SALINA Airport Authority

AIRCRAFT OPERATIONS AREA DRIVER'S GUIDE

JULY 2025

Salina Regional SLN Airport

SALINA Airport Industrial Center

Fly SLN Airport

AIRCRAFT OPERATIONS AREA DRIVER'S GUIDE

The intent of this guide is to supplement the Salina Airport Authority Rules and Regulations and comply with the Federal Aviation Administration Regulations Part 139.329. This guide, along with the Aircraft Operations Area (AOA) Driver's Course that is administered by the Salina Airport Authority (SAA), will be required material for anyone requiring driving privileges within the AOA. All tenants are required to notify the SAA when a new employee is hired, prior to their intended start date, to schedule their AOA Driver's Course. Successful completion of the AOA Driver's Test will authorize you to drive on the AOA. A record of each authorized driver is kept on file by the SAA

The goal of the SAA is to establish and maintain a driving program that will instill the importance of safe airport operation. By understanding the airport environment and each individual taking responsibility for their actions, Salina Regional Airport (SLN) can continue to be free of any driving incidents.

This AOA Driver's Guide has been written in an easy to understand format with very little technical information and is separated into nine sections.

I. AIRPORT INFORMATION

Salina Regional Airport is located within the City of Salina and Saline County. Its three-letter identifier is SLN and is a FAR Part 139 Certificated airport. The Part 139 Certificate is administered by the FAA Airport's Division and gives the SAA permission to accept commercial passenger traffic. The SAA is required to adhere to Part 139 rules and regulations to maintain its certificate.

SLN has four runways. The primary runway 17/35 is 12,300 feet long and 150 feet wide with precision markings and an instrument approach. The crosswind runway is 12/30 and is 6,510 feet long and 100 feet wide. Runway 4/22 is 3,648 feet long and 75 feet wide. Runway 18/36 is 4,300 feet long and 75 feet wide. The runways are accessed by a system of taxiways under the direction of Air Traffic Control (ATC). SLN is in Class D controlled airspace during the ATC hours of operation from 0700 to 2300. In the absence of ATC, Class E airspace is in effect.

Part 139 mandates that the SAA have Aircraft Rescue and Fire Fighting (ARFF) capabilities. SLN is only required to provide Index A ARFF coverage due to the length of air carrier aircraft operating at SLN. Index coverage is from A to E, with A being the smallest. SLN can provide a higher index coverage with prior notification. Part 139 also requires SLN to adopt and maintain Rules and Regulations for controlled access to the SLN airport operations area (AOA).

AIRPORT ORGANIZATION

Salina Regional Airport is managed by the Salina Airport Authority, under the direction of a five-member Board of Directors. At a local level, the Salina Airport Authority is under the direction of the Executive Director. The SAA is responsible for all aspects of Airport and Industrial Center development as well as implementing and enforcing airport policies.

Airport Management staff is located on the upper floor of the MJ Kennedy Air Terminal. Airport Maintenance, personnel are located in Building 614 south of Beechcraft Road. Airport Rescue and Fire Fighting personnel are located in the ARFF station at the end of Beechcraft Road. The organization of the SAA is as follows:

Executive Director	Pieter Miller, C.M.
Director of Administration and Finance	Shelli Swanson, C.M.
Director of Facilities and Construction	Maynard Cunningham
Business and Communications Manager	Kasey Windhorst
Director of Operations	David Sorell
Airport Administration Specialist	Michelle Moon
Maintenance and Operations/ARFF Supervisor	Kyle Moyer
ARFF and Operations Officer	Andrew Hodge
ARFF and Operations Specialists	Mike Hulteen
	Keegan Knox
	James House
	Bryce Whelchel
Maintenance and Operations Technician/ ARFF	Tim Claassen
	Zach Will
	Lyle Fleming
	Thomas Dolan

AIRFIELD TENANTS

Avflight Salina	Avflight Salina is the Fixed Base Operator (FBO) on the airfield. FBOs are an essential in providing aircraft fuel, service, and pilot and passenger accommodations.
SkyWest Airlines d/b/a United Express	SkyWest Airlines offers daily flights from Salina to Denver and Chicago
Kansas Army National Guard	The Army Aviation Support Facility is used for military helicopter training and maintenance.
K-State Aviation	Campus directed toward professional pilot flight training. KSU has approximately 40 aircraft in their fleet to support their flight training curriculum.
1 Vision Aviation	FAA Part 145 repair station for air carrier aircraft.
Schilling Aviation Services	Aircraft repair shop offering airframe and engine services for aircraft ranging from general aviation (GA) to business jets
Blue Beacon International	Hangar for corporate aviation aircraft located north of the terminal building

SLN has a very large industrial center with over 100 businesses and organizations, that account for over 7,000 jobs. This industrial activity is an economic benefit for Salina as it generates payroll and attracts other businesses to cluster in the industrial area. As of 2021, the industrial center currently accounts for 42% of the gross regional product for Saline County.

II. AIRPORT ENVIRONMENT

The purpose of this training is to teach the significant differences between driving on the airside of the airport (everything inside of the perimeter fence) as opposed to driving in normal surroundings. The perimeter fence separates the airside from the landside activity. The airside is referred to as the Aircraft Operations Area and is further separated into non-movement and movement areas. You will have to become familiar with the airside environment and the difference between non-movement and movement areas inside the AOA.

