Documented Categorical Exclusion (per SOP No. 5.1, Appendix A and FAA Order 1050.1F)

> Fuel Facility Improvements At Salina Regional Airport

> > Prepared By:

Coffman Associates

Prepared For:

Salina Airport Authority Saline County

July 2022

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information /documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Salina Regional Airport (SLN) 3237 Arnold Avenue Salina, KS 67401

Project Title:

Salina Regional Airport Fuel Facility Improvements

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The Salina Airport Authority proposes decommissioning the existing Aviation Fuel Facility and installing a new system, complete with a new access road at Salina Regional Airport. The storage and fuel delivery systems are owned by the Sponsor and are leased to and operated by AvFlight Salina. The facilities are located within Pumphouse 305 (PH305), a 4,600 square foot structure which will be demolished as part of the project. PH305 was constructed in 1952 and has been used for fuel storage and distribution since that time. The existing underground storage tanks (USTs) will be removed by the Salina Airport Authority per KDHE standards. The bottoms of the USTs are at 18 ft., 6 in. below the PH305 floor. Excavation will not exceed 25 feet.

The existing system is comprised of twelve (12) underground storage tanks (UST) (25,000-gallons each, 300,000 gallons total), fuel pumps, piping, and control systems. A separate self-serve pump station built in 2008, which is served by an above ground 1,000-gallon tank, is located south of PH305. This facility will be relocated 600 feet south of the current location to an existing paved area. A section of airport perimeter fence in this area will be relocated to accommodate the self-serve pump station. Note: Current aerial photography shows "port-a-port" style hangars at the proposed self-serve fuel pump station location. These hangars were damaged beyond repair in a December 2021 windstorm and will be removed from this location.

The existing system has exceeded its useful life and will be replaced with modern fuel receiving, delivery, and storage equipment that meets current code requirements (Part 139, NFPA 407, local fire code). The project meets FAA Military Airport Program requirements to construct, repair, or improve former military fuel farms. The

required outcome is a fully functional fuel farm that meets FAR Part 139 and NFPA 407 requirements for a primary, commercial service airport. Attachment 1 includes a project exhibit and scope of work for the new fuel farm design.

The project staging area will be within the project site, and the project will be accessed from the existing road network.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The existing facility is located north of the SRE Building and adjacent to the general aviation apron. Based on a review of aerial photography, the project site is covered with a combination of grass, gravel, structures, and deteriorating pavement. The grass areas are regularly mowed.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

5-6.4(u). Approval of an Airport Layout Plan (ALP) for installation of on-airport, aboveground storage tanks or underground storage tanks (USTs) on airport property or FAA installation, repair, or replacement of USTs and aboveground storage tanks at FAA facilities.

The new fuel farm construction and PH305 demo site is shown on the FAA approved, November 11, 2020 SLN ALP/ALD.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, if needed, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

| 5-2.b(1) National Historic Preservation Act (NHPA) resources | YES | NO |
|---|-------------|----|
| Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required. | \boxtimes | |
| There are two NRHP properties within three miles of the proposed project: the H.D. Lee Company Complex and the John H. Prescott House, both of which are located more than two miles northeast of the project site. The nearest NHRP districts are Coronado Heights (11 miles from the airport) and Naroma Court (24 miles from the airport). Source: https://www.nps.gov/subjects/nationalregister/database-research.htm | | |

| Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects. | \mathbb{X} |
|---|--------------|
| The SHPO has determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National Register (Attachment 2). | |
| Source: Cultural Resources Division – Kansas Historical Society | |
| Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available). | \boxtimes |
| The proposed project is reconstruction of the airport's fueling facility. The project area is previously disturbed. | |
| Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative long with the SHPO may be required. | \boxtimes |
| The proposed project will not affect tribes or tribal land. The fuel system project is on previously disturbed airport property. | |

| 5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources | YES | NO |
|---|-----|----|
|---|-----|----|

| Are there any properties protected under Section 4(T) (as defined by FAA Order 1050.1F) | |
|---|-----------|
| The or hear the project area? This includes publicly owned parks, recreation areas, and | |
| wildlife or waterfowl refuges of national, state, or local significance or land from a historic | |
| site of national, state, or local significance. | |
| | |
| There are two known NRHP properties within three miles of the proposed project: the | |
| H.D. Lee Company Complex and the John H. Prescott House. The nearest NHRP districts | |
| are Coronado Heights (11 miles from the airport) and Naroma Court (24 miles from the | |
| airport). There are several public parks located within three miles of the proposed project. | |
| The nearest public park is 1.6 miles southeast of the proposed project, called Schilling | |
| Park. The nearest wildlife area is 279 miles from the airport. The nearest wildlife refuge is | |
| located 57 miles from the airport. | |
| | |
| Source: Google Earth Aerial Imagery (June 2022) | |
| | |
| Will the project construction or operation physically or constructively "use" any Section | \square |
| 4(f) resource? If yes, describe the nature and extent of the use and /or impacts, and why | |
| there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7. | |
| | |
| Neither construction of, nor the continued long-term use of, the proposed improvements | |
| will directly or indirectly affect Section 4(f) resources. The proposed project will be | |
| located entirely within airport property, and no physical use of Section 4(f) properties | |
| will occur. In addition, there are no direct lines-of-sight between the airport and any of | |

| the public recreation areas in proximity to the airport, and the proposed project will not change the ambient noise environment in the general area. | |
|---|--------------|
| Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties. | \mathbb{X} |
| There are no recreation lands or parks purchased with Section 6(f) Land and Water Conservation Funds within the direct vicinity of the proposed project. | |
| Source: Google Earth Aerial Imagery (May 2022) | |

5-2.b(3) Threatened or Endangered Species

NO

YES

| Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle. According to an official species list for this project from the United States Fish and Wildlife Service (USFWS) via its Information for Planning, and Consultation (IPaC) website, there are three proposed, candidate, threatened, or endangered species under the Endangered Species Act that should be considered as part of an effect analysis for the project (Attachment 3): Northern Long-eared Bat (Threatened), Whooping Crane (Endangered), and Monarch Butterfly (Candidate). There is no potential habitat to support these species located with the proposed project site. Source: IPaC Information and Planning Consultation: Explore Location https://ipac.ecosphere.fws.gov/location/5PZ3NXK37NHYZOXYHRQPZRFSSI/resources | \mathbb{X} | |
|--|--------------|-------------|
| Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required. <i>See previous response.</i> | | \boxtimes |
| Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). The project site is covered with a combination of grass, gravel, structures, and deteriorating pavement. There is no habitat for migratory birds. | | \boxtimes |

5-2.b(4) Other Resources

Items to consider include:

| a. Fish and Wildlife Coordination Act | YES | NO |
|--|-----|--------------|
| Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts. | | \mathbb{X} |
| b. Wetlands and Other Waters of the U.S. | YES | NO |
| Are there any wetlands or other waters of the U.S. in or near the project area? | | \boxtimes |
| There are no wetland habitats located within the proposed project area. | | |
| Source: National Wetlands Inventory: surface waters and wetlands mapper (<u>https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/</u>) | | |
| Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corp of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands. | | \boxtimes |
| If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize, or mitigate the impact. | | \boxtimes |
| There are no wetlands in the project area. The proposed project will not result in direct/indirect impacts to surrounding wetland habitats. | | |
| Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit? | | \boxtimes |
| c. Floodplains | YES | NO |
| Will the project be located in, encroach upon, or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation. The airport, including the project area, is mapped by Federal Emergency Management Agency (FEMA). The airport is mapped as Zone – X, Area outside of the 100 and 500-year floodplain (FIRM Panels 20169C0216C, 20169C0236C, 20169C0218C, 20169C0219C eff. 4/18/2018) (Attachment 4). Source: FEMA's National Flood Hazard Layer (NFHL) | | \boxtimes |
| https://hazards- fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&exte nt=-97.65006877372056,38.774506944651236,-97.62931920478078,38.78287083382963 | | |

| d. Coastal Resources | YES | NO |
|--|-------------|--------------------|
| Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone | | \bigtriangledown |
| Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the | | \square |
| consistency determination if applicable? | | |
| This president is in the State of Kanana which is not located in a constal sone. The simplet is located | | |
| 660 miles porthwest from the Gulf of Mexico | | |
| | | |
| Source: Google Earth Aerial Imagery (May 2022) | | |
| Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish | | Z |
| & Wildlife Service? | | |
| | VEC | |
| e. National Marine Sanctuaries | YES | NO |
| Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the | | \mathbf{X} |
| project to impact that resource. | | |
| The closest National Marine Sanctuary is named Flower Garden Bank National Marine Sanctuary | | |
| located 760 miles away. | | |
| | | |
| Source: | | |
| Google Earth Aerial Imagery (May 2022) | | |
| f. Wilderness Areas | YES | NO |
| Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to | | \square |
| impact that resource. | | |
| The nearest wilderness area is named Wichita Mountains Wilderness, located 279 miles from the | | |
| airport | | |
| | | |
| Source: Google Earth Aerial Imagery (May 2022) | | |
| | | |
| g. Farmland | YES | NO |
| any significant impacts from the project. | \boxtimes | |
| Soils at the proposed project site are designated as prime farmland, by the U.S. Department of Agriculture, Natural Conservation service (USDA-NRCS) Web Soil Survey (Attachment 5). However, the project site is covered with a combination of grass, gravel, structures, and deteriorating pavement. | | |
| Source | | |
| NRCS Web Soil Survey (<u>https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</u>) | | |
| Does the project include the acquisition and conversion of farmland? If farmland will be | | |
| converted, describe coordination with the US National Resources Conservation and attach the completed Form AD-1006. | | |
| See previous response. | | |

| h. Energy Supply and Natural Resources | YES | NO |
|--|-----------|--------------|
| Will the project change energy requirements or use consumable natural resources either during | \square | |
| construction or during operations? | | |
| | | |
| The proposed project will use/store consumable natural resources (e.g., fossil fuel) during the | | |
| construction process. The fuel facility improvements will replace the existing facilities to meet | | |
| The new fuel farm will be more energy efficient. The new fuel farm construction will include | | |
| equinment to re-certify waste and defueled jet fuel reducing the disposal waste fuel as | | |
| hazardous waste. | | |
| | | |
| Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during | | |
| construction or operations? | | \square |
| | | |
| No changes will occur to aircraft or vehicle traffic patterns as a result of the proposed project. | | |
| | | |
| i. Wild and Scenic Rivers | YES | NO |
| Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or | | \square |
| river under State jurisdiction (including study or eligible segments) near the project? | | |
| The nearest wild and scenic river is the Niahrara River, located 260 miles from the airport. The | | |
| nearest National Inventory feature is I von Creek. located 37 miles from the airport. | | |
| | | |
| Source: Google Earth Aerial Imagery (May 2022) | | |
| | | |
| will the project directly or indirectly affect the river or an area within 4 mile of its ordinary high- | | \mathbf{X} |
| | | |
| See previous response. | | |
| | | |
| j. Solid Waste Management | YES | NO |
| Does the project (either the construction activity or the completed, operational facility) have the | | \square |
| potential to generate significant levels of solid waste? If so, discuss how these will be managed. | | |
| Construction washes will be non-analysis of the survey of the structure of | | |
| construction waste will be generated as part of the proposed project. This waste will be disposed of at a local landfill facility that accents construction waste | | |
| β | | |
| | | |

5-2.b(5) Disruption of an Established Community

YES NO

| Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? | \boxtimes |
|---|-------------|
| The proposed project is within the boundaries of the airport and will not change the overall existing land uses of the airport/or project site. No changes to off-site land use or planned development within the surrounding community will occur as a result of the proposed project. | |

| Are residents or businesses being relocated as part of the project? | | | \boxtimes |
|---|-----------------------------|-------------|-------------|
| 5-2.b(6) Environmental Justice | | YES | NO |
| Are there minority and/or low-income populations in/near the project area? | | \boxtimes | |
| There are minority populations located within 1 mile of the airport. SLN is within F Opportunity Zone #20169000600. Opportunity Zones are economically distressed common defined by individual census tract. SLN Terminal improvements will spur private and investment in this underserved community. Source: EPA EJSCREEN ACS Summary Report (2015-2019) (https://ejscreen.epa.gov/mapper/demogreportpdf.aspx?report=acs2019) | ederal unities public | | |
| Will the project cause any disproportionately high and adverse impacts to minority and/c income populations? Attach census data if warranted. | or low- | | \square |
| No disproportionately high or adverse impacts to minority and/or low-income populations occur as a result of the proposed project. Within a 1-mile radius, including the airport, 36 percent of the population is considered minority and 22 percent below the poverty line (Attachment 6). However, since the proposed project does not involve construction or new activity outside of the existing airport, existing communities would not be adversely impact by the Proposed Project. The closest residential neighborhood is located 0.5 miles east of the proposed project site. | t will , cted he | | |
| Source: EPA EJSCREEN ACS Summary Report (2015-2019) (https://ejscreen.epa.gov/mapper/demogreportpdf.aspx?report=acs2019 | | | |

5-2.b(7) Surface Transportation

YES NO

| Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? | \boxtimes |
|---|-------------|
| Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. No long-term effects on airport roads, including permanent road relocations or closures, will occur as a result of the proposed project. | \boxtimes |

| Will the project result in an increase in aircraft operations, nighttime operations, or change in aircraft fleet mix?The proposed project will not result in changes to aircraft operations. | \boxtimes |
|--|-------------|
| Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? The proposed project will not require either a short-term or long-term closure of the runway. No changes will occur to airfield configuration or flight patterns. | \square |
| Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. <i>No change in operations will occur as a result of the proposed project.</i> | \boxtimes |
| Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide the documentation. No change in operations will occur as a result of the proposed project, therefore a noise analysis was not conducted. | \boxtimes |
| Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? No change in operations will occur as a result of the proposed project. | \boxtimes |

5-2.b(9) Air Quality

NO

YES

| Is the project located in a Clean Air Act non-attainment or maintenance area? | \boxtimes | |
|--|-------------|--|
| If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable). Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. The airport is located in Saline County. Saline County is in attainment for all criteria pollutants. | | |
| Both the State of Kansas and Saline County have regulations regarding lead in soil, water, air, and waste and cleanup. Implementation of the proposed project will comply with these regulations, as well as FAA Advisory Circular (AC) 150/5371-10G, Standards | | |

| for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control. | |
|--|--------------|
| No changes to aircraft operations at the airport will occur in the long term due to the proposed project; vehicular traffic is also not anticipated to experience a noticeable increase (see paragraph 304e, Surface Transportation). Therefore, long-term emissions when compared to the No Action will be similar. | |
| Sources: Kansas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants Green Book US EPA <u>https://www3.epa.gov/airquality/greenbook/anayo ks.html</u> , FAA Airport Air Quality <u>https://www.faa.gov/airports/environmental/air_quality/</u> | |
| Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? | \mathbf{X} |
| Because the proposed project is the replacement of an existing fuel facility, the project would not increase airside capacity or vehicle traffic. | |
| Could the project impact air quality or violate local, state, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? | \boxtimes |
| See previous response. The proposed project is not expected to generate significant amounts of additional aircraft operations or vehicular traffic; therefore, additional air quality emissions will not be significant. | |

5-2.b(10) Water Quality

YES NO

| Are there water resources within or near the project area? These include ground water, surface water (lakes, rivers, etc.) sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). | \boxtimes |
|---|-------------|
| The proposed project area is within Dry Creek-Mulberry Creek watershed. There are no water resources including lakes, rivers, or aquifers within the project area. | |
| Source: EPA How's My Waterway – Community https://mywaterway.epa.gov/community/3237%20Arnold%20Ave,%20Salina,%20KS%2067401/overview | |
| Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. | \boxtimes |
| The airport is separated from surrounding water bodies including Dry Creek. The City of Salina, Kansas' Stormwater Management Program (SWMP/SMP), dated February 2021 outlines the city's Water Pollution Prevention Plan (SWPPP) including stormwater drainage collection facilities and procedures. The SWMP outlines the measures it will take to reduce the discharge of | |

| pollutants from the Municipal Separate Storm Sewer System (MS4) to the maximum extent practicable (MEP), to protect water quality, and to satisfy the appropriate water quality requirements and goals of the Clean Water Act, and the City's National Pollutant Discharge Elimination System (NPDES) Permit. (See Attachment 7 for SLN SWPPP and SPCC plans). | |
|---|-------------|
| Source: Stormwater Management Program 2021-2024 City of Salina, Kansas February 2021 http://www.salina-ks.gov/filestorage/18394/18540/20977/Stormwater Management Plan 2021- 2024pdf | |
| Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality. | \boxtimes |
| Changes in the stormwater runoff would be negligible. | |
| Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? | \boxtimes |
| Are any water quality related permits required? If yes, list the appropriate permits. | \boxtimes |

5-2.b(11) Highly Controversial on Environmental Grounds

NO

YES

| Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risk of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. | |
|--|--|
| There has been no indication that the proposed project is controversial. | |

| 5-2.b(12) Inconsistent with Federal, State, Tribal or local Law | YES | NO |
|--|-----|-------------|
| Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? | | \boxtimes |
| The proposed project is entirely on airport property and will not disrupt any existing land uses off airport property. | | |
| Is the project incompatible with surrounding land uses? | | \boxtimes |

| The project is on airport property and surrounded with compatible land uses. The project area is surrounded by other airport facilities, an airport business park, and off-airport light | |
|--|--|
| industrial, office and commercial land uses. | |
| | |

5-2.b(13) Light Emissions, Visual Effects, and Hazardous Materials

| a. Light Emissions and Visual Effects | YES | NO |
|--|---------------|--------------|
| Will the proposed project produce light emission impacts? | | \mathbb{X} |
| The project will include security lighting similar to what currently exists at the project site. | | |
| Will there be visual or aesthetic impacts as a result of the proposed project and/or have | | \square |
| there been concerns expressed about visual/aesthetic impacts? | | |
| The proposed project will include aviation fueling facilities which will be consistent with the surrounding buildings. | | |
| b. Hazardous Materials | YES | NO |
| Does the project involve or affect hazardous materials? | \boxtimes | |
| Construction of the proposed project will involve common hazardous materials such as | | |
| fossil fuels for construction equipment and vehicles. All construction activity will be subject | | |
| to existing permit procedures for the handling, transporting, and disposal of such materials. | | |
| The contractor will follow standard hazardous materials containment procedures and BMPs | | |
| should an inadvertent spill occur. If previously unknown contaminants are discovered | | |
| during construction, or a spill occurs during construction, work will be halted and the | | |
| National Response Center notified. | | |
| Will construction take place in an area that contains or previously contained hazardous materials? | | \boxtimes |
| Based on U.S. Environmental Protection Agency's (EPA) EJScreen online environmental review tool, the project site does not have locations reporting the use of hazardous materials or toxic releases, nor are there Superfund sites or Brownfields in the area (Attachment 8). | | |
| The closest superfund site is located in Hutchinson. Kansas, 45 miles southwest of the | | |
| proposed project site. The closest Hazardous waste facility is located in Solomon, Kansas, 16.5 miles northeast of the proposed project site. | | |
| | | |
| EPA's Environmental Justice Screening and Manning Tool https://eiscreen.ena.gov/manner/ | | |
| If the project involves land acquisition is there a potential for this land to contain bazardous | | |
| materials or containments? | $ \square $ | \bowtie |
| | | |
| This project does not require land acquisition. | | |
| Will the proposed project produce hazardous and/or solid waste either during construction | | |
| or after? If yes, how will the additional waste be handled? | | X |
| | | |

The proposed project would involve the use of fossil fuel to power construction vehicles. All construction activities for the project at the airport are subject to existing permit procedures for the handling, transporting, and disposal of such materials. The contractors shall follow standard hazardous materials containment procedures and best management practices (BMPs) should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work would be halted and the National Response Center notified.

5-2.b(14) Public Involvement

| YES |
|-----|
|-----|

NO

 Was there any public notification or involvement? If yes, provide documentation.
 Image: Comparison of the public, and agendas are published.

 Salina Airport Authority meetings are open to the public, and agendas are published.
 Image: Comparison of the public, and agendas are published.

 Meeting notices are delivered to local elected official and news media. Salina Airport
 Authority board meetings can be attended in person or online. Meeting documents are

 available to the public as public information via the Airport website. The proposed fuel
 facility improvements were discussed at the June 16, 2021; August 18, 2021; and

 September 15, 2021, Salina Airport Authority meetings. See Attachment 9.
 See Attachment 9.

5-2.b(15) Indirect/Secondary/Induced Impacts

NO

YES

| Will the project result in indirect/secondary/induced impacts? | \boxtimes |
|--|-------------|
| When considered with other past, present, and reasonably foreseeable future projects, | \square |
| on or off airport property and regardless of funding source, would the proposed project | |
| result in a significant cumulative impact? | |
| Projects Completed in the Past Three Years | |
| Taxiway Echo rehabilitation – FAA AIP | |
| Taxiway Bravo reconstruction – FAA AIP | |
| Runway 17/35, south 1,100 feet mill and overlay – KDOT KAIP | |
| Runway 17/35 rehabilitation, north 4,800 feet – KDOT KAIP | |
| Runway 17/35 rehabilitation, south 7,500 feet – FAA AIP (current) | |
| Projects Planned in the Next Three Years | |
| Fuel farm construction – FAA MAP | |
| Runway 12/30 rehabilitation – FAA BIL | |
| Taxiway Alpha rehabilitation – FAA AIP and BIL | |
| H626 rehabilitation – SLN leasehold revenue bonds | |
| SLN terminal building parking lot rehabilitation – FAA MAP | |
| The proposed terminal improvements, when considered with the improvements listed above, will not cause significant cumulative impacts. All project activities would be contained on airport property, and cumulative impacts in conjunction with other projects will not occur. | |
| With regards to cumulative climate change, the proposed project will not result in a substantial increase in greenhouse gases (GHGs). As previously mentioned, the proposed | |

| improvements will include energy efficient mechanical equipment and fixtures | |
|--|--|
| throughout the terminal building (existing and expanded spaces). | |
| | |

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of the permits.

