

### NOTICE OF THE DULUTH AIRPORT AUTHORITY FEBRUARY BOARD MEETING PURSUANT TO MINN. STAT. § 13D.02

NOTICE IS HEREBY GIVEN Duluth Airport Authority will hold its *regular* meeting on Tuesday, February 21st, at 8:00 a.m. in the Amatuzio Conference Room, Third Floor, in the Duluth International Airport Terminal Building, 4701 Grinden Drive, Duluth, MN 55811

In accordance with the requirements of Minn. Stat. Section 13D.02, Board Member Kim Maki will appear remotely via interactive technology from the following public location: 100 N. 5<sup>th</sup> Ave W., #501, Duluth, MN 55802. Vice President Kevin O'Brien presiding in her absence.

Board Member Jeff Anderson will be absent from the meeting.

Members of the public may monitor the meeting by clicking below to access the meeting by Microsoft Teams: "Microsoft Teams Meeting" (information below).

### **DAA February Board Meeting**

### Join on your computer or mobile app

<u>Click here to join the meeting</u> Meeting ID: 239 185 077 47 Passcode: Smrvdg <u>Download Teams</u> | <u>Join on the web</u> **Or call in (audio only)** 

<u>+1 646-680-9078,,30141335#</u> United States, New York City Phone Conference ID: 301 413 35# <u>Find a local number | Reset PIN</u>

The public may express their comments for consideration by the Duluth Airport Authority prior to the meeting by email or in writing to <u>daa@duluthairport.com</u> or to Duluth Airport Authority, 4701 Grinden Drive, Duluth, MN 55811.

Duluth International Airport Sky Harbor Airport 4701 Grinden Drive Duluth, Minnesota 55811 phone: (218)-727-2968 fax: (218) 727-2960 DAA@duluthairport.com duluthairport.com



### DULUTH AIRPORT AUTHORITY MEETING AGENDA FEBRUARY 21, 2023

### AMATUZIO CONFERENCE ROOM DULUTH INTERNATIONAL AIRPORT

In accordance with the requirements of Minn. Stat. Section 13D.02, Board Member Kim Maki will appear remotely via interactive technology from the following public location: 100 N. 5<sup>th</sup> Ave W., #501, Duluth, MN 55802.

### I. \*EXECUTIVE DIRECTORS REVIEW

Information Letter to DAA Directors.

### II. \*APPROVAL OF PREVIOUS MEETING MINUTES & OTHER CONSENT AGENDA ITEMS

A. Approval of January 17, 2023 Meeting Minutes.

### III. \*DAA CASH DISBURSEMENTS

A. Operating Check Register Sheets #1 and #2 of 2023; Operating ACH Payment Registers #1 and #2 of 2023; Construction Check Register #1 of 2023.

### IV. \*CORRESPONDENCE

- A. E-Mail from Monaco Air Foundation with Summary of January 2023 Activities; February 1, 2023.
- B. Link for Metropolitan Airports Commission (MAC) Minutes -https://metroairports.org/archived-commission-meetings
- C. Airport Industry Policy Recommendations January 2023
- D. Minnesota's LASAC Proposed Amendment
- E. LASAC Response
- F. Duluth ATC Funding
- G. DLH ATCT Funding 1 Pager
- H. Duluth International Airport launching new parking system Wednesday
- I. DLH implements upgraded parking system 2
- J. DLH Making Changes

### V. OPPORTUNITY FOR PERSONS TO BE HEARD

### **VI. OLD BUSINESS