Outflows of Resources	1,381,850	1,496,655	76,670
Total Assets and Deferred Outflows of Resources	<u>\$ 45,650,610</u>	<u>\$ 47,156,349</u>	<u>\$ 45,554,036</u>
LIABILITIES AND DEFERRED INFLOWS OF RESOURCES			
Long-term debt outstanding	19,400,693	22,794,569	21,371,474
Other liabilities	4,082,418	2,457,110	2,345,270
Total liabilities	<u>23,483,111</u>	<u>25,251,679</u>	<u>23,716,744</u>
Deferred Inflows of Resources	<u>68,366</u>	<u>96,486</u>	<u>114,057</u>
NET POSITION			
Net investment in capital assets	22,491,023	19,753,708	21,862,166
Unrestricted	<u>(391,890)</u>	<u>2,054,476</u>	<u>(138,931)</u>
Total net position	<u>22,099,133</u>	<u>21,808,184</u>	<u>21,723,235</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 45,650,610</u>	<u>\$ 47,156,349</u>	<u>\$ 45,554,036</u>

REVENUES

The following chart shows the major sources and the percentage of total operating revenues for the year ended December 31, 2018:

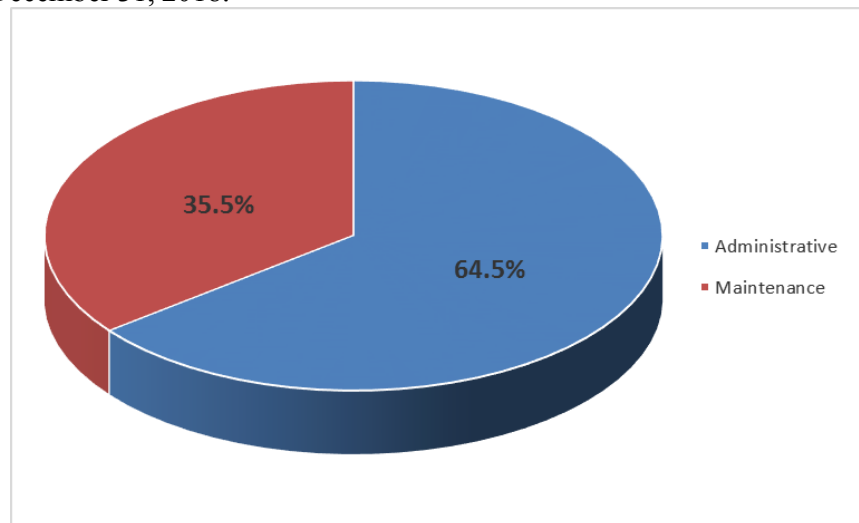


A summary of revenues for the past three years is shown below. Total revenue increased by 13.28% or \$568,322 in 2018 over 2017 and by 7.42% or \$295,488 in 2017 over 2016. The increase in operating revenue in 2018 is a result of the increase in building and land rental attributable to increased occupancy rates. Other operating income has increased as a result of new sources of income including equipment rental to visiting military units and flight test activity.

	2018	2017	2016
Operating Revenue:			
Airfield	\$ 780,755	\$ 712,991	\$ 676,169
Building and land rent	1,383,282	1,310,833	1,174,553
Other revenue	335,855	189,476	106,144
Total Operating	2,499,892	2,213,300	1,956,866
Non-Operating Income:			
Mill Levy	2,338,967	2,043,302	2,017,013
Interest Income	3,745	974	3,387
Gain on sale of assets	5,375	22,081	6,903
Total Non-Operating	2,348,087	2,066,357	2,027,303
TOTAL REVENUE	\$ 4,847,979	\$ 4,279,657	\$ 3,984,169

EXPENSES

The following chart shows the major expense categories and the percentage of total operating expenses for the year ended December 31, 2018:



A summary of expenses for the past three years is shown below. Total operating expenses increased 12.5% in 2018 and increased 13.8% in 2017 over the prior year. Prior to 2017 and increased building occupancy and resulting higher revenues, the Authority has taken significant steps to hold operating expenses including completing more facility maintenance projects in-house and reducing administrative expenses such as travel and meetings. Prior to 2017, the Authority reduced operating expenses year-over-year for the previous six years.

	2018	2017	2016
Operating Expenses			
Administrative	\$ 1,567,514	\$ 1,264,135	\$ 1,183,681
Maintenance	863,656	896,488	714,188
Total Operating	<u>2,431,170</u>	<u>2,160,623</u>	<u>1,897,869</u>
Non-Operating Expense			
Interest Expense	827,143	573,533	964,113
Bond Issue Costs	-	147,664	8,329
Total Non-Operating	<u>827,143</u>	<u>721,197</u>	<u>972,442</u>
TOTAL EXPENSES	<u>\$ 3,258,313</u>	<u>\$ 2,881,820</u>	<u>\$ 2,870,311</u>

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

Capital grants and contributions during 2018 totaled \$1,474,356 which included significant funding through the Federal Aviation Administration's Airport Improvement Program to provide 90% grant funding for the construction of the Airport's rehabilitation of Taxiway's E & B and the acquisition of a fire fighting vehicle.

The Authority acquired \$2,977,493 in capital assets during 2018. Significant items included the construction of the Airport's rehabilitation of Taxiway's E & B, terminal building renovations and the acquisition of Aircraft Rescue and Fire Fighting equipment. The capital asset investment also included several airport and industrial center building improvement projects. Additional information on the Authority's capital assets can be found in Note III (C) in the notes to the financial statements and within the Supplemental Section of this report.

Capital asset acquisitions exceeding \$1,000 are capitalized at cost and are depreciated over their useful lives, with the exception of land. The Authority's capital assets are financed using Federal and State grants with matching Authority funds, debt issuance and Authority revenues. Additional information can be found in Note I (E) in the notes to the financial statements.

DEBT ADMINISTRATION

The outstanding long-term debt of the Authority was \$21,369,846 net of unamortized bond discounts at December 31, 2018. This debt consists of general obligation bonds and temporary notes and City of Salina special assessments. Maturities range from 2019 through 2030. Both principal and interest are payable from the Authority's mill levy revenue. Details of the Authority's debt can be found in Note III (D) in the notes to the financial statements.

REQUEST FOR INFORMATION

This Management's Discussion and Analysis is designed to provide detailed information on the Authority's operations and the financial results of those operations to all those with an interest in the Authority's financial affairs. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the Director of Administration and Finance by e-mail: shellis@salair.org or in writing to, Salina Airport Authority, 3237 Arnold Ave., Salina, KS 67401.

Respectfully submitted,



Timothy F. Rogers, A.A.E.
Executive Director



Michelle R. Swanson, C.M.
Director of Administration and Finance

SALINA AIRPORT AUTHORITY
STATEMENTS OF NET POSITION

For the Years Ended December 31, 2018 and December 31, 2017

<u>ASSETS AND DEFERED OUTFLOWS OF RESOURCES</u>	<u>December 31</u>	
	<u>2018</u>	<u>2017</u>
CURRENT ASSETS		
Cash	\$ 255,390	\$ 1,613,791
Accounts receivable	145,403	266,634
Prepaid expenses	7,098	8,838
Total Current Assets	<u>407,891</u>	<u>1,889,263</u>
 NON-CURRENT ASSETS		
Capital Assets		
Land	9,965,118	9,888,105
Buildings, improvements and equipment, net of depreciation	33,886,830	30,756,069
Construction in progress	<u>8,921</u>	<u>3,126,257</u>
Total Non-Current Assets	<u>43,860,869</u>	<u>43,770,431</u>
 TOTAL ASSETS	<u>44,268,760</u>	<u>45,659,694</u>
 DEFERRED OUTFLOWS OF RESOURCES		
Deferred KPERS pension funds	111,199	105,185
Deferred KPERS OPEB	4,294	-
Deferred advanced refunding	<u>1,266,357</u>	<u>1,391,470</u>
Total Deferred Outflows of Resources	<u>1,381,850</u>	<u>1,496,655</u>
 TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 45,650,610</u>	<u>\$ 47,156,349</u>

(continued)

The accompanying notes are an integral part of these financial statements.

SALINA AIRPORT AUTHORITY
STATEMENTS OF NET POSITION

For the Years Ended December 31, 2018 and December 31, 2017
(continued)

LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND
NET POSITION

	<u>December 31</u>	
	<u>2018</u>	<u>2017</u>
CURRENT LIABILITIES:		
Accounts payable	\$ 1,086,778	\$ 158,295
Accrued payroll and expenses	41,129	46,379
Accrued property tax	68,602	59,213
Accrued special assessments	1,282	1,282
Unearned rental and marketing income	31,975	46,087
Accrued interest	218,063	270,898
Current maturities of long-term debt	<u>1,969,153</u>	<u>1,222,153</u>
Total Current Liabilities	<u>3,416,982</u>	<u>1,804,307</u>
NON-CURRENT LIABILITIES		
Bonds and notes payable, less current maturities	19,400,693	22,794,569
Net pension liability	605,630	603,456
Net OPEB liability	11,126	-
Security deposits returnable	<u>48,680</u>	<u>49,347</u>
Total Non-Current Liabilities	<u>20,066,129</u>	<u>23,447,372</u>
Total Liabilities	<u>23,483,111</u>	<u>25,251,679</u>
DEFERRED INFLOWS OF RESOURCES		
Deferred KPERS pension funds	64,402	96,486
Deferred KPERS OPEB	<u>3,964</u>	<u>-</u>
Total Deferred Inflows of Resources	<u>68,366</u>	<u>96,486</u>
NET POSITION		
Net investment in capital assets	22,491,023	19,753,708
Unrestricted	<u>(391,890)</u>	<u>2,054,476</u>
Net Position	<u>22,099,133</u>	<u>21,808,184</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u><u>\$ 45,650,610</u></u>	<u><u>\$ 47,156,349</u></u>

The accompanying notes are an integral part of these financial statements.

SALINA AIRPORT AUTHORITY
 STATEMENTS OF REVENUES, EXPENSES and CHANGES IN NET POSITION
 For the Years Ended December 31, 2018 and December 31, 2017

	<u>January 1 to December 31</u>	
	<u>2018</u>	<u>2017</u>
Operating Revenues		
Airfield	\$ 780,755	\$ 712,991
Building and land rent	1,383,282	1,310,833
Other revenue	335,855	189,476
	<hr/>	<hr/>
Total Operating Revenues	2,499,892	2,213,300
	<hr/>	<hr/>
Operating Expenses		
Administrative	1,567,514	1,264,135
Maintenance	863,656	896,488
	<hr/>	<hr/>
Total Operating Expenses	2,431,170	2,160,623
	<hr/>	<hr/>
Revenues over Expenses before Depreciation	68,722	52,677
Depreciation	(2,761,019)	(2,593,092)
	<hr/>	<hr/>
Operating Loss Before Non-Operating Revenues and Expenses	(2,692,297)	(2,540,415)
	<hr/>	<hr/>
Non-Operating Revenues and (Expenses)		
Mill levy	2,338,967	2,043,302
Interest on investments	3,745	974
Interest expense	(827,143)	(573,533)
Bond issue costs	-	(147,664)
Gain on sale of assets	5,375	22,081
	<hr/>	<hr/>
Total Non-Operating Revenues and (Expenses)	1,520,944	1,345,160
	<hr/>	<hr/>
Loss before Capital Contributions	(1,171,353)	(1,195,255)
Capital Contributions	1,474,356	1,280,204
	<hr/>	<hr/>
Net Position		
Increase in net position	303,003	84,949
Net position, beginning of year	21,808,184	21,723,235
Prior period adjustment	(12,054)	-
Net position - beginning, restated	21,796,130	21,723,235
Net position, end of year	<u>\$ 22,099,133</u>	<u>\$ 21,808,184</u>

The accompanying notes are an integral part of these financial statements.

SALINA AIRPORT AUTHORITY
STATEMENTS OF CASH FLOWS
(DIRECT METHOD)

For the Years Ended December 31, 2018 and December 31, 2017

	<u>January 1 to December 31</u>	
	<u>2018</u>	<u>2017</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Cash received from providing services	\$ 2,621,123	\$ 2,162,372
Cash paid to employees for services	(845,650)	(821,501)
Cash paid to suppliers for goods and services	(578,006)	(1,249,957)
Net Cash Provided by Operating Activities	<u>1,197,467</u>	<u>90,914</u>
CASH FLOW FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of property, plant and equipment	(2,851,457)	(2,073,730)
Proceeds from capital grants	1,474,356	1,280,204
Change in grants receivable	-	573,638
Proceeds from property tax	2,338,967	2,043,302
Proceeds from sale of capital assets	5,375	32,990
Principal payments on debt	(2,646,876)	(1,253,283)
Proceeds of new borrowing	-	2,831,470
Deferred advanced refunding	-	(1,391,470)
Bond issuance costs	-	(147,664)
Interest paid on long-term debt	<u>(879,978)</u>	<u>(613,911)</u>
Net Cash Provided (Used) by Capital and Related Financing Activities	<u>(2,559,613)</u>	<u>1,281,546</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received on deposits	<u>3,745</u>	<u>974</u>
INCREASE (DECREASE) IN CASH	(1,358,401)	1,373,434
CASH BALANCE - January 1	<u>1,613,791</u>	<u>240,357</u>
CASH BALANCE - December 31	<u><u>\$ 255,390</u></u>	<u><u>\$ 1,613,791</u></u>

The Authority received capital equipment having a fair value of \$166,210 in 2017 and \$44,093 in 2018. This non-cash transaction is included in CAPITAL CONTRIBUTIONS on the STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION and in Equipment acquisitions in Note III C but it is not included in this STATEMENT OF CASH FLOWS.