AIRCRAFT OPERATIONS AREA

The AOA is simply everything inside the perimeter fence. Everything inside of the fence is to be protected by the airport from unauthorized access. If unauthorized access occurs, then the airport is in violation of the Part 139 Certificate. Any individual not having authorized access to the AOA must be escorted. Unescorted access can only be granted by completing and passing the AOA Driving Course.

Common points of entry onto the AOA are via building, vehicle, or pedestrian gate. Once in the AOA, you are in the non-movement area.

As an operator on the AOA, you will drive on the paved surfaces. These paved areas are called ramps or aprons. As you move from east to west, the ramps move closer toward the taxiways and ultimately reach the movement area.

This guide will now be divided into non-movement and movement areas. The majority of your work will never require you to operate into the movement area, however, you will be required to understand how to operate in it.

III. NON-MOVEMENT AREA

The term non-movement is often misunderstood as an area where there is literally no movement allowed by aircraft or vehicles. In reality the non-movement area is very busy with moving and stationary aircraft, vehicles, and equipment. The significance of the non-movement and movement area is to separate areas under Air Traffic Control. In the non-movement area, ATC contact is reserved for aircraft or vehicles needing access to the movement areas. There is a variety of vehicle, aircraft, and limited pedestrian activity in the non-movement area.

VEHICLE OPERATIONS

There will be many reasons for vehicles to be on the AOA. In all cases, any person driving on the AOA must have taken and passed the AOA Driver's Course in the past year and have a valid driver's license. Vehicles must be identifiable with a corporate logo or recognizable paint scheme and have a rotating amber colored beacon. Motorcycles are not accepted as suitable transportation for airport use without prior permission. Some common vehicles on the AOA include:

- SAA Maintenance Trucks
- Aircraft Rescue and Firefighting Trucks
- Mobile Fuelers
- FBO Vehicles
- Aircraft Maintenance
- Airline Ground Support Equipment
- Army National Guard
- ATC Personnel
- FAA Technicians
- Local Law Enforcement
- Local Fire Department

Service roads are the only approved means for driving a vehicle in the non-movement area from one point to another. This is the only airport approved system that a driver can safely transition from one end of the ramp to the other, with minimal aircraft interference. When able, always use the designated service road instead of the ramp for driving on the AOA. A service road is easily recognizable by its white edge markings and dashed, white centerline markings. Markings in the non-movement area consist of yellow paint on taxilanes and taxiways, and white paint on the service road.

AIRCRAFT OPERATIONS

Due to the geographic location and runway size, there is a variety of based and itinerant aircraft that utilize the resources at SLN. This includes general aviation, commercial, and military. Based aircraft are those that rent space, whether a tie-down or a hangar. Itinerant aircraft are those that park at SLN for a short period of time because they are based from another airport.

To operate safely around aircraft, you must have a basic understanding of how aircraft operate and their size. The majority of the aircraft that operate at SLN are small aircraft and can be difficult to identify at a distance.

An aircraft's direction can be identified by its lighting. The right wingtip has a green light, the left wingtip has a red light, and the tail has a white light. This lighting system allows observers to tell if the aircraft is moving toward, or away from you. Additionally, all aircraft have a red flashing beacon active when the engine is on and the pilot intends to taxi or shut down the engines. <u>In either case, never pass behind or in front of an aircraft when the red beacon is flashing.</u>

Helicopter operations are different due to their ability to take off, taxi, land, and hover over the ramp areas. Additional precautions should be exercised because of the excessive prop wash generated from these aircraft. Most important is to know the designated areas for helicopter operations. At times, helicopters can appear out of a vehicle's blind spots.

Taxiway	A yellow stripe used to guide a pilot along the designated center of a paved surface. Taxiways are labeled A, B, C, etc. to aid pilots and the ATCT in their location.
Taxilane	A taxilane is different from a taxiway in that it is not a labeled path. Unlike a labeled taxiway, such as Taxiway A or Taxiway G, a taxilane is simply a yellow striped path leading to a taxiway. Taxilanes have the same markings as a taxiway.
Taxiing	Taxiing is the term used for an aircraft moving under their own power towards a runway or parking area via taxilanes and taxiways.
Engine Run-Ups	Smaller aircraft will run their engines at a high RPM prior to departure. This procedure is called a run-up and is required of propeller aircraft to check that critical instruments are working properly. Run-ups create a strong force of prop wash from the propeller blades causing any loose objects/debris to travel at high speeds.