Coverage under a NPDES General Construction permit is required. This includes preparation of a SWPPP and filing a Notice of Intent.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

If, during construction, cultural resources are unearthed, all activities in the vicinity of the find will cease until a determination can be made as to its/their significance, in accordance with federal law and FAA policy. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the National Historic Preservation Act.

The Sponsor will ensure that the project contractor follows BMPs during construction, including those identified in FAA AC 150/5370-10G, Item P-156 and measures contained in the airport and project-specific SWPPPs.

The contractor will follow standard hazardous materials containment procedures and BMPs should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work will be halted and the National Response Center notified.

Preparer Information

| Point of Contact: | | |
|----------------------|------------------------------|-----------|
| Kory Lewis | | |
| Address: | | |
| 12920 Metcalf Avenue | | |
| City: | State: | Zip Code: |
| Overland Park | Kansas | 66213 |
| Phone: | Email Address: | |
| 816-524-3500 | klewis@coffmanassociates.com | |

Signature: Kory Lewis Date: 7/18/2022

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

| Point of Contact: | | |
|---|-------------------------------|-----------|
| Timothy F. Rogers, A.A.E. | | |
| Address: | | |
| Salina Regional Airport, 3237 Arnold Avenue | | |
| City: | State: | Zip Code: |
| Salina | Kansas | 67401 |
| Phone Number: | Email Address: | |
| (785) 827- 3914 | trogers@salair.org | |
| Additional Names: | Additional Email Address(es): | |
| | | |

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP Approval, airspace approval, grant approval) has occurred.

Signature: Timothy F. Rogers Date: 7/18/2022

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project(s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and Location:

Salina Regional Airport (SLN) 3237 Arnold Avenue Salina, KS 67401

Project Title: Salina Regional Airport Fuel Facility Improvements

 \mathbf{X} No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies): 5-6.4(u)

An Environmental Assessment (EA) is required.

An Environmental Impact Statement (EIS) is required.

 \square The following additional documentation is necessary for FAA to perform a complete Environmental evaluation of the proposed project.

| _{Name:} Scott Tener | Title: Environmental Specialist |
|------------------------------|---------------------------------|
| | |

Signature: _____ Date: _____ Date: _____

Attachment 1

Project Exhibit and

Design Scope of Work



FUEL PUMPHOUSE TO BE DEMOLISHED

SCOPE OF WORK FOR SALINA REGIONAL AIRPORT (SLN) Salina, Kansas AIP Project No. 3-20-0072-047-2022 Aviation Fuel Facility Improvements

This project will consist of Design and Bidding services for the Aviation Fuel Facility Improvements.

For the remainder of this scope the Salina Regional Airport is indicated as "Sponsor" and Jviation, a Woolpert Company is indicated as "Engineer." The construction budget for this project will be determined during the design phase and upon completion of the Engineer's Design Report.

This project shall consist of preparing Construction Plans, Contract Documents, Technical Specifications and Engineer's Design Report, along with Bidding for the Aviation Fuel Facility Improvements Project. The Fuel System, Site Survey and Geotechnical Investigations will be completed by a fuel systems design consultant, Roundtable Technical Resources. This scope of work is for the consulting services provided by the Engineer for the Sponsor. See Exhibit No. 1 below for the project location.



EXHIBIT NO. 1

DESCRIPTION

This project will consist of decommissioning the existing Aviation Fuel Facility and installing a new system, complete with a new access road. The existing facility is located north of the SRE Building and adjacent to the general aviation apron. The storage and fuel delivery systems are owned by the Sponsor and are leased to and operated by AvFlight Salina. The facilities are located within Pumphouse 305 (PH305), a 4,600 square foot structure built in the 1950's. The system is comprised of twelve (12) underground storage tanks (UST) (25,000-gallons each, 300,000 gallons total), fuel pumps, piping, and control systems. A separate self-serve pump station, which is served by an above ground tank, is located south of Pumphouse 305. The existing, former military, system has exceeded its useful life and will be replaced with modern fuel receiving, delivery, and storage equipment that meets current code requirements (Part 139, NFPA 407, local fire code).

The design project meets FAA Military Airport Program requirements to construct, repair or improve former military fuel farms. The required outcome is the design of a fully functional fuel farm that meets FAR Part 139 and NFPA 407 requirements for a primary, commercial service airport. The engineer's design report will address the cost and feasibility of rehabilitation vs. new construction.

During the initial design phase, an assessment of the economic and environmental viability of the existing SLN, 300,000-gallon fuel farm and associated USTs shall be conducted. The alternative for rehabilitation of the existing fuel farm is the construction of a new sustainable fuel farm using above ground storage tanks (AST) and equipment. Investigations of the existing system to determine the suitability for rehabilitation are described further in the attached scope from the fuel system consultant. The design for either fuel farm rehabilitation or new construction will include all electrical and mechanical work.

If new construction is the selected alternative, we expect that new above ground storage tanks will be constructed (202,000 gallons). The minimum requirements for AST construction are:

- Three (3) 30,000-gallon jet fuel tanks
- Two (2) 30,000-gallon SAF jet fuel tanks (providing the capability to store and deliver SAF will provide SAF users a mid-continent refueling stop and enhance greater use of SAF. Providing the means for greater SAF use is a FAA priority for a sustainable aviation system).
- One (1) 20,000-gallon defuel tank
- One (1) 20,00-gallon tank for "polished/certified" jet fuel tank (this requirement includes the filtering needed to recertify Jet A for commercial use. This eliminates the need to "waste" defueled Jet A as a hazardous waste)
- One (1) 12,000-gallon Avgas tank
- One (1) 550-gallon "waste fuel" tank
- One standby generator with transfer switch
- Three (3) transport/mobile refueler lanes
- One (1) canopy and sidewall to cover transport/mobile refueler lanes
- One (1) inventory control and monitoring system
- One (1) quality control shed
- One (1) Prist injector
- Design of all footings, foundations, driveways and access roads.
- Demolition of the existing pumphouse PH305 and all above ground piping (the SAA will be responsible for UST removal at a later date)

If rehabilitation is the selected alternative, the existing components that need to be replaced or that can be reused will be identified. At this point it is anticipated that the existing tanks may be in a condition to reuse, but the pumphouse building, fuel pumps, fuel filters, fuel receiving and delivery piping, electrical controls, UST monitoring sensors, cathodic protection, and automatic shutoff devices will require replacement.

The existing fuel facility will be decommissioned, to the extent necessary for either rehabilitation or replacement, as a part of this project. The building structure and all above grade fueling equipment may be demolished and disposed of offsite. The Sponsor has informed us that the structure has previously been investigated for asbestos and lead paint and all necessary abatement has been completed. The investigation and design for the removal and remediation of the existing underground fuel storage tanks will be completed by the Sponsor and is not a part of this scope. The self-serve pump station, above grade tank (10,000-gallons), and power pole will be relocated within the proposed site.

If the alternative of reconstruction is deemed necessary, the existing facility will be replaced with a modern fueling facility. New fuel storage tanks will be located above ground. The new jet fuel system will be designed to accommodate Sustainable Aviation Fuel (SAF). As a mid-continent fuel stop SLN is positioned to support the national growth of SAF use. The ability to store and handle SAF jet fuel supports FAA's sustainability objectives. The system will include automatic shutoffs and an electronic inventory control sensors and system that is NFPA 407 compliant and meets Kansas Department of Health and Environment (KDHE) compliance requirements. The inventory control system will be "real time" with data available to both the Airport Authority and Avflight Salina. System software and training will be included. The self-serve pump station and above grade tank will be required to the new location and integrated into the site design. It is anticipated that utility work will be required to bring power to the new fuel system. A standby generator will be provided to assure 24/7 operations. To support the fueling facility, a new canopy and access road will be constructed. It is anticipated that the access roadway will be built out of concrete to support the heavy truck traffic (HS-20 loading).

If the rehabilitation alternative is selected, then all equipment that will be replaced will be constructed to the current design standards described above. This may include the replacement of additional components to maintain equipment compatibility.

Environmental investigations around the existing underground fuel tanks will be completed by the Sponsor's environmental consultant, Dragun. This includes field investigations of the soils and water around the existing underground storage tanks and at the proposed site. Coordination with Dragun may be necessary to complete the required NEPA documentation. Any remediation that may be required as a result of the investigations will be addressed by the Sponsor. The Sponsor will provide the Engineer the results of environmental soil and ground water sampling at the PH305 site. The Engineer will be responsible for all geotechnical borings and sampling.

Updates to the Sponsor's storm water pollution prevention plan (SWPPP) and Spill Prevention, Control, and Countermeasures Plan (SPCC) will be completed by the Sponsor. If it is determined that improvements are needed for regional stormwater compliance (retention or water quality) they will be addressed by the Sponsor's environmental consultant, Dragun. Coordination with the local power authority and building officials will be completed by the Sponsor.

The engineering fees for this project will be broken into two parts. **Part A-Basic Services** which includes; 1) Preliminary Design Phase, 2) Design Phase, 3) Bidding Phase and reimbursable costs during Design and Bidding. **Part B-Special Services**, includes additional design services that will be completed by subconsultants to the Engineer, including the fuel system design consultant. Parts A and B and the three phases are described in more detail below.

PART A - BASIC SERVICES consists of the Preliminary Design Phase, Design Phase, and Bidding Phase, all invoiced on a lump sum basis.

1.0 Preliminary Design Phase

1.01 Coordinate and Attend Meetings with the Sponsor and FAA. Meetings with the Sponsor and the FAA will take place to determine critical project dates, establish the proposed design schedule and AIP development schedule, review environmental component(s), determine the feasibility of the proposed project and to establish the need for topographical surveying, pavement investigation and/or geotechnical testing. Various meetings during the design phase will also be conducted to review the progress of the design, discuss construction details and proposed time frame of construction and identify any special requirements for the project. It is anticipated that there will be up to ten meetings with the Sponsor and/or the FAA throughout the course of the design.

1.02 Prepare Project Scope of Work and Contract. This task includes establishing the scope of work through meetings outlined above. Fees will be negotiated with the Sponsor and may be subject to an independent fee estimate conducted by a third party hired by the Sponsor. This task also includes drafting the contract for the work to be completed by the Engineer for the Sponsor once negotiations are complete.

1.03 Prepare Preliminary Cost Estimating. This task includes creating a preliminary construction rough order of magnitude (ROM) cost estimate, a preliminary working days estimate, a preliminary overall project schedule, and a preliminary overall project budget. The preliminary construction ROM cost estimate will be based upon the most current information available at the time of preparation. A final cost estimate will be provided by our fuel system consultant.

1.04 Provide Project Coordination. The Engineer shall provide project management and coordination services to ensure the completion of the design. These duties include:

- Time the Engineer spends planning, organizing, securing and scheduling resources, and providing instruction to staff to meet project objectives as defined in the approved scope of work.
- The Engineer will analyze the budget semi-monthly to ensure budget and staffing needs are on track to meet design schedules within budget.
- Additional items to be accomplished include compiling and sending additional information requested from the office to related parties, maintaining project files as necessary and other items necessary in day-to-day project coordination.
- The Engineer will prepare and submit monthly invoicing.
- Coordination with sub consultants and project stakeholders to develop a comprehensive fuel system design. This includes coordination with the fuel system design consultant, AvFlight Salina, and others.

The Engineer will complete the following tasks:

- Provide the Sponsor with a monthly Project Status Report (PSR), in writing, reporting on Engineer's progress and any problems that may arise while performing the work. The PSR must include an update of the project schedule, as described in this section, when schedule changes are expected.
- Submit for acceptance and maintain, a design schedule detailing the scheduled performance of the work.
- Create and maintain a Quality Control Checklist (QCC) for the project. The QCC shall include personnel, project milestone checking and peer review procedures at each phase of the project.

1.05 Review Existing Documents. The Engineer will gather and review existing available documentation that may be relevant to the project, including, but not limited to, record drawings (as-builts), design reports, final reports, utility reports/maps and previous surveys. The Engineer may use relevant information from this review to coordinate the design and topographical survey for the project.

1.06 Review Environmental Documentation. The FAA determined that a Categorical Exclusion (CATEX) applies according to FAA orders 1050.1F, Paragraph 5-6.4u. Through coordination with the Sponsor, it has been determined that there are no individual or cumulative extraordinary circumstances, and the project will be environmentally approved through the FAA's internal process. The environmental documentation created by the FAA will be reviewed and referenced throughout this project.

1.07 Coordinate Local Authority Review Comments. Coordination with the power authority and with local city and building officials will be through the Sponsor. After the 30% design is completed, a meeting will be held with the City of Salina Development Review Team (DRT). A DRT meeting includes Salina building services staff, zoning administrator, fire marshal and director of utilities. This task includes one meeting to receive feedback from these stakeholders and incorporating the comments into the design documents.

1.08 Coordinate with Environmental Consultant. The Sponsor's Environmental Consultant, Dragun, will complete all required environmental investigations, reviews, and documentation for the existing underground storage tanks. Coordination with the Environmental Consultant will be required for defining work areas.

1.09 Coordinate with Fuel System Consultant. The design of the new Fuel System will be completed by Roundtable Technical Resources (Roundtable). This will include the storage tanks, waste tanks, mechanical, electrical, control systems, foundations, drive aisles, canopies, and distribution systems. The scope of services for the fuel system is fully described in the attached scope of work from Roundtable. Coordination with Roundtable will be required to design the site access road and to make sure that all project components are accounted for. Includes a site visit with the fuel system consultant to determine feasibility of rehabilitation.

| TASK 1 DELIVERABLES | ΤΟ ΓΑΑ | TO SPONSOR |
|--|--------------|--------------|
| 1.01 Meeting Agendas, AIP Development Schedule, and Meeting Minutes from Pre-Design Meeting | \checkmark | \checkmark |
| 1.02 Scope of Work and Draft Contract for the Sponsor | \checkmark | \checkmark |
| 1.04 Design Schedule, Project Status Report, and Monthly Invoicing | | \checkmark |

| TASK 1 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|---|--|
| 1.01 FAA Pre-Design Meeting | Salina, Kansas - One (1) Principal and one (1) Project Manager Assume 3 hours via teleconference (1 meeting) |
| 1.02 Prepare Project Scope of Work | Salina, Kansas - One (1) Principal and one (1) Project Manager Assume 1 hour via teleconference (10 meetings) |
| 1.07 Meeting with City of Salina Development Review Team at 30% design. | Salina, Kansas - One (1) Principal and one (1) Project Manager Assume 2 hours via teleconference (1 meeting) |
| 1.08 Coordination with Environmental Consultant | Salina, Kansas - One (1) Principal and one (1) Project Manager Assume 2 hour via teleconference (2 meetings) |
| 1.09 Coordination with Fuel System Consultant | Salina, Kansas - One (1) Principal and one (1) Project Manager. Assume travel from Denver, Colorado with one (1) overnight stay for each site visit |

2.0 Design Phase

2.01 Prepare Preliminary Contract Documents. This task includes preparing the Preliminary Contract Documents, including Contract Proposal, Bid Bond, Contractor Information Sheet, Subcontractor/Material Supplier List, Disadvantaged Business Utilization Commitment, DBE Participation Form, Certification of Non-Segregated Facilities, Equal Employment Opportunity Report Statement, Buy America Certification, Buy America Waiver Request, Buy America Conformance Listing, Bid Proposal, Contract, Payment Bond, Performance Bond, Notice of Award, Notice to Proceed, Notice of Contractor's Settlement, General Provisions, FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction, and Wage Rates. The wage rates will be updated at the time of advertisement to reflect the most current wage rates available. Preparation will include establishing the location for the bid opening, dates for advertisement and description of the work schedule. Also included in the Preliminary Contract Documents, and covered under separate tasks below, are the Construction Safety and Phasing Plan, Technical Specifications, and Special Provisions. Preliminary Contract Documents will be prepared as early as possible during the design phase and submitted to the Sponsor for review.

2.02 Prepare Construction Safety and Phasing Plan (CSPP). This task includes meeting with the Sponsor to discuss the current operations of the airport to assist in determining how the proposed construction phasing of the project will affect these operations. From these meetings, a complete Construction Safety and Phasing Plan (CSPP) will be developed to ensure safety compliance when coordinating construction activities and airport operations. The CSPP will be developed in accordance with the requirements of FAA AC 150/5370-2 (Current Edition), Operational Safety on Airports During Construction. A construction phasing plan that meets the requirements of the AC and operational needs of the airport will be developed and included in the Contract Documents. This plan will also identify any nighttime work, continuous working times, or other unusual conditions that could affect the Contractor's normal progress on the project. The draft CSPP will be submitted at 30% complete and at 95% complete for ADO review. Upon preliminary approval from the ADO, the CSPP will be submitted to FAA for OE/AAA coordination.

2.03 Prepare Preliminary Construction Plans. This task includes Jviation preparing the following list of construction plans for the project. Fuel System plans will be provided by Roundtable. Additional plans may be added during the design phase as needed:

| Plan Name/Description | Number of Sheets |
|--|---------------------|
| Cover Sheet | 1 |
| Index of Drawings, Summary of Approximate Quantities and General Notes | 1 |
| Survey Control Plan | 1 |
| Geotechnical Investigation Plan | 1 |
| Safety Plan | 1 |
| Construction Layout Plan | 1 |
| Construction Phasing Plan | 4 |
| Environmental Requirements and Details | 1 |
| Total Sheet Count | 11 |

2.04 Prepare Preliminary Special Provisions. This task includes preparing the preliminary Special Provisions to address, or expound on, site conditions that require additional clarification. These include, but are not limited to: Haul Roads, Airport Security, Radio Communications, Work Schedule, Contractor's Quality Control Program, Sequencing of the Work, Closure of Air Operations Areas, Accident Prevention, Underground Cables/Utilities, Insurance, Indemnification, Sales and Use Taxes, Permits and Compliance with Laws, Executed Contracts, Subletting or Assigning of Contracts, Qualification of Disadvantaged Business Enterprises, Liquidated Damages, Acceptance Testing, Grade Control and Surface Tolerance, and Instruction Manuals.

2.05 Prepare Engineer's Design Report. This task includes preparation of the Engineer's Design Report in accordance with current FAA Central Region Engineer's Design Report guidelines. The Engineer's Design Report will include a detailed summary of the project, photographs and descriptions of existing site conditions, recycling and material availability analysis, estimate of project costs, and a schedule for the completion of the design, bidding, and construction. The Engineer's Design Report will also contain any alternative design concepts that were investigated and evaluated, including the cost and sustainability of rehabilitating the existing fueling system in comparison to constructing a new modern system. The Sponsor's environmental consultant, Dragun, will provide a summary of the environmental challenges and obstacles for the existing fuel farm. The cost and benefits of the alternatives will be evaluated to determine the final design approach.

2.06 Review Plans at 30%, 60%, and 90% Complete. During various stages of completion of the design, the Engineer will submit a set of Construction Plans, Specifications, and Contract Documents to the Sponsor for their review. Meetings will be scheduled for periodic reviews, including a 90% plans-in-hand review. The project will be reviewed with the FAA to obtain their concurrence with the design.

2.07 Provide In-House Quality Control. The Engineer has an established quality control program that will provide both experienced and thorough reviews of all project submittals and will also provide engineering guidance to the design team throughout design development from an experienced, senior-level Professional Engineer.

Prior to each review set of Construction Plans, Specifications, Contract Documents, and Engineer's Design Report being submitted to the Sponsor and FAA, a thorough, in-house quality control review of the documents will be conducted. This process will include an independent review of the Construction Plans, Specifications, Contract Documents, and Engineer's Design Report being submitted by a licensed Professional Engineer other than the Engineer who performed the design of the project. Comments will be offered by the Engineer that performed the review, and revisions to the Construction Plans, Specifications, Contract Documents, and Engineer's Design Report will be made accordingly. In addition to the 30%, 60%, and 90% reviews, the Engineer's in-house quality control program also provides engineering guidance to the design team throughout the project design in an attempt to steer the project in a manner that provides the best engineering judgment.

At the 90% design review, the independent review will re-evaluate the CATEX boundary.

2.08 Prepare and Submit Construction Plans, Specifications, Contract Documents, and Engineer's Design Report. A final set of Construction Plans (11" x 17"), Specifications, Contract Documents, and the Engineer's Design Report will be prepared and submitted to the Sponsor and the FAA. These documents will incorporate all revisions, modifications, and corrections identified during the final review. Paper and electronic copies will be provided.

| TASK 2 DELIVERABLES | TO FAA | TO SPONSOR |
|--|--------------|--------------|
| 2.01 Preliminary Contract Documents for Sponsor's Review | \checkmark | \checkmark |
| 2.02 CSPP at 30% and 95% Complete | \checkmark | \checkmark |
| 2.09 30%, 60% and 90% Construction Plans, Specifications, Contract | ✓ | ✓ |
| Documents, and Engineer's Design Report | | |
| 2.11 Final Construction Plans, Specifications and Contract | \checkmark | \checkmark |
| Documents, and Engineer's Design Report | | |

| TASK 2 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|---|---|
| 2.11 Plan Review at 30% Complete. Plan Review at 60% Complete. Plan Review at 90% Complete. | Salina, Kansas - One (1) Project Manager Assume 3 hour via teleconference (3 meetings) |

3.0 Bidding Phase

3.01 Provide Bid Assistance. The Engineer will assist the Sponsor, as needed, with the preparation of any required bidding documents. The Engineer will advertise the project Invitation for Bids on their website and directly notify potential contractors and plan rooms in order to maximize project exposure and generate interest in the project.

3.02 Prepare/Conduct Pre-Bid Meeting. The Engineer will conduct the pre-bid meeting and pre-bid site visit in sequence with the Sponsor and contract document requirements. As a part of this meeting, the Engineer will also discuss the environmental plan sheet, surveyed areas, and environmental commitments.