(continued)

The accompanying notes are an integral part of these financial statements.

SALINA AIRPORT AUTHORITY
STATEMENTS OF CASH FLOWS
(DIRECT METHOD)
(continued)

For the Years Ended December 31, 2018 and December 31, 2017

RECONCILIATION OF OPERATING LOSS TO NET
CASH PROVIDED BY OPERATING ACTIVITIES

	<u>January 1 to December 31</u>	
	<u>2018</u>	<u>2017</u>
OPERATING LOSS	\$ (2,692,297)	\$ (2,540,415)
ADJUSTMENTS RECONCILING OPERATING LOSS TO NET CASH PROVIDED BY OPERATING ACTIVITIES:		
Depreciation	2,761,019	2,593,092
Decrease (Increase) in operating assets		
Accounts receivable	121,231	(50,928)
Prepaid expenses	1,740	138,125
Change in deferred outflows of resources	114,805	(28,515)
Increase (Decrease) in operating liabilities		
Accounts payable (operations)	928,483	4,163
Accrued payroll expenses	(5,250)	9,529
Accrued property tax and special assessments	9,389	(10,770)
Unearned rental income	(14,112)	(30,991)
Security deposits	(667)	4,443
Net pension liability	1,246	20,752
Change in deferred inflows of resources	(28,120)	(17,571)
Total Adjustments	<u>3,889,764</u>	<u>2,631,329</u>
NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES	<u>\$ 1,197,467</u>	<u>\$ 90,914</u>

The accompanying notes are an integral part of these financial statements.

Salina Airport Authority
NOTES TO FINANCIAL STATEMENTS

December 31, 2018 and 2017

I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The Salina Airport Authority (Authority) was established by the City of Salina, pursuant to Chapter 27, Article 3, of the Kansas Statutes Annotated for the purpose of acquiring surplus federal government property, specifically the former Schilling Air Force Base, located near the City of Salina. The Authority operates, maintains, and develops the Salina Regional Airport and the Salina Airport Industrial Center. The Authority is controlled by a five-member Board of Directors appointed by the Salina City Commission and, in accordance with Governmental Accounting Standards Board (GASB) Statement No. 61, the Authority is considered to be a component unit of the City of Salina. The Authority is discreetly presented in the City's financial statements.

B. Measurement Focus, Basis of Accounting and Basis of Presentation

The accompanying financial statements have been prepared in conformity with generally accepted accounting principles (GAAP) for state and local governments. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles for state and local governments in the United States of America.

The Authority consists of a single enterprise fund. Enterprise funds are classified as proprietary funds by the GASB and are accounted for using a total economic resource measurement focus. The enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises. The intent of the Authority is that the costs of providing services on a continuing basis be recovered through user fees and rents. The financial statements are prepared on the accrual basis of accounting. Under the accrual basis, revenues are recognized as earned and expenses as incurred.

Revenues from airlines, fuel flowage fees, building and land rents, and rental car commissions are reported as operating revenues. Transactions, which are capital, financing or investing related, and the sale of assets, related to economic development, are reported as non-operating revenues. All expenses related to operating the Airport and Industrial Center are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

During the fiscal year ended December 31, 2018, the Authority adopted GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions for the KPERS insurance postemployment benefits. Accordingly, the beginning net position balance was restated as follows:

Net position, beginning of year, January 1, 2018	\$ 21,808,184
Adoption of GASB 75	(12,054)
Net position - beginning, January 1, 2018, Restated	\$ 21,796,130

C. Property Taxes

The Authority has the ability by statute to levy up to three mills with approval from the governing body of the City for operational purposes. An additional one mill may be levied in order to match grants, subject to a notice and protest period. These mills do not apply to the Authority's ability to levy unlimited taxes for the repayment of its general obligation debt.

D. Pending Accounting Pronouncements

The Authority is preparing to implement the following Statements of Governmental Accounting Standards, established by the Governmental Accounting Standards Board (GASB) on or before the required implementation date. Management is currently evaluating the effect that the standards will have on the financial statements.

- GASB Statement No. 82, Pension Issues—an amendment of GASB Statements No. 67, No. 68, and No. 73
- GASB Statement No. 83, Certain Asset Retirement Obligations
- GASB Statement No. 87, Leases
- GASB Statement No. 88, Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements
- GASB Statement No. 89, Accounting for Interest Cost Incurred before the End of a Construction Period

E. Assets, Liabilities and Equity

1. Cash and Investments

The Authority's cash and cash equivalents are considered to be cash on hand, demand deposits and short-term investments with original maturities of three months or less from date of acquisition. The Authority held no investments during these years.

2. Receivables

Accounts Receivable. The Authority records revenues when services are provided. All receivables are shown net of an allowance for uncollectibles.

3. Inventories

The Authority maintains no significant inventory of office and maintenance supplies. These items are expensed as purchased and no inventory is recorded in these financial statements. The Authority uses the consumption approach in valuing inventories of Avgas sold for retail. That is, the purchase is recorded as an asset on the cost basis and the expenditure is deferred until the inventory is consumed under the weighted average cost method.

4. Prepaid items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

5. Capital Contributions and Net Assets

Airport Improvement Program - Certain expenditures for airport capital improvements are significantly funded through the Federal Aviation Administration's Airport Improvement Program (AIP) and the Kansas Department of Transportation's Airport Improvement Program (KAIP), with certain matching funds of the Authority. Capital funding provided under the AIP grant programs are considered earned as the related allowable expenditures are incurred. Grants received under the AIP programs are reported in the Statement of Revenues, Expenses and Changes in Net Position, as non-operating revenues and expenses as capital contributions.

Defense Reutilization Marketing Office Program - The Authority is a participant in the Defense Reutilization Marketing Office (DRMO) program. The DRMO entity disposes of United States military surplus property. The property is first offered for reutilization with the Department of Defense, transferred to other federal agencies or donated to state and local governments.

The Authority's policy is to record fixed assets having a cost (or by implication fair value) in excess of \$1,000 at acquisition. The Authority's capitalization policy with respect to fixed assets is to expense fixed assets costing \$1,000 or less. Freight or other expenses necessary to put the asset into service equal to or greater than \$1,000, are capitalized.

The Authority estimates the United States military donated items to have a value equal to 20% of cost. Items having an original cost by the military of less than \$5,000 will be valued at \$1 with memo of original cost. Items having an original cost of more than \$5,000 will be valued at 20% of original cost rounded to the nearest \$1,000 with a memo to the file of the original cost.

The Authority keeps record of the military donated assets having an original cost by the military of \$5,000 or less in order to meet the tracking requirement and will treat as a consumable because the Authority believes the fair value of these is less than \$1,000 each.

If the Authority receives reliable written information indicating this procedure has produced a value significantly different from fair value, an adjustment to that value will be made.

Donated DRMO property with a value in excess of \$1,000 is reported in the Statement of Revenues, Expenses and Changes in Net Position, as non-operating revenues and expenses as capital contributions.

The Federal Aviation Administration, as the oversight agency, requires that the Airport track all the contributed property and the property must be held for at least one year prior to disposition.

6. Capital Assets

Capital assets purchased or constructed are recorded at cost. The cost of normal maintenance and repairs that do not add to the value of the assets or materially extend assets' lives are not included in capital assets cost. Capital assets donated to the Authority are recorded at their estimated fair value at the date of donation. Donated assets include property and equipment transferred to the Authority from the United States of America, September 9, 1966 and recorded at fair value at that date. The Authority maintains a capitalization threshold of \$1,000.

Capital assets are depreciated using the straight-line method over the following estimated useful lives:

<u>Assets</u>	<u>Years</u>
Buildings	5 – 50
Equipment	5 – 10
Vehicles	7 – 10
Airfield	10 – 30

7. Compensated Absences

Substantially all full-time employees receive compensation for vacations, holidays, illness and certain other qualifying absences. The number of days compensated for various categories of absence is generally based on length of service. Liabilities relating to these absences are recognized as incurred and included in accrued expenses. Per the Authority's compensation policy, the paid time off is not able to accrue beyond a one year period, therefore all such liabilities are recorded as current. The amount accrued for such liabilities at December 31, 2018 and 2017 was \$39,027 and \$33,070 respectively.

Balance January 1, 2018	Increase	Decrease	Balance December 31, 2018
\$ 33,070	\$ 10,219	\$ (4,262)	\$ 39,027

Balance January 1, 2017	Increase	Decrease	Balance December 31, 2017
\$ 26,321	\$ 12,202	\$ (5,453)	\$ 33,070

II. STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

A. Cash-Basis Law (KSA 10-1113)

The Authority was in compliance with this law at all times during the year.

B. Depository Security (KSA 9-1402)

The Authority's funds were adequately secured at all times during the year.

III. DETAILED NOTES

A. Deposits

As of December 31, 2018 and 2017, the Authority had cash and cash equivalents as listed below:

	<u>December 31,</u>	
	<u>2018</u>	<u>2017</u>
Gross Cash Balances		
Cash	\$ 255,390	\$1,613,791
Less deposits in transit and petty cash	(50)	(50)
Add uncleared checks	<u>26,907</u>	<u>40,922</u>
Bank Balance	282,247	1,654,663
Less FDIC Coverage	<u>255,804</u>	<u>426,512</u>
Balances Securable by Collateral	<u>\$ 26,443</u>	<u>\$1,228,151</u>
Security Provided by Depositories	<u>\$2,507,679</u>	<u>\$2,426,012</u>

The Authority did not have any activity in investment-type assets.

The Authority's policies relating to deposits and investments are governed by various Kansas Statutes (KSA). Those statutes specify the type of deposits and investments as well as the securing of those deposits and investments.

Interest rate risk – In accordance with Kansas Statute 12-1675, the Authority manages its exposure to interest rate fluctuations by limiting all time investments to maturities of less than two years.

Credit risk – State law limits the amount of credit risk by restricting governments to specific investment types as listed in KSA 12-1675. The Authority's policy is to place idle funds in certificates of deposit, United States obligations, and the Kansas Municipal Investment Pool (KMIP). The KMIP was rated AAf/S1+ by Standard & Poor's as of the date of this report. The KMIP is permitted to invest in fully collateralized certificates of deposit, certain obligations of the United States, certain repurchase/reverse repurchase agreements, and other types of investments. Maturity information released by the KMIP showed that the investment pool consisted of investment with a maturity date of 365 days or less.

Custodial credit risk – The Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that, in the event of the

failure of the counterparty to a transaction, a government will not be able to recover the value of investment or collateral securities that are in the possession of an outside party. Kansas Statutes 9-1402 and 9-1405 require that governments obtain security for all deposits. The Authority manages its custodial credit risk by requiring the financial institutions to grant a security interest in securities held by third-party custodial banks. Monies in the Kansas Municipal Investment Pool are not required to have pledged securities.

Concentration of credit risk – This is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The Authority manages this risk by placing funds with financial institutions only after contacting all eligible institutions in the taxing area and monies in the Kansas Municipal Investment Pool are diverse according to the policies of the investment pool.