NON-MOVEMENT AREA DRIVING RULES

Safety for yourself and others is of primary importance when driving on the AOA. These rules for driving on the AOA have been developed to ensure safety at all times:

- Aircraft and emergency vehicles always have the right of way
- Enplaning and deplaning passengers and walking pedestrians always have the right of way
- Always yield to emergency vehicles when beacons are flashing
- The maximum speed limit on the service road, ramp, hangar areas, and around aircraft is 15 MPH
- Vehicles operating on tenant leaseholds shall not exceed 15 MPH. Tenants may establish stricter requirements for vehicles operating on their leasehold.
- All tenant vehicles must be parked in their leased areas
- Do not park in a way that blocks fire hydrants, access points, service roads, aircraft tie downs, emergency vehicles, or aircraft
- Keep out of construction areas
- Do not block any AOA point of entry
- Do not park in the airline terminal ramp without authorization from the SAA
- Non-essential radios should be turned off or at minimal volume when driving
- A window should be opened slightly to aid in hearing approaching aircraft
- Be cautious at sunrise and sunset when the sun's rays are at low angles to the horizon
- Be cautions after dark as aircraft lights are easily camouflaged by airfield and building lights
- Mobile fuelers will park 50 feet or more from a building
- Drivers of vehicles operating anywhere within the jurisdiction of the airport must have their valid driver's license in their possession
- Motorcycles, motorbikes, three-wheeled vehicles, bicycles, and scooters are prohibited from operating within the AOA without the express written permission of the Executive Director

- Vehicles equipped with windshields must have windshield wipers in good, working condition
- Vehicles operating within the AOA shall operate and display lights from one-half hour prior to sunset until one-half hour after sunrise and at all times when there is not sufficient light to distinguish people and vehicles
- All vehicles must have headlights on while windshield wipers are on
- No vehicle shall be left running unattended in the AOA
- No person under the influence of intoxicants, alcohol, or controlled substances shall operate any vehicle or aircraft on airport property.

AOA ACCESS RULES

There are many areas to access the AOA. For each access point, the airport and its tenants need to ensure that adequate measures are in place to reduce the chance of unauthorized entry. Every time you enter or exit the AOA, you need to ensure that the access point has been properly closed behind you. If authorized by your employer, your medium to access the AOA by vehicle is through an airport issued gate card. Issued gate cards are not allowed to be shared.

Perimeter Gates — All perimeter fence gates are labeled with a gate number. Most are vehicle access gates and some are pedestrian gates. Perimeter gates are used to access a particular section of the airfield from a convenient location. Access through a perimeter gate other than on your leasehold is not allowed. Perimeter gates are accessed with assigned gate cards, leased by the SAA.

- Unauthorized vehicles and persons are not allowed into the AOA - This is any vehicle or person accessing the AOA when they do not have a need.
- When entering or exiting the AOA via any access point, it is your responsibility to ensure that no unauthorized person has followed you into the AOA.
- When entering or exiting the AOA via a vehicle gate, you must wait for the gate to close behind you to ensure that no vehicle is entering the gate without authorization. This is considered a follow through.
- If a scheduled contractor/vendor needs access to the AOA they will need to be escorted in and out of the AOA
- Escorting another vehicle into the AOA requires that they wait for you outside of the AOA access point until you let them in. Prior coordination is often required.
- Authorized AOA vehicles will need to have company signage or logo on the outside of their vehicle.
- Should you discover an unauthorized vehicle or person on the AOA, contact the Salina Airport Authority.

IV. MOVEMENT AREAS

This area defines the portion of the airfield that is controlled by the Air Traffic Control Tower (ATCT). No access is allowed into the movement area unless you have permission by the SAA and have radio contact with the ATCT. Aircraft operations are the primary traffic in the movement area, with all other traffic supplemental to the airport operation. A significant difference between the movement and non-movement areas is the introduction of signage, pavement markings, navigational aids, safety areas, and talking with ATC.

VEHICLE OPERATIONS

Vehicles operating in the movement area are there only because they serve a purpose. Personnel operating in these vehicles are typically providing a technical or maintenance service to the airfield. All of these vehicles have a rotating beacon and are capable of two-way radio communication with the ATCT. Some common vehicles within the movement areas include:

- SAA Maintenance
- Farming Equipment
- FAA Technicians
- ATCT Personnel
- Aircraft Maintenance and Recovery
- Construction Crews
- Emergency Vehicles
- Local Law Enforcement
- Local Fire Department

AIRCRAFT OPERATIONS

The variety of aircraft at SLN differ in size, speed, and mission. Due to these factors and the length of Runway 17/35, the operations at SLN require both pilots and drivers to be aware of the inability to see traffic at a distance during sunset, sunrise, and inclement weather. On Runway 17/35 it is common to see Kansas State University (KSU) aircraft departing from midfield, military jet aircraft flying over the runway for a low approach, military helicopters on a hovering taxi, and commercial airline activity.

General Aviation	Often referred to a GA, represents all aviation activity on an airport that is not specific to a type of operation and represents the majority of activity at SLN.
Commercial Aviation	An air carrier or air cargo operation that operates as Part 121 or Part 135 carrier. A typical commercial operation is easily identified through its corporate insignia and represents the minority of activity at SLN.
Military Activity	Readily identifiable by aircraft type, color, and military insignia.
Runway	A designated area for aircraft take-off and landing.
Takeoff and Landing	All aircraft flight operations must originate and terminate from an active runway surface. Helicopters are the exception to this as they can land directly at their parking area.