3.03 Prepare Addenda. Any necessary addenda will be issued to clarify and modify the project, as required, and based on questions or comments that may arise from potential contractors during the bidding process. Any necessary addenda will be reviewed with the Sponsor and FAA prior to being issued. The addenda will meet all design and construction standards, as required.

3.04 Consult with Prospective Bidders. During the bidding process, the Engineer shall be available to clarify bidding issues with contractors and suppliers and for consultation with the various entities associated with the project.

3.05 Attend Bid Opening. The Engineer shall attend the bid opening for the project, which will be conducted by the Sponsor.

3.06 Review Bid Proposals. Upon the opening of submitted bid proposals by the Sponsor, the Engineer shall review all the bid proposals submitted. A cost analysis of the bid prices will be completed and tabulated; the contractor's qualifications to perform the work will be included, including review of suspension and debarment rules on the www.Sam.gov website, verification of proposed DBE subcontractors, Buy American compliance analysis/review, and project funding review. Inclusion of bid guarantee, acknowledgement of addenda and licensure verification in State shall be completed.

3.07 Prepare Recommendation of Award. The Engineer shall prepare a Recommendation of Award for the Sponsor to accept or reject the bids received with a summary of the items listed in Task 3.6. If rejection is recommended, the Engineer will supply an explanation for their recommendation and possible alternative actions the Sponsor can pursue to complete the project.

| TASK 3 DELIVERABLES | TO FAA | TO SPONSOR |
|---|--------------|--------------|
| 3.01 Required Bidding Documents | \checkmark | \checkmark |
| 3.02 Pre-Bid Meeting Agenda and Pre-Bid Meeting Minutes | \checkmark | ✓ |
| 3.03 Addenda | \checkmark | ✓ |
| 3.06 Bid Tabulations | \checkmark | ✓ |
| 3.07 Recommendation of Award | \checkmark | \checkmark |

| TASK 3 MEETINGS/SITE VISITS | LOCATION/ATTENDEES/DURATION |
|--------------------------------------|--|
| 3.02 Prepare/Conduct Pre-Bid Meeting | Salina Kansas - One (1) Principal and one (1) Project Manager - Assume full day site visit (1 site visit) Assume travel from Denver, Colorado with one (1) overnight stay for each site visit |
| 3.05 Attend Bid Opening | Salina, Kansas - One (1) Project Manager - One (1) Project Manager Assume One and One Half (1.5) hour meeting via teleconference (1 meeting) |

Additional Services

The following items are not included under this agreement but will be considered as extra work:

- Redesign for the Sponsor's convenience or due to changed conditions after previous alternate direction and/or approval.
- Submittals or deliverables in addition to those listed herein.
- Serving as an expert witness for the Owner in any litigation, surety claim, contractor bond activation, or other proceeding involving the project.
- Additional or extended services during construction made necessary by extension of contract time, non-concurrent work, or changes in the work.
- Legal, surety, or insurance support, coordination, and representation.
- Coordination of local or state permits.
- Environmental review and decommissioning of the existing below grade fuel storage tanks.
- Design or analysis of stormwater water quality or detention.
- Coordination of the electrical power relocation.
- Environmental coordination with the FAA has been completed by the Sponsor. No site surveys or reviews are anticipated for this project.

Extra Work will be as directed by the Sponsor in writing for an additional fee as agreed upon by the Sponsor and the Engineer.



Central Florida Office 1460 Breezy Way Spring Hill, FL 34608 Phone: (352) 684-7275 Fax: (800)660-6724 Alex.nomikos@rtesglobal.com

January 12, 2022

Mr. Travis Vallin – Principal Jviation, a Woolpert Company, Inc. 720 South Colorado Blvd, Suite 1200-S Glendale, CO 80246

Re: Proposal for engineering services: New Aviation Bulk Fueling Facility @ Salina Regional Airport (SLN) 3237 Arnold Ave, Salina, KS 67401

Dear Mr. Vallin:

Further to recent emails and telephone discussions, please accept our proposal for the above referenced NFPA 407 and FAR Part 139 Compliant Aviation Bulk Fueling Facility project to be installed at the Salina Regional Airport (SLN) in Saline County, Kansas.

Background:

Roundtable Technical Resources, LLC (hereafter referred to as "RTTR") has been asked to quote either an analysis of the existing fueling facility for rehabilitation, or the design and permitting of a new aviation bulk fueling facility being considered by Jviation, a Woolpert Company, Inc. (Hereafter referred to as "Jviation"), and the Salina Airport Authority.

For the purposes of this proposal, RTTR has segregated the proposal into two (2) separate concepts, the rehabilitation of the existing fuel farm and the design and permitting of a new aviation bulk fueling facility. The initial SOW is the rehabilitation of the existing fuel farm including;

- Review the existing location and design with the airport and FBO operator to ensure the existing fuel farm meets their needs for the next 20 years.
- Prepare Report for submittal to SLN Airport Authority addressing capacity and layout concerns related to the existing fueling facility.
- Review existing electrical system for conformance and capacity to assure adequacy for new fueling facility.
- Review and confirm operation and compliance of existing tank gauging system.
- Review the existing tanks and perform the following tests;
 - Establishing the age of the existing tanks and analyze that information against industry standards for the expectation of the installed tanks



Central Florida Office 1460 Breezy Way Spring Hill, FL 34608 Phone: (352) 684-7275 Fax: (800)660-6724 Alex.nomikos@rtesglobal.com

- Schedule the following test on the tanks
 - Tank thickness test to determine the existing below ground tanks
 - Schedule a holiday test of the existing tanks to ensure the thickness of the epoxy coating of the existing below ground tanks.
 - Schedule a tank tightness test.
- Schedule tank testing subcontractors and tabulate the information and present to the SLN Airport
- Confirm the openings on the existing tanks meet the needs for current industry standards for Quality Control (ATA 103).
- Establish tank depth how that could affect the equipment required to operate a new fuel farm utilizing the existing tanks.
- Confirm the needs of the SLN Airport and FBO operations and create a Rough Order of Magnitude to rehabilitate the existing fuel farm.
- Travel to site and manage all subcontract work.

NOTE: During the process of existing fuel farm evaluation, RTTR believes it is prudent to have an independent contractor perform an environmental study of the site for any contamination. This action is outside the scope of the work listed above but recommended.

For the purposes of this proposal, it is assumed that the new aviation bulk fueling facility will be comprised of the following equipment. The new fuel farm SOW is the listed below;

- 6 30,000 Gallon D. W. UL-142 ASTs for bulk receipt and issue of Jet-A
- 2 30,000 Gallon D. W. UL-142 ASTs for the storage of retail Jet-A
- 1 300 GPM Jet-A Pumping Skid for retail Jet-A fuel
- 2 30,000 Gallon D. W. UL-142 ASTs for the storage of SAF fuels
- 1 300 GPM SAF Pumping Skid for SAF fuel
- 1 30,000 Gallon D. W. UL-142 AST for the storage of Defueled fuel
- 1 300 GPM Clay Treater Skid for the polishing and filtration of defueled Jet fuel
- 1 30,000 Gallon D. W. UL-142 AST for the storage of certified clean fuel
- 1 300 GPM Pumping Skid for the certified clean fuel
- 3 300 GPM Issue/Receipt Island Skids
- 1 12,000 Gallon D. W. UL-142 ASTs for bulk receipt and issue of Avgas
- 1 200 GPM Avgas Pumping System
- 1 549 Gallon Waste Fuel Tank for dirty sumped fuel
- Electronic Tank Gauging System
- Stand-by Generator to assure 24/7 operations

It is assumed all Jet-A tanks will be piped & manifolded to multiple remote receipt and issue pump cabinets with appropriate hose and connections provided for the purpose of bottom loading refueler trucks and accepting fuel to storage via bottom loading connection to fuel transport / delivery trucks. It is assumed that the Avgas AST will be piped to a single remote receipt and issue pump cabinet and a remote issue connection, all with appropriate hoses and



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connections provided for the purpose of bottom loading refueler trucks and accepting fuel to storage via bottom loading connection to a fuel transport / delivery trucks. It is assumed that the waste fuel tank will not have any piping associated with it and will be affixed with a single spill bucket for fill and pump out.

It has been explained that the proposed scope of work will include designing and obtaining approvals for the relocation of the existing Avgas AST and associated equipment

For the purposes of this proposal and based on our understanding of the proposed use, it is assumed that structural design of new tank footings and housekeeping slab as well as up to three (3) new fuel transfer containment areas will be required.

Supplied Data & Assumptions:

The intent of this proposal is to provide Design and Permitting services as noted above to assure that the facility operator is in receipt of a fully functional, operationally appropriate, aviation bulk fueling facility that meets or exceeds the intent of the design documents reviewed and approved by Jviation and the airport authority during the design phase of this project.

- 1. RTTR will coordinate and contract with a local licensed Surveyor and licensed Geotechnical Engineer for the purposes of obtaining an accurate Topographic survey and Geotech report.
- 2. It is assumed that fuel tank, loading/unloading skid and POS Metering equipment will be designed in accordance with applicable codes and industry standards.
- 3. It is assumed that information will be provided regarding the existing on-site electrical service for RTTR's use in determining applicability and adequacy to handle the additional electrical loading to be introduces by the new fueling facility discussed herein. It is also assumed that the facility operator will provide RTTR with information related to the existing fuel management panel, if intended to be reused.
- 4. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), it is assumed that no site development, storm water or sanitary permitting will be required for the subject and or surrounding site. If the AHJ/permitting agency requires updates to site storm water design or storm water management plan, such additional work would be agreed up on as an additional service agreement. Amount to be determined based on the magnitude of the design impact on the existing airport storm water master permit.



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- 5. It is assumed that any water accumulated in the fuel transfer areas(s) will be inspected for sheen and if no evidence of contamination is found the water collected in the containment area will be pumped out and discharged directly to the surrounding site. If contamination is found or suspected, the facility operator will have the water pumped out and disposed of off site by a licensed hazardous materials contractor/hauler. For the purposes of this proposal, it is assumed that no Oil Water Separator will be required or requested as a part of this design. If an OWS unit is required or requested, the design of same will need to be agreed upon under separate cover.
- 6. It is assumed that Fire Suppression will NOT be required.
- 7. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), we have assumed that all local permitting will take place through the airport authority and the local fire marshal's office. It is understood that RTTR will also be permitting through the required State permitting authorities. If additional local permitting with the City of Salina or the water management district is found to be required, this will be considered out of scope and will be invoiced as an additional service.
- 8. Based on conversations with the airport director (Tim Rogers of the Salina Airport Authority), It is assumed that the design documents will need to include the demolition & removal of the existing fuel farm building and equipment. It has been stated that approvals for the removal or abandonment of the existing USTs will be performed by others, as such this effort is not included in this proposal.
- 9. It is assumed that the existing Avgas tank and associated equipment for use in direct to aircraft fueling will be relocated to the southwest corner of the new fueling facility area.

Engineer's Scope of Work:

- 1. Design & Permitting:
 - a. RTTR shall coordinate with a local Geotechnical engineer for the purposes of obtaining a geotechnical report for use in understanding the soils and conditions we will be designing to as well as determining the allowable soil bearing pressure for the structural design of all footings, foundations, and pavements.
 - b. RTTR shall coordinate with a local Surveyor for the purposes of obtaining an accurate topographic base map in the appropriate state plane coordinate system.
 - c. RTTR Shall provide preliminary fuel farm layout and system schematic plans to Jviation, the FAA, and the airport authority for concept review and approval (electronic submittal).



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- d. Upon conceptual approval from Jviation, the FAA, and the airport authority, RTTR shall prepare full construction documents for the purpose of submitting to the Authorities Having Jurisdiction (as required). Prior to submitting for permit, RTTR will submit to Jviation, the FAA, and the airport authority for approval (electronic submittal).
- e. RTTR Shall address any and all comments from Authority Having Jurisdiction, the FAA, and the airport authority until permit approval is received.
- f. RTTR shall prepare and submit FAA 7460-1 Notice of Proposed Construction or Alteration to the Airport Authority for filing with the FAA related to the Fuel Farm construction (as applicable).
- g. RTTR shall prepare and submit FAA 7460-1 Notice of Proposed Construction or Alteration to the Airport Authority for filing with the FAA related to the selected contractor's Crane permit. (Crane permit to be filed for and obtained by the selected contractor as required).
- h. RTTR shall prepare and provide written technical specifications for the proposed fueling system.
- i. RTTR shall review existing available power on site and coordinate with local power authority (utility), through the Airport Authority, regarding possible light pole relocation and or new services which may be required. (Final coordination for any installations or relocations will be the responsibility of the selected contractor).
- j. RTTR shall propose layout of new canopies for the new fueling facility and potentially for the relocated Avgas system (if requested) and permit the new canopies with local authorities having jurisdiction, through the Airport Authority, as required.
- k. RTTR shall research whether or not the relocated Avgas facility can be located at Southwest corner of new bulk fueling facility as assumed in this proposal.
- I. RTTR shall prepare plans for the demolition and removal of the existing fueling building to the north of the proposed building site including all above ground piping and associated equipment.
- m. RTTR shall provide support for the Engineer's report.
- n. Provide required PE sealed drawings and calculations related to the filing and requests for approvals to the Authorities having jurisdiction
- 2. <u>Site Inspections:</u>

A single site inspection during commissioning of the new fueling system has been assumed. If additional site visits are required or requested, they will be performed & billed as Time and Materials in accordance with RTTR's standard fee schedule.



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Out of Scope Work:

Any engineering work not included in the project Scope of Work herein and caused by conditions currently unknown to RTTR will be considered out-of-scope work. Such services, if requested by Jviation or the airport authority would be quoted on a time and material basis as per RTTR's standard rate sheet. Out of Scope work will be performed only upon written approval (Change Order) from Jviation. We appreciate the opportunity to submit this proposal and look forward to working with Jviation on this project, upon approval of this proposal and receipt of authorization to proceed by email.

Sincerely,

Alex Nomikos – Engineering Manager Roundtable Technical Resources, LLC Jviation, a Woolpert Company, Inc. Representative

Representative Signature

Date

Ref: RTTR-Jviation_Salina KS-SLN_011022.docx

Representative Printed Name

Date
Attachment 2

State Historical Presevration Office

(SHPO)

Cultural Resources Division State Historic Preservation Office 6425 SW 6th Avenue Topeka KS 66615-1099

Patrick Zollner, Acting Executive Director



785-272-8681 fax 785-272-8682 kshs.shpo@ks.gov kshs.org

Laura Kelly, Governor

KSR&C # 22-06-227 July 12, 2022

Kory Lewis Principal Coffman Associates Via Email

Re: Pumphouse Demolition, Salina Regional Airport – Saline County

The Kansas State Historic Preservation Office (SHPO) has reviewed the materials received June 20, 2022 along with earlier submissions regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the SHPO determines whether a federally funded, licensed, or permitted project will adversely affect properties that are listed or determined eligible for listing in the National Register of Historic Places. The SHPO has determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National Register. As far as this office is concerned, the project may proceed.

Thank you for giving us the opportunity to comment on this proposal. Please refer to the Kansas State Review & Compliance number (KSR&C#) listed above on any future correspondence. Please submit any comments or questions regarding this review to Lauren Jones at lauren.jones@ks.gov.

Sincerely,

trik follow

Patrick Zollner Director, Cultural Resources Division State Historic Preservation Officer



FUEL PUMPHOUSE TO BE DEMOLISHED

Attachment 3

Biological Information

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.



Local office

Kansas Ecological Services Field Office

▶ (785) 539-3474
▶ (785) 539-8567

2609 Anderson Avenue Manhattan, KS 66502-2801

https://fws.gov/office/kansas-ecological-services

NOTFORCONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

- 1. Draw the project location and click CONTINUE.
- 2. Click DEFINE PROJECT.
- 3. Log in (if directed to do so).
- 4. Provide a name and description for your project.
- 5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the <u>Ecological Services Program</u> of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact <u>NOAA Fisheries</u> for <u>species under their jurisdiction</u>.

1. Species listed under the <u>Endangered Species Act</u> are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the <u>listing status page</u> for more information. IPaC only shows species that are regulated by USFWS (see FAQ). 2. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

| NAME | STATUS |
|--|------------|
| Northern Long-eared Bat Myotis septentrionalis Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045 | Threatened |
| Birds | 101 |
| NAME | STATUS |
| Whooping Crane Grus americana There is final critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/758 | Endangered |
| Insects NAME | STATUS |
| Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. | Candidate |

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act^{1} and the Bald and Golden Eagle Protection Act^{2} .

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The Migratory Birds Treaty Act of 1918.
- 2. The <u>Bald and Golden Eagle Protection Act</u> of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <u>https://www.fws.gov/program/migratory-birds/species</u>
- Measures for avoiding and minimizing impacts to birds <u>https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds</u>
- Nationwide conservation measures for birds <u>https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf</u>

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH

IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Breeds May 15 to Aug 20

Black Tern Chlidonias niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/3093</u>

Willet Tringa semipalmata

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Apr 20 to Aug 5

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (=)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence

at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (--)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

| | | 51 | و الان | probabil | ity of pre | sence | breed | ding sea | ason | survey | effort | — no data |
|--|---------------------------|-----|--------|----------|------------|-------|-------|----------|------|--------|--------|-----------|
| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| Black Tern BCC Rangev (CON) (This Bird of Conservatic Concern (BC | vide is a on CC) | | + | | - +- 1- | | *** | | | | | |
| throughout | its | | | | | | | | | | | |
| range in the | 2 | | | | | | | | | | | |
| continental | | | | | | | | | | | | |
| USA and | | | | | | | | | | | | |
| Alaska.) | | | | | | | | | | | | |

Willet BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern (BCC)</u> and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian Knowledge</u> <u>Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science</u> <u>datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey</u>, <u>banding</u>, <u>and</u> <u>citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab of Ornithology All</u> <u>About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of</u> <u>Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data</u> <u>Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird</u> <u>Distributions and Abundance on the Atlantic Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Coastal Barrier Resources System

Projects within the John H. Chafee Coastal Barrier Resources System (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local Ecological Services Field Office or visit the CBRA Consultations website. The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

THERE ARE NO KNOWN COASTAL BARRIERS AT THIS LOCATION.

Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the <u>official CBRS maps</u>. The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: <u>https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation</u>

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be

subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact <u>CBRA@fws.gov</u>.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the <u>National Wildlife Refuge</u> system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of</u> <u>Engineers District</u>.

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the <u>NWI map</u> to view wetlands at this location.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

OTEC

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Attachment 4 Floodplains

FEMA's National Flood Hazard Layer (NFHL) Viewer

with Web AppBuilder for ArcGIS



Attachment 5

Soil Classification

Farmland Classification—Saline County, Kansas 97°41'22"W 97° 37' 13" W 38° 50' 1" N 38° 50' 1" N 3715 3 **X40**2 37/5 38° 45' 44" N 38° 45' 44" N Τ Τ . 617000 . 618000 97° 41' 22"W 97° 37' 13" W Map Scale: 1:38,800 if printed on A portrait (8.5" x 11") sheet. ___Meters 3000 Ν
 Feet

 0
 1500
 3000
 6000
 9000

 Map projection: Web Mercator
 Corner coordinates: WGS84
 Edge tics: UTM Zone 14N WGS84
 USDA

Web Soil Survey National Cooperative Soil Survey



- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of statewide importance, if drained
- Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated

- Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the
- growing season Farmland of statewide importance, if irrigated and drained

1990 B

- Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
 Farmland of statewide importance, if subsoiled.
- completely removing the root inhibiting soil layer Farmland of statewide importance, if irrigated

and the product of I (soil erodibility) x C (climate factor) does not exceed 60

- Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if warm enough
- Farmland of statewide importance, if thawed
- Farmland of local importance
- Farmland of local importance, if irrigated

- Farmland of unique importance
 Not rated or not available
- Soil Rating Points
 Not prime farmland
 - All areas are prime farmland
 - Prime farmland if drained
 - Prime farmland if protected from flooding or not frequently flooded during the growing season
 - Prime farmland if irrigated
 - Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
 - Prime farmland if irrigated and drained
 - Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of statewide importance, if drained
- Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
- Farmland of statewide importance, if irrigated