B. Receivables

Receivables as of year-end, including the applicable allowance for uncollectible accounts, are as follows:

	<u>2018</u>	<u>2017</u>
Receivables		
Accounts	\$ 145,403	\$ 268,134
Less: allowance for uncollectibles	-	(1,500)
Total	<u>\$ 145,403</u>	<u>\$ 266,634</u>

C. Capital Assets

The following is a summary of the changes in capital assets during the current and preceding year:

	Balance January 1, 2018	Additions	Dispositions	Reclassify	Balance December 31, 2018
Capital Assets					
Non-Depreciable					
Land	\$ 9,888,105	\$ 77,012	\$ (126,513)	\$ 126,514	\$ 9,965,118
Construction in progress	3,126,257	8,921	-	(3,126,257)	8,921
Total Non-Depreciable	13,014,362	85,933	(126,513)	(2,999,743)	9,974,039
Depreciable					
Buildings and improvements	27,244,064	114,367	-	20,120	27,378,551
Airfield and improvements	41,026,421	1,793,701	(26,000)	3,005,290	45,799,412
Equipment	4,289,854	983,492	-	(25,667)	5,247,679
Total Depreciable	72,560,339	2,891,560	(26,000)	2,999,743	78,425,642
Total Non-Depreciable & Depreciable	\$ 85,574,701	\$ 2,977,493	\$ (152,513)	\$ -	\$ 88,399,681
Accumulated depreciation					
Buildings and improvements	\$ (13,328,481)	\$ (1,013,680)	\$ -		\$ (14,342,161)
Airfield and improvements	(24,889,514)	(1,555,762)	26,000	477	(26,418,799)
Equipment	(3,586,275)	(191,577)	-	-	(3,777,852)
Total Accumulated Depreciation	(41,804,270)	(2,761,019)	26,000	477	(44,538,812)
Total Capital Assets	\$ 43,770,431	\$ 216,474	\$ (126,513)	\$ 477	\$ 43,860,869

	Balance January 1, 2017	Additions	Dispositions	Reclassify	Balance December 31, 2017
Capital Assets					
Non-Depreciable					
Land	\$ 9,857,488	\$ 30,617	\$ -	\$ -	\$ 9,888,105
Construction in progress	1,835,795	1,290,462		-	3,126,257
Total Non-Depreciable	11,693,283	1,321,079	-	-	13,014,362
Depreciable					
Buildings and improvements	27,103,642	140,422	-	-	27,244,064
Airfield and improvements	40,640,670	385,751	-	-	41,026,421
Equipment	4,118,439	226,478	(55,063)	-	4,289,854
Total Depreciable	71,862,751	752,651	(55,063)	-	72,560,339
Total Non-Depreciable & Depreciable	\$ 83,556,034	\$ 2,073,730	\$ (55,063)	\$ -	\$ 85,574,701
Accumulated depreciation					
Buildings and improvements	\$ (12,317,883)	\$ (1,010,598)	\$ -		\$ (13,328,481)
Airfield and improvements	(23,481,883)	(1,407,631)	-		(24,889,514)
Equipment	(3,455,566)	(174,863)	44,154	-	(3,586,275)
Total Accumulated Depreciation	(39,255,332)	(2,593,092)	44,154	-	(41,804,270)
Total Capital Assets	\$ 44,300,702	\$ (519,362)	\$ (10,909)	\$ -	\$ 43,770,431

D. Long-Term Liabilities

Following is a summary of changes in long-term liabilities during the current and preceding years:

	Balance January 1, 2018	Additions	Reductions	Balance December 31, 2018	Current Maturities December 31, 2018
Long-term Liabilities					
General obligation bonds	\$ 24,087,000	\$ -	\$ 2,660,000	\$ 21,427,000	\$ 1,967,000
Less unamortized discount	(79,485)	-	(15,277)	(64,208)	-
Net pension liability and OPEB	603,456	13,300	-	616,756	-
Special assessment debt	9,207	-	2,153	7,054	2,153
Security deposits returnable	49,347	-	667	48,680	-
Total Long-Term Liabilities	\$ 24,669,525	\$ 13,300	\$ 2,647,543	\$ 22,035,282	\$ 1,969,153
Current Maturities	(1,222,153)			(1,969,153)	
Long Term Liability Net	\$ 23,447,372			\$ 20,066,129	

	Balance January 1, 2017	Additions	Reductions	Balance December 31, 2017	Current Maturities December 31, 2017
Long-term Liabilities					
General obligation bonds	\$ 22,632,000	\$ 2,520,000	\$ 1,065,000	\$ 24,087,000	\$ 1,220,000
Less unamortized discount	(204,733)	(53,956)	(179,204)	(79,485)	-
Net pension liability	582,704	20,752	-	603,456	-
Special assessment debt	11,268	-	2,061	9,207	2,153
Security deposits returnable	44,904	5,745	1,302	49,347	-
Total Long-Term Liabilities	\$ 23,066,143	\$ 2,492,541	\$ 889,159	\$ 24,669,525	\$ 1,222,153
Current Maturities	(1,067,061)			(1,222,153)	
Long Term Liability Net	\$ 21,999,082			\$ 23,447,372	

The following is a detailed listing of the Authority's long-term debt including general obligation bonds and special assessment debt at December 31, 2018:

	<u>Original Issue</u>	<u>Interest Rates</u>	<u>Bonds Outstanding</u>
General Obligation Debt			
General Obligation 2009-B, due 2021	\$ 6,080,000	4.78%	\$ 1,185,000
General Obligation 2011-A, due 2023	11,820,000	3.89%	2,885,000
General Obligation 2015-A, due 2025	3,075,000	2.67%	1,740,000
General Obligation 2016-1 Temp Note, due 2019	657,000	0.90%	657,000
General Obligation 2017-A, due 2030	10,255,000	3.04%	10,150,000
General Obligation 2017-B due 2025	4,835,000	3.02%	4,810,000
Plus unamortized bond premium			33,023
Less unamortized bond discount			(97,231)
Total General Obligation Debt			<u>21,362,792</u>
Special Assessment Debt			
Hangar 600 Sanitary Sewer, due 2021	27,599	4.47%	<u>7,054</u>
Total Long Term Debt			<u><u>\$ 21,369,846</u></u>
Interest Expense in 2018 is as follows:			
General Obligation Bonds			\$ 681,389
Special Assessment Debt			411
Amortization of Bond Discount, Premium & Deferred Refundings			<u>145,343</u>
Total Debt Interest Expense			<u><u>\$ 827,143</u></u>

Annual debt service requirements to maturity for general obligation bonds to be paid with tax levies and rental revenues:

Bonds			
<u>Year</u>	<u>Outstanding</u>	<u>Interest Due</u>	<u>Total</u>
2019	\$ 1,310,000	\$ 655,235	\$ 1,965,235
2020	1,350,000	612,110	1,962,110
2021	1,400,000	565,880	1,965,880
2022	1,455,000	511,135	1,966,135
2023	1,500,000	464,310	1,964,310
2024-2028	8,205,000	1,616,160	9,821,160
2029-2031	5,550,000	348,263	5,898,263
	<u>\$ 20,770,000</u>	<u>\$ 4,773,093</u>	<u>\$ 25,543,093</u>

The Authority's outstanding 2016-1 temporary notes will be refinanced in 2019 with Authority issued General Obligation bonds.

Annual debt service requirement to maturity for Special Assessment Debt to be paid from rental revenue:

<u>Year</u>	<u>Principal</u>	<u>Interest Due</u>	<u>Total</u>
2019	2,249	315	2,564
2020	2,350	215	2,565
2021	2,455	110	2,565
	<u>\$ 7,054</u>	<u>\$ 640</u>	<u>\$ 7,694</u>

E. Capital Contributions and Net Assets

Since its inception, the Authority has received capital contributions through Federal and State grants as follows:

	<u>Inception to Date</u>	<u>2018</u>	<u>2017</u>
Federal	\$ 32,719,241	\$1,317,286	\$ 899,586
State	<u>2,215,849</u>	<u>-</u>	<u>-</u>
Total	<u>\$ 34,935,090</u>	<u>\$1,317,286</u>	<u>\$ 899,586</u>

The Authority has designated \$90,000 to be used as an insurance increase reserve or to accelerate future debt service payments. As of December 31, 2018, the reserve had been funded but not used.

IV. OTHER INFORMATION

A. Defined Benefit Pension Plan

Description of Pension Plan. The Authority participates in a cost-sharing multiple-employer pension plan (Pension Plan), as defined in Governmental Accounting Standards Board Statement No. 67, *Financial Reporting for Pension Plans*. The Pension Plan is administered by the Kansas Public Employees Retirement System (KPERS), a body corporate and an instrumentality of the State of Kansas. KPERS provides benefit provisions to the following statewide pension groups under one plan, as provided by K.S.A. 74, article 49:

Public employees, which includes:

- State/School employees
- Local employees
- Police and Firemen
- Judges

Substantially all public employees in Kansas are covered by the Pension Plan. Participation by local political subdivisions is optional, but irrevocable once elected.

Those employees participating in the Pension Plan for the Authority are included in the Local employees group.

KPERS issues a stand-alone comprehensive annual financial report, which is available on the KPERS website at www.kpers.org.

Benefits. Benefits are established by statute and may only be changed by the State Legislature. Members with ten or more years of credited service may retire as early as age 55, with an actuarially reduced monthly benefit. Normal retirement is at age 65, age 62 with ten years of credited service, or whenever a member's combined age and years of service equal 85.

Monthly retirement benefits are based on a statutory formula that includes final average salary and years of service. When ending employment, members may withdraw their contributions from their individual accounts, including interest. Members who withdraw their accumulated contributions lose all rights and privileges of membership. For all pension coverage groups, the accumulated contributions and interest are deposited into and disbursed from the membership accumulated reserve fund as established by K.S.A. 74-4922.

Members choose one of seven payment options for their monthly retirement benefits. At retirement a member may receive a lump-sum payment of up to 50% of the actuarial present value of the member's lifetime benefit. His or her monthly retirement benefit is then permanently reduced based on the amount of the lump sum. Benefit increases, including ad hoc post-retirement benefit increases, must be passed into law by the Kansas Legislature. Benefit increases are under the authority of the Legislature and the Governor of the State of Kansas.

The 2012 Legislature made changes affecting new hires, current members and employers. A new KPERS 3 cash balance retirement plan for new hires starting January 1, 2015, was created. Normal retirement age for KPERS 3 is 65 with five years of service or 60 with 30 years of service. Early retirement is available at age 55 with ten years of service, with a reduced benefit. Monthly benefit options are an annuity benefit based on the account balance at retirement.

For all pension coverage groups, the retirement benefits are disbursed from the retirement benefit payment reserve fund as established by K.S.A. 74-4922.

Contributions. Member contributions are established by state law and are paid by the employee according to the provisions of Section 414(h) of the Internal Revenue Code. State law provides that the employer contribution rates are determined based on the results of an annual actuarial valuation. The contributions and assets of all groups are deposited in the Kansas Public Employees Retirement Fund established by K.S.A. 74-4921. All of the retirement systems are funded on an actuarial reserve basis.

For fiscal years beginning in 1995, Kansas legislation established statutory limits on increases in contribution rates for KPERS employers. Annual increases in the employer contribution rates related to subsequent benefit enhancements are not subject to these limitations. The statutory cap increase over the prior year contribution rate is 1.2% of total payroll for the fiscal year ended June 30, 2018.

The actuarially determined employer contribution rates (not including the 1.00% contribution rate for the Death and Disability Program) and the statutory contribution rates are as follows:

	2018	
	Actuarial	Statutory Employer
	<u>Employer Rate</u>	<u>Capped Rate</u>
Local employees	8.39%	8.39%
	2017	
	Actuarial	Statutory Employer
	<u>Employer Rate</u>	<u>Capped Rate</u>
Local employees	8.46%	8.46%

Member contribution rates as a percentage of eligible compensation for the fiscal year 2018 are 6.00% for Local employees.

Employer Allocations. Although KPERS administers one cost-sharing multiple-employer defined benefit pension plan, separate (sub) actuarial valuations are prepared to determine the actuarial determined contribution rate by group. Following this method, the measurement of the collective net pension liability, deferred outflows of resources, deferred inflows of resources, and pension expense are determined separately for each of the following groups of the plan:

- State/School
- Local
- Police and Firemen
- Judges

To facilitate the separate (sub) actuarial valuations, KPERS maintains separate accounts to identify additions, deductions, and fiduciary net position applicable to each group. The allocation percentages presented for each group in the schedule of employer and nonemployer allocations are applied to amounts presented in the schedules of pension amounts by employer and nonemployer.

The allocation percentages for the Authority's share of the collective pension amounts as of December 31, 2018, are based on the ratio of its contributions to the total of the employer and nonemployer contributions of the group for the fiscal years ended December 31, 2018.

The contributions used exclude contributions made for prior service, excess benefits and irregular payments. At June 30, 2018, the Authority's proportion for the Local employees group was 0.043452%, which was an increase of .00179% from its proportion measured at June 30, 2017.

Net Pension Liability. At December 31, 2018 and 2017, the Authority reported a liability of \$605,630 and \$603,456, respectively, for its total proportionate share of the net pension liability.

Actuarial Assumptions. The total pension liability was determined by an actuarial valuation as of December 31, 2017, which was rolled forward to June 30, 2018, using the following actuarial assumptions:

<u>Assumptions</u>	<u>Rate</u>
Price inflation	2.75%
Wage inflation	3.50%
Salary increases, including wage increases	3.5% to 12.0% including inflation
Long-term rate of return, net of investment expense, and including price inflation	7.75%

Mortality rates were based on the RP-2014 Mortality Tables, with age setbacks and age set forwards as well as other adjustments based on different membership groups. Future mortality improvements are anticipated using Scale MP-2016.

The actuarial assumptions used in the December 31, 2017 valuation were based on the results

of an actuarial experience study conducted for the period of January 1, 2013, through December 31, 2015. The experience study is dated November 18, 2016.

The long-term expected rate of return of pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage.

Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of June 30, 2018 are summarized in the following table:

		Long-Term Expected
<u>Asset</u>	<u>Long-Term Allocation</u>	<u>Real Rate of Return</u>
Global Equity	47.00%	6.85%
Fixed Income	13.00%	1.25%
Yield driven	8.00%	6.55%
Real Return	11.00%	1.71%
Real estate	11.00%	5.05%
Alternatives	8.00%	9.85%
Short-term investments	<u>2.00%</u>	-0.25%
	<u>100.00%</u>	

Discount Rate. The discount rate used to measure the total pension liability was 7.75%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the contractually required rate. The State, School and Local employers do not necessarily contribute the full actuarial determined rate. Based on legislation passed in 1993, the employer contribution rates certified by the System's Board of Trustees for these groups may not increase by more than the statutory cap. The expected KPERS employer statutory contribution was modeled for future years, assuming all actuarial assumptions are met in future years. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Authority's proportionate share of the net pension liability to changes in the discount rate. The following presents the Authority's proportionate share of the net pension liability calculated using the discount rate of 7.75%, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (6.75%) or 1-percentage point higher (8.75%) than the current rate:

2018		
<u>1% Decrease (6.75%)</u>	<u>Discount Rate (7.75%)</u>	<u>1% Increase (8.75%)</u>
\$ 888,244	\$ 605,630	\$ 366,795
2017		
<u>1% Decrease (6.75%)</u>	<u>Discount Rate (7.75%)</u>	<u>1% Increase (8.75%)</u>
\$ 869,108	\$ 603,456	\$ 379,521

Pension Expense. For the years ended December 31, 2018 and 2017, the Authority recognized pension expense of \$39,859 and \$41,605, respectively, which includes the changes in the collective net pension liability, projected earnings on pension plan investments, and the amortization of deferred outflows of resources and deferred inflows of resources for the current period.

Deferred Outflows of Resources and Deferred Inflows of Resources. At December 31, 2018 and 2017, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions:

	2018 Deferred outflows of <u>resources</u>	2018 Deferred inflows of <u>resources</u>	2017 Deferred outflows of <u>resources</u>	2017 Deferred inflows of <u>resources</u>
Differences between actual and expected experience	\$ 2,187	\$ 17,161	\$ 2,919	\$ 20,866
Net differences between projected and actual earnings on investments	14,168	-	18,930	-
Changes in assumptions	26,226	2,916	32,499	4,413
Contributions made after measurement date	13,417	-	5,290	-
Changes in proportion	55,201	44,325	45,547	71,207
Total	\$ 111,199	\$ 64,402	\$ 105,185	\$ 96,486

\$13,417 reported as deferred outflows of resources related to pensions resulting from Authority contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2019. Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended		
<u>December 31.</u>	<u>2018</u>	<u>2017</u>
2018	\$ -	\$ [12,691]
2019	10,978	7,594
2020	12,657	9,651
2021	112	[2,028]
2022	8,685	6,173
2023	948	-
Total	\$ 33,380	\$ 8,699

B. Deferred Compensation Plan

The Authority offers its employees a deferred compensation plan (“Plan”) created in accordance with Internal Revenue Code Section 457. The Plan, available to all Authority employees, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. Plan assets are transferred to a plan agent in a custodial trust and are not available to the claims of the Authority’s general creditors.

C. Flexible Benefit Plan (I.R.C. Section 125)

The Authority has adopted by resolution a salary-reduction flexible benefit plan (“Plan”) under Section 125 of the Internal Revenue Code. All Authority employees working more than 20 hours per week are eligible to participate in the Plan beginning after thirty days of employment. Each participant may elect to reduce his or her salary to purchase benefits offered through the Plan. Benefits offered through the Plan include various insurance and disability benefits.

D. Risk Management

The Authority is exposed to various levels of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters.

There has been no significant reduction in the Authority’s insurance coverage from the previous year. In addition, there have not been settlements in excess of the Authority’s coverage in any of the prior three years.

E. Contingent Liabilities

The Authority receives significant financial assistance from numerous federal and state governmental agencies in the form of grants and state pass-through aid. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit. Any disallowed claims resulting from such audits could become a liability of the Authority. However, in the opinion of management, any such disallowed claims would not have a material effect on any of the financial statements of the Authority at December 31, 2018 and 2017.

F. Other Postemployment Benefits (OPEB)

As a component unit of the City of Salina, the Authority participates in the City’s defined benefit health care plan that is administered by the City. The Employee Benefit Plan (the Plan) provides medical and dental benefits to eligible early retirees and their spouses. KSA 12-5040 requires all local governmental entities in the state that provide a group health care plan to make participation available to all retirees and dependents until the retiree reaches the age of 65 years. No separate financial report is issued for the Plan. As a component unit of the primary government, the Authority is not required to make contributions to the plan.

The OPEB cost, actuarial valuations of the ongoing plan and net OPEB obligations for the Authority as a sub-group of the plan, are calculated and recorded in the City's CAFR.

G. Other Postemployment Healthcare Benefits (KPERS)

Plan Description. The Authority participates in a multiple-employer defined benefit other postemployment benefit (OPEB) plan (the Plan) which is administered by the Kansas Public Employees Retirement System (KPERS). The Plan provides long-term disability benefits and a life insurance benefit for disabled members to KPERS members, as provided by K.S.A. 74-04927. The Plan is administered through a trust held by KPERS that is funded to pay annual benefit payments. However, because the trust's assets are used to pay employee benefits other than OPEB, the trust does not meet the criteria in paragraph 4 of GASB Statement No. 75, Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions. Accordingly, the Plan is considered to be administered on a pay-as-you-go basis.

Benefits. Benefits are established by statute and may be amended by the KPERS Board of Trustees. The Plan provides long-term disability benefits equal to 60 percent (prior to January 1, 2006, 66 2/3 percent) of annual compensation, offset by other benefits. Members receiving long-term disability benefits also receive credit towards their KPERS retirement benefits and have their group life insurance coverage continued under the waiver of premium provision.

The monthly long-term disability benefit is 60 percent of the member's monthly compensation, with a minimum of \$100 and a maximum of \$5,000. The monthly benefit is subject to reduction by deductible sources of income, which include Social Security primary disability or retirement benefits, workers compensation benefits, other disability benefits from any other sources by reason of employment, and earnings from any form of employment. If the disability begins before age 60, benefits are payable while the disability continues until the member's 65th birthday or retirement date, whichever occurs first. If the disability begins after age 60, benefits are payable while the disability continues, for a period of five years or until the member retires, whichever occurs first. Benefit payments for disabilities caused or contributed to by substance abuse or non-biologically based mental illnesses are limited to the shorter of the term of the disability or 24 months per lifetime.

The death benefit paid to beneficiaries of disabled members is 150% of the greater of 1) the member's annual rate of compensation at the time of disability, or 2) the members previous 12 months of compensation at the time of the last date on payroll. If the member has been disabled for five or more years, the annual compensation or salary rate at the time of death will be indexed using the consumer price index, less one percentage point, to compute the death benefit. If a member is diagnosed as terminally ill with a life expectancy of 12 months or less, the member may be eligible to receive up to 100% of the death benefit rather than having the benefit paid to the beneficiary. If a member retires or disability benefits end, the member may convert the group life insurance coverage to an individual insurance policy.

Employees covered by benefit terms. At June 30, 2018, the valuation date, the following employees were covered by the benefit terms:

Active Employees	14
Disabled Members	-
Total	<u>14</u>

Total OPEB Liability. The Authority's total KPERS OPEB liability of \$11,126 reported as of December 31 2018, was measured as of June 30, 2018, and was determined by an actuarial valuation as of December 31, 2017, which was rolled forward to June 30, 2018, using the following actuarial assumptions:

Valuation date	December 31, 2017
Actuarial cost method	Entry age normal
Inflation	2.75%
Salary increases	3.50%
Discount Rate (based on 20 year municipal bond rate with an average rating of AA/Aa or better, obtained through the Bond Buyer General Obligation 20-Bond Municipal Index)	3.87%

The discount rate was based on the bond buyer general obligation 20-bond municipal index.

Mortality rates were based on the RP 2014 Mortality Tables, with age setbacks and age set forwards as well as other adjustments based on different membership groups. Future mortality improvements are anticipated using Scale MP-2016.

The actuarial assumptions used in the December 31, 2017 valuation were based on the results of an actuarial experience study for the period of July 1, 2014 through June 30, 2016. Other demographic assumptions are set to be consistent with the actuarial assumptions reflected in the December 31, 2017 KPERS pension valuation.

The changes in the total OPEB liability are as follows:

	Total KPERS OPEB Liability
Balance 1/1/2018	\$ 12,054
Service cost	2,825
Interest	533
Effect of economic/demographic gains or losses	(4,199)
Changes in assumptions	(87)
Balance 12/31/18	<u>\$ 11,126</u>

Sensitivity of the total KPERS OPEB liability to changes in the discount rate. The following presented the total KPERS OPEB liability of the Authority, as well as what the Authority's total KPERS OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.87%) or 1-percentage-point higher (4.87%) than the current discount rate:

	1% Decrease (2.87%)	Discount Rate (3.87%)	1% Increase (4.87%)
Total OPEB Liability	\$ 11,395	\$ 11,126	\$ 10,800

Sensitivity of the total KPERS OPEB liability to changes in the healthcare cost trend rates. The following presented the total KPERS OPEB liability of the Authority calculated using the current healthcare cost trend rates as well as what the Authority's total KPERS OPEB liability would be if it were calculated using trend rates that are 1 percentage point lower or 1 percentage point higher than the current trend rates. The reader should note that healthcare trend rates do not affect the liabilities related to the long-term disability benefits sponsored by KPERS, but this exhibit is provided as it is a required disclosure under GASB 75.

	1% Decrease	Heathcare Cost Trend Rates	1% Increase
Total OPEB Liability	\$ 11,126	\$ 11,126	\$ 11,126

For the year ended June 30, 2018, the Authority recognized OPEB expense of \$2,900.

Deferred Outflows of Resources and Deferred Inflows of Resources. At December 31, 2018, the Authority reported deferred outflows and inflows related to other postemployment benefits from the following sources:

	Deferred Inflows of Resources
Differences between expected and actual experience	\$ (3,766)
Changes of assumptions	(198)
Total	<u>\$ (3,964)</u>

\$4,294 was reported as deferred outflows of resources related to OPEB resulting from Authority contributions respectively, subsequent to the measurement date and will be recognized as a reduction of the OPEB liability in the year ended December 31, 2019. Amounts reported as deferred inflows of resources related to pensions will be recognized in OPEB expense as follows:

Year Ended June 30	
2019	\$ (458)
2020	(458)
2021	(458)
2022	(458)
2023	(458)
Thereafter	<u>(1,674)</u>
Total	<u>\$ (3,964)</u>

H. Environmental Matter.

The U.S. Department of Defense transferred property located at the former Schilling Air Force Base (the Base or Site) to the Authority on or about September 9, 1966. The property is now known to contain areas of extensive soil and groundwater contamination, which is a result of the use and disposal of chlorinated solvents during military operations at the Base from 1942 until Base closure in 1965. The U.S. Department of Defense is responsible for the investigation and remediation of contamination caused by military activities at current and former military bases. The U.S. Army Corps of Engineers (Corps) is the lead agency for the Department at formerly used defense sites. The Corps has investigated the soil and groundwater contamination at the Site under the regulatory oversight of the U.S. Environmental Protection Agency (EPA) and the Kansas Department of Health and Environment (KDHE). The Site is not designated as a National Priority List Superfund site, but investigation and remediation are required to be in compliance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Potential liability for contamination under CERCLA extends broadly to parties associated with the release or presence of hazardous substances, including not only those entities involved with contaminant use and disposal, but in some cases other current and former owners and operators of contaminated sites. As a current owner of extensive amounts of property at the Site, the Authority is potentially liable under CERCLA, although the Authority believes that it has meritorious defenses to such liability.

The Authority is considered to be a Potentially Responsible Party (PRP) for the Site, primarily due to its status as a property owner. The Authority, City of Salina, Unified School District No. 305 and the Kansas Board of Regents (Kansas State University Polytechnic Campus), (collectively Salina Public Entities) currently own over 90% of the nearly 4,000 acres of the Base property. No third party has asserted any claim for bodily injury or property damage.

Beginning in August 2007, the Salina Public Entities initiated settlement negotiations with the U.S. Federal Government. The negotiation objectives at that time included transferring the responsibility for completing the cleanup from the U.S. to the Salina Public Entities. The local objective was to reach a settlement agreement with the U.S. that provides the Salina Public Entities sufficient funds to complete cleanup operations over a 30-year period.

During calendar year 2008, the Salina Public Entities, by and through its environmental consultant, prepared a detailed Cost to Complete Estimate (CTC). The CTC preparation included consultation with the EPA and KDHE. The Salina Public Entities' CTC was completed in June of 2008 and submitted to the Corps.

Subsequently, on January 23, 2009, the Salina Public Entities delivered a demand letter to the Corps. The letter demanded that settlement negotiations begin immediately with the U.S. Department of Justice. On May 14, 2009 the Authority was notified that the Corps referred the Base demand letter to the U.S. Department of Justice on May 12, 2009.

The Salina Public Entities delivered on or about May 10, 2010, a settlement offer and a draft of a lawsuit complaint to the attorney for the U.S. Department of Justice. The Salina Public Entities planned to file suit against the U.S. if the matter was not settled by the end of May, 2010. The Salina Public Entities did not intend to cut off settlement negotiations by the filing of suit, and this has been communicated to the U.S. No remedial action plan or record of decision has been adopted by the EPA or KDHE.