MOVEMENT AREA DRIVING RULES

Safety for yourself and others is of primary importance when driving on the AOA. These rules have been developed to ensure safety at all times:

- SAA permission is required to be in the movement area
- Each vehicle must have a two-way radio, capable of communication with ATC
- Aviation phraseology must be used and spoken clearly
- ATCT light-gun signals must be understood
- Aircraft and enroute emergency vehicles always have the right of way
- Always yield to emergency vehicles when beacons are flashing
- Keep out of construction areas
- Non-essential radios should be turned off or at minimal volume
- A window should be opened slightly to aid in hearing approaching aircraft
- Be cautious at sunrise or sunset when the sun's rays are at low angles to the horizon
- Be cautious after dark as aircraft lights are easily camouflaged by airfield and building lights

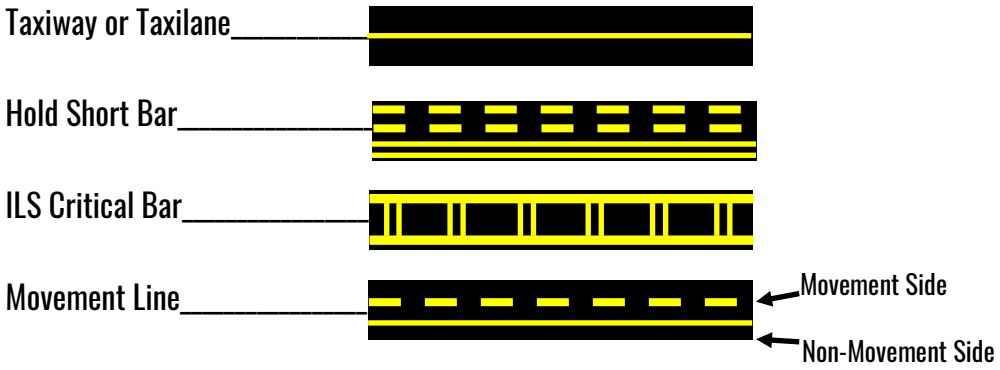
AIRFIELD NAVIGATIONAL AIDS (NAVAIDS)

NAVAIDS are a critical component of location identification while in a movement area. The term NAVAID is usually associated with the instrument landing and lighting systems such as Visual Approach Slope Indicators (VASIs) and Precision Approach Path Indicators (PAPIs). To use a NAVAID for airfield location you must first be able to identify and understand the information on the NAVAID. NAVAIDs are comprised of any FAA approved medium on the airfield used to help guide a pilot or driver from one location to another. Some common NAVAIDs that you will have to be familiar with are described below:

Instrument Landing System (ILS)	This is used to help pilots land during inclement weather and is comprised of three basic components—a glideslope, localizer, and field markers. These systems can be readily identified by their antenna and orange and white colored shelters. The ILS allows a runway to become a precision approach. Runway 17/35 is a precision approach because it has an ILS to aid landing aircraft. The glideslope is located northeast of Runway 17/35 and the localizer is located at the north end of Runway 17/35. The glideslope helps the pilot control vertical descent and the localizer helps the pilot control horizontal direction.
Rotating Beacon	The airport beacon emits an alternating white and green light that is used for pilots to locate an airport at night. Because of the mix of lights in a city, airports are often difficult to locate without a beacon. The beacon is located on the southwest of the airfield.
Windsocks	Wind direction is essential in knowing which runway is in use, as pilots will always land and takeoff into the wind. There are four windsocks on the airfield.
Airfield Lighting	The lights you will have to be most familiar with are blue, white, and red. All blue lights on the airfield delineate taxiways; all in-line white lights designate a runway. Red lights are located atop any airspace obstruction. It cannot be overemphasized that an airfield at night looks completely different than an airfield during the day.
Markings	Markings is another term for the painted stripes on the pavement. You will have to be familiar with yellow and white markings. Yellow markings will vary in use, but white markings in a movement area will always signify a runway.

Markings Continued

These are common yellow markings on the airfield:



Airfield Guidance Signs — Airfield Signage is different than street signage because of the way information is displayed for location and directions. Pages 6 and 7 of the FAA Driver's Guide have good examples.

ATCT Light Gun — A light gun can be used in the event of radio communication loss with the ATCT. The term NORDO is used when you have lost radio communication. See pages 12 and 13 of the FAA Driver's Guide.

SAFETY AREAS

Safety areas are one of the most critical elements of runway and taxiway safety. Safety areas are imaginary areas along runways and taxiways that are to remain clear of any unnecessary obstruction. Safety areas for a runway can be identified by the location of the hold short bar. Since no physical line or boundary exists for every safety area on the airfield, you are responsible for knowing these distances below:

AREA	WIDTH OF SAFETY AREA
Runway 17/35	500 feet
Runway 12/30	500 feet
Runway 4/22	150 feet
Runway 18/36	150 feet
Taxiways	118 feet

VIOLATION OF AOA RULES

Should you violate any of the AOA driving rules, you are jeopardizing your privilege to drive on the AOA. Aircraft Operations Personnel enforce AOA regulations and report the offenses to Airport Management. Airport Management keeps a file on every authorized AOA driver. A continuous violation will not be tolerated, and the consequences can result in the permanent revocation of your AOA driving privileges. A written notice will be sent to you and, if associated, your employer for all offenses. Offenses will reset every two years. The following details the offense and consequence.