USDA

| | Earmland of statewide | | Earmland of statewide | | Earmland of unique | The soil surveys that comprise your AOI were mapped at | | |
|---|--|---------------------|--|----------------------------------|--|---|--|--|
| | importance, if drained and | | importance, if irrigated | | importance | 1:24,000. | | |
| | flooding or not frequently | | salts and sodium | | Not rated or not available | Please rely on the bar scale on each map sheet for map | | |
| | flooded during the | uring the 🗖 F | Farmland of statewide | nd of statewide Water Features m | | measurements. | | |
| | growing season Farmland of statewide | | importance, if drained or either protected from | \sim | Streams and Canals | Source of Map: Natural Resources Conservation Service | | |
| - | importance, if irrigated | | flooding or not frequently | Transport | ation | Web Soil Survey URL: | | |
| _ | and drained | | flooded during the | +++ | Rails | Coordinate System: Web Mercator (EPSG:3857) | | |
| | importance, if irrigated | | Farmland of statewide | ~ | Interstate Highways | Maps from the Web Soil Survey are based on the Web Mercator | | |
| | and either protected from | | importance, if warm | ~ | US Routes | distance and area. A projection that preserves area, such as the | | |
| | flooded during the | | drained or either | | Major Poado | Albers equal-area conic projection, should be used if more | | |
| | growing season | | protected from flooding or | \sim | Major Roaus | accurate calculations of distance or area are required. | | |
| | Farmland of statewide importance, if subsoiled. | | during the growing | \approx | Local Roads | This product is generated from the USDA-NRCS certified data | | |
| | completely removing the | | season | Backgrou | nd | as of the version date(s) listed below. | | |
| | root inhibiting soil layer | | Farmland of statewide | The second | Aerial Photography | Soil Survey Area: Saline County, Kansas | | |
| | Farmland of statewide | rmland of statewide | enough | | Survey Area Data: Version 18, Sep 14, 2021 | | | |
| | and the product of I (soil | | Farmland of statewide | | | Soil map units are labeled (as space allows) for map scales | | |
| | erodibility) x C (climate factor) does not exceed | _ | importance, if thawed | | | 1:50,000 or larger. | | |
| | 60 | | importance | | | Date(s) aerial images were photographed: Oct 11, 2011—Aug | | |
| | | | Farmland of local | | | 3, 2017 | | |
| | | _ | importance, if irrigated | | | The orthophoto or other base map on which the soil lines were | | |
| | | | | | | compiled and digitized probably differs from the background | | |
| | | | | | | Imagery displayed on these maps. As a result, some minor shifting of man unit boundaries may be evident | | |
| | | | | | | sinning of map and boardanes may be orderit. | | |
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Farmland Classification

| Map unit symbol | Map unit name | Rating | Acres in AOI | Percent of AOI |
|--------------------------|---|----------------------------------|--------------|----------------|
| 2266 | Tobin silt loam, occasionally flooded | All areas are prime farmland | 176.7 | 2.2% |
| 2347 | McCook silt loam, rarely flooded | All areas are prime farmland | 49.7 | 0.6% |
| 2366 | New Cambria silty clay, rarely flooded | All areas are prime farmland | 295.5 | 3.7% |
| 3250 | Bavaria-Detroit complex, rarely flooded | Not prime farmland | 511.5 | 6.4% |
| 3350 | Edalgo clay loam, 3 to 7 percent slopes | Farmland of statewide importance | 50.4 | 0.6% |
| 3396 | Lancaster-Hedville complex, 3 to 20 percent slopes | Not prime farmland | 99.8 | 1.3% |
| 3401 | Longford silt loam, 1 to 3 percent slopes | All areas are prime farmland | 351.8 | 4.4% |
| 3402 | Longford silt loam, 3 to 7 percent slopes | All areas are prime farmland | 511.7 | 6.4% |
| 3633 | Sutphen silty clay, occasionally flooded | All areas are prime farmland | 42.2 | 0.5% |
| 3715 | Cozad silt loam, rarely flooded | All areas are prime farmland | 131.0 | 1.6% |
| 3725 | Detroit silty clay loam, rarely flooded | All areas are prime farmland | 1,114.5 | 14.0% |
| 3755 | Hord silt loam, rarely flooded | All areas are prime farmland | 28.4 | 0.4% |
| 3800 | Crete silt loam, 0 to 1 percent slopes, loess plains and breaks | All areas are prime farmland | 2,763.5 | 34.8% |
| 3826 | Crete silt loam, 3 to 7 percent slopes | All areas are prime farmland | 1,323.1 | 16.7% |
| 3843 | Geary silt loam, 1 to 3 percent slopes | All areas are prime farmland | 135.5 | 1.7% |
| 3918 | Smolan silt loam, 0 to 1 percent slopes | All areas are prime farmland | 46.3 | 0.6% |
| 4671 | Irwin silty clay loam, 1 to 3 percent slopes | All areas are prime farmland | 101.2 | 1.3% |
| 4673 | Irwin silty clay loam, 3 to 7 percent slopes | All areas are prime farmland | 35.8 | 0.5% |
| 9989 | Orthents, clayey | Not prime farmland | 170.4 | 2.1% |
| Totals for Area of Inter | est | 7,939.1 | 100.0% | |

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower



Attachment 6

United States Census Bureau

American Community Survey Data

(U.S. EPA EJScreen Website)



EJSCREEN ACS Summary Report



Location: User-specified polygonal location Ring (buffer): 1-miles radius

Description:

| Summary of ACS Estimates | 2015 - 2019 |
|--------------------------------------|-------------|
| Population | 9,754 |
| Population Density (per sq. mile) | 527 |
| People of Color Population | 3,536 |
| % People of Color Population | 36% |
| Households | 3,529 |
| Housing Units | 3,721 |
| Housing Units Built Before 1950 | 364 |
| Per Capita Income | 27,113 |
| Land Area (sq. miles) (Source: SF1) | 18.49 |
| % Land Area | 100% |
| Water Area (sq. miles) (Source: SF1) | 0.00 |
| % Water Area | 0% |

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|--|------------------------------|---------|---------|
| Population by Race | | | |
| Total | 9,754 | 100% | 487 |
| Population Reporting One Race | 9,255 | 95% | 1,140 |
| White | 7,855 | 81% | 440 |
| Black | 358 | 4% | 154 |
| American Indian | 11 | 0% | 81 |
| Asian | 209 | 2% | 149 |
| Pacific Islander | 0 | 0% | 10 |
| Some Other Race | 822 | 8% | 306 |
| Population Reporting Two or More Races | 498 | 5% | 173 |
| Total Hispanic Population | 2,569 | 26% | 373 |
| Total Non-Hispanic Population | 7,184 | | |
| White Alone | 6,217 | 64% | 381 |
| Black Alone | 343 | 4% | 154 |
| American Indian Alone | 11 | 0% | 81 |
| Non-Hispanic Asian Alone | 209 | 2% | 149 |
| Pacific Islander Alone | 0 | 0% | 10 |
| Other Race Alone | 0 | 0% | 10 |
| Two or More Races Alone | 404 | 4% | 173 |
| Population by Sex | | | |
| Male | 4,629 | 47% | 262 |
| Female | 5,124 | 53% | 288 |
| Population by Age | | | |
| Age 0-4 | 701 | 7% | 113 |
| Age 0-17 | 2,486 | 25% | 206 |
| Age 18+ | 7,268 | 75% | 320 |
| Age 65+ | 1,107 | 11% | 127 |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019 -





Location: User-specified polygonal location Ring (buffer): 1-miles radius Description:

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|--|------------------------------|---------|---------|
| Population 25+ by Educational Attainment | | | |
| Total | 6,066 | 100% | 282 |
| Less than 9th Grade | 161 | 3% | 86 |
| 9th - 12th Grade, No Diploma | 595 | 10% | 111 |
| High School Graduate | 2,354 | 39% | 178 |
| Some College, No Degree | 1,612 | 27% | 164 |
| Associate Degree | 349 | 6% | 94 |
| Bachelor's Degree or more | 996 | 16% | 154 |
| Population Age 5+ Years by Ability to Speak English | | | |
| Total | 9,053 | 100% | 441 |
| Speak only English | 7,000 | 77% | 339 |
| Non-English at Home ¹⁺²⁺³⁺⁴ | 2,052 | 23% | 318 |
| ¹ Speak English "very well" | 1,316 | 15% | 255 |
| ² Speak English "well" | 521 | 6% | 139 |
| ³ Speak English "not well" | 166 | 2% | 103 |
| ⁴ Speak English "not at all" | 49 | 1% | 56 |
| ³⁺⁴ Speak English "less than well" | 215 | 2% | 111 |
| ²⁺³⁺⁴ Speak English "less than very well" | 736 | 8% | 153 |
| Linguistically Isolated Households* | | | |
| Total | 89 | 100% | 63 |
| Speak Spanish | 73 | 82% | 62 |
| Speak Other Indo-European Languages | 0 | 0% | 10 |
| Speak Asian-Pacific Island Languages | 16 | 18% | 29 |
| Speak Other Languages | 0 | 0% | 10 |
| Households by Household Income | | | |
| Household Income Base | 3,529 | 100% | 172 |
| < \$15,000 | 267 | 8% | 83 |
| \$15,000 - \$25,000 | 501 | 14% | 120 |
| \$25,000 - \$50,000 | 1,098 | 31% | 146 |
| \$50,000 - \$75,000 | 944 | 27% | 122 |
| \$75,000 + | 718 | 20% | 139 |
| Occupied Housing Units by Tenure | | | |
| Total | 3,529 | 100% | 172 |
| Owner Occupied | 2,104 | 60% | 137 |
| Renter Occupied | 1,425 | 40% | 142 |
| Employed Population Age 16+ Years | | | |
| Total | 7,492 | 100% | 328 |
| In Labor Force | 4,954 | 66% | 285 |
| Civilian Unemployed in Labor Force | 231 | 3% | 77 |
| Not In Labor Force | 2,539 | 34% | 197 |

DataNote:Datail may not sum to totals due to rounding.Hispanic population can be of anyrace.N/Ameans not available.Source:U.S. Census Bureau, American Community Survey (ACS)*Households in which no one 14 and over speaks English "very well" or speaks English only.



EJSCREEN ACS Summary Report



Location: User-specified polygonal location Ring (buffer): 1-miles radius Description:

| | 2015 - 2019 ACS Estimates | Percent | MOE (±) |
|--|------------------------------|---------|---------|
| Population by Language Spoken at Home [*] | | | |
| Total (persons age 5 and above) | 9,259 | 100% | 498 |
| English | 7,172 | 77% | 621 |
| Spanish | 1,831 | 20% | 369 |
| French | 0 | 0% | 17 |
| French Creole | N/A | N/A | N/A |
| Italian | N/A | N/A | N/A |
| Portuguese | N/A | N/A | N/A |
| German | 73 | 1% | 82 |
| Yiddish | N/A | N/A | N/A |
| Other West Germanic | N/A | N/A | N/A |
| Scandinavian | N/A | N/A | N/A |
| Greek | N/A | N/A | N/A |
| Russian | N/A | N/A | N/A |
| Polish | N/A | N/A | N/A |
| Serbo-Croatian | N/A | N/A | N/A |
| Other Slavic | N/A | N/A | N/A |
| Armenian | N/A | N/A | N/A |
| Persian | N/A | N/A | N/A |
| Gujarathi | N/A | N/A | N/A |
| Hindi | N/A | N/A | N/A |
| Urdu | N/A | N/A | N/A |
| Other Indic | N/A | N/A | N/A |
| Other Indo-European | 12 | 0% | 17 |
| Chinese | 50 | 1% | 70 |
| Japanese | N/A | N/A | N/A |
| Korean | 0 | 0% | 15 |
| Mon-Khmer, Cambodian | N/A | N/A | N/A |
| Hmong | N/A | N/A | N/A |
| Thai | N/A | N/A | N/A |
| Laotian | N/A | N/A | N/A |
| Vietnamese | 16 | 0% | 26 |
| Other Asian | 63 | 1% | 54 |
| Tagalog | 21 | 0% | 33 |
| Other Pacific Island | N/A | N/A | N/A |
| Navajo | N/A | N/A | N/A |
| Other Native American | N/A | N/A | N/A |
| Hungarian | N/A | N/A | N/A |
| Arabic | 11 | 0% | 16 |
| Hebrew | N/A | N/A | N/A |
| African | N/A | N/A | N/A |
| Other and non-specified | 0 | 0% | 15 |
| Total Non-English | 2,087 | 23% | 796 |

Data Note: Detail may not sum to totals due to rounding. Hispanic popultion can be of any race. N/A meansnot available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019. *Population by Language Spoken at Home is available at the census tract summary level and up.





Location: User-specified polygonal location Ring (buffer): 1-miles radius Description:

| Summary | | Census 2010 |
|--|--------|-------------|
| Population | | 9,748 |
| Population Density (per sq. mile) | | 527 |
| People of Color Population | | 3,203 |
| % People of Color Population | | 33% |
| Households | | 3,653 |
| Housing Units | | 3,892 |
| Land Area (sq. miles) | | 18.48 |
| % Land Area | | 100% |
| Water Area (sq. miles) | | 0.00 |
| % Water Area | | 0% |
| | | |
| Population by Race | Number | Percent |
| Total | 9,748 | |
| Population Reporting One Race | 9,335 | 96% |
| White | 7,599 | 78% |
| Black | 390 | 4% |
| American Indian | 60 | 1% |
| Asian | 472 | 5% |
| Pacific Islander | 4 | 0% |
| Some Other Race | 809 | 8% |
| Population Reporting Two or More Races | 413 | 4% |
| Total Hispanic Population | 1,994 | 20% |
| Total Non-Hispanic Population | 7,754 | 80% |
| White Alone | 6,545 | 67% |
| Black Alone | 367 | 4% |
| American Indian Alone | 45 | 0% |
| Non-Hispanic Asian Alone | 468 | 5% |
| Pacific Islander Alone | 4 | 0% |
| Other Race Alone | 15 | 0% |
| Two or More Races Alone | 310 | 3% |
| | | _ |
| Population by Sex | Number | Percent |
| Male | 4,835 | 50% |
| Female | 4,913 | 50% |
| Population by Age | Number | Percent |
| Age 0-4 | 891 | 9% |
| Age 0-17 | 2,810 | 29% |
| Age 18+ | 6.938 | 71% |
| Age 65+ | 1.007 | 10% |
| | | |
| Households by Tenure | Number | Percent |
| Total | 3,653 | |
| Owner Occupied | 2,377 | 65% |
| Renter Occupied | 1,276 | 35% |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, Census 2010 Summary File 1.

Attachment 7

SWPPP and SPCC



Salina Regional Airport, Salina, KS

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

June 23, 2022

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| 8) | Areas of exposed and/or erodible soils: | 6 |
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| 10 | 0) Areas of significant material residues: | 6 |
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1.0 GENERAL FACILITY INFORMATION

Facility Information:

- Name of Facility: Salina Regional Airport
- Facility Address: 3237 Arnold Salina, Kansas 67401-8190
- County: Saline
- Standard Industrial Classification (SIC) Code: 4581
- Owner or Authorized Representative: Salina Airport Authority, Timothy F. Rogers, AAE, Executive Director

Facility Contact Information:

- Name: Timothy F. Rogers, AAE
- Title: Executive Director
- Telephone: 785.342.1199
- Email Address: trogers@salair.org
- Mailing Address: 3237 Arnold Salina, Kansas 67401-8190

Permit Information:

- KS Permit Number: G-SH33-0025
- Federal Permit Number: KS001384
- COC or Individual Permit Effective Date of Coverage: June 16, 2022
- Receiving Waters: Dry Creek
- Required Monitoring: 🗌 Yes 📕 No
- Identify the Total Daily Maximum Load (TMDL) listed on COC: None

Brief Industrial Activity Description:

The Airport is located approximately six miles southwest of downtown Salina in Saline County, Kansas. The Airport is owned and operated by the Salina Airport Authority as a Class II Airport in accordance with 14 CFR 139.

The airport has four runways, eight taxiways, and two large apron areas. The airport property covers roughly 2,300 acres.

The terminal building is located on the southeast corner of the airport property. The offices of the Salina Airport Authority are located inside the terminal building.

Operations at the airport include fueling of private, commercial, and military aircraft.

The Salina Regional Airport is the home base for a wide variety of businesses and operations. These include:

- <u>1 Vision Aviation</u>
- Avflight Salina Corp.
- Civil Air Patrol Kansas Wing Headquarters
- Federal Aviation Administration, ASFSO
- Hertz Rental Car

- Kansas Army National Guard Aviation Support Facility
- <u>Kansas State University Polytechnic Campus</u>
- LifeSave Transport
- Midwest Air Traffic Control Tower SLN ATCT
- Salina Aircraft Services
- Schilling Aviation Services
- <u>United Airlines</u> operated by SkyWest

Some of these operations may involve potential polluting materials. The entities conducting these operations are responsible for any associated storm water discharge permitting and compliance obligations.

2.0 STORM WATER POLLUTION PREVENTION TEAM

The storm water pollution prevention team is responsible for developing, implementing, maintaining, and revising this SWPPP. The members of the team and their primary responsibilities (i.e., implementing, maintaining, record keeping, submitting reports, conducting inspections, employee training, conducting the annual compliance evaluation, testing for non-storm water discharges, signing the required certifications) are as follows:

| Name & Title | Responsibility |
|------------------------------|---|
| Tim Rogers | Executive Director; SWPPP administrator |
| Maynard Cunningham | Director of Facilities and Construction; recordkeeping, inspections, signatures |
| David Sorell | Manager of Operations; training, inspections |
| Space to list additional mer | nbers and their responsibility if necessary: |
| | |
| | |
| | |

3.0 SITE MAP

The facility's site maps (Figures 1, 2, and 3) include all applicable items listed in the permit, which include:

- 1) Buildings and other permanent structures
- 2) Storage or disposal areas for significant materials
- 3) Secondary containment structures and descriptions of what they contain in the primary containment structures
- 4) Storm water discharge points (which include outfalls and points of discharge), numbered or otherwise labeled for reference
- 5) Location of storm water and non-storm water inlets (numbered or otherwise labeled for reference) contributing to each discharge point
- 6) Location of NPDES permitted discharges other than storm water
- 7) Outlines of the drainage areas contributing to each discharge point
- 8) Structural runoff controls or storm water treatment facilities
- 9) Areas of vegetation (with brief description such as lawn, old field, marsh, wooded, etc.)

- 10) Areas of exposed and/or erodible soils and gravel lots
- 11) Impervious surfaces (roofs, asphalt, concrete, etc.)
- 12) Name and location of receiving waters
- 13) Areas of known or suspected impacts on surface

4.0 SIGNIFICANT MATERIALS

Sources of potential oil and chemical releases are summarized in Table 1. The locations of the sources are noted on the site diagram (Figure 3). Sources include bulk storage tanks, facilities, and equipment related to refueling operations.

| Item | Description | Location | Volume (gal.) | Туре | Secondary Containment |
|-------|------------------------------|------------------------------------|---------------|----------|--------------------------|
| 1 | Back-up generator tank | South side of Building 702 | 2000 | AST | Yes-Cont. Tank |
| 2 | AFFF | Building 702, in truck | | In truck | |
| 3 | Unleaded gasoline | Building 614 | 500 | AST | Yes-Cont. Tank |
| 4 | 2-Waste oil totes | Building 614 | 2-265 | AST | Yes-Cont. in building |
| 5 | Diesel generator base tank | Building 614 | 500 | AST | Yes-Cont. Tank |
| 6 | Self Fueler - aviation fuel | South of tank farm Building 305 | 1000 | AST | Yes-Cont. Tank |
| 7 | Tank Farm - aviation fuel | Building 305 | 12-25,000 | AST | Yes-Cont. Tank |
| 8 | Urea for ice | In Truck | | AST | |
| AST = | aboveground storage tank | | | | |

TABLE 1 - Potential Spill Sources

4.1 Inventory of Exposed Significant Materials

See Table 1 for Significant Material Inventory

4.2 Description of Industrial Activities & Significant Material Storage Areas

1) Loading, unloading, and other material-handling operations

Mobile Fueling Operations

Mobile fueling operations involve the transfer of aviation fuel to the mobile fuelers from the bulk storage facilities on the airport property and the fueling of aircraft conducted on the runway apron. The discharge prevention measures for these operations include emergency cut-off valves, overflow cut-off valves, gasketed dome covers on the fueler relief valves, and deadman flow cut-off features on fueling nozzles. These and other discharge prevention measures related to mobile fueler operations are detailed in Section 321(B)(2) of the Airport Certification Manual.
2) Outdoor storage including secondary containment structures

Underground Fuel Storage

Underground fuel storage at the Airport is operated in accordance with US DOT Hazardous Materials Regulations. Specific discharge prevention measures related to underground fuel storage are described in Section 312 (B)(2) of the Airport Certification Manual. The tanks are inspected and maintained in accordance with the Steel Tank Institute P-3 Standard.

Fuel Storage Pump House

The fuel storage pump house incorporates administrative controls and prevention measures outlined in Section 312 (B)(2) of the Airport Certification Manual.

3) Outdoor manufacturing or processing activities:

None, other than typical building maintenance activities such as painting of structures, maintaining structures and road surfaces, mowing of grass, snowplowing, plane deicing, and fueling/storage activities, which are covered under the site SPCC plan.

4) Significant dust or particulate generating processes:

For the purposes of satisfying NEPA (National Environmental Policy Act) and Clean Air Act requirements, two factors are considered. NEPA requires that an air quality emissions inventory be prepared for federal actions at commercial service airports having more than 1.3 million enplanements or more than 180,000 general aviation and air taxi operations. Under the Clean Air Act, to ensure that a federal action complies with the NAAQS, the General Conformity Rule has been established for all general federal actions, which includes all airport improvement projects. The General Conformity Rule (40 CFR § 93) applies to federal actions that meet all of the following criteria:

- Federally funded or federally approved;
- Not a highway or transit project;
- Not identified as an exempt project under the CAA and is not listed on the federal agency's Presumed to Conform list; and
- Located within a nonattainment or maintenance area.

Based on the forecasts prepared in Chapter Two of the Master plan, Salina Regional Airport does not meet the required operational levels of Clean Air Act criteria to necessitate air quality modeling as part of any environmental documentation that would be required for improvements proposed in the Master Plan. Additionally, in accordance with FAA Order 1050.1E, Guidance Memo #3 – Considering Greenhouse Gases and Climate Under the National Environmental Policy Act: Interim Guidance, a quantitative analysis of climate would not be required as no modeling would be conducted as part of the environmental analysis. Air quality thresholds were not exceeded; therefore, no computation of metric tons of CO₂ equivalent for greenhouse gas emissions inventory was needed or required. Temporary impacts would result during Runway 4-22 pavement removal, Taxiway B realignment, infield taxiway construction, and hangar construction. Exhaust emissions from the operation of construction vehicles and fugitive dust from pavement removal are common air pollutants during construction. During evaluation

of these specific projects, an emissions inventory using on-road and off-road construction emissions models may be required.

5) Discharge from vents, stacks, and air emission controls:

Refer to Section 4 above from the Master Plan.

6) On-site waste disposal practices:

RCRA Subtitle C Solid Waste generated (non-hazardous) at the site is disposed at the Salina Municipal Solid Waste landfill. Any hazardous waste generated is below the threshold quantity of 100 kilograms per month, and the facility is considered a very small quantity generator. No Universal Waste is stored on the property.

7) Maintenance and cleaning of vehicles, machines, and equipment:

Maintenance Shop

Airport maintenance employees are provided with operational training and awareness training, including training on the proper handling of hazardous materials. Oil drums maintained at the Maintenance Shop are provided with secondary containment and are inspected periodically for leaks.

8) Areas of exposed and/or erodible soils:

None currently. No earth work is currently planned. See Section 4 above from the Master Plan for further potential evaluation.