On or about May 27, 2010, the Salina Public Entities filed their Complaint against the United States of America, the United States Department of Defense and Secretary of Defense, Robert M. Gates, in his official capacity (collectively, "Defendants"). On or about September 22, 2010, the Salina Public Entities filed their First Amended Complaint in four counts: Count I Citizen Suit Claim Pursuant to 42 U.S.C. § 9659(a)(2), Count II Citizen Suit Claim Pursuant to 42 U.S.C. § 9659(a)(1), Count III Claim for Recovery of Response Costs Pursuant to 42 U.S.C. § 9607(a) and Count IV Claim for Declaratory Judgment Pursuant to 42 U.S.C. § 9613(g)(2).

On or about October 6, 2010, Defendants filed their motion to dismiss and to strike, primarily with respect to the citizen suit claims. On or about March 25, 2011, Judge Murguia entered his Memorandum and Order. The Judge granted the Defendants' motion to dismiss Counts I and II (citizen suit claims) for lack of subject matter jurisdiction. He also granted the Defendants' motion to dismiss the Salina Public Entities' requests for attorney fees, with the exception of non-litigation attorney fees. He denied the Defendants' motion to strike the Salina Public Entities' allegations of a conflict of interest. The Salina Public Entities' claims under Counts III and IV for response costs under CERCLA 9607(a) are not affected by the Judge's rulings. The Salina Public Entities disagree with most of the Judge's filings and, if necessary, plan to take an interlocutory appeal to the Tenth Circuit to contest the rulings.

On or about April 22, 2011, Defendants filed their Answer to First Amended Complaint and Counterclaim against the Salina Public Entities. Count I of the Counterclaim alleges a claim for contribution under CERCLA, 42 U.S.C. § 9613(f)(1). Count II of the Counterclaim alleges a claim for cost recovery under CERCLA, 42 U.S.C. § 9607(a)(1). Count II alleges costs incurred by the U.S. Environmental Protection Agency of approximately \$1,838,241 as of September 30, 2007, and alleges costs incurred by the Corps of approximately \$14,915,228 as of April 17, 2009. The Salina Public Entities intend to vigorously contest the claims brought against them and will assert, among other defenses, the third party defense under 42 U.S.C. § 9607(b)(3).

The parties agreed on a mediation to discuss settlement. The mediation sessions occurred in October 2011, and the mediation discussions continued for over a year. The parties have now agreed upon a partial settlement. The partial settlement includes payment by the U.S. in exchange for performance by the Salina Public Entities of a remedial investigation/feasibility study through entry of a Corrective Action Decision by KDHE (the "Work"). The present cost estimate of the Work is less than \$10,000,000. The agreement is that the U.S. will pay 90% of the cost of the Work with the Salina Public Entities responsible for payment of the remaining 10%. It is anticipated that the agreed share of the Salina Public Entities will be paid by the City of Salina. Also, the claims and counterclaims in the lawsuit have been dismissed without prejudice with provisions tolling any and all statutes of limitation. No party is obligated under the settlement agreement to implement the Corrective Action Decision upon its entry by KDHE, and the parties will either negotiate an agreement to implement such Corrective Action Decision or refile their claims in court. The Salina Public Entities have entered into a Consent Agreement and Final Order ("CAFO") with KDHE, which is conditioned upon the U.S.'s payment to the City. On May 2, 2013, the U.S. District Court for the District of Kansas entered its Consent Decree. *City of Salina, Kansas, et al. v. United States of America, et al.*, Case No. 10-CV-2298 CM/DJW. The Court's Consent Decree approved the settlement among the parties. The current status is that the U.S. wire transferred \$8,426,700 to the account of the City, and the City added the share of the Salina Public Entities in the amount of \$936,300 to the account.

The Remedial Investigation (RI) portion of the CAFO scope of work was completed during Q1 2018. The Feasibility Study portion of the CAFO scope of work was also completed during Q1 2018. The Feasibility Study (FS) and Proposed Plan (PP) portions of the CAFO scope of work were completed during 2018 and submitted to KDHE. The Corrective Action Decision (CAD) document is scheduled to be issued by KDHE during 2019.

Although the claims and counterclaims in the lawsuit have been dismissed without prejudice, the Authority intends to vigorously pursue its claims that the U.S. should implement the Corrective Action Decision upon its entry by KDHE and its defenses against any claims brought against it. Based on presently known information, the Authority has determined that while a possible liability exists, at this time, no reasonable estimate of the possible liability can be made. Therefore, no liability related to that matter has been recorded.

I. Rental Income Under Operating Leases

A significant portion of the operating revenue of the Authority is generated through the leasing of airport and building space to airport fixed base operators and others on a fixed fee as well as a contingent rental basis. Ownership risks are retained by the Authority, and accordingly, such leases are treated as operating leases.

The following is a schedule of minimum future rentals on non-cancellable operating leases to be received in each of the next five years and thereafter:

<u>Years Ending</u>	
<u>December 31</u>	
2019	\$ 1,332,930
2020	839,251
2021	471,968
2022	303,573
2023	208,905
Later Years	<u>1,745,808</u>
Total	<u>\$ 4,902,435</u>

J. Major Customers

The Authority received significant operating revenue from Avflight Salina, Kansas Erosion Products, LLC, the 582nd Helicopter Group, Exide Battery and AAL Organic Matters, LLC. Rent from these five tenants equals 43.6% of operating revenue for the year ended December 31, 2018. Additionally, for the year ended December 31, 2017, the Authority's top five tenants, Learjet, Inc., Avflight Salina, Kansas Erosion Products, LLC, Tischlerei-Fine Woodworking, LLC and Exide provided 40.3% of operating revenue.

K. Non-Operating Revenue and (Expense)

Net non-operating revenue and expense consisted of the following for the years ended December 31, 2018 and 2017:

	<u>December 31,</u>	
	<u>2018</u>	<u>2017</u>
Mill levy	\$ 2,338,967	\$ 2,043,302
Interest income	3,745	974
Gain on sale of assets	<u>5,375</u>	<u>22,081</u>
Total	<u>2,348,087</u>	<u>2,066,357</u>
Interest expense		
General obligation bonds	(681,389)	(567,660)
Special assessment debt	(411)	(504)
Bond issuance costs	-	(147,664)
Amortization of bond discount	<u>(145,343)</u>	<u>(5,369)</u>
Total	<u>(827,143)</u>	<u>(721,197)</u>
Net non-operating revenue	<u>\$ 1,520,944</u>	<u>\$ 1,345,160</u>

L. Commitments Under Operating Lease

The Authority has not entered into any non-cancellable operating lease agreements.

M. Subsequent Events

The Salina Airport Authority's management has evaluated events and transactions occurring after December 31, 2018 through August 15, 2019. The aforementioned date represents the date the financial statements were available to be issued.

SALINA AIRPORT AUTHORITY
 SCHEDULES OF REVENUES, EXPENSES AND CHANGES
 IN NET POSITION
 For the Years Ended December 31, 2018 and December 31, 2017

	January 1 to December 31	
	<u>2018</u>	<u>2017</u>
Operating Revenues		
Airfield		
Fuel flowage fees	\$ 194,647	\$ 202,728
Hangar rent	478,573	416,818
Landing fees	60,237	46,873
Ramp rent	47,298	46,572
Total Airfield	<u>780,755</u>	<u>712,991</u>
Building and Land Rents		
Agri land rent	70,689	55,774
Building rents	1,089,002	1,028,932
Land rents	210,955	216,391
Tank rent	12,636	9,736
Total Building and Land Rents	<u>1,383,282</u>	<u>1,310,833</u>
Other revenue		
Airport Marketing	144,863	63,952
Commissions	25,746	36,544
Other income	165,246	88,980
Total Other Revenue	<u>335,855</u>	<u>189,476</u>
 Total Operating Revenue	 <u>\$ 2,499,892</u>	 <u>\$ 2,213,300</u>

(continued)

SALINA AIRPORT AUTHORITY
 SCHEDULES OF REVENUES, EXPENSES AND CHANGES
 IN NET POSITION
 For the Years Ended December 31, 2018 and December 31, 2017
 (continued)

	January 1 to December 31	
	<u>2018</u>	<u>2017</u>
Operating Expenses		
Administrative		
A/E, consultants, brokers	\$ 21,072	\$ 10,307
Airport promotion	232,500	72,558
Bad debt expense	10,390	-
Computer network administration	13,809	15,298
Dues and subscriptions	23,165	26,970
Employee retirement	39,856	41,605
FICA and medicare	60,404	57,094
Industrial development	50,000	25,000
Insurance, property	148,115	142,721
Insurance, medical	210,799	191,254
Kansas unemployment tax	815	769
Legal and accounting	43,055	19,274
Office salaries	506,160	462,291
Office supplies	13,317	8,125
Other administrative	9,835	9,523
Postage	4,025	2,165
Property taxes	145,976	151,239
Special events	436	389
Telephone	19,133	17,608
Training	6,639	175
Travel and meetings	8,013	9,770
Total Administrative Expenses	<u>\$ 1,567,514</u>	<u>\$ 1,264,135</u>

(continued)

SALINA AIRPORT AUTHORITY
SCHEDULES OF REVENUES, EXPENSES AND CHANGES
IN NET POSITION
For the Years Ended December 31, 2018 and December 31, 2017
(continued)

	January 1 to December 31	
	2018	2017
Maintenance Expenses		
Airfield maintenance	\$ 32,025	\$ 23,071
Airport security	2,414	997
Building maintenance	83,586	106,497
Equipment fuel and repairs	111,685	123,747
Fire services	16,521	16,718
Grounds maintenance	3,416	4,481
Maintenance salaries	344,740	349,681
Other maintenance expenses	14,803	16,602
Snow removal expense	5,674	514
Utilities	248,792	254,180
Total Maintenance Expenses	863,656	896,488
Total Operating Expenses	2,431,170	2,160,623
Surplus of Revenues over Expenses before Depreciation	68,722	52,677
Depreciation	(2,761,019)	(2,593,092)
Operating Loss Before Non-Operating Revenues and Expenses	(2,692,297)	(2,540,415)
Non-Operating Revenues and (Expenses)		
Mill levy	2,338,967	2,043,302
Interest income	3,745	974
Interest expense	(827,143)	(573,533)
Bond issue costs	-	(147,664)
Gain on sale of assets	5,375	22,081
Total Non-Operating Revenue (Expense)	1,520,944	1,345,160
Loss Before Capital Contributions	(1,171,353)	(1,195,255)
Capital Contributions	1,474,356	1,280,204
Net Position		
Increase in net position	303,003	84,949
Net position, beginning of year	21,808,184	21,723,235
Prior period adjustment	(12,054)	-
Net position - beginning, restated	21,796,130	21,723,235
Net Position, end of year	\$22,099,133	\$21,808,184

SALINA AIRPORT AUTHORITY
CAPITAL EXPENDITURES
January 1 to December 31

	<u>2018</u>
AIRFIELD IMPROVEMENTS	
AIP-36 Taxiway E rehabilitation	\$ 263,915
Fossett Plaza	113,963
AIP-38 Taxiway B reconstruction	1,335,687
Airfield perimeter gate G-2 proximity reader	5,076
Taxiway A pavement markings (movement/non-movement line)	4,200
Joint rehabilitation on Runways 12/30; 17/35, 18/36 and north Taxiway A	26,592
Runway 12/30 pavement markings	44,268
Total Airfield Improvements	<u>1,793,701</u>
BUILDINGS	
Hangar 600 board room HVAC compressor replacement	2,630
PH 305 Veeder root keypads and alarm system improvements	3,719
Network Hangar 600 - K-State Polytechnic leasehold	4,741
Hangar 509, 2nd floor NW room HVAC system	12,257
Building 655 lamp lighting improvements	6,540
Aircraft rescue and firefighting station generator	9,645
MJ Kennedy Air Terminal rehabilitation for Skywest Airlines	57,479
MJ Kennedy Air Terminal directional signage	17,356
Total Building Improvements	<u>114,367</u>
EQUIPMENT	
2019 Oshkosh 3000 gallon aircraft rescue and fire fighting truck	780,215
1996 International Paystar 5000 gallon aircraft rescue and firefighting truck	116,423
Two sets - aircraft rescue and firefighting turnout gear	5,021
UH/VHF radios for Airport 3 vehicle	1,870
Lenova ThinkStation P320 desktop computer	1,975
NEC 48" large format displays for Terminal FIDS and advertising	6,548
Wireless bridge/antenna system for aircraft rescue and firefighting station	1,690
6150 John Deere tractor rehabilitation	2,408
2015 Ford Explorer	23,250
Equipment acquired through Defense Logistics Agency (formerly DRMO)	44,092
Total Equipment Additions	<u>983,492</u>
CONSTRUCTION IN PROGRESS	
Taxiway D pavement rehabilitation consulting	8,921
Total Construction in Progress	<u>8,921</u>
LAND	
Former Schilling Air Force Base environmental project	77,012
Total Land	<u>77,012</u>
TOTAL CAPITAL EXPENDITURES	<u><u>\$ 2,977,493</u></u>

SALINA AIRPORT AUTHORITY
 SCHEDULE OF EMPLOYER'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
 Kansas Public Employees Retirement System

	<u>June 30, 2018</u>	<u>June 30, 2017</u>	<u>June 30, 2016</u>	<u>June 30, 2015</u>
Proportion of the net pension liability	0.043452%	0.041662%	0.037666%	0.041581%
Proportionate share of the collective net pension liability	\$ 605,630	\$ 603,456	\$ 582,704	\$ 545,977
Covered payroll from the period July 1 - June 30 ^	\$ 777,734	\$ 708,538	\$ 645,485	\$ 694,613
Net pension liability as a percentage of covered-employee payroll	77.87%	85.17%	90.27%	78.60%
Plan fiduciary net position as a percentage of the total pension liability	68.88%	67.12%	65.10%	64.95%

*Information reported above is as of the KPERS measurement date of June 30. GASB 68 requires a presentation of 10 years. As of June 30, 2018 only four years of information was available.