OFFENSE	CONSEQUENCE
1st Offense	Retake the AOA Driver's Training Course
2nd Offense	Suspension from AOA for 2 weeks and retake the AOA Driver's Training Course
3rd Offense	Permanent revocation of AOA driving privileges

V. AIRPORT SAFETY

This section will identify various factors that contribute to airfield safety and awareness on the AOA. You will be responsible for your actions on the AOA. At all times, you must be aware of the people and equipment that operate in the airport. Safety will always take precedence over any tenant or contractor activity.

COMMUNICATIONS

Should a need arise to enter a movement area or access a taxiway, you will need to be able to understand aviation radio phraseology (see page 10 of your FAA Driver's Guide). You first need to understand whom in the tower you need to talk to. In general, you will always talk to Ground Control first, at which point Ground Control will tell you to switch to the Tower Frequency. The Tower Frequency is only used for pattern traffic—this includes departing and landing aircraft and vehicles on the runway. You will always initiate the call to Ground Control and then Ground will recognize you. In order to talk to Ground, you need to know three things: Who you are, where you are, and what you want to do.

CONTACT	FREQUENCY
Ground	121.9
Tower	119.3
CTAF	119.3
ATIS/ASOS	120.15

EXAMPLE

You are at Avflight Salina, near Taxiway Echo and would like to go north on Taxiway Alpha. (Assume your call sign is FBO One)

You: Salina Ground, FBO One is at Avflight Salina. Like to go north on Taxiway Alpha to the north ramp.

Ground: FBO One, north on Taxiway Alpha approved.

You: FBO One, roger

You can always ask Ground for a "progressive" if you are confused about the direction given. A progressive from Ground will give you step-by-step instructions to find the location you are trying to get to.

Always make sure that you do not "step" on another person who is transmitting or waiting for a response. Make sure that the line of communication with Ground Control or Tower and the other party is complete to avoid "stepping" on another party. Once you transmit, make sure that your microphone is not stuck or keyed in the transmit position.

The Salina Air Traffic Control Tower is active from 0700 to 2300 seven days a week and Salina is under Class D airspace. Once the tower closes at 2300, the tower is uncontrolled and under Class E airspace. When no tower is in operation, all traffic will broadcast on the Common Traffic Advisory Frequency (CTAF). When speaking through CTAF, your dialogue will be very short, as you will only be talking to any other aircraft traffic in the pattern.

FOREIGN OBJECT DEBRIS (FOD)

FOD is any object on the airfield that could cause damage to an aircraft. Common types of FOD include pieces of breaking pavement, any trash such as plastic, cans, mud, tools, etc. FOD is easily ingested by a jet's intake, therefore jet blast and prop wash can easily launch FOD to another area or toward aircraft. Always be aware of FOD when driving, especially around your facility. It is important that you do not generate or neglect FOD or potential sources of FOD in your area.

FOD control can be accomplished by following a few simple procedures:

- When you see FOD, pick it up. If it is in an area that you are not allowed to drive into, contact Airport Operations.
- Identify the source of the FOD. This could be an open trash container on a windy day, a service vehicle that did not secure their materials, or a section of pavement that is spalling.
- Eliminate or correct the source of the problem. This could be as simple as closing the trash container or securing materials. This could also require a specialized repair, like extensive pavement repair.
- Evaluate the correction to ensure that your solution is adequate. This may require follow up evaluations.

SAFETY AROUND AIRCRAFT

The importance of being aware of aircraft traffic in your area when you are driving cannot be overemphasized.

- Aircraft always have the right of way
- A wingtip clearance of 15 feet or more is required when driving near a parked aircraft
- Never park a vehicle or equipment behind or near an aircraft, unless you are servicing that aircraft
- No parking is allowed in designated tie-down spaces
- If an aircraft beacon is flashing, especially a jet, you need to be at least 100 feet away from the tail to avoid jet blast
- Never aim a bright light into the traffic pattern or into a taxiing aircraft, especially along the approach of the runway in use
- When fueling an aircraft, always ground and bond

ERGONOMICS

Ergonomics (or human factor) is a term used in identifying conditions or reasons that cause a person to error in ability or judgement. Ergonomics is the study of people's efficiency in their working environment. It is important to know that human error can occur even during routine conditions for a number of reasons. Understanding the basics of ergonomics is essential in knowing when you may be the source of a potential problem. Ergonomics is typically associated with sleep deprivation or over-tasking. Any one factor is not good and mixing that with over-tasking is the perfect formula for an accident. No matter the condition, you must always stay alert and think about your surroundings. Here are some factors that may contribute to an incident occurring:

- Sleep Deprivation
- Microsleep
- Overtasking
- Uncertainty
- Unfamiliarity
- Overconfidence
- Stress

ACCIDENTS AND EMERGENCIES

Accidents that cause damage to property should be immediately reported to the tenant/owner and the SAA. Property includes vehicles, aircraft, buildings, lighting, equipment, pavement, signage, etc.

Should you have a situation that requires assistance contact ARFF Personnel. ARFF Personnel are trained in Aircraft Rescue and Firefighting, basic life support, and have the ability to contact resources from the City. For a critical situation or emergency contact 911, then the SAA.

In the event of a plane crash, the SAA will control the emergency and expects all tenants to stay within their leasehold. If your assistance is needed you will be contacted by the SAA. Should you witness a crash, call 911.