9) Sites of Environmental Contamination listed (Environmental Response) of the NREPA:

Former Schilling Air Force Base in Salina, Kansas (Consent Agreement and Final Order (CAFO), as amended, for the environmental contamination, BER File No. C5-085-03013, CAFO Case No. 12-E-21 BER).

10) Areas of significant material residues:

Materials are stored either inside or on containment pallets. Deicing operations are conducted by a separate entity in a designated area. Any residual material from the deicing operations is contained and, if possible, reused.

11) Areas where animals congregate (wild or domestic) and deposit wastes:

The Airport has a U.S. Fish and Wildlife bird depredation permit, which is renewed annually. Also, a permit issued by the Kansas Wildlife and Parks to remove deer and any other wildlife that enter onto the property is also renewed annually.

12) Other areas where storm water may contact significant materials: None

See Table 1 for Industrial Activity and Significant Material Storage Area Descriptions.

4.3 List of Significant Spills

No significant spills or leaks of polluting materials have occurred within the last three years.

4.4 Summary of Sampling Data

No sampling and testing of storm water discharges has been conducted.

4.5 Actions Taken to Investigate Illicit Connections

There are no known illicit connections. The Airport has a separate storm water system from the adjacent properties.

5.0 NON-STRUCTURAL CONTROLS

5.1 **Preventative Maintenance Program (Routine Inspection Program)**

The facility is inspected by airport staff on a quarterly basis. The quarterly Routine Inspection Form is included in Section 13.0. In addition, airport staff observe the facility during daily operations and promptly address any issues noted regarding potential discharges of pollutants. Inspection reports and corrective actions are maintained on file for three years.

5.2 Housekeeping Procedures (Routine Inspection Program)

The airport staff conduct routine good housekeeping inspections to maintain a clean, orderly facility. Good housekeeping inspections are intended to reduce the potential for significant materials to come in contact with storm water.

Discharge Countermeasures

The Airport property is inspected daily by operations staff in accordance with Federal Aviation Administration (FAA) regulations. One focus of this inspection is the fuel storage and transfer facilities.

In the unlikely event that a significant spill of fuel or oil were to occur, the Airport has an Emergency Response Plan in place designed to guide response activities. A copy of this plan can be found in the Airport Certification Manual. The plan sets forth procedures for all foreseeable emergency situations, including spills of oil or other hazardous materials.

The plan includes:

- Details regarding the incident response team and unified command.
- Emergency response organizations available to provide support.
- Guidance on managing hazardous-material-related incidents.

Disposal of Recovered Materials

Any recovered materials resulting from spill clean-up activities will be addressed as follows:

- A. If possible, spilled fuel or oil will be recovered, containerized, and recycled through an approved commercial oil reclaimer.
- B. Used sorbents, personal protective equipment (PPE), and other clean-up materials will be characterized and disposed at an approved industrial or hazardous waste landfill in accordance with Kansas Department of Health and Environment (KDHE) waste disposal regulations. Table 2 identifies key internal and external contacts regarding emergency spills.

5.3 Comprehensive Site Inspection & Visual Assessments of Storm Water Discharges

The Director of Facilities and Construction or designee will perform the comprehensive site inspections on an annual basis. The inspections include the areas and equipment identified in the preventive maintenance program and good housekeeping procedures. The inspection shall also include a review of the routine preventive maintenance reports and good housekeeping inspections reports.

The Comprehensive Site Inspection Form is included in Section 14.0 and includes:

- Date of the inspection
- Name(s), title(s), and certification number(s) of the personnel conducting the inspection
- Precipitation information (i.e., a description of recent rainfall or snow melt events)
- All observations relating to the implementation of control measures
- Any required revisions to the SWPPP resulting from the inspection
- A certification stating the facility is in compliance with this permit and the SWPPP, or, if there are instances of noncompliance, they are identified

Comprehensive Site Inspection reports will be kept on file for three years.

Visual Assessments of Storm Water Discharges

Airport staff conduct quarterly visual assessments of storm water discharges. The visual assessments are performed within each of the following quarters: January – March, April – June, July – September, and October – December. <u>Visual assessment inspections are to be collected within 30 minutes of the start of a discharge from a storm water event; not to exceed 60 minutes.</u>

Procedure for Conducting Visual Assessments:

- See Figure 2 for Outfall locations.
- Sample shall be collected by available personnel within the designated time limits.
- Collect water sample in a clean, clear glass or plastic container.
- Document the sampling location identified on the site map.
- The sample must be examined within 24 hours.
- Examine the sample in a well-lit area and visually inspect for sheen or sediment.

- Document the following about the storm event:
 - Hours of the storm and time the discharge began
 - o Sample collection date and time; visual assessment date and time
 - Nature of discharge
 - Name(s) and title(s) of personnel that collected the sample
 - Name(s) and title(s) of personnel performing the assessment
 - o Observations made of the storm water discharge
 - Sites of storm water contamination
- Complete a Visual Assessment Report for each water sample
- Keep any photos of the discharge with the Visual Assessment Reports
- Keep all documentation on file for three years
- When adverse weather conditions prevent the collection during the quarter (local flooding, high winds, electrical storms, drought, extended frozen conditions, etc.) a substitute sample must be taken during the next qualifying storm event

The Visual Assessment Report Form is included in Section 15.0.

See Section 11.0 for the Visual Assessment Procedures

5.4 Material Handling & Spill Prevention / Clean-Up Procedures

This SWPPP specifies material-handling procedures and storage requirements for significant materials. Equipment and procedures necessary for cleaning up spills and preventing the spilled materials from being discharged have also been identified. All employees involved in the handling of significant materials have been made aware of the proper procedures.

| Material Handling & Spill Prevention / Clean-up Procedures Table | | |
|--|---|--|
| Potential Spill Area | Material Handling & Storage Procedures | Spill Response Procedures & Equipment |
| SPCC Plan original date January 2009. Updated 10/29/2014. | Outlined in the SPCC plan | Outlined in the SPCC plan |
| | | |
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See Table 2 for Spill Kit Inventory

5.5 Soil Erosion & Sedimentation Control Measures

No areas that have a high potential for significant soil erosion have been identified.

5.6 Employee Training Program

The facility will conduct annual training for all material-handling personnel. This training includes the proper operation and maintenance of equipment to prevent spills, spill response, and notification procedures, together with training on general facility operations and the content of the facility SWPPP. The annual training includes a review of known spills at the facility, equipment failures, malfunctioning components and any newly-developed (as a result of a spill/leak) precautionary measures. A record of this training will be made and retained for three years.

5.7 TMDL Requirements

| TMDL Pollutant: | Best Management Practices Implemented to reduce the discharge of the TMDL pollutant: |
|--|--|
| [Not applicable] | |
| Space to list additional TMDL pollutants and BMPs implemented on site, if necessary: | |

5.8 List of Significant Materials Still Present

No significant materials are expected to be present in storm water discharges following implementation of non-structural preventative measures and source controls.

6.0 STRUCTURAL CONTROLS

| Structural Controls Used at the Facility | | | |
|---|-----------------------------------|---|--|
| Description of structural control(s) | Location of structural control(s) | Significant Materials intended to be managed by the structural control(s) | |
| Storm Water Conveyances | See site map | None | |
| Secondary Containment Integral secondary containment of some fuel storage tanks. The use of galvanized steel secondary containment tanks for aboveground fuel storage tank ASTs on the airport property. All tanks are sized for full containment of the storage tank contents. The use of spill containment pallets for 55-gallon drums containing fuel or oil. | As noted in SPCC plan | Fuel and oil products, waste oil, glycol | |

| • | An emergency response vehicle is maintained on the Airport property. The vehicle has sorbent materials and spill clean-up supplies for responding to and minimizing the impact of spills. | |
|---|--|--|
| | | |

7.0 NON-STORM WATER DISCHARGES

| Che Wa | ck th ter D | e Applicable Non Storm ischarges at the Facility: | Pollution Prevention Controls Implemented: | Impacted Inlet(s): | Impacted Discharge Point(s): |
|-----------|----------------|--|---|-----------------------|------------------------------------|
| X | 1. | Discharges from fire hydrant flushing | Storm water conveyances | See site map | |
| | 2. | Potable water sources including water line flushing | Storm water conveyances | See site map | |
| X | 3. | Water from fire system testing and fire fighting training without burned materials or chemical fire suppressants | Storm water conveyances | See site map | |
| | 4. | Irrigation drainage | | | |
| | 5. | Lawn watering | | | |
| | 6. | Routine building wash- down that does not use detergents or other compounds | | | |
| | 7. | Pavement wash waters where contamination by toxic or hazardous materials has not occurred (unless all contamination by toxic or hazardous materials has been removed) and where detergents are not used | | | |

| 8. | Uncontaminated condensate from air conditioners, coolers, and other compressors and from the outside storage of refrigerated | | |
|-----|---|--|--|
| 0 | | | |
| 9. | Uncontaminated ground | | |
| | water | | |
| 10. | Foundation or footing | | |
| | drains where flows are | | |
| | not contaminated with | | |
| | process materials such | | |
| | as solvents | | |

8.0 SWPPP REVIEW

The SWPPP will be amended as soon as possible but within six months of the completion of any material change. Improvements required as a result of a future plan amendment will be implemented as soon as possible but within six months of that plan amendment. At a minimum, this SWPPP will be reviewed and evaluated at least every three years from the date of the last SWPPP update.

Section 17.0 includes the SWPPP Review Log.

9.0 SWPPP CERTIFICATION

I certify under penalty of law that the storm water drainage system in this SWPPP has been tested or evaluated for the presence of non-storm water discharges either by me or under my direction and supervision. I certify under penalty of law that this SWPPP has been developed in accordance with the General Permit and with good engineering practices. To the best of my knowledge and belief, the information submitted is true, accurate, and complete. At the time this plan was completed, no unauthorized discharges were present. I am aware that there are significant penalties for submitting false information, including the possibility of fine or imprisonment for knowing violations.

Permittee or Authorized Representative

Printed Name & Title:

Signature & Date:

10.0 FIGURES 1 – 3: FACILITY SITE MAPS (See Attached Figures)

11.0 VISUAL ASSESSMENT PROCEDURES

Procedure for Conducting Visual Assessments:

- 1. See Figure 2 for Outfall locations.
- 2. Sample shall be collected by available personnel within the designated time limits.
- 3. Collect water sample in a clean, clear glass or plastic container.
- 4. Document the sampling location identified on the site map.
- 5. The sample must be examined within 24 hours.
- 6. Examine the sample in a well-lit area and visually inspect for sheen or sediment.
- 7. Document the following about the storm event:
 - a) Hours of the storm and time the discharge began
 - b) Sample collection date and time; visual assessment date and time
 - c) Nature of Discharge
 - d) Name(s) and title(s) of personnel that collected the sample
 - e) Name(s) and title(s) of personnel performing the assessment
 - f) Observations made of the storm water discharge
 - g) Sites of storm water contamination
- 8. Complete a Visual Assessment Report for each water sample.
- 9. Keep any photos of the discharge with the Visual Assessment Reports.
- 10. Keep all documentation on file for three years.
- 11. When adverse weather conditions prevent the collection during the quarter (local flooding, high winds, electrical storms, drought, extended frozen conditions, etc.) a substitute sample must be taken during the next qualifying storm event.

12.0 TABLE 2 – SPILL KIT INVENTORY

| Locker number or location | Absorbents (pads, booms, kitty litter, etc.) | Tools (shovels, brooms, squeegees, etc.) | Personal Protective Equipment (rubber gloves, boots, masks, etc.) | Other Supplies (warning tape, labels, markers, MSDSs, etc.) |
|---------------------------|--|--|--|--|
| An emergency | The inventory | | Goggles, spill | |
| response vehicle is | includes: 25 15"x19" | | handbook, 2 Boxes | |
| maintained on the | sorbent pads; 3 | | of Nitrile gloves. | |
| Airport property. | disposal bags; 6 | | | |
| The vehicle has | 3"x12" Sorbent | | | |
| sorbent materials and | socks; 6 9"x9" | | | |
| spill clean-up | sorbent pillows. | | | |
| supplies for | | | | |
| responding to and | | | | |
| minimizing the | | | | |
| impact of spills | | | | |

13.0 ROUTINE INSPECTION FORM

Date: Time:

| Inspector In | nformation |
|--------------|------------|
| Print Name: | Signature: |

| Areas Inspected | Observation | Corrective Actions Taken |
|-----------------|-------------|--------------------------|
| | | |
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14.0 COMPREHENSIVE SITE INSPECTION FORM

Date: Time:

| Inspector Inform | nation |
|------------------|------------|
| Print Name: | Signature: |

| Precipitation Information |
|---|
| Check the most-appropriate box that represents the weather condition during the inspection: |
| Dry Rain Snow Other, explain: |

| Compliance Certification Statement |
|--|
| Based on the results of this inspection the facility is in compliance with the general permit and the SWPPP: |
| Yes No, explain: |

| Areas Inspected | Observation | Corrective Actions Taken |
|-------------------------------------|-------------|--------------------------|
| Routine Inspection Report Paperwork | | |
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15.0 VISUAL ASSESSMENT REPORT FORM

| Visual Assessment Sample Information | | | | | | | |
|--|---|------------------------------|--|--|--|--|--|
| Facility Name: | COC No. or NPDES P | COC No. or NPDES Permit No: | | | | | |
| Person Conducting Assessment: | | | | | | | |
| Name / Title of Person Collecting Sample: | | | | | | | |
| Name / The of Ferson Concerning Sample. | | | | | | | |
| Date of Comprehensive Inspection: Is this a substitute sample: Image: Description of Comprehensive Inspection: Is this a substitute sample: Image: Description of Comprehensive Inspection: Is this a substitute sample: Image: Description of Comprehensive Inspection: Is this a substitute sample: Image: Description of Comprehensive Inspection: Is this a substitute sample: Image: Description of Comprehensive Inspection: Image: Description of Comprehensive Inspection: | | | | | | | |
| Discharge Point # / Name: | Substantially Identical Discharge Point? | Description of Sample: | | | | | |
| Collection Location: | | | | | | | |
| Date / Time Discharge Began: | Date / Time Sample Collected: | Date / Time Sample Examined: | | | | | |
| For rain events: If sample was collected > 30 minutes from start of discharge, provide explanation: | | | | | | | |
| Snowmelt Rainfall Inches: If ra | ain event: Previous storm ended > 72 hours prio | or to start of this event? | | | | | |

| Observations | | | | |
|---|--|--|--|--|
| Color: None Yes (describe): | Floating Solids: No Yes (describe): | | | |
| Oil Films / Sheens: None Flecks Globs Sheen Other Describe appearance Image: Sheen Image: Sheen Image: Sheen Image: Sheen Image: Sheen Image: Sheen | | | | |
| Foam (gently shake sample): No Yes | Suspended Solids: No Yes (describe): | | | |
| Settleable Solids: No Yes (describe): | | | | |
| Odor: None Musty Sewage Sulfur Sour Hydrocarbons Chemical Other (scribe): d Sulfur Sour Hydrocarbons Chemical | | | | |
| Turbidity/Clarity: Clear Slightly Cloudy C | Cloudy Milky Other (describe): | | | |
| Picture of sample taken (required): No Yes Storage location: | | | | |
| Receiving waters observed? N/A No Yes (describe): | | | | |

| Follow-up: | | | | |
|---|--|--|--|--|
| Based on the visual observation, are there unnatural characteristics in the discharge (cloudiness, color, sheen, etc.)? | | | | |
| No Yes | | | | |
| Potential sources of observed unnatural characteristics N/A or describe: | | | | |
| | | | | |
| Implemented / recommended corrective action(s) N/A or describe: Scheduled date for correction: N/A or describe: | | | | |
| | | | | |

| I certify that the above information is correct | |
|---|------|
| Signature | Date |

RETAIN THIS FORM FOR A MINIMUM OF 3 YEARS

16.0 EMPLOYEE TRAINING FORM

Date of Session:

| Trainer Information | | | | |
|---------------------|------------|--|--|--|
| Print: | Signature: | | | |

| | Training Session Information |
|-----------------|------------------------------|
| Topics Covered: | |

| Attendee Name | Attendee Signature |
|---------------|--------------------|
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17.0 SWPPP REVIEW LOG

REVISION LOG

| Date: | Revision: | Section: By: Approved: | | Approved: | | | |
|--------------|-----------|------------------------|-----|-----------|--|--|--|
| Description: | | | | | | | |
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| Date: | Revision: | Section: | By: | Approved: | | | |
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| Date: | Revision: | Section: | By: | Approved: | | | |
| Description: | | | | | | | |
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| Date: | Revision: | Section: | By: | Approved: | | | |
| Description: | | | | | | | |
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| Date: | Revision: | Section: | By: | Approved: | | | |
| Description: | | | | | | | |

18.0 KDHE SPILL OR RELEASE REPORTING INSTRUCTIONS

FIGURES

Storm Water Pollution Prevention Plan (SWPPP) Salina Regional Airport Salina, Kansas



Salina Regional Airport, Salina, KS

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES (SPCC) PLAN

March 3, 2022

APPROVAL AND CERTIFICATIONS

MANAGEMENT APPROVAL

This plan has been carefully reviewed by Salina Airport Management. Management concurs with and supports the programs and procedures which are to be implemented and periodically reviewed and updated in accordance with the requirements of 40 Code of Federal Regulations (CFR) 112 (Oil Pollution Prevention). Management approval has been extended at a level with authority to commit the necessary resources to implement the plan.

Timothy F. Rogers Timothy F. Rogers, AAE

Executive Director

March 7, 2022 Date

PROFESSIONAL ENGINEER CERTIFICATION

I am a Registered Professional Engineer in the State of Kansas, and hereby attest that:

- I am familiar with the requirements of 40 CFR 112; i.
- I have visited and examined the facility; ii.
- iii. This plan has been developed in accordance with good engineering practice, including considerations of applicable industry standards, and with the requirements of 40 CFR 112;
- iv. Procedures for required inspections and testing have been established;
- The plan is adequate for the facility. v.

Matthew Schroeder, PE Kansas Registration No.

ARCH 5,200



Spill Prevention, Control, and Countermeasures Plan Salina Regional Airport, Salina, KS

SPCC PLAN COMPLIANCE REVIEW LOG

In accordance with 40 CFR 112.5, a review and evaluation of this Spill Prevention Control and Countermeasure (SPCC) Plan must be conducted at least once every five years. If amendment is warranted, the SPCC Plan must be modified within six months of the review. The modification should include more effective prevention and control technology if it will significantly reduce the likelihood of a spill event from the facility and has been field proven at the time of review. When no amendment is warranted, the SPCC Plan shall provide a certification statement to that effect. Any amendment to the SPCC Plan shall be certified by a Professional Engineer within six months after a change in the facility design, construction, operation, or maintenance occurs.

The Log provided below serves as a record to document necessary review and modification of this plan and should be signed by the certifying individual(s) and included in the SPCC Plan.

| Review | Amendment | Signatures/Title | | le | Modification/Comments | |
|------------|-----------|------------------|----|---------|-----------------------|-----------------------|
| Date | Number | | - | | | |
| 10/29/2014 | 1 | Timothy | F. | Rogers, | Executive | Spill sources updated |
| 01 / /0000 | | Director | - | D | T | |
| 01/ /2022 | 2 | Timothy | F. | Rogers, | Executive | Spill sources updated |
| | | Director | | | | |
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NEW MODIFICATION CHANGES

MODIFICATION NO. 2

DATE: <u>03/04/2022</u>

As the Executive Director for the Salina Airport Management, I have completed a review and evaluation of this SPCCP for Salina Regional Airport Facility in Salina, Kansas on March 4, 2022, and (will) (will not) amend the plan as a result.

Timothy F. Rogers, AAE Executive Director

Date

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APPENDIX

Oil Spill Reporting Requirements

CERTIFICATION OF SUBSTANTIAL HARM DETERMINATION

| Facility Name: | Salina Regional Airport |
|-------------------|--|
| Facility Address: | 3237 Arnold Salina, Kansas 67401-8190 |

- Does the facility transfer oil over water to or from vessels, and does the facility have a total oil aboveground storage capacity greater than or equal to 42,000 gallons?
 Yes ____ No_X
- Does the facility have a total oil-storage capacity greater than or equal to one million gallons, and, within any storage area, does the facility lack secondary containment that is sufficiently large enough to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation?
 Yes ____ No _X
- Does the facility have a total storage capacity greater than or equal to one million gallons, and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments?
 Yes ____ No_X
- 4. Does the facility have a total storage capacity greater than or equal to one million gallons, and is the facility located at a distance (as calculated using the appropriate formula in 40 CFR 112 or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake? Yes ____ No_X
- Does the facility have a total storage capacity greater than or equal to one million gallons, and has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last five years?
 Yes ____ No _X

CERTIFICATION

I certify under penalty of law that I personally examined and am familiar with the information submitted in this document and that, based on my inquiry of those individuals responsible for obtaining this information, I believe the submitted information is true, accurate, and complete.

Timothy F. Rogers, AAE Executive Director Date

1.0 INTRODUCTION

1.1 INTRODUCTION - [Reference: 40 CFR Part 112.7(a)(1)]

This Spill Prevention, Control, and Countermeasures (SPCC) Plan has been prepared for the Salina Regional Airport (Airport), located in Salina, Kansas.

This plan addresses specific management and emergency response procedures to be implemented in the handling, storage, transfer, and disposal of petroleum fuels, oil, lubricants, and hazardous wastes. It is intended to provide documentation of the Airport's efforts toward the prevention of the discharge of harmful quantities of oil to the environment.

Included in this plan is information regarding potential spill sources, inspection programs, and required employee training. It has been developed in accordance with the requirements of the Oil Pollution Prevention regulation outlined in 40 CFR 112, the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) outlined in 40 CFR 300.3, and the Resource Conservation and Recovery Act (RCRA) outlined in 40 CFR 264.52.