^ Covered payroll is measured as of the measurement date ending June 30.

SALINA AIRPORT AUTHORITY
SCHEDULE OF EMPLOYER CONTRIBUTIONS
Kansas Public Employees Retirement System
Last Ten Fiscal Years

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>
Contractually required employer contribution	\$ 78,940	\$ 66,198	\$ 61,622	\$ 70,005	\$ 68,904	\$ 66,865	\$ 66,766	\$ 63,035	\$ 58,161
Contributions in relation to the contractually required contribution	<u>(78,940)</u>	<u>(66,198)</u>	<u>(61,622)</u>	<u>(70,005)</u>	<u>(68,904)</u>	<u>(66,865)</u>	<u>(66,766)</u>	<u>(63,035)</u>	<u>(58,161)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll [^]	840,466	758,750	652,874	672,878	709,510	747,901	800,522	814,408	814,570
Contributions as a percentage of covered-employee payroll	9.39%	8.72%	9.44%	10.40%	9.71%	8.94%	8.34%	7.74%	7.14%

[^] Covered payroll is measured as of the fiscal year ended December 31.

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION BONDS
SERIES 2009-B
December 31, 2018

Date of issue:	June 1, 2009
Amount of issue:	\$ 6,080,000
Interest rate:	4.779%
Maturity date:	September 1, 2021
Principal paid:	\$ 4,895,000
Outstanding balance:	\$ 1,185,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 57,375	\$ 375,000
2020	40,500	395,000
2021	20,750	415,000
	<u>\$ 118,625</u>	<u>\$ 1,185,000</u>

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION BONDS
SERIES 2011-A
December 31, 2018

Date of issue:	August 17, 2011
Amount of issue:	\$ 11,820,000
Interest rate:	3.887%
Maturity date:	September. 1, 2023
Principal paid:	\$ 8,935,000
Outstanding balance:	\$ 2,885,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 111,545	\$ 280,000
2020	102,585	280,000
2021	92,505	715,000
2022	65,335	740,000
2023	36,105	870,000
	\$ 408,075	\$ 2,885,000

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION BONDS
SERIES 2015-A
December 31, 2018

Date of issue:	August 28, 2015
Amount of issue:	\$ 3,075,000
Interest rate:	2.672%
Maturity date:	September 1, 2025
Principal paid:	\$ 1,335,000
Outstanding balance:	\$ 1,740,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 45,468	\$ 560,000
2020	32,868	580,000
2021	18,368	170,000
2022	13,693	175,000
2023	8,443	80,000
2024-2025	9,238	175,000
	\$ 128,076	\$ 1,740,000

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION BONDS
SERIES 2017-A
December 31, 2018

Date of issue:	July 12, 2017
Amount of issue:	\$ 10,255,000
Interest rate:	3.0353%
Maturity date:	September 1, 2030
Principal paid:	\$ 105,000
Outstanding balance:	\$ 10,150,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 294,590	\$ 70,000
2020	293,358	70,000
2021	291,958	75,000
2022	290,308	515,000
2023	278,463	525,000
2024-2030	1,067,185	8,895,000
	\$ 2,515,860	\$ 10,150,000

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION BONDS
SERIES 2017-B
December 31, 2018

Date of issue:	July 17, 2017
Amount of issue:	\$ 4,835,000
Interest rate:	3.015%
Maturity date:	September 1, 2031
Principal paid:	\$ 25,000
Outstanding balance:	\$ 4,810,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 143,300	\$ 25,000
2020	142,800	25,000
2021	142,300	25,000
2022	141,800	25,000
2023	141,300	25,000
2024-2031	888,000	4,685,000
	\$ 1,599,500	\$ 4,810,000

SALINA AIRPORT AUTHORITY
TAXABLE GENERAL OBLIGATION TEMPORARY NOTES
SERIES 2016-1
December 31, 2018

Date of issue:	September 15, 2016
Amount of issue:	\$ 657,000
Interest rate:	.900%
Maturity date:	09/01/2019
Principal paid:	\$ -
Outstanding balance:	\$ 657,000

Schedule of Bond Interest and Principal Payments

Due in <u>Year</u>	Bond <u>Interest</u>	Bond <u>Principal</u>
2019	\$ 5,913	657,000

SALINA AIRPORT AUTHORITY
SPECIAL ASSESSMENT DEBT-SANITARY SEWER EXTENSION
HANGAR 600
December 31, 2018

Date of loan:	April 23, 2007
Amount of loan:	\$ 27,599
Interest rate:	4.47%
Maturity date:	December 20, 2021
Principal paid:	\$ 20,545
Outstanding balance:	\$ 7,054

Schedule of Loan Interest and Principal Payments

Due in <u>Year</u>	Loan <u>Interest</u>	Loan <u>Principal</u>
2019	\$ 315	\$ 2,249
2020	215	2,350
2021	110	2,455
	<hr/> \$ 640	<hr/> \$ 7,054

SALINA AIRPORT AUTHORITY
INSURANCE IN FORCE
December 31, 2018

<u>Insurance Policy</u>	<u>Type of Coverage</u>	<u>Amount of Coverage</u>
Old Republic Insurance Company Pol. #0CAV04369402	Worker's compensation and employer's liability	\$ 1,000,000
Old Republic Insurance Company Pol. #PR00262103	Bodily Injury & liability Hangar keepers	\$ 2,000,000 \$ 1,000,000
Affiliated FM Pol. #EQ042	Deluxe property-building, contents, stock, personal property of others, EDP equipment, business income (rents) Extra expense Data processing media	\$68,000,000 \$ 1,000,000 \$ 500,000
Philadelphia Insurance Company Pol. #PHPK1751276	Vehicles & equipment Bodily injury/property damage Medical payments Uninsured motorists Underinsured motorist	\$ 1,000,000 \$ 5,000 \$ 1,000,000 \$ 1,000,000
Atlantic Specialty Insurance Company Pol. #790-01-42-26-0004	Inland marine - equipment	\$ 1,426,088
Hartford Fire Insurance Company Pol. #37FA0293328-18	Crime policy Employee theft, forgery, alteration, computer fraud, faithful performance	\$ 250,000
Indian Harbor Insurance Company Pol. #OI0951685	Public officials and employment practices liability Each claim Aggregate limit	\$ 2,000,000 \$ 2,000,000
Great American Alliance Ins. Co. Pol. # KST7882933-224	Underground storage tank liability Each incident Aggregate limit Defense expense limit each incident	\$ 1,000,000 \$ 1,000,000 \$ 100,000

STATISTICAL Table of Contents

This part of the Salina Airport Authority's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about the government's overall financial health.

Financial Trends 64-69

These schedules contain trend information to help the reader understand how the government's financial performance and well-being have changed over time.

Debt Capacity 70-71

This schedule presents information to help the reader assess the affordability of the government's current levels of outstanding debt and the government's ability to issue additional debt in the future.

Revenue Capacity 72-73

These schedules contain information to help the reader assess the government's revenue source.

Operating Information 74

This schedule contains service and infrastructure data to help the reader understand how the information in the government's financial report relates to the services the government provides and the activities it performs.

Demographic and Economic Information 75-78

These schedules offer demographic and economic indicators to help the reader understand the environment within which the government's financial activities take place.

SALINA AIRPORT AUTHORITY
TOTAL ANNUAL REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR YEARS ENDED DECEMBER 31,

	2009	2010	2011	2012
TOTAL REVENUES				
OPERATING REVENUES				
Airfield	\$ 502,193	\$ 654,786	\$ 613,721	\$ 548,193
Fuel flowage fees	165,443	191,027	167,569	189,370
Building and land rent	1,402,230	1,497,330	1,491,710	1,365,853
Other revenue	28,710	48,206	33,965	56,752
TOTAL OPERATING REVENUES	2,098,576	2,391,349	2,306,965	2,160,168
TOTAL EXPENSES				
OPERATING EXPENSES				
Administrative	1,352,357	1,414,922	1,385,079	1,245,267
Maintenance	867,771	821,798	771,450	869,091
TOTAL OPERATING EXPENSES	2,220,128	2,236,720	2,156,529	2,114,358
OPERATING INCOME (LOSS) BEFORE DEPRECIATION	(121,552)	154,629	150,436	45,810
DEPRECIATION	1,748,348	2,290,253	2,407,566	2,514,587
OPERATING LOSS	(1,869,900)	(2,135,624)	(2,257,130)	(2,468,777)
NON-OPERATING INCOME AND (EXPENSES)				
Mill levy	1,327,647	1,768,154	1,795,660	1,767,338
Interest on investments and financing lease	74,313	9,948	9,856	1,500
Interest expense	(1,014,129)	(1,003,998)	(973,882)	(1,175,063)
Bond Issue Costs	-	-	(103,580)	-
Gain (loss) on sale of assets	-	(86,067)	19,039	-
TOTAL NON-OPERATING INCOME AND (EXPENSES)	387,831	688,037	747,093	593,775
LOSS BEFORE CAPITAL CONTRIBUTIONS	(1,482,069)	(1,447,587)	(1,510,037)	(1,875,002)
CAPITAL CONTRIBUTIONS	3,770,558	1,172,507	457,227	1,779,827
INCREASE (DECREASE) IN NET POSITION	2,288,489	(275,080)	(1,052,810)	(95,175)
NET POSITION AT YEAR END COMPOSED OF:				
Net investment in capital assets	26,410,681	23,586,562	22,065,441	25,339,916
Restricted	-	-	-	-
Unrestricted	1,654,626	4,072,936	4,541,202	1,171,551
	\$ 28,065,307	\$ 27,659,498	\$ 26,606,688	\$ 26,511,467

Note <1> The 2010 Investment in Capital Assets, Net of Related Debt was adjusted by \$130,729 in accordance with GASB Statement 65. See Note I to the Financial Statements - Summary of Significant Accounting Policies.

SALINA AIRPORT AUTHORITY
TOTAL ANNUAL REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR YEARS ENDED DECEMBER 31,

2013	2014	2015	2016	2017	2018
\$ 411,522	\$ 572,681	\$ 529,973	\$ 530,889	\$ 510,263	\$ 586,108
128,277	150,110	189,532	145,280	202,728	194,647
1,474,057	1,136,063	1,068,335	1,174,553	1,310,833	1,383,282
53,902	50,499	88,663	106,144	189,476	335,855
2,067,758	1,909,353	1,876,503	1,956,866	2,213,300	2,499,892
1,232,833	1,198,445	1,253,045	1,183,681	1,264,135	1,567,514
872,877	860,760	698,173	714,188	896,488	863,656
2,105,710	2,059,205	1,951,218	1,897,869	2,160,623	2,431,170
(37,952)	(149,852)	(74,715)	58,997	52,677	68,722
2,588,107	2,588,599	2,584,667	2,569,109	2,593,092	2,761,019
(2,626,059)	(2,738,451)	(2,659,382)	(2,510,112)	(2,540,415)	(2,692,297)
1,788,284	1,993,889	2,028,074	2,017,013	2,043,302	2,338,967
676	437	286	3,387	974	3,745
(1,120,831)	(1,087,440)	(1,109,013)	(964,113)	(573,533)	(827,143)
-	-	-	(8,329)	(147,664)	-
51,853	50,904	48,289	6,903	22,081	5,375
719,982	957,790	967,636	1,054,861	1,345,160	1,520,944
(1,906,077)	(1,780,661)	(1,691,746)	(1,455,251)	(1,195,255)	(1,171,353)
623,029	799,762	217,112	943,219	1,280,204	1,474,356
(1,283,048)	(980,899)	(1,474,634)	(512,032)	84,949	303,003
24,818,560	24,510,104	22,516,034	21,862,166	19,753,708	22,491,023
-	-	-	-	-	-
409,859	(262,584)	(280,767)	(138,931)	2,054,476	(391,890)
\$ 25,228,419	\$ 24,247,520	\$ 22,235,267	\$ 21,723,235	\$ 21,808,184	\$ 22,099,133

SALINA AIRPORT AUTHORITY
CHANGES IN CASH AND CASH EQUIVALENTS
FOR YEARS ENDED DECEMBER 31,

	2009	2010	2011	2012
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash received from providing services	\$ 1,974,744	\$ 2,374,283	\$ 2,466,747	\$ 2,091,754
Cash paid to employees for services	(830,298)	(825,454)	(812,393)	(784,733)
Cash paid to suppliers for goods and services	(1,457,074)	(1,136,760)	(1,315,871)	(1,345,746)
NET CASH PROVIDED (USED) IN OPERATING ACTIVITIES	(312,628)	412,069	338,483	(38,725)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Acquisition and construction of property, plant and equipment	(6,999,968)	(3,471,985)	(1,962,366)	(4,789,419)
Purchases in satisfaction of maintenance agreement	(3,445)	-	-	-
Proceeds from capital grants	3,674,507	1,077,310	443,681	1,755,598
Change in grants receivable	-	-	-	-
Return of capital grant proceeds	-	-	-	-
Proceeds from property tax	1,327,647	1,768,154	1,795,660	1,767,338
Proceeds from sale of capital assets	-	(86,067)	19,039	-
Principal payments on debt	(4,739,437)	(8,162,886)	(12,756,306)	(1,154,007)
Proceeds of new borrowing	8,012,154	11,675,000	14,060,137	-
Deferred advanced refunding	-	-	-	-
Principal received on financing lease	133,242	144,485	-	-
Interest received on financing lease	56,204	-	-	-
Bond defeasance and issue costs paid	(75,986)	(39,535)	(103,580)	-
Interest paid on long-term debt	(922,725)	(1,145,591)	(754,537)	(1,190,236)
NET CASH PROVIDED (USED) IN CAPITAL AND RELATED FINANCING ACTIVITIES	462,193	1,758,885	741,728	(3,610,726)
CASH FLOWS FROM INVESTING ACTIVITIES:				
Interest received on deposits	15,550	9,948	9,856	1,500
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	165,115	2,180,902	1,090,067	(3,647,951)
CASH AND CASH EQUIVALENTS, beginning of year	1,871,999	2,037,114	4,218,016	5,308,083
CASH AND CASH EQUIVALENTS, end of year	<u>\$ 2,037,114</u>	<u>\$ 4,218,016</u>	<u>\$ 5,308,083</u>	<u>\$ 1,660,132</u>

Note: In 2010, the SAA began classifying the sale of assets as non-operating income.