VI. AIRPORT OPERATIONS AREA DRIVING—CONSTRUCTION GUIDE

This guide is specified to regulate and ensure that safety and security takes precedence over any construction activity within or near the AOA. This guide is supplemental to the AOA Driver's Guide and will be complemented with a Construction Course administered by the SAA. The rules established in this guide account for practices and procedures unique to SLN, Part 139.341, and AC 150/2370-2. The SAA expects all workers on the construction site to provide a high degree of professional work and demeanor while on airport property.

CONSTRUCTION REPRESENTATIVE

Prior to any work on the airport, a meeting with all parties involved will be scheduled to discuss all aspects of the job. It is essential that the airport, as well as the parties involved, know the key personnel on the site and after-hours point of contacts. All parties are required to provide a point of contact for work hours, after hours, and weekends. The POC should be at the capacity of decision making authority in the event of an emergency or hazardous situation.

AOA ACCESS

SAA will determine haul routes, requirements, and AOA access points. All deliveries requiring access into the AOA must be an authorized supplier or vendor to the contractor. Any unauthorized supplier will not be allowed into the AOA without a key personnel's approval. All delivery vehicles must be escorted to and from the necessary area by authorized personnel. Deliveries are at no time to be without an escort.

EQUIPMENT

Any staging area for equipment or stockpiles will need the approval of the SAA. Security of the staging areas and equipment will be the responsibility of the contractor. All drivable equipment is required to have an amber rotating beacon or an orange and white flag. After sunset, a flag must be replaced with a beacon. All equipment is to be driven only on the established haul routes or at the work site. At no time will equipment be allowed to operate in an area outside of the construction area without the consent of the SAA. No equipment should leak excessive fluids onto airport property. The contractor is to inspect all equipment for leakage prior to daily use.

DUST, DEBRIS, AND FOD CONTROL

Dust and Debris are considered FOD and will be controlled and monitored as such. At no time will excessive dust or debris become airborne and obstruct visibility or become a FOD problem. All sources of potential FOD are to be monitored periodically throughout the day. At least one water-tender will need to be stationed at the airport as permanent equipment throughout the duration of a job that generates excessive dust.

Birds, deer, rabbits, rodents, and other wildlife are considered a hazard to aircraft. The construction site needs to be free of any trash, food, or other wildlife attractants that could bring wildlife into the AOA. Prior to leaving the work site trash, food, lunch bags, trash bins, etc. are to be properly disposed of, away from the AOA.

SURFACE CLOSURES

Prior to any construction, the designated work site will need to be properly barricaded or fenced, depending on the type of job. Closing of any active airport surface requires complex coordination with airport tenants, as they will be adversely affected. Closed surfaces will be coordinated at a scheduled time prior to work. Should additional surfaces need to be closed, the SAA will need to be contacted. At no time, will a surface be closed without the SAA's consent.

Closure of a taxiway or runway requires that ARFF vehicles have access to all operable runways. Access routes are to be inspected daily for proper clearance of ARFF vehicles. At no time will the ARFF access routes be obstructed. ARFF access routes will already be coordinated at a scheduled time prior to work.

PROTECTION OF PROPERTY

Protection of airport and FAA property should always be considered when placing barricades and moving equipment in the movement area. It is very important that you are able to recognize various types of systems on the airfield, such as lighting, signage, or a simple-looking structure. It is just as important that you understand that most property in the movement area is very expensive and easily damaged. All above ground lights and guidance signs are set on a breakable coupling, as they are designed to minimize damage to anything that hits them.

Should you cause damage to airport property you are required to report it. If work being performed involves the upgrade of an existing system, it must not be damaged, as this is useable by the Airport Authority. Taxiway and taxilane markings are also considered property and drivers will need to avoid marring the markings with equipment. Obliterated markings will need to be restored with glass beads upon completion of the job.

CRANES

The use of high-reach equipment, particularly any type of crane, will first need to be coordinated with the SAA. Since the airport is regulated by FAR Part 77-Obstructions to Navigable Airspace, no crane or other equipment is allowed to penetrate the airspace without prior consent from the airport, approval of the FAA, and the proper FAA form 7460 documentation. The crane operator must be familiar with FAA rules and the 7460 form. Should any unauthorized crane or equipment obstruct the airspace, the SAA will require immediate removal of the obstruction.

SAFETY PLAN

At all times, airport operations and the safety of personnel will take precedence over airport construction. The contractor is to have a standard operating procedure for controlling an emergency involving personnel or hazardous materials on the construction site. If an emergency occurs, the SAA will need to be contacted. Should an aircraft incident occur that is not related to the worksite, the Airport Authority will not require any assistance from the construction personnel. Should an aircraft or vehicle accident occur that is a result of or within the worksite, you should contact the SAA.

POST CONSTRUCTION

Once the job is considered to be complete by the contractor, and all equipment is removed from the work site, the SAA will assess the work. If necessary, a punch list will be developed for the contractor. The punch list will include any unfinished or unsatisfactory work and any damage to property. Any media issued to the contractor (gate cards, radios, keys) must be returned upon completion of the punch list.