1.2 DISCHARGE PREVENTION

It is the Airport's goal to prevent any oil discharges. Because of this, the airport has taken a number of measures designed to prevent operator error or equipment failures. These measures include:

- Operational training.
- Awareness training.
- Routine preventative maintenance.
- Regular inspections of oil containers.
- Secondary containment of bulk oil containers, as appropriate.
- All oil transfers and fueling operations are attended and visually tracked by Airport or Fixed Base Operator (FBO) employees.
- Aboveground storage containers are routinely inspected.
- All fuel transfer operations meet the minimum requirements of the US Department of Transportation (DOT) Hazardous Materials Regulations.

1.3 DISCHARGE CONTROL

While the Airport's goal is not to have any oil discharges, should a discharge occur, the facility uses several methods to control and minimize environmental impacts. These include:

- Secondary containment of bulk storage containers.
- Sorbents to control/clean-up small spills and releases.
- Training of employees on proper and timely response to spills and releases.

1.4 DISCHARGE COUNTERMEASURES

While it is the Airport's goal not to have any oil discharges, should a discharge occur, the Airport will undertake the clean-up or will contract services to assist with clean-up activities.

2.0 FACILITY DESCRIPTION

2.1 <u>GENERAL DESCRIPTION / FACILITY LAYOUT -- [Reference: 40 CFR 112(a)(3)]</u>

The Airport is located approximately six miles southwest of downtown Salina in Saline County, Kansas. The Airport is owned and operated by the Salina Airport Authority as a Class II Airport in accordance with 14 CFR 139.

The airport has four runways, eight taxiways, and two large apron areas. The airport property covers roughly 2,300 acres.

The terminal building is located on the southeast corner of the airport property. The offices of the Salina Airport Authority are located inside the terminal building. The Kansas Air National Guard, America Jet, and Flower Aviation facilities are located north of the terminal building along the east side of the airport property.

Operations at the airport include fueling of private, commercial, and military aircraft. The two fueling agents, Flower Aviation and America Jet, have facilities and operate mobile fuelers on the airport property.

2.2 POTENTIAL OIL RELEASE SOURCES

Sources of potential oil and chemical releases are summarized in Table 1. The locations of the sources are noted on the site drainage diagrams (Figures 1, 2, and 3). Sources include bulk storage tanks, facilities, and equipment related to refueling operations.

| Item | Description | Location | Volume (gal.) | Туре | Secondary Containment |
|------|-------------------------------|-------------------------------|------------------|----------|----------------------------|
| 1 | Back-up generator tank | South side of Building 702 | 2000 | AST | Yes - Cont. Tank |
| 2 | AFFF | Building 702, in truck | | In truck | |
| 3 | Unleaded gasoline | Building 614 | 500 | AST | Yes - Cont. Tank |
| 4 | 2-Waste oil totes | Building 614 | 2-265 | AST | Yes - Cont. in building |
| 5 | Diesel generator base tank | Building 614 | 500 | AST | Yes - Cont. Tank |
| 6 | Self Fueler - Aviation fuel | South of Building 305 | 1000 | AST | Yes -Cont. Tank |

TABLE 1 - Potential Spill Sources

| Item | Description | Location | Volume (gal.) | Туре | Secondary Containment |
|------|--------------------------|--------------|------------------|------|--------------------------|
| 7 | Tank Farm- Aviation fuel | Building 305 | 12-25,000 | UST | |

In addition, the airport also has twelve 25,000-gallon underground storage tanks (USTs), operated by another entity. These tanks serve the aviation gasoline service and are located under the Pump House Building on the airport property.

2.3 DISCHARGE PREVENTION MEASURES

It is the Airport Authority's goal to not have any discharges of oil. In keeping with this goal, prevention measures are in place for the routine handling of fuel and oil at the Airport. These measures are detailed in the Section 321 of the Airport Certification Manual.

2.4 MOBILE FUELING OPERATIONS

Mobile fueling operations involve (1) the transfer of aviation fuel to the mobile fuelers from the bulk storage facilities on the airport property and (2) the fueling of aircraft conducted on the runway apron. The discharge prevention measures for these operations include emergency cut-off valves, overflow cut-off valves, gasketed dome covers on the fueler relief valves, and deadman flow cut-off features on fueling nozzles. These and other discharge prevention measures related to mobile fueler operations are detailed in Section 321(B)(2) of the Airport Certification Manual.

2.5 MAINTENANCE SHOP

Airport maintenance employees are provided with operational training and awareness training, including training on the proper handling of hazardous materials. Oil drums maintained at the Maintenance Shop are provided with secondary containment and are inspected periodically for leaks.

2.6 UNDERGROUND FUEL STORAGE

Underground fuel storage at the Airport is operated in accordance with US DOT Hazardous Materials Regulations. Specific discharge prevention measures related to underground fuel storage are described in Section 312 (B)(2) of the Airport Certification Manual. The tanks are inspected and maintained in accordance with the Steel Tank Institute P-3 Standard.

2.7 FUEL STORAGE PUMP HOUSE

The fuel storage pump house incorporates administrative controls and prevention measures outlined in Section 312 (B)(2) of the Airport Certification Manual.

2.8 DISCHARGE/DRAINAGE CONTROLS

While the Airport's goal is to have no oil spills, discharge and drainage controls have been established to minimize the impact of a spill if it were to occur. Several methods are employed to provide control and limit the impact of oil spills. These include:

- Integral secondary containment of some fuel storage tanks.
- The use of galvanized steel secondary containment tanks for aboveground fuel storage tank (ASTs) on the airport property. All tanks are sized for full containment of the storage tank contents.
- The use of spill containment pallets for 55-gallon drums containing fuel or oil.
- An emergency response vehicle is maintained on the Airport property. The vehicle has sorbent materials and spill clean-up supplies for responding to and minimizing the impact of spills.
- Training of Airport employees on proper handling and storage practices for fuel and oil.

2.9 DISCHARGE COUNTERMEASURES

The Airport property is inspected daily by operations staff in accordance with Federal Aviation Administration (FAA) regulations. One focus of this inspection is the fuel storage and transfer facilities.

In the unlikely event that a significant spill of fuel or oil were to occur, the Airport has in place an Emergency Response Plan designed to guide response activities. A copy of this plan can be found in the Airport Certification Manual. The plan sets forth procedures for all foreseeable emergency situations, including spills of oil or other hazardous materials.

The plan includes:

- Details regarding the incident response team and unified command.
- Emergency response organizations available to provide support.
- Guidance on managing hazardous-material-related incidents.

2.10 DISPOSAL OF RECOVERED MATERIALS

Any recovered materials resulting from spill clean-up activities will be addressed as follows:

- A. If possible, spilled fuel or oil will be recovered, containerized, and recycled through an approved commercial oil reclaimer.
- B. Used sorbents, personal protective equipment (PPE), and other clean-up materials will be characterized and disposed at an approved industrial or hazardous-waste landfill in accordance with Kansas Department of Health and Environment (KDHE) waste disposal regulations. Table 2 identifies key internal and external contacts regarding emergency spills.

| CONTACT LIST | PHONE |
|---|--------------|
| | |
| Airport Authority Staff | |
| | |
| Airport Authority Office | 785.827.3914 |
| Tim Rogers (mobile) | 785.342.1199 |
| Ryan Rocha (mobile) | 785.342.3581 |
| Shelli Swanson (mobile) | 785.577.4647 |
| Maintenance Shop | 785.8273361 |
| | |
| Other Site Contacts | |
| America Jet | 785.748.8260 |
| Flower Aviation | 785.825.6739 |
| Kansas State University (KSU) Salina | 785.826.2600 |
| Emergency Response | |
| | |
| Salina Police Department | 785.826.7210 |
| Salina Fire Department/Emergency Medical Services (EMS) | 785.826.7340 |
| Saline County Emergency Management | 785.826.6511 |
| Saline County Sheriff | 785.826.6500 |
| Pagulatory Agancias | |
| Regulatory Agencies | |
| KDHE (Salina Field Office) | 785.827.9639 |
| KDHE (Topeka) | 913.296.3176 |
| US Environmental Protection Agency (EPA) (Kansas City) | 913.296.3778 |
| National Response Center | 785.424.8802 |
| FAA (Kansas City) | 816.329.3000 |

TABLE 2 – Emergency Response Contact List

2.11 SPILL REPORTING PROCEDURES

Section 5 of the Airport's Emergency Response Plan presents reporting procedures to be used in the event of a fuel or hazardous cargo spill. A copy of this plan can be found in the Airport Certification Manual.

In addition to the procedures outlined in the manual, it will be the responsibility of the Airport Authority to notify KDHE and the National Response Center by telephone if a spill has migrated off site or has the potential to impact either soils or waters of the state. This notification will include the following details:

- The exact location of the spill.
- The material that was spilled.
- An approximation of the volume spilled.

Spill reports made to outside agencies will be documented internally by a written memo to file.

2.12 FACILITY DRAINAGE - [Reference: 40 CFR 112.7(b)]

Figures 1 and 2 show the site topography and drainage trajectories for the Airport property.

Potential spill sources on the Airport property are all located along the east side of the main runway, north of the terminal building. The drainage routes of several spill scenarios are outlined below.

• Total failure of a fuel AST.

A failure of this type would potentially result in an instantaneous release of up to 500 gallons of fuel. Since all ASTs on site have been provided with secondary containment, a failure of this type would not result in a release leaving the airport property.

• Failure of a hose during transfer of fuel to the USTs at the facility.

A failure of this type would result in the release of up to 500 gallons of aviation gasoline. The fill piping for the USTs is located immediately south of the fuel storage pump house. Drainage from this area would potentially flow into the storm sewer. The storm sewer feeds two 30-inch culverts at the intersection of Schilling and Arnold Streets. From here, the spill would flow into a drainage channel that runs along Schilling Road and then into a second drainage channel that flows to Dry Creek. Dry Creek is a tributary of Mulberry Creek, which, in turn, drains to the Smoky Hill River.

• Failure of a hose during aircraft refueling operations.

If a hose were to fail during refueling, a spill of up to 100 gallons could result before the operator shuts the truck down. Since aircraft are refueled at several locations along the east side of the runway, drainage could take one of two routes.

- o Drainage could potentially flow into the storm sewer that feeds two 30-inch culverts at the intersection of Schilling and Arnold Streets. From here, the spill would flow into a drainage channel that runs along Schilling Road and then into a second drainage channel that flows to Dry Creek.
- Drainage could potentially flow into storm sewers that feed to a drainage channel that runs to the northeast, eventually feeding another drainage channel south of Magnolia Road. This channel also drains to Dry Creek.
- Spill of a drum in the maintenance shop area.

If a drum of motor oil were spilled in the maintenance shop area, a release of up to 55 gallons would occur. If not contained in the shop area, the oil could drain to the east into the storm sewer that feeds two 30-inch culverts at the intersection of Schilling and Arnold

Streets. From here, the spill would flow into a drainage channel that runs along Schilling Road and then into a second drainage channel that flows to Dry Creek.

2.13 MEASURES TO PREVENT RELEASES - [Reference: 40 CFR 112.7(c)]

2.13.1 CONTAINMENT STRUCTURES

Each fuel and waste-oil storage tank on the Airport property has been provided with a secondary containment tank capable of holding at least 110% of the contents of the storage tank. These tanks are detailed in Table 1. All secondary containment structures are made of impermeable materials (typically galvanized steel). Drain valves are provided for removal of uncontaminated stormwater.

2.13.2 SORBENT MATERIALS

For emergency response purposes, the Airport maintains a supply of oil sorbent and other oil containment and clean-up materials in an emergency response vehicle that is parked north of the maintenance shop. This vehicle can be deployed at any time to provide the resources necessary to contain a spill and prevent drainage off the Airport property.

2.14 INSPECTIONS, TESTS, AND RECORDS - [Reference: 40 CFR 112.7(e)]

2.14.1 INSPECTIONS

Inspections of the Airport's two FBO Fueling Agents are conducted on a quarterly basis. These inspections covers a broad range of issues, including spill prevention, fire prevention, and general safety considerations. These inspections cover the FBO fuel storage areas, mobile fuelers, and fuel cabinets.

A self-inspection of the Airport property is conducted daily by Airport maintenance personnel. This self-inspection addresses issues, including fuel handling and storage, public protection, and general safety considerations.

The procedures for conducting inspections are outlined in Sections 321 and 327 of the Airport Certification Manual.

Inspection records are maintained by the Salina Airport Authority for three years.

2.14.2 TESTS

All ASTs at the Airport are elevated and, as such, can be visually inspected.

The cathodic protection system associated with the USTs is tested periodically to ensure it is functioning properly and in accordance with KDHE and Steel Tank Institute guidelines.

2.14.3 RECORDS

The following records are maintained by the Salina Airport Authority and can be found in the Salina Airport Authority Offices in the Terminal Building:

- **Personnel Training, including Emergency Personnel.** Documentation of training received by airport personnel, including training with regard to this SPCC plan, is maintained for three years.
- **Airport Fueling Agent Inspections.** Records documenting the quarterly inspections of the Airports two Fixed Base Operation Fueling Agents are maintained for three years.
- **Fueling Personnel Training.** Documentation of the training received by the Fixed Base Operator fueling personnel are maintained in the Salina Airport Authority Offices in the Terminal Building.
- **Self-inspection Records.** The completed self-inspection forms are retained for three years in the Airport Maintenance Shop.
- **Movement Areas and Safety Areas Training.** Documentation of the training required for employees operating vehicles on the movement and non-movement areas of the Airport property are maintained for a period of two years.
- Accident and Incident Documentation. The Airport maintains documentation of accidents and incidents occurring in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles, for one year.
- Airport Condition. Airport condition documentation is maintained for one year.

2.15 TRAINING - [Reference: 40 CFR 112.7(f)]

All employees involved in the handling of petroleum products on the airport property are instructed at least annually on the following topics:

- Maintenance of pollution prevention/spill response equipment.
- The basics of this SPCC plan.
- Applicable pollution control laws and regulations.

Training is documented, and records are retained for three years by the Salina Airport Authority.

In addition, all operations personnel receive annual training on the following:

- Aircraft rescue and firefighting.
- Handling and storage of hazardous substances.

Spill Prevention, Control, and Countermeasures Plan Salina Regional Airport, Salina, KS • Self-inspection program.

This training is detailed in Section 321 of the Airport Certification Manual.

Employees who operate ground vehicles, including mobile fuelers, in the movement area and non-movement safety areas of the Airport are required to complete a Driver Training Course. This training is detailed in Section 329 of the Airport Certification Manual.

2.16 AIRPORT SECURITY - [Reference 40 CFR 112.7(g)]

The Airport is surrounded by a perimeter security fence that is locked at all times. Entrance can be gained only through controlled gates by authorized personnel.

The Airport property is regularly patrolled by the Saline County Sheriff's Department.

The Airport's hours of operation are 24 hours per day/seven days per week.

The Airport Authority Aircraft Rescue and Fire Fighting (ARFF) Staff is present on site Monday through Friday from 0500 – 2300 hours, Saturday from 0500 – 1600 hours, and Sunday from 0800 – 2300 hours.

Area lighting is present and located to illuminate the operational areas of the Airport property.

All bulk storage containers have locking caps on their fill pipes and drain valves and are locked in the closed position except when in operation.

All fuel transfer pumps are located in a locked building with controlled access.

2.17 TRANSFER OPERATIONS - [Reference: 40 CFR 112.7(h)]

Transfer operations at the Airport include the filling of the USTs, filling of the small ASTs located at various locations on the airport property, and the fueling of aircraft. The airports standards for fuel-storage areas and unloading/loading stations are outlined in Section 321 of the Airport Certification Manual.

2.18 FUEL TRANSPORT DELIVERIES

Aviation fuel, gasoline, and diesel fuel are delivered to the Airport by independent contractors. The fuel is transferred to the USTs located adjacent to the Fuel Storage Pump House and to the small ASTs located along the east side of the runway, north of the Terminal. The fill nozzle for the USTs is located just south of the Pump House building.

All transfers are performed in accordance with US DOT requirements.

• Transfer operations are closely monitored by the fuel transport driver.

- An automatic tank monitoring system inventories the UST contents so that proper delivery volumes can be estimated. A high-level alarm is activated when the monitoring system detects a tank level of 90% of capacity.
- Fuel tankers are properly grounded during transfer operations.
- Any spillage at the UST transfer station is collected in a drain system and collected in a waste-oil tank. The tank is monitored and emptied regularly by a contract fuel reclaimer.

2.19 FUELING OF AIRCRAFT

Aircraft fueling operations are the responsibility of the two FBOs operating at the Airport. Fueling is performed using mobile fuelers at various locations on the Airport property.

- All fueling operations are closely monitored.
- Mobile fueler loading stations are equipped with emergency flow cut-off switches capable of stopping flow immediately.
- Spillage occurring at the loading station is drained to a waste-oil storage tank.
- Mobile fuelers are equipped with systems capable of overriding all other controls and stopping all fuel flow with one physical movement.
- Mobile fueler system piping and cabinets are protected from impact and stress.
- All fueling nozzles are provided with a deadman flow cut-off feature.

2.20 ADDITIONAL STANDARDS - [Reference: 40 CFR112 (j)]

The Airport is a Class II Airport and, as such, is required to comply with Federal Aviation Administration requirements outlined in 14 CFR Part 139. The requirements include development of a number of programs, policies, and procedures either directly or indirectly related to oil spill prevention and emergency response. The Airport Certification Manual summarizes these policies, programs, and procedures. Included are:

- Section 301: Records Management Guidelines.
- Section 303: Personnel.
- Section 309: Safety Areas.
- Section 311: Marking, Signs, and Lighting
- Section 319: Firefighting Operations
- Section 321: Hazardous Materials
- Section 325: Airport Emergency Plan
- Section 327: Self Inspection Program

The Airport Certification Manual and additional information pertaining to compliance with the requirements of 14 CFR Part 139 are filed at the Airport Administrator's Office in the Airport Terminal Building.






APPENDIX

OIL SPILL REPORTING REQUIREMENTS

KANSAS SPILL NOTIFICATION



Kansas Department of Health and Environment In partnership with: Kansas Division of Emergency Management Kansas Corporation Commission

July 1, 2021

http://www.kdheks.gov/spill/



To protect and improve the health and environment of all Kansans

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SPILL REPORTING INSTRUCTIONS:

<u>The spiller is responsible</u> for reporting spills that impact the soil or waters of the state. Hazardous materials that are released in the air that exceed federal reportable quantities must **also** be reported to the state reporting number. The federally listed chemicals and reportable quantities (RQ) can be obtained at <u>www.epa.gov/emergencies</u> under the tab of "List of Lists". Kansas regulations and statutes regarding spill reporting are included on pages 8 through 9 of this document. A spiller may call one number 24/7 to make the required verbal notification to the state of Kansas.

Kansas Spill Reporting Number (24/7) 785-291-3333

LEPC/ CEPR

If the release is not contained or threatens the health or safety of the local population, the Local Emergency Planning Committee (LEPC) within the county of the release must be notified first by dialing 911. The LEPC point of contact in most counties is the county emergency manager.

Whenever a spill exceeds the RQ of federally listed hazardous materials, the LEPC must be notified and the Kansas Commission on Emergency Planning & Response (CEPR) requires a follow up written report within seven days after the verbal report. The Kansas Division of Emergency Management (KDEM) facilitates the follow up written report which is called a Form A report. KDEM also requires a follow up Form A report for petroleum spills that exceed 110 gallons.

KCC Regulated Spills

Spills that occur at oil and gas wells are reportable to the Kansas Corporation Commission (KCC). Spillers may call the same number above to be directed to the KCC reporting numbers (select option 1 and then option 3) or may call the KCC district offices direct.

The KCC district office numbers are listed on page 7.

Call the spill line shown above and select option 1 if an oil spill flows off a lease into a waterway after normal business hours and report the spill to the National Response Center (NRC).

National Response Center

Whenever a spill exceeds the RQ of federally listed hazardous materials, it must also be reported to the National Response Center (NRC). Federal law also requires that any oil spill that has impacted or threatens a waterway must be reported to the NRC. EPA Region 7 Emergency Response Branch personnel monitor the NRC reports and may call the spiller back for more information.

NRC 24-hour number

800-424-8802

OTHER USEFUL TELEPHONE NUMBERS

| Kansas Division of Emergency Manageme 24-Hour All Hazards Reporting Number | ent (KDEM) | (785) 291-3333 |
|--|---------------------------|--|
| Main phone line (non-emergency/admin |) | (785) 274-1409 |
| | Fax: | (785) 274-1426 |
| Kansas Fire Marshal Office Hazmat Regional Response Team Reque | est (866)-KHAZM | IAT or (866) 542-9628 |
| (Local authorities may request mutual aid re | sponse) | |
| | | |
| Environmental Protection Agency (EPA) Region 7 Kansas City Office | 24-Hour Spill Number | (913) 281-0991 |
| Chemtrec (Chemical information of spilled mat | erial if registered) | (800) 262-8200 |
| Centers for Disease Control - ATSDR | | |
| For Health Effects of Spilled Material (I | Hours from 8-8, M-F) | (800) 232-4636 |
| Emergency after business hours- Contac | t EPA Region / Spill Line | (913) 281-0991 |
| Kansas Highway Patrol | 24-Hour Dispatch | (785) 827-4437 |
| 8 0 | Turnpike | (316) 682-4537 |
| Kansas Bureau of Investigation (Statewide crime number includes respo | nse to meth labs) | (785) 296-8200 |
| Kansas Department of Health and Enviro | <u>nment</u> | |
| Bioterrorism, Biohazards and Disease Iss Epidemiologist | ues | (877) 427-7317 |
| Municipal Sewage Releases & Public Water S KDHE District Office: | Supply Problems | (see District List page 6) |
| KANSAS POISON CONTROL CENTER | | (105) 290-1079 |
| University of Kansas Hospital Kansas Poison Control Center Hotline TDD/TTY | <u> </u> | (800) 222-1222 711 or (800) 766-3777 |

WILDLIFE AND FISH KILLS

| KDHE Fish Kill Notification in (After Business Hours) | public waters | (see District List page 6) (785) 296-1679 |
|---|------------------------------------|--|
| Kansas Department of Wildlife, | Parks & Tourism | |
| Pratt- Operations Office | | (620) 672-5911 |
| Topeka- Administration C | Office | (785) 296-2281 |
| Operation Game Thief | | (877) 426-3843 |
| U.S. Fish & Wildlife Service | | (785) 539-3474 |
| AGRICULTURAL RELATE | D SPILLS | |
| Pesticides and Fertilizer Spill | <u>s</u> | |
| Notify Spill Line | (24hrs/7day week) | (785) 291-3333 |
| Kansas Department of Agricu | ulture (normal business hours) | |
| Technical consultation, re | gulates applicators and facilities | (785) 564-6688 |
| National Pesticide Information | on Center (npic@ace.orst.edu) | (800) 858-7378 |
| Animal Waste Releases/Spills | <u>:</u> | |
| KDHE Livestock Waste N | Management Program | (785) 296-6432 |
| KDHE District Office | | (see District List page 6) |
| (After Business Hours) | | (785) 296-1679 |
| | | |

FOOD SAFETY

| Kansas Department of Agriculture | |
|---|----------------|
| Grocery & convenience stores, distribution, transportation | |
| Restaurants, fast food, taverns/clubs, schools, street vendors | (785) 564-6767 |
| EMERGENCY After normal business hours: | (800) 915-6163 |
| (press "1" during the message, when calling the emergency number) | |

OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION (OSHA)

Worker exposure to hazardous materials or environmental hazards:

| | | ~ • |
|-----------------------------|------------|----------------|
| OSHA Area Office for Kansas | Complaints | (800) 362-2896 |
| | Emergency | (800) 321-OSHA |

KDHE DISTRICT OFFICES – ENVIRONMENT



| DI | STRICT | | PHONE and FAX | ADDRESS |
|----|---|------|---|---|
| 1 | SOUTHWEST DISTRICT OFFICE WADE KLEVEN, Administrator TYREL WEHNER, Geo Specialist KEVIN FAUROT, Env Comp/Reg Spc | SWDO | <u>(620) 682-7940</u> FAX (620) 225-3731 | 302 W. McArtor Road., Dodge City 67801 |
| 2 | SOUTH CENTRAL DISTRICT OFFICE ALLISON HERRING, Administrator MEER HUSAIN, Prof. Geologist STANLEY MARCOTTE, Env. Comp/Reg Spc VINCENT RESSEL, Env. Comp/Reg Spc | SCDO | (316) 337-6020 FAX (316) 337-6055 | 300 W. Douglas, Suite 700, Wichita KS 67202 |
| 3 | SOUTHEAST DISTRICT OFFICE DOUG COLE, Administrator RENEE BROWN, Env. Comp/Reg Spc TRENT CHRIESTENSON, Geology Spc | SEDO | <u>(620) 431-2390</u> FAX (620) 431-1211 | 308 W. 14 th Street, Chanute, KS 66720 |
| 4 | NORTHEAST DISTRICT OFFICE JAIME WILSON, Administrator NATHAN LUNA, Env. Comp/Reg Spc MEREDITH ROTH, Env. Comp/Reg Spc | NEDO | (785) 842-4600 FAX (785) 842-3537 | 800 W. 24th Street, Lawrence, KS 66046 |
| 5 | NORTH CENTRAL DISTRICT OFFICE JENNIFER NICHOLS, Administrator MARK VISHNEFSKE, Prof. Geologist JAVIL HANSEN, Geology Assoc. | NCDO | <u>(785) 827-9639</u> FAX (785) 559-4330 | 3040 Enterprise Dr., Salina, KS 67401 |
| 6 | NORTHWEST DISTRICT OFFICE DAN WELLS, Administrator BILL HEIMANN, Prof. Geologist | NWDO | <u>(785) 261-6100</u> FAX (785) 625-4005 | 2301 East 13 th , Hays, KS 67601 |
| | SURFACE MINING SECTION MARLENE SPENCE | SMS | <u>(620) 231-8540</u> FAX (620) 231-0753 | 4033 Parkview Drive, Frontenac, KS 66763 |

KANSAS CORPORATION COMMISSION DISTRICT OFFICES

| С н | R | A | DC | а н т | PL | su | ωL | R P | WS | us | 111 | 8 A. | D P | E~ |
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| | SV | SW | 63. | ×0 | CM | BA | HP | SU | 1 1 | 1 | CQ | - M G | LB | СК |

- District # 1 (620) 682-7399 210 E. Frontview, Ste A Dodge City, KS 67801
- District # 2 (316) 337-7400 Fax (316) 630-4005 3450 N. Rock Rd, Bldg 600, Ste 601 Wichita, KS 67226
- District # 3 (620) 902-6450 137 E. 21st Street Chanute, KS 66720
- District # 4 (785) 261-6250 Fax (785) 625-0564 2301 E. 13th Street Hays, KS 67601
- Conservation Office (316) 337-6200 Fax (316) 337-6211 266 N. Main St, Ste 220 Wichita, KS 67202

K. A. R. 28-48. – SPILL REPORTING

28-48-1. **Definitions.** The following words and phrases when used in these regulations have the meanings respectively ascribed to them in this section.

(a) "Owner" means individual, partnership, firm, trust, company, association, corporation, institution, political subdivision or agency which is financially responsible for the material or facility.

(b) "Person responsible" means person or organization which has been placed in control of the material or facility by the owner.

(c) "Waters of the state" means all streams and springs, and all bodies of surface or groundwater, whether natural or artificial, within the boundaries of the State. (Authorized by and implementing K.S.A. 1984 Supp. 65-171d; effective May 1, 1986.)

28-48-2. **Action required.** All sewage, substances, materials, or wastes, as set forth in 65-171d, regardless of phase or physical state, which are, or threaten to contaminate or alter any of the properties of the waters of the state or pollute the soil in a detrimental, harmful, or injurious manner or create a nuisance, shall be reported in the following manner:

(a) The owner or person responsible for the discharge or escape of materials detrimental to the quality of waters of the state or pollution of the soil under conditions other than provided by a valid permit issued by the secretary of health and environment, shall report the discharge or escape to the Kansas department of health and environment.

(b) Emergency or accidental discharge of materials which are detrimental to the quality of waters of the state or tend to cause pollution of the soil shall be immediately reported to the Kansas department of health and environment by the owner, owner's representatives, or person responsible. In the event the pollution causing material is in transit or in storage within the state, the owner, carrier, or person responsible for storage shall be responsible for immediate notification to the Kansas department of health and environment that the pollutant will gain admittance to the waters of the state or the soil. (Authorized by and implementing K.S.A. 1984 Supp. 65-171d; effective May 1, 1986.)

K. S. A. 65-171v – CLEANUP OPERATIONS

Chapter 65. --PUBLIC HEALTH

Article 1. --SECRETARY OF HEALTHAND ENVIRONMENT, ACTIVITIES 65-171v. Cleanup operations for water or soil pollutants; duties of secretary; recovery of costs by attorney general and disposition thereof.

(a) As used in this section:

(1) "Cleanup" means all actions necessary to contain, collect, control, identify, analyze, treat, disperse, remove or dispose of a pollutant necessary to restore the environment to the extent practicable and minimize the harmful effects from the release;

(2) "cleanup costs" means all costs incurred by the state during a cleanup of a release of a pollutant, including costs necessary for regulator oversight of the cleanup;
(3) "omorganey" means any release that peece an imminant rick to public health or

(3) "emergency" means any release that poses an imminent risk to public health or the environment;

(4) "person" means any individual, owner, operator, corporation, limited liability company, partnership, association, municipality, interstate agency, state agency or federal agency;

(5) "pollutant" means any substance that alters the natural physical, chemical or biological properties of any waters or soils of the state so as to render such waters or soils harmful, detrimental or injurious to public health, or to the plant, animal or aquatic life of the state or to other designated uses. "Pollutant" does not include any animal or crop waste or manure on an agricultural operation or in an agricultural facility; and

(6) "release" means any threatened or real emission, discharge, spillage, leakage, pumping, pouring, emptying, escape or dumping of a pollutant into or onto the waters or soil of the state, except when done in compliance with the conditions of a federal or state permit or in accordance with the product label or as part of normal agricultural activities.

(b) For the purpose of preventing water and soil pollution detrimental to public health or the environment, the secretary of health and environment shall:

(1) Adopt rules and regulations that, in the secretary's judgment, are necessary to respond to and report the release of a pollutant;

(2) designate a 24-hour statewide telephone number whereby the notice of any release of a pollutant may be made;

(3) provide minimum reportable quantities;

(4) order a person responsible for the release of a pollutant to perform a cleanup of the release; and

(5) take necessary action to perform a cleanup of a release if the person responsible for the release cannot be identified within a reasonable period of time.

(c) The secretary may:

(1) Provide technical guidance, oversight and assistance to other state agencies,

political subdivisions of the state and other persons for the cleanup of and response to the release of a pollutant;

(2) take necessary action to perform a cleanup of a release of a pollutant if a person responsible for the release fails to take reasonable actions required by the secretary to perform a cleanup of the release; and

(3) perform a cleanup of a release of a pollutant if the release poses an emergency.

(d) (1) Whenever a pollutant is released intentionally, accidentally or inadvertently, the person responsible for the release shall be responsible for the cleanup of the release.

(2) The person responsible for the release of any pollutant, regardless of phase or physical state, shall give notice to the department of health and environment when the release exceeds reportable quantities.

(3) The person responsible for the release shall be responsible for repayment of the cleanup costs incurred by the department upon reasonably detailed notice by the secretary or the secretary's designee. If the responsible party fails to submit payment for costs of the cleanup operations promptly after giving notice, repayment costs shall be recoverable in an action brought by the attorney general in the district court of the county where such costs were incurred.

(e) (1) Upon a finding that a person has violated any provision of this section or rules and regulations or orders adopted hereunder, the secretary may impose a penalty not to exceed \$5,000. In the case of a continuing violation, the maximum penalty shall not exceed \$15,000.

(2) Any moneys recovered under this section shall be remitted to the state treasurer in accordance with K.S.A. 75-4215, and amendments thereto. Upon each such remittance, the state treasurer shall deposit the entire amount in the state treasury to the credit of the emergency response activities account in the natural resources damages trust fund established pursuant to K.S.A. 75-5672(f), and amendments thereto.

(3) No penalty shall be imposed except after notice of the violation and an opportunity for a hearing upon the written order of the secretary issued to the person who committed the violation. The order shall state the violation, the penalty to be imposed and the right to request a hearing. The request for a hearing shall be in writing, directed to the secretary and filed with the secretary within 15 calendar days after service of such order. Hearings under this subsection shall be conducted in accordance with the Kansas administrative procedure act.

History: L. 1979, ch. 269, § 2; L. 2001, ch. 5, § 213; July 1; L. 2021, ch. 32, § 1; July 1.

DISCLAIMER

The above regulations represent an electronic facsimile of Kansas Administrative Regulations, promulgated by the Kansas Department of Health and Environment and published by the Kansas Secretary of State. These rules are taken from electronic copies of the printed state regulations that serve as the agency's official rules and regulations. The excerpt portion of KSA 65-171D has been included in this document for informational purposes. This statute provides the basis for the regulations. The printed regulations represent the final word in matters of interpretation.

The KDHE Office of Public Information has appended copies of the *Kansas State Register* publication of new or amended, permanent KDHE regulations to the appropriate chapter. Those amendments are noted on the cover sheet for each chapter. In the interest of saving space, some chapters have been grouped together. Nothing contained herein should be construed as legal advice by KDHE. If you are not an attorney, you should secure competent counsel to interpret the regulations and advise you. While every effort has been made to assure the accuracy, these electronic copies do not represent the official regulations of the state. The official regulations are the bound copies printed by the Secretary of State



See Attached Sheet for Instructions

NOTICE OF INTENT (NOI) For Stormwater Runoff from Industrial Activity Authorized by a Kansas Water Pollution Control General Permit Under the National Pollutant Discharge Elimination System

Submission of this Notice of Intent constitutes notice that the party identified in Section I of this form desires to be authorized by an NPDES permit issued for stormwater runoff from industrial activity in the State of Kansas. Becoming a permittee obligates the discharger to comply with the terms and conditions of the Kansas NPDES Stormwater Runoff from Industrial Activity General Permit. Completion of this NOI does not provide automatic coverage under the general permit. Coverage is provided and discharge permitted when the Kansas Department of Health and Environment (KDHE) authorizes the NOI. A signed and dated copy of the authorized NOI will be provided to the owner or operator. Upon authorization of the NOI, a Kansas permit number and a Federal permit number will be assigned to the industrial facility. ONLY COMPLETE NOI FORMS ACCOMPANIED BY THE \$60 ANNUAL PERMIT FEE WILL BE PROCESSED. KDHE WILL NOTIFY PERSONS WHOSE NOI FORMS ARE INCOMPLETE, DEFICIENT, OR DENIED.

Please Print or Type.

| I. | FACILITY OWNER OR OPERATOR INF | ORMATION | Contact Name TIM 256625 | | |
|----|---|--|-----------------------------------|---------------|--|
| | Company Name: | Contact Name: TIM COLCES | | | |
| | Owner or Operator's Phone: 800 864 | Contact Phone: 79 | 5 827 3914 | HUMPEIT | |
| | Mailing Address: 3237 ARNOLD | AVENUE | E-mail Address: tr | paers @ salai | r.ora |
| | City: SALINA State: KS Z | ip Code: 67401 | | 3 | |
| | PERMIT FEE BILLING INFORMATION | | | | |
| | Billing contact name: MICHELLE SV | UANSON | Phone: 785 82 | 7 3914 | |
| | Billing Address (if different): | | Email Address: | ellise sala | ir.org |
| | City: State: | Zip Code: | | | 5 |
| п. | FACILITY INFORMATION | | | | |
| А. | LOCATION | | | | |
| | Industrial Facility Name: SALINA RE | GIONAL AIRPORT | Facility Contact Name: TIM ROGERS | | |
| | Street Address: 3237 ARNOLD A | Company Name: SALINA ALEPORT AVTHORITY | | | |
| | City: SALINA State: KS Zip | Code: 67401 | Contact Phone: 785 827 3914 | | |
| | County: SALINE | | E-mail Address: tr | ogers & sala | ir. Drg |
| | Physical Location: | | | 5 | 5 |
| | Sour | h,□E; □W; or | | | |
| E | QTR QTR Section Township | Range | Decimal Degree Latitude | 15 | Decimal Degrees Longitude |
| T | or Official Use Only: | 1 1 6 7 | | | |
| | Received | Paid: 60 | | Accepted | X; 0 N |
| | RECEIVED | Date: 5/11/2 | Ζ. | 6.8 | trab |
| | MAY 1 1 2022 | | 1 | Reviewer |) the state of the |
| | BUREAU OF WATER | | | - 6/16 | 12022 |
| - | Authorizable | Date Date | | | |
| | Janet Stanek | | | 6/17/21 |) |
| L | Secretary, Kansas Department of Health and En | vironment | | Date | |
| | KS Permit No. G-SH33-0 | 025 F | ederal Permit No. | 500138 | 4 |

Notice of Intent (NOI)

| В. | EXISTING CONDITIONS/USES | |
|----|--|----------------------|
| | Is any part of the Facility located on Indian lands? | □ Y; XN |
| | If yes, contact EPA Region VII regarding discharging stormwater runoff from industrial activities on Indian lands. | |
| | If stormwater runoff drains to or through a Municipal Separate Storm Sewer System; MS4 Name: N/A | |
| | Name of the first receiving water; stream; or lake: DRY CREEK River Basin: SMDKY HIL | L- SAUNE |
| | Are any Critical Water Quality Management Areas, Special Aquatic Life Use Waters, or Outstanding National Resource Waters located within . mile of the facility boundary? | □ Y; XN |
| | SIC/Activity Codes: Primary: 4581 Secondary (if applicable): | |
| | If this facility has another existing NPDES or Kansas Water Pollution Control permit(s). Enter the permit number(s): | N/A |
| c. | FACILITY DESCRIPTION | |
| | Facility Description: AIRPORT ACTIVITY INCLUDING MAINTENANCE | |
| | Is this a new facility? | - Y: XN |
| | Approximate total facility size 2300 acres. Approximate size 800 acres of industrial | development on site. |
| | Provide an area location map that shows the boundaries of the industrial site and arrows showing direction(s) of strom industrial site to the first receiving water. | water flow from the |
| ш. | ANNUAL FEE | |
| | | |

Enclose a check for the first year of the annual permit fee specified in K.A.R. 28-16-56 et seq. as amended. Make the check payable to "KDHE". Per K.A.R. 28-16-56, as amended. The current annual permit fee for this general permit is \$60. An invoice for future annual permit fees will be sent to the identified billing contact person requesting a permit until such time as the permittee submits a Notice of Termination (NOT).

IV. NOI CERTIFICATIONS

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. 1 am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

I understand that continued coverage under the NPDES general permit for Stormwater Runoff from Industrial Activity is contingent upon maintaining eligibility as provided for in the requirements and conditions of the general permit, and paying the annual fee.

Signature towner, operat (uly autoorized representative)

Timothy F. Rogers AE Name and Official Title Porector Salina Airport Authority

To receive a hard copy of the general permit packet, check yes: DY; N

Send completed form to: Kansas Department of Health and Environment Bureau of Water, Industrial Programs Section 1000 SW Jackson, Suite 420 Topeka, KS 66612 - 1367

(Note: A copy of the permit can be obtained at www.kdheks.gov/stormwater)

05/05/22 Date

KDHE Contact Information: Phone: (785) 296-4347 E-mail: stormwater@kdheks.gov

NOI for Stormwater Runoff from Industrial Activity, Page 2

Effective 2016-11-01

Attachment 8

Hazardous Materials

SEPA EJScreen EPA's Environmental Justice Screening and Mapping Tool (Version 2.0)

EJScreen 1.0 | EJScreen Website | Mobile | Glossary | Help



Attachment 9

Meeting Minutes

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY JUNE 16, 2021 HANGAR 600, ROOM 100

Call to Order

The meeting was called to order at 8:00 AM by Chair Kristin Gunn. Chair Gunn confirmed that a quorum was present. Airport Administration Specialist Jazstyn Moyer noted the board meeting notice was published and distributed on Friday, June 11, 2021.

Attendance

Attendance was taken. Chair Gunn, Directors Eichelberger, Roberg, Buer and Weisel were present. Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Kenny Bieker; Airport Administration Specialist Jazstyn Moyer; and Attorney Greg Bengtson was in attendance. Gina Reikhof, Gilmore & Bell and Bob Vidricksen, Salina County Commissioner attended via video conference. Mitch Robinson, Salina Community Economic Development Organization; Scott Hillegeist, SLN ATCT; David Arteberry, Stifel, Nicolaus & Company, Inc.; and Michael Bunn, based pilot were in attendance as guests.

Additions to the Agenda

Chair Gunn asked if there were any additions to the agenda. Executive Director Rogers stated no additions to the agenda.

Minutes

Chair Gunn asked if the board members had additions or corrections to the minutes of the May 19, 2021, regular board meeting. Director Buer moved, seconded by Director Weisel, to approve the minutes of the May 19, 2021, regular board. Motion passed unanimously.

Airport Activity and Financial Reports

Executive Director Rogers reported that the Salina Air Traffic Control Tower (ATCT) recorded 6,750 operations during May 2021, which was a 151% increase compared to the May 2020 total of 2,614. For year-to-date a total of 32,982 operations have occurred at the airport which is 100% more than the May year-to-date total of 16,456. May fuel flowage came in at 171,289 gallons which was a 90% increase compared to May 2020 total of 90,326 gallons. For year-to-date, a total of 771,768 gallons has been delivered to the Airport which is 5% more than the 2020 year-to-date total of 731,622 gallons. United/SkyWest flights enplaned 1,674 passengers, which was a 1,494% increase as compared to the May 2020 total of 105 enplaned passengers. Rogers reviewed the air service Key Performance Indicator's with the board which included departures and seats available, load factor, fare structure, completion factor, and arrivals within 14 minutes at Salina. Passenger enplanements are expected to continue an upward trend during the remainder of calendar year 2021.

Director of Administration and Finance Swanson reported on the financials for the month of May 2021. Total operating income arrived 8% over budget and is tracking nearly 9% ahead and \$92,320 more than the same period in 2020. Administrative expenses ended up 3% under budget at the

end of May while maintenance expenses arrived over budget by 31% bringing total operating costs over budget 9% or \$90,311. Swanson reported having reached a positive net income before depreciation of \$10,955 after a couple of deficit months due to the unprecedented increase in natural gas expense this past winter.

Both short and long-term leasing activity continues to remain strong, and once again seeing revenue in the commission category with the increase in rental car leasing activity at the Airport. During the month of May, the SAA entered into a 1-year lease agreement for 1-acre of ground located at the SAA's equipment yard on Airport Road with Waste Connections of Kansas, Inc., This short-term agreement will generate \$320/month or \$3,840 for the term. Waste Connections began leasing this tract in April of 2019 and this represents their second one-year renewal. SAA staff executed a 17-day lease agreement will generate \$375/day or \$6,375 for the term. Lastly, SAA staff also entered into an agreement with Fort Riley for the leasing of 9,312 sq. ft. in Hangar 509 for a nine-day period. This lease will generate \$5,110 in revenue for leased hangar space and equipment rental.

Swanson commented on significant capital expenditures during the month of May. Chair Gunn directed staff to file the financials for audit.

<u>Review of FAA and KDOT Airport Improvement Projects Scheduled for Calendar Years</u> 2022 thru 2025

Rogers summarized the current schedule of airport improvement projects that will be funded by a combination of federal and state grant funds. The Runway 17/35 rehabilitation project will include the north 4,800 ft. which will be funded by a KDOT grant. The north 4,800 ft work is projected to be 80% KDOT funded, and 20% SAA funded. This rehabilitation will take place in April 2022 in approximately 24 days. The Runway 17/35 rehabilitation project will also include the south 7,500 ft. and will be funded by a multi-year FAA grant. The south 7,500 ft. work is set to begin in July 2022 with completion in August, approximately 55 days in total. The projected 2022 grant break down is 90% FAA funded and 10% SAA funded. The designed terminal parking lot rehabilitation and design of Pump House 305 rehabilitation are projects set to occur from 2023-2025 and will be funded by FAA grants.

Director Buer moved, seconded by Director Roberg, to accept a multi-year FAA Airport Improvement Program (AIP) Project No. 42 grant agreement for the Runway 17/35 rehabilitation project (South 7,500 ft.) and to authorize Chair Gunn and Attorney Bengtson to sign the agreement. Motion passed unanimously.

<u>Consideration of SAA Resolution No. 21-03 Declaring the Airport Authority's Intent to</u> <u>Levy a One Mill Tax to Provide Matching Funds for Federal of State Grants</u>

Rogers presented SAA Resolution No. 21-03 to the board. This resolution declared an intent to levy up to a 1-mil property tax is required by K.S.A 27-322(b). The declaration of intent does not commit the Airport Authority to a 1-mill tax levy for federal and state matching funds at this time. The declaration of intent allows for public comment before final action by the Airport Authority at the August 18, 2021, board meeting. A motion was made by Director Wiesel to accept SAA Resolution No. 21-03 declaring the airport authority's intent to levy a 1-mill tax to

provide matching funds for federal or state grants. Seconded by Director Eichelberger. Motion passed unanimously.

<u>Consideration of SAA Resolution No. 21-04 Authorizing the Sale of Taxable General</u> <u>Obligation Bonds</u>

Rogers presented SAA Resolution No. 21-04 to the board. This resolution authorizes SAA staff, bonds counsel, and financial advisors to proceed with offering for sale taxable general obligation bonds and to proceed with all actions necessary to sell the bonds. The proceeds from the sale of the bonds will be utilized to retire the 2019-1 taxable general obligation temporary notes (\$2,250,000) that funded the improvements to Hangars 959 and 509, currently leased to 1 Vision Aviation and LifeSave Transport. David Arteberry briefed the board on the schedule and noted the results will be presented at the July 21, 2021, board meeting. A motion was made by Director Wiesel to accept SAA Resolution No. 21-0 authorizing the sale of taxable general obligation bonds. Seconded by Director Buer. Motion passed unanimously.

Scheduled Air Service Development and Terminal Building Improvements Update

Rogers updated the board on the status of the proposed Transportation Services Agreement with SkyWest Airlines for nonstop service from Salina to Houston. Once SkyWest executes the service agreement, and prepare a schedule, the schedule will be posted to book flights. Currently, the flight is planned as a late afternoon arrival and departure.

Rogers briefed the board on the terminal building improvements. Updates to the concourse will include insulating the interior of the roof, a suspended ceiling, heating and cooling, sealing and resetting all windows to include thermal insulation, new seating, 4-plex outlets with USB connectors, carpet, a United/SkyWest podium at the end of the concourse, monitors, a market, and drinking fountains. The current holding area contains 41 seats while the new concourse will provide an additional 82 seats for a total of 123 seats. Construction is to begin mid-July and conclude at the end of August.

Review of Airport Authority Bank and Service Fees Paid During Q1, 2021

Rogers presented a bank fee analysis which included fees associated with deposits and transactions at Bennington State Bank, First Bank Kansas, Sunflower Bank, and UMB. The summary is for the period January 1 to March 31, 2021 (Q1, 2021). The Airport Authority's primary operating account is located at Sunflower Bank. The Airport Authority has a written agreement for service charges with Sunflower bank that adjust the rates and come to \$175/month or \$2,100 per year.

Staff Reports

Rogers requested a Study Session with the board to go over construction projects from 2021-2027. The study session will be Wednesday, June 30, 2021, at 8am in the M.J. Kennedy Air Terminal conference room.

T-hangar tenant, Michael Bunn, inquired about the 15-year bond financing for the box hangar project. His proposal was to put the box hangars on a 30-year bond instead to make the T-hangars more affordable upfront. David Arteberry explained that the 30-year bond is not feasible for this project and the best financial course of action is the current 15-year bond.

The ARFF Station suffered severe damage to its building and garage doors as all eight of its doors were taken off by the wind. The Rosenbauer ARFF truck was damaged in the storm and has been sent off for repairs. Staff is still able to maintain our ARFF index with the three remaining trucks. Lockton is coordinating claims with the Authority's insurance carriers for damage to the building and ARFF trucks.

Announcements

Rogers discussed the upcoming FOL activity coming up with Ft. Riley and NASA.

The box hangar project has been put on hold due to changes in steel prices and final FAA approvals. However, the public restroom project located to the north of the T-hangars is scheduled to be completed by the end of August 2021.

Rogers recognized Swanson as the President of the Kansas Association of Airports (KAA) and congratulated her on the successful KAA annual conference.

Upon a motion duly made, the meeting adjourned at 9:22 A.M.

Minutes approved at the July 21, 2021, Board Meeting.

Secretary

(SEAL)

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY AUGUST 18, 2021 HANGAR 600, ROOM 100

Call to Order

The meeting was called to order at 8:00 AM by Chair Kristin Gunn. Chair Gunn confirmed that a quorum was present. Business and Communications Manager, Kasey Windhorst noted the board meeting notice was published on Friday, August 13, 2021 and the board packet was distributed on Monday, August 16, 2021.

Attendance

Attendance was taken. Chair Gunn, Directors Buer, Eichelberger, and Weisel were present. Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Kenny Bieker; Business and Communications Manager Kasey Windhorst; Airport Administration Specialist Jazstyn Moyer; and Attorney Greg Bengtson was in attendance. Julie Yager Zuker, AvFlight and Mitch Robinson, Salina Community Economic Development Organization were in attendance as guests.

Additions to the Agenda

Chair Gunn asked if there were any additions to the agenda. Executive Director Rogers stated an addition under staff reports for SCEDO contributions for CY 2022-2024 and consideration of a lease agreement with One Office Solutions for Bldg. 520, Unit E.

Minutes

Chair Gunn asked if the board members had additions or corrections to the minutes of the July 21, 2021, regular board meeting. Director Weisel moved, seconded by Director Buer, to approve the minutes of the July 21, 2021, regular board meeting. Motion passed unanimously.

Airport Activity and Financial Reports

Executive Director Rogers reported that the Salina Air Traffic Control Tower (ATCT) recorded 7,230 operations during July 2021, which was a 34% increase compared to the July 2020 total of 5,399. For year-to-date a total of 47,354 operations have occurred at the airport which is 71% more than the July year-to-date total of 27,701. July fuel flowage came in at 233,652 gallons which was a 64% increase compared to July 2020 total of 142,234 gallons. For year-to-date, a total of 1,650,146 gallons has been delivered to the Airport which is 19% more than the 2020 year-to-date total of 979,842 gallons. United/SkyWest flights enplaned 2,379 passengers, which was a 507% increase as compared to the July 2020 total of 772 enplaned passengers.

Director of Administration and Finance Swanson reported on the financials for the month of July 2021. Total administrative expenses arrived 3% over budget while total maintenance expenses ended the month 21% over budget bringing total operating expenses to 9% over budget year-to-date. Net operating income before depreciation for July reached \$68,728 which is ahead of budget by \$41,820.

Short-term leasing activity continues on a positive trend. During the month of July, the SAA

entered into a five-month lease with Kansas Erosion Products for two acres at the Airport Road equipment yard for the temporary storage of hay bales. This short-term agreement will generate \$4,000 in rental from August to December 2021. 1 Vision Aviation extended their short-term lease agreement in Hangar 600 by two weeks for approximately 20,000 sq. ft. resulting in \$4,720 in hangar revenue.

2022 to 2026 Airport Capital Improvement Program (ACIP)

Executive Director Rogers reviewed the priorities of the Salina Airport Authority that were submitted to the Federal Aviation Administration for grant funding consideration of which include:

- 2022 Runway 17/35 rehabilitation construction phase
- 2022 Pumphouse 305 (fuel farm) rehabilitation design and construction
- 2023 Terminal building parking lot rehabilitation and design and construction
- 2023 Terminal building expansion and renovation, design phase
- 2024 Terminal building expansion and renovation, construction phase
- 2025 Runway 12/30 rehabilitation
- 2026 Taxiway Alpha rehabilitation

The FAA notified the Salina Airport Authority that the Salina Regional Airport was selected for designation in the FAA's Military Airports Program (MAP). This selection will provide federal grant funding for the rehabilitation of the airport fuel farm and rehabilitation of the terminal building parking lot.

SAA Resolution No. 21-06

Executive Director Rogers presented SAA Resolution 21-06 for the purpose of providing matching funds to qualify for federal and state grants. The 2022 mill levy funds needed for matching state and federal airport improvement grants is \$420,000 or an estimated mill levy of 0.9479. Director Buer moved to approve SAA Resolution 21-06 levying an ad valorem tax of an estimated 0.9479 mills on all taxable tangible property within the City of Salina, Kansas for the purpose of providing matching funds to qualify for any federal or state grant relating to the development, improvement, operation or maintenance of the Salina Regional Airport and authorize Chair Gunn and Secretary Weisel to sign the Resolution. Director Weisel seconded the motion. Motion passed unanimously.

SAA Resolution No. 21-07

Director of Administration and Finance Swanson reviewed SAA Resolution No. 21-07 that details the mill levy required to pay G.O. Bond debt principal and interest in 2022. An estimated mill levy of 3.998 mills will raise \$1,767,255 required for G.O. Bond debt service payments. Director Weisel moved to approve SAA Resolution No. 21-07 levying an ad valorem tax of an estimated 3.998 mills on all taxable tangible property within the City of Salina, Kansas for the purpose of paying the interest on and principal of General Obligation bonds of the Salina Airport Authority and authorize Chair Gunn and Secretary Weisel to sign the Resolution. Seconded by Director Eichelberger. Motion passed unanimously.

SAA Resolution No. 21-08

Rogers reviewed the SAA's capital improvement project budgets and estimated construction costs for all projects listed below and discussed financing through General Obligation Temporary notes.

- 1.) General Aviation Box Hangars and Public Restrooms
- 2.) M.J. Kenney Air Terminal Concourse Expansion and Remodel
- 3.) Bldg. 595 Remodel (20,000 sq. ft. warehouse/industrial bldg. located at 2760 Centennial)

Staff provided the board with two financing options for their consideration:

- Option 1 Finance a portion of all three projections with a principal amount of bonds not to exceed \$3,500,000 exclusive of costs of issuance and any temporary financing costs as per the estimated development costs on the worksheet titled Option 1.
- Option 2 Finance a portion of two of the three projects (excluding Bldg. 595) with a principal amount of bonds not to exceed \$1,670,000 exclusive of costs of issuance and any temporary financing costs as per the estimated development costs on the worksheet titled Option 2.

Option 1 includes all three projects referenced above and totals to approximately \$4,100,000.00. Option 2 includes all with the exception of Bldg. 595 and totals to approximately \$2,270,000.00. Director Weisel moved to approve Resolution No. 21-08 authorizing the issuance of general obligation bonds of the Salina Airport Authority for the purpose financing the cost of certain capital improvements at the Salina Regional Airport and Airport Industrial Center and authorizing the sale of taxable general obligation temporary notes, Series 2021-1 of the Salina Airport Authority in an amount not to exceed \$3,500,000 (Option 1) and authorize Chair Gunn and Secretary Weisel to sign the Resolution. Seconded by Director Eichelberger. Motion passed unanimously.

American Rescue Plan Act (ARPA) Grant Offer

Rogers reviewed the American Rescue Plan Act (ARPA) grant offer and agreement from the Federal Aviation administration in the amount of \$1,078,987. The grant provides 100% federal funding for costs related to Salina Regional Airport operations and maintenance. Director Eichelberger moved to accept and approve the proposed American Rescue Plan Act (ARPA) federal grant offer and agreement and authorize Chair Gunn and board attorney Bengtson sign the agreement. Seconded by Director Weisel. Motion passed unanimously.

Dragun Corporation Lease Agreement (Building B412)

Swanson reviewed the proposed lease agreement with Dragun Corporation for a portion of Bldg. 412 (1,576 SF) located at 2804 Arnold Avenue for the purpose of establishing an environmental field office for the former Schilling Air Force Base environmental cleanup project. The Lease terms are as follows:

| Effective Date: | August 23, 2021 |
|-----------------|--|
| Term: | Two Years |
| Renewal: | Option to renew for one additional term of either 1 or 2 years (tenant option) |
| Rate: | \$825.00/month, \$9,900/year, \$6.28/SF/year |
| Renewal Rate: | CPI Adjustment over primary lease term |

Other: Lessee is responsible for utilities and general liability insurance.

Director Weisel moved to approve the two-year lease agreement with Dragun Corporation for the leasing of 1,576 sq. ft. in Bldg. 412 and authorize Chair Gunn and Secretary Weisel to sign the agreement. Seconded by Director Buer. Motion passed unanimously.

One Office Solutions Lease Agreement (Building B520, Unit E)

Swanson distributed and reviewed the proposed lease agreement with One Office Solutions for Bldg. 520, Unit E located at 2775 Arnold Avenue. The Lease terms are as follows:

| Two Years | | | | |
|--------------|--|--|--|--|
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| y insurance. | | | | |
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Director Buer moved to approve the two-year lease agreement with One Office Solutions for Bldg. B520, Unit E and authorize Chair Gunn and Secretary Weisel to sign the agreement. Seconded by Director Eichelberger. Motion passed unanimously.

Staff Reports

Rogers reviewed the member funding contributions for the Salina Community Economic Development Organization (SCEDO). For calendar years 2022-2024, the amount is \$50,000 per year. Director Eichelberger inquired about access to SCEDO monthly board meeting packets. Mitch Robinson, SCEDO Executive Director stated board meeting notices will be provided to the SAA board members monthly.

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

Minutes approved at the September 15, 2021, Board Meeting.

Secretary

(SEAL)

MINUTES OF THE REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE SALINA AIRPORT AUTHORITY SEPTEMBER 15, 2021 HANGAR 600, ROOM 100

Call to Order

The meeting was called to order at 8:00 AM by Chair Kristin Gunn. Chair Gunn confirmed that a quorum was present. Business and Communications Manager, Kasey Windhorst noted the board meeting notice was published on Friday, September 10, 2021, and the board packet was distributed on Monday, September 13, 2021.

Attendance

Attendance was taken. Chair Gunn, Directors Buer (via VTC), Eichelberger, Roberg, and Weisel were present. Executive Director Tim Rogers; Director of Administration and Finance Shelli Swanson; Director of Facilities and Construction Kenny Bieker; Business and Communications Manager Kasey Windhorst; Airport Administration Specialist Jazstyn Moyer; and Attorney Greg Bengtson was in attendance. Mitch Robinson, Salina Community Economic Development Organization; Trent Davis, Salina City Commissioner; Eric Brown, Salina Area Chamber of Commerce; David Arteberry, Stifel, Nicolaus & Company, Inc.; Gina Reikhof, Gilmore & Bell; and Bob Vidrickson, Saline County Commissioner were in attendance as guests.

Additions to the Agenda

Chair Gunn asked if there were any additions to the agenda. Executive Director Rogers stated there were no additions to the agenda.

Minutes

Chair Gunn asked if the board members had additions or corrections to the minutes of the August 18, 2021, regular board meeting. Director Weisel moved, seconded by Director Buer, to approve the minutes of the August 18, 2021, regular board meeting. Motion passed unanimously.

Salina Area Chamber of Commerce Workforce Recruitment Update

Salina Area Chamber of Commerce president and CEO, Eric Brown, reviewed the Imagine Salina campaign, data trends from the second quarter of 2021, county median wage comparison, labor basin, commuter data, marketing campaign, housing, and childcare. The Chamber is assisting the Airport and Airport Industrial Center employers with workforce recruitment and training needs.

Airport Activity and Financial Reports

Executive Director Rogers reported that the Salina Air Traffic Control Tower (ATCT) recorded 6,181 operations during August 2021, which was a 15% decrease compared to the August 2020 total of 7,318. For year-to-date a total of 53,535 operations have occurred at the airport which is 53% more than the August 2020 year-to-date total of 35,019. August fuel flowage came in at 226,367 gallons which was a 67% decrease compared to August 2020 total of 629,614 gallons. For year-to-date, a total of 1,394,313 gallons has been delivered to the Airport which is 17% less than the 2020 year-to-date total of 1,672,456 gallons. United/SkyWest flights enplaned 1,859

passengers, which was a 290% increase as compared to the August 2020 total of 476 enplaned passengers.

Director of Administration and Finance Swanson reported on the financials for the month of August 2021. Total administrative expenses arrived 3% over budget while total maintenance expenses ended the month 18% over budget bringing total operating expenses to 8% over budget year-to-date. Net operating income before depreciation for August reached \$159,291 which is ahead of budget by \$128,542. Total capital contributed in grant funding for YTD equaled \$1,041,311. Total fixed asset additions YTD arrived at \$1,687,404 or 28% of the annual budget. Short-term leasing activity continues a positive trend. During the month of August, the SAA entered a one-year lease with Enel Green Power North America, Inc. for a small 1,955 sq. ft. area in Bldg. 808 for the storage of damaged wind turbine nacelle. This agreement will generate \$4,320 per year. SAA executed a one-year lease with RMA Engineering, LLC for short-term hangar storage in Hangar 506-2. This agreement will generate \$1,350 per month. A 4-day agreement was executed with Dynamic Aviation for flight test work. The agreement entails one small office, ramp space, and ground support equipment which will generate approximately \$2,040. In addition, the SAA executed a seasonal aerial applicator use agreement on September 9 with Tyree Ag. This agreement will generate \$750 per year plus the current fuel flowage fee for all fuel not purchased through AvFlight.

SAA Resolution 21-09 authorizing for sale of Taxable General Obligation Temporary Notes, Series 2021-1

Swanson reviewed the next steps in the process of financing portions of the general aviation box hangars, public restroom, M.J. Kennedy Air Terminal Bldg. improvements, and the renovation of Bldg. 595. SAA Resolution No. 21-09 would authorize the offering for sale of the taxable general obligation temporary notes in the amount not to exceed \$3,500,000, exclusive of bond issue costs. David Arteberry noted that the bond sale is scheduled for October 19th and results will be in by October 20th. Director Eichelberger moved to approve SAA Resolution 21-09 Authorizing for Sale Taxable General Obligation Temporary Notes, Series 2021-1 and authorize Chair Gunn to sign. Director Weisel seconded the motion. Motion passed unanimously.

Salina Airport Authority's 2022 to 2028 Airport Capital Improvement Program (ACIP)

Rogers updated the board on the five-year FAA CIP detailed project list and presented the board with a state and federal grand funding summary. The 2022-2028 estimated total cost will be \$36 million to complete needed capital improvement projects at the Salina Regional Airport. Potential federal and state grant funding is estimated to be \$32M. Local matching funds in the amount of \$4M will be needed over the next seven years. The SLN ACIP anticipates that availability of FAA grant funding from the following "buckets" of money:

- 1. Passenger Enplanement Entitlement
- 2. Military Airport Program
- 3. Airport Infrastructure Program
- 4. Airport Terminal Program
- 5. Kansas Department of Transportation
- 6. Economic Development Administration (EDA)

Kansas Erosion Products Lease Agreement (B1021, 3600 Airport Rd.)

Rogers provided a company overview of Kansas Erosion Products and Swanson reviewed the current lease terms. The existing lease terms will be terminated and replaced by the following new lease terms.

| Renewal: | Option to renew for two 3-year options (at the sole option of the Lessee) |
|------------------|---|
| Base Term: | 3 years effective October 1, 2021 |
| Rental: | \$19,725/month; \$236,700/year; \$3.24/SF/year |
| CPI Adjustments: | Biennially |
| Other: | Property taxes, insurance, utilities |

Director Roberg moved to approve the lease agreement with Kansas Erosion Products for Bldg. 1021 and authorize Chair Gunn to sign. Motion was seconded by Director Eichelberger. Motion passed unanimously.

Building B1021 Office and Warehouse Improvements

Swanson reviewed the proposed building improvements for B1021 to include, new wall and floor coverings, removal and replacement of several interior doors, new acoustical ceiling tile, restroom and breakroom improvements. The on-call architect, Hutton, has estimated construction cost for these improvements to be \$139,170. A second loading dock would also be added for an estimated construction cost of \$35,000. Director Wiesel moved to authorize a budget of \$175,000 for the Bldg. 1021 office renovation and the addition of a loading dock. Seconded by Director Roberg. Motion passed unanimously.

Buildings B412, B520, and B700 Exterior Wall Repairs and Painting

Rogers reviewed the plans for exterior wall repairs and painting to be done on buildings B412, B520, and B700. Bids were received from Brace Integrated Services, Wichita, KS and Painting, Inc., Overland Park, KS. These were the most responsive to the SAA's requirements for exterior wall repair (masonry block and stucco) and ability to complete the work during Fall 2021.

- Brace Integrated Services \$92, 986.64
- Painting, Inc. \$84,012.64

Director Roberg moved to approve the low bid received from Painting, Inc. for exterior wall repairs and painting for buildings B412, B520, and B700. Seconded by Director Wiesel. Motion passed unanimously.

Staff Reports

GA Hangar Update

Rogers updated the board on the status of the GA hangar project. The FAA is reviewing the GA box hangar project and Hutton will prepare an updated price estimate for 50x50 box units.

North Ramp Development

Rogers discussed prospect activity and presented possible locations for maintenance, repair, overhaul (MRO) development located on the north ramp.

Upon a motion duly made, the meeting adjourned at 9:44 A.M.

Minutes approved at the October 20, 2021, Board Meeting.

Secretary

(SEAL)