SALINA AIRPORT AUTHORITY
CHANGES IN CASH AND CASH EQUIVALENTS
FOR YEARS ENDED DECEMBER 31,

2013	2014	2015	2016	2017	2018
\$ 2,162,181	\$ 1,849,824	\$ 1,922,061	\$ 1,868,694	\$ 2,162,372	\$ 2,621,123
(766,300)	(731,571)	(698,148)	(724,184)	(821,501)	(845,650)
(1,469,899)	(1,170,505)	(1,292,263)	(1,124,098)	(1,249,957)	(578,006)
(74,018)	(52,252)	(68,350)	20,412	90,914	1,197,467
(1,238,629)	(1,348,143)	(301,637)	(1,489,872)	(2,073,730)	(2,851,457)
-	-	-	-	-	-
623,029	799,762	92,414	943,219	1,280,204	1,474,356
-	-	-	(573,638)	573,638	-
1,788,284	1,993,889	2,028,074	2,017,013	2,043,302	2,338,967
218,361	81,652	48,289	20,489	32,990	5,375
(959,134)	(972,729)	(1,007,271)	(1,095,956)	(1,253,283)	(2,646,876)
-	-	722,161	657,000	2,831,470	-
-	-	-	-	(1,391,470)	-
-	-	-	-	-	-
-	-	(43,159)	(8,329)	(147,664)	-
(1,131,523)	(1,099,052)	(1,042,465)	(972,452)	(613,911)	(879,978)
(699,612)	(544,621)	496,406	(502,526)	1,281,546	(2,559,613)
676	437	286	3,387	974	3,745
(772,954)	(596,436)	428,342	(478,727)	1,373,434	(1,358,401)
1,660,132	887,178	290,742	719,084	240,357	1,613,791
\$ 887,178	\$ 290,742	\$ 719,084	\$ 240,357	\$ 1,613,791	\$ 255,390

Salina Airport Authority

CAPITAL EXPENDITURE HISTORY

Ten Years Ended December 31, 2018

<u>Fiscal Year</u>	<u>Equipment</u>	<u>Building Additions</u>	<u>Land</u>	<u>Airfield</u>	<u>Construction in Progress</u>	<u>Total Capital Expenditures</u>
2009	161,709	1,088,374	366,106	2,759,561	2,584,100	6,959,850
2010	266,159	579,662	466,789	1,584,946	355,919	3,253,475
2011	52,504	112,417	368,557	195,933	1,349,037	2,078,448
2012	217,548	2,911,756	306,847	2,225,668	244,851	5,906,670
2013	37,532	172,219	94,514	540,392	429,468	1,274,125
2014	76,670	361,842	44,405	490,653	371,219	1,344,789
2015	144,676	57,048	20,379	30,131	71,623	323,857
2016	105,467	321,854	14,062	23,799	1,024,688	1,489,870
2017	226,478	140,422	30,617	385,751	1,290,462	2,073,730
2018	983,492	114,367	77,012	1,793,701	8,921	2,977,493

Source: Salina Airport Authority Records

Salina Airport Authority
General Obligation Debt Service Coverage
Ten Fiscal Years Ended December 31, 2018

Fiscal Year	November Assessed Valuation	Motor Vehicle Valuation	Valuation Total	Capacity of Valuation Total	General Obligation Debt	Revenue Bond Debt	Special Assessment Debt	Financing Leases / Other Loans Payable	Temporary Notes	Total Debt	Remaining Capacity	Percentage of Personal Income	Total Debt Per Capita
2009	397,470,626	50,330,252	447,800,878	44,780,088	13,782,154	-	207,948	323,500	7,050,000	21,363,602	23,947,934	1.05%	393
2010	400,248,283	48,184,331	448,432,614	44,843,261	12,792,154	-	145,299	285,796	11,652,467	24,875,716	20,398,640	1.20%	439
2011	402,354,576	47,406,062	449,760,638	44,976,064	25,808,985	-	125,014	245,558	-	26,179,557	19,167,079	1.20%	475
2012	403,850,282	47,553,744	451,404,026	45,140,403	24,756,769	-	103,947	202,617	-	25,063,333	20,383,634	1.12%	449
2013	405,107,476	48,882,411	453,989,887	45,398,989	23,880,661	-	66,746	156,791	-	24,104,198	21,518,328	1.05%	431
2014	407,454,378	48,865,900	456,320,278	45,632,028	22,974,555	-	48,949	107,966	-	23,131,470	22,657,473	0.99%	415
2015	416,174,805	50,350,566	466,525,371	46,652,537	22,791,329	-	30,465	55,696	-	22,877,490	23,861,208	0.93%	410
2016	425,040,911	51,833,505	476,874,416	47,687,442	21,770,268	-	11,268	-	657,000	22,438,536	25,260,174	0.89%	407
2017	430,490,209	50,970,796	481,461,005	48,146,101	21,910,515	-	9,207	-	2,097,000	24,016,722	24,138,586	0.92%	439
2018	434,451,245	53,336,676	487,787,921	48,778,792	20,705,792	-	7,054	-	657,000	21,369,846	27,416,000	N/A	393

Note: Details regarding the Authority's outstanding debt can be found in the notes to the financial statements.
The special assessment and financing lease/other loans payable debt figures are shown for informational purposes only and not required by statute to be included in the remaining capacity calculation.
See the Schedule of Demographic and Economic Statistics on page 77 for personal income and population data.

N/A = Data not yet available

Salina Airport Authority

LOCAL GOVERNMENT MILL LEVY RATES, DIRECT AND OVERLAPPING

Ten Years Ended December 31, 2018

<u>Fiscal Year</u>	<u>Saline County</u>	<u>City of Salina</u>	<u>Unified School Dist. #305</u>	<u>Salina Airport Authority</u>	<u>Salina Public Library</u>	<u>State of Kansas</u>	<u>Other Special Taxing Districts</u>	<u>Total</u>
2009	31.303	25.855	58.495	4.315	5.413	1.5	1.173	128.054
2010	31.432	26.022	59.913	4.055	5.372	1.5	1.204	129.498
2011	32.576	26.272	58.82	4.007	5.292	1.5	1.179	129.646
2012	34.823	26.19	58.649	4.007	5.452	1.5	1.176	131.797
2013	37.895	26.927	58.116	4.504	5.761	1.5	1.176	135.879
2014	38.047	27.080	55.605	4.486	6.034	1.5	1.285	134.037
2015	38.275	27.311	56.12	4.396	5.895	1.5	1.502	134.999
2016	37.508	27.603	55.743	4.396	5.893	1.5	1.51	134.153
2017	37.321	26.129	56.501	4.992	5.989	1.5	1.475	133.907
2018	38.437	28.394	57.522	4.998	6.014	1.5	1.476	138.341

Note:

Funds generated from the Salina Airport Authority's 2018 mill levy become available during calendar year 2019 and are budgeted accordingly.

**Salina Airport Authority
Principal Customers
Current and Ten Years Ago**

Company	2018			2008		
	<u>Income</u>	<u>Rank</u>	<u>Percentage of Total Income</u>	<u>Income</u>	<u>Rank</u>	<u>Percentage of Total Income</u>
Avflight Salina	\$ 339,970	1	14.44%			
Kansas Erosion Products, LLC.	212,895	2	9.04%			
582nd Helicopter Group	198,532	3	8.43%			
Exide	180,413	4	7.66%			
AAL Organic Matters, LLC	94,970	5	4.03%			
SFC Global Supply Chain	76,452	6	3.25%	112,772	7	4.82%
Universal Forest Products (UFP)	74,656	7	3.17%			
Tischlerei - Fine Woodworking, LLC	60,369	8	2.56%			
Nellis AFB	54,298	9	2.31%			
Kansas State Polytechnic - Salina	43,819	10	1.86%	237,300	3	10.13%
USSOCOM (Jaded Thunder)						
United Suppliers/ Windfield Solutions						
Kansas Military Board (RSMS)				487,455	1	20.82%
Beechcraft Corporation (Formerly Hawker						
Beechcraft Corporation and Raytheon Aircraft Co.)				298,198	2	12.73%
Flower Aviation				176,459	4	7.54%
JRM Enterprises, Inc, d/b/a America Jet (formerly						
Moore's Midway Aviation)				157,178	6	6.71%
CAV Aerospace, Inc.				168,717	5	7.20%
Johnson Rack, Inc.				64,509	8	2.75%
Two Rivers Vending				53,625	9	2.29%
GeoCore Services				37,920	10	1.62%
	<u>\$ 1,336,375</u>		<u>56.75%</u>	<u>\$ 1,794,132</u>		<u>76.61%</u>

Source: Salina Airport Authority Records

Salina Airport Authority
MILL LEVY REVENUE
 Ten Years Ended December 31, 2018

<u>Fiscal Year</u>	<u>Mil Levy Revenue</u>
2009	1,327,647
2010	1,768,154
2011	1,795,660
2012	1,767,338
2013	1,788,284
2014	1,993,889
2015	2,028,074
2016	2,017,013
2017	2,043,302
2018	2,338,967

Source: Salina Airport Authority Records

Salina Airport Authority

AIR TRAFFIC, FUEL FLOWAGE AND ENPLANEMENT TRENDS

Ten Years Ended December 31, 2018

<u>Fiscal Year</u>	<u>Air Traffic Operations</u>	<u>Fuel Flowage Gallons</u>	Passenger Enplanements		<u>Total Enplanements</u>
			<u>Scheduled Air Carrier</u>	<u>Non-Scheduled Air Carrier</u>	
2009	65,062	2,481,585	2,447	421	2,868
2010	60,451	2,763,991	1,698	1,446	3,144
2011	69,207	2,386,670	2,705	212	2,917
2012	97,338	2,594,049	2,546	980	3,526
2013	90,131	1,757,980	2,361	468	2,829
2014	91,101	1,971,061	2,138	418	2,556
2015	96,350	2,487,603	1,124	8,955	10,079
2016	77,111	1,860,912	3,257	710	3,967
2017	61,141	2,622,158	8,877	4,973	13,850
2018	69,293	2,414,825	14,642	5,657	20,299

Note:

One air traffic operation equals one aircraft takeoff and landing

Sources:

Salina Airport Authority Records

Federal Aviation Administration Office of Airport Planning and Program

Salina Airport Authority

Principal Employers

Current Year and Ten Years Prior

Employer	2018			2008		
	<u>Employees</u>	<u>Rank</u>	<u>Percentage of Total City Employment</u>	<u>Employees</u>	<u>Rank</u>	<u>Percentage of Total City Employment</u>
Salina Regional Health Center	1,875	1	7.3%	1,300	3	5.0%
Schwan's Global Supply Chain, Inc.	1,600	2	6.2%	2,000	1	7.8%
Unified School District No. 305	1,500	3	5.8%	1,659	2	6.4%
Great Plains Manufacturing	1,175	4	4.6%	850	4	3.3%
Exide Technologies	640	5	2.5%	750	5	2.9%
City of Salina	425	6	1.7%	723	6	2.8%
Salina Vortex	385	7	1.5%			
REV Group	320	8	1.2%			
Wal-Mart	250	9	1.0%	421	9	1.6%
Advance Auto Parts Distribution Center	190	10	0.7%			
Philips Lighting Company				500	8	1.9%
Blue Beacon International				544	7	2.1%
Lock/line				374	10	1.5%
Hawker Beechcraft Corp.						
Total	8,360		32.5%	9,121		35.4%