VIII. AIRPORT CONTACTS

SALINA AIRPORT AUTHORITY

AIRPORT MANAGEMENT

Salina Airport Authority Office — Answered 24 Hours — 785-827-3914

IN CASE OF EMERGENCY

Executive Director — Pieter Miller — 785-822-9022
Director of Administration and Finance — Shelli Swanson — 785-577-4647
Director of Facilities and Construction — Maynard Cunningham — 785-342-4324
Director of Operations — David Sorell — 785-342-9217
Business and Communications Manager — Kasey Windhorst — 785-342-6217

AIRPORT OPERATIONS

Director of Operations — David Sorell — 785-342-9217
Lead Maintenance — Kyle Moyer — 785-822-7860
ARFF Officer — Andrew Hodge — 785-829-8319
ARFF Station — Answered 0700-2400 Local — 785-833-2271
ARFF Cell — Answered 0700-2400 Local — 785-342-5273

AIRPORT SAFETY AND SECURITY

Avflight — 785-825-6739
1 Vision Aviation — 712-899-1997
Army Aviation Support Facility — 785-646-3430
K-State Salina Police — 785-826-2909
Schilling Aviation Services — 785-404-6025
Saline County Sheriff's Office — 785-826-6500
Salina Police Department — 785-826-7210
SkyWest Airlines — 435-634-3000
TSA — 316-706-5048

FEDERAL AGENCIES

ASOS — 1-800-367-5736
SLN ATCT — 785-825-4806
FAA Sector Field Office — 785-826-6406
FAA – ROC — 913-254-8513
TSA Operations Center — 866-655-7023

STATE AGENCIES

Civil Air Patrol 785-825-0009
KBI 785-296-8262
Kansas Highway Patrol Dispatch.....785-827-4437
Kansas DOT, Aviation Division.....785-296-2553

LOCAL AGENCIES

Salina Fire Department and EMS..... Emergency.....911
Non – Emergency.....785-826-7340
Salina Police Department.....Emergency.....911
Non – Emergency.....785-826-7210

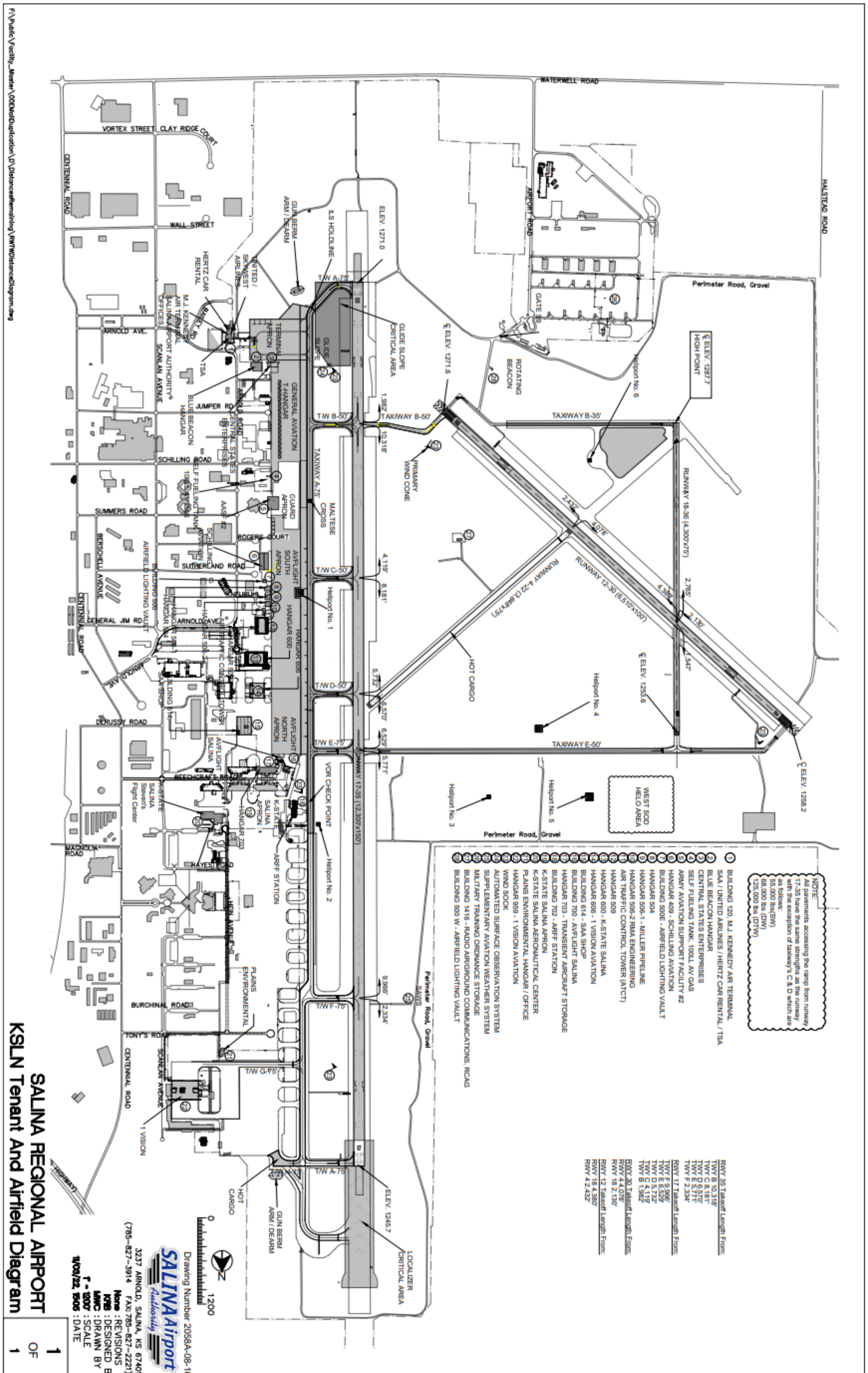
OPERATING FREQUENCIES

ATIS/ASOS.....120.15
Ground.....121.9
ICT FSS.....122.4
Kansas City Center.....134.9
KSUP Flight Ops.....123.3
Military.....257.7
SAA Airport Net FM.....453.475
SkyWest Ops.....131.4
Smoky Hill Weapons Range.....123.25
Tower/CTAF.....119.3
UNICOM.....122.95
ACARS.....136.975 / 131.550

VIII. ACRONYMS

AC.....Advisory Circular
AOA.....Aircraft Operations Area
ARFF.....Aircraft Rescue and Firefighting
ATC.....Air Traffic Control
ATCT.....Air Traffic Control Tower
ATIS.....Automatic Terminal Information Service
CTAF.....Common Traffic Advisory Frequency
FAA.....Federal Aviation Administration
FAR.....Federal Aviation Regulations
FBO.....Fixed Base Operator
FOD.....Foreign Object Debris
GA.....General Aviation
ILS.....Instrument Landing System
KSU.....Kansas State University
MPH.....Miles Per Hour
NAVAID.....Airfield Navigational Aid
NORDO.....No Radio
PAPI.....Precision Approach Path Indicators
POC.....Point of Contact
RPM.....Rotations Per Minute
SAA.....Salina Airport Authority
SLN.....Salina Regional Airport
VASI.....Visual Approach Slope Indicator

VIIII. SLN AIRPORT MAP


NOTE:
All pavements accessing the ramp from runway 17-35 have the same strengths as the runway with the exception of taxiway's C & D which are as follows:
55,000 lbs(SW)
68,000 lbs (DW)
125,000 lbs (DTW)
1 BUILDING 120, M.J. KENNEDY AIR TERMINAL SAA / UNITED AIRLINES / HERTZ CAR RENTAL / TSA
2 BLUE BEACON HANGAR
3 CENTRAL STATES ENTERPRISES
4 SELF FUELING TANK, 100LL AV GAS
5 ARMY AVIATION SUPPORT FACILITY #2
6 HANGAR 409 - SCHILLING AVIATION
7 BUILDING 500E - AIRFIELD LIGHTING VAULT
8 HANGAR 504
9 HANGAR 506-1 - MILLER PIPELINE
10 HANGAR 506-2 RMA ENGINEERING
11 AIR TRAFFIC CONTROL TOWER (ATCT)
12 HANGAR 509
13 HANGAR 600 - K-STATE SALINA
14 HANGAR 606 - 1 VISION AVIATION
15 BUILDING 614 - SAA SHOP
16 BUILDING 700 - AVFLIGHT SALINA
17 HANGAR 703 - TRANSIENT AIRCRAFT STORAGE
18 BUILDING 702 - ARFF STATION
19 K-STATE SALINA APRON
20 K-STATE SALINA AERONAUTICAL CENTER
21 PLAINS ENVIRONMENTAL HANGAR / OFFICE
22 HANGAR 959 - 1 VISION AVIATION
23 WIND SOCK
24 AUTOMATED SURFACE OBSERVATION SYSTEM
25 SUPPLEMENTARY AVIATION WEATHER SYSTEM
26 MILITARY TRAINING ORDNANCE STORAGE
27 BUILDING 1416 - RADIO AIR/GROUND COMMUNICATIONS, RCAG
28 BUILDING 500 W - AIRFIELD LIGHTING VAULT
RWY 35 Takeoff Length From:
TWY B 10,318'
TWY C 8,181'
TWY D 6,570'
TWY E 5,771'
TWY F 2,334'
RWY 17 Takeoff Length From:
TWY F 9,966'
TWY E 6,529'
TWY D 5,732'
TWY C 4,119'
TWY B 1,982'
RWY 30 Takeoff Length From:
RWY 4 4,078'
RWY 18 2,130'
RWY 12 Takeoff Length From:
RWY 18 4,380'
RWY 4 2,432'
RUNWAY 17-35 (12,300'x150')
RUNWAY 12-30 (6,510'x100')
RUNWAY 4-22 (3,648'x75')
RUNWAY 18-36 (4,300'x75')
Drawing Number 2058A-08-16
SALINA Airport Authority
3237 ARNOLD, SALINA, KS 67401
(785-827-3914 FAX: 785-827-2221)
None : REVISIONS
KRB : DESIGNED BY
MWC : DRAWN BY
1" = 1200' : SCALE
11/03/22, 1506 : DATE
SALINA REGIONAL AIRPORT
KSLN Tenant And Airfield Diagram
1 OF 1
F:\Public\Facility_Master\00EMailDuplication\D\DistancesRemaining\RWTWDistanceDiagram.dwg