Source: Salina Area Chamber of Commerce

Salina Regional Airport and Salina Airport Industrial Center

Airport/Industrial Center Information

As of December 31, 2018

Airport Code	SLN		
Location:	3 miles Southwest of City of Salina		
Elevation	1,288 ft.		
Tower:	Midwest ATC 0700 - 2300 -365		
FBO:	AVFlight		
		2008	2018
Acreage +/-	Airport	2,502	2,502
	Airport Industrial Center	403	360
Runways :	35/17 North/South ILS/GPS/VOR/NDB	12,301 x 150 ft.	12,301 x 150 ft.
	30/12 Southeast/northwest GPS	6,510 x 100 ft.	6,510 x 100 ft.
	36/18 North/South	4,301 x 75 ft.	4,301 x 75 ft.
	22/4 West/East	3,648 x 75 ft.	3,648 x 75 ft.
Aircraft Rescue & Fire Fighting Facility	ARFF Station	2,500	10,000
Commercial Air Service Terminal	M.J. Kennedy Air Terminal Bldg. - sq. ft.	10,750	10,750
	Vehicle parking spaces	123	217
	Number of Rental Car Agencies in Terminal	1	1
Apron	Commercial Service Ramp - sq. ft.	541,218	541,218
	FBO - sq. ft.	319,596	319,596
	KS National Guard - sq. ft.	261,523	261,523
	General Aviation / Other - sq. ft.	1,896,664	1,896,664
Buildings	Sq. Ft.	1,051,631	1,163,471
Employees	Airport Authority		
	Administration	6	5
	Operations	11	10
	Total Airport Authority Employees	17	15

Source: Salina Airport Authority Records

Salina Airport Authority
Saline County Demographic and Economic Statistics
 Last Ten Fiscal Years

<u>Year</u>	<u>Population¹</u>	<u>Per Capita Personal Income²</u>	<u>Total Personal Income²</u>	<u>Median Age³</u>	<u>Unemployment Rate⁴</u>	<u>K-12 Graduation Rate⁵</u>	<u>K-12 Enrollment⁵</u>
2009	54,364	38,752	2,038,212,000	37.7	5.4%	84.0%	9,297
2010	55,606	39,384	2,065,524,000	37.7	5.8%	81.4%	9,318
2011	55,844	39,910	2,186,424,000	37.8	6.2%	84.5%	9,259
2012	55,988	41,070	2,247,371,000	38.3	5.9%	89.4%	9,201
2013	55,740	43,078	2,291,423,000	37.4	5.2%	87.7%	9,197
2014	55,755	43,552	2,330,849,000	36.5	4.3%	86.8%	8,895
2015	55,691	44,310	2,458,793,000	37.7	4.2%	87.1%	9,196
2016	55,142	46,020	2,534,297,000	37.6	3.7%	88.5%	9,114
2017	54,734	47,945	2,624,204,000	37.6	3.2%	84.4%	8,992
2018	54,401	n/a	n/a	37.9	3.1%	85.5%	8,975

Data Sources:

¹Kansas Division of Budget

² Bureau of Economic Analysis

³U.S. Census Bureau

⁴ Bureau of Labor Statistics

⁵Kansas Department of Education

2018 Population is projected

notes: n/a= information not yet available

Largest Taxpayers

According to the Saline County Clerk's Office, the following table lists the largest taxpayers in the City, their November 2018 assessed valuations, and the percentage each taxpayer comprised of the total assessed valuation of the City.

<u>Company</u>	<u>Type of Business</u>	<u>Assessed Valuation</u>	<u>% of Total Valuation</u>
Westar	Utility	\$12,566,193	2.61%
SFC Global Supply Chain Inc	Manufacturing	7,015,419	1.46%
RAF Salina LLC	Regional Shopping Center	4,344,669	0.90%
Kansas Gas Service	Utility	3,971,538	0.82%
S&B Motels Inc	Motel	3,450,351	0.72%
Central Mall Realty Holding LLC	Retail Shopping Center	3,121,883	0.65%
Union Pacific Railroad Co.	Railroad	2,512,458	0.52%
Menard Inc.	Home Improvement Store	2,465,163	0.51%
Individual	Residential	2,397,798	0.50%
Sams Real Estate Business Trust/Walmart	Discount Store	<u>2,308,958</u>	<u>0.48%</u>
Total		\$44,154,430	9.17%

Tax Collections

Tax statements are mailed November 1 each year and may be paid in full or one-half on or before December 20 with the remaining one-half due on or before May 10 of the following year. Taxes that are unpaid on the due dates are penalized at a statutorily prescribed rate until paid or until the property is sold for taxes. Real estate bearing unpaid taxes is advertised for sale in July of each year and is sold by the County for taxes and all legal charges on the first Tuesday in September. Properties that are sold and not redeemed within two years after the tax sale are subject to foreclosure sale, except homestead properties which are subject to foreclosure sale after three years.

Personal property taxes are assessed, due and may be paid in the same manner as real estate taxes. Motor vehicle property taxes are based on valuations provided by the Kansas Department of Revenue and the county average tax rate for the county in which the vehicle is registered. Motor vehicle taxes are payable to the county treasurer at the time of the vehicle's annual registration. Vehicle registration dates are assigned by the State in a manner such as to equal registration over a twelve-month period. Motor vehicle taxes are distributed by the county to the state, city and other taxing jurisdictions based on their proportionate tax levies. Delinquent personal and motor vehicle taxes are penalized at the same rate as delinquent real property taxes. The following is a summary of tax collections for the years shown.

<u>Levy Year</u>	<u>Tax Rate</u>	<u>Taxes Levied</u>	<u>Current Tax Collections</u>		<u>Current and Delinquent Tax Collections</u>	
			<u>Amount</u>	<u>%</u>	<u>Amount</u>	<u>%</u>
2018*	28.394	\$12,266,056	\$6,998,587	57.1%	\$6,998,587	57.1%
2017	26.129	11,162,057	10,902,136	97.7	11,015,531	98.7
2016	27.603	11,564,876	11,320,197	97.9	11,524,101	99.6
2015	27.311	11,209,245	10,984,630	98.0	11,169,600	99.6
2014	27.080	10,991,959	9,312,515	84.7	10,832,972	98.6
2013	26.927	10,868,225	8,101,775	74.5	10,839,120	99.7
2012	26.190	10,550,730	6,597,038	62.5	10,500,249	99.5

*Represents collections through December 31, 2018.

Source: Saline County

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

Board of Directors
Salina Airport Authority

We have audited, in accordance with the auditing standards generally accepted in the United States of America, the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, and the *Kansas Municipal Audit and Accounting Guide*, the financial statements of the business-type activities of the Salina Airport Authority (the Authority), a component unit of the City of Salina, Kansas, as of and for the year ended December 31, 2018, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated September 25, 2019.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Mike Houser: Company PA

Certified Public Accountants

Lawrence, Kansas
September 25, 2019

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR PROGRAM AND ON INTERNAL
CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE

Board of Directors
Salina Airport Authority

Report on Compliance for Each Major Federal Program

We have audited the compliance of the Salina Airport Authority (the Authority) with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs for the year ended December 31, 2018. The Authority's major federal financial programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditor's Responsibility

Our responsibility is to express an opinion on compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination on the Authority's compliance.

Opinion on Each Major Federal Program

In our opinion, the Authority complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended December 31, 2018.

Report on Internal Control Over Compliance

Management of the Authority is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Authority's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of the internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in the internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Purpose of this Report

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Mix Houser & Company PA

Certified Public Accountants

Lawrence, Kansas
September 25, 2019

SALINA AIRPORT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Year Ended December 31, 2018

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued:	<u>Unmodified</u>		
Internal control over financial reporting:			
Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No	
Significant deficiencies identified that are not considered to be material weaknesses?	<u> </u> Yes	<u> X </u> None reported	
Noncompliance material to financial statements noted?	<u> </u> Yes	<u> X </u> No	

Federal Awards

Internal control over major programs:			
Material weakness(es) identified?	<u> </u> Yes	<u> X </u> No	
Significant deficiencies identified that are not considered to be material weaknesses?	<u> </u> Yes	<u> X </u> None reported	
Type of auditor's report issued on compliance for major programs:	<u>Unmodified</u>		
Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance	<u> </u> Yes	<u> X </u> No	

Identification of major programs:

CFDA Number(s)

20.106

Name of Federal Program or Cluster

Airport Improvement Program

Dollar threshold used to distinguish between type A and type B programs:	<u>\$750,000</u>
Auditee qualified as low-risk auditee?	<u> </u> Yes <u> X </u> No

SALINA AIRPORT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS - CONTINUED
Year Ended December 31, 2018

Section II – Financial Statement Findings

Summary Schedule of Current Year Audit Findings

No noted findings in the current year.

Summary Schedule of Prior Year Audit Findings

Finding 2017-001 - Significant Changes to the Trial Balance Presented for Audit (Material Weakness)

Criteria: An effective internal control system over financial reporting provides reasonable assurance that assets are safeguarded against loss and theft, and that reliable financial statements are prepared in accordance with the appropriate accounting standards and in compliance with applicable laws and regulations.

Condition: We noted that the Authority's financial statement closing process for the fiscal year ended 2017 was ineffective to meet these objectives. The Authority was unable to close its books and generate year end reports in a timely manner.

Cause: No internal controls were in place to ensure that the financial reconciliations could take place in a timely manner.

Effect: As a result, during the audit, there were significant delays in receiving requested audit documents and various schedules. In addition, significant changes were made to the trial balance after fieldwork and necessitated further reconciliations.

Recommendation: We recommend that Salina Airport Authority implement financial closing procedures that would result in a timely close and preparation of financial statements. In addition, prior to the audit, the Authority should endeavor to reconcile all accounts to the general ledger.

Status: Resolved

SALINA AIRPORT AUTHORITY

SCHEDULE OF FINDINGS AND QUESTIONED COSTS - CONTINUED
Year Ended December 31, 2018

Section III – Federal Award Findings and Questioned Costs

Summary Schedule of Current Year Audit Findings

No noted findings in the current year.

Summary Schedule of Prior Year Audit Findings

Finding 2017-002 - Reporting to the Federal Audit Clearinghouse (Significant Deficiency) (Repeat Finding)

Federal Agency: Department of Transportation

Program Name: Airport Improvement Program

CFDA Number: 20.106

Award period: Year ended December 31, 2017

Compliance Requirement: Reporting

Criteria: According to the Office of Management and Budget, the audit package and the data collection form shall be submitted to the Federal Audit Clearinghouse within 30 days after receipt of the auditor's report or 9 months after the end of the fiscal year - whichever comes first.

Condition: Audit tests revealed that required submission of the audit package and the data collection form was not submitted to the Federal Audit Clearinghouse for the audit of fiscal year ended December 31, 2017 in a timely manner.

Cause: No internal controls were in place to ensure that the audit package and data collection form were submitted to the Federal Audit Clearinghouse within the required timeline for the audit of fiscal year ended December 31, 2017.

Effect: The Authority's lack of proper internal control over the timely submission of the audit package and data collection form to the Federal Audit Clearinghouse. No questioned costs relate to this finding.

Recommendation: We recommend that Salina Airport Authority implement internal control procedures that will ensure timely submission of the audit package and data collection form to the Federal Audit Clearinghouse within the required timeline.

Status: Resolved

SALINA AIRPORT AUTHORITY

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For the Year Ended December 31, 2018

<u>Federal Grantor/Program Title</u>	<u>Federal CFDA Number</u>	<u>Expenditures</u>
<u>United States Department of Transportation</u>		
Airport Improvement Program (2016)	20.106	\$ 237,578
Airport Improvement Program (2017)	20.106	1,111,810
Airport Improvement Program (2018)	20.106	<u>681,823</u>
Total Direct United States Department of Transportation		<u>2,031,211</u>
Total Expenditures of Federal Awards		<u>\$ 2,031,211</u>

See independent auditor's report on the financial statements and notes to the schedule of expenditures of federal awards.

SALINA AIRPORT AUTHORITY

Notes to the Schedule of Expenditures of Federal Awards Year ended December 31, 2018

1. Organization

The Salina Airport Authority, (the Authority), is the recipient of a federal award received directly from a federal agency, which is included on the schedule of Expenditures of Federal Awards.

2. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the Authority and is presented in accordance with accounting principles generally accepted in the United States of America. The information presented in this schedule is in accordance with the requirements of *Title 2 U.S. Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in, the preparation of the basic financial statements. The Authority elected not to use the 10% de minimis indirect cost rate.

3. Local Government Contributions

Local cost sharing is required by certain federal grants. The amount of cost sharing varies with each program. Only the federal share of expenditures is presented in the Schedule of Expenditures of Federal Awards.

4. Additional Audits

Grantor agencies reserve the right to conduct additional audits of the Authority's grant programs for economy and efficiency and program results that may result in disallowed costs to the Authority. However, management does not believe such audits would result in any disallowed costs that would be material to the Authority's financial position at December 31, 2018.

5. Outstanding Loans

The Authority did not have any outstanding loans under any federal grants at December 31, 2018.

SALINA Airport *Authority*

Salina Regional
SLN Airport

SALINA Airport
Industrial Center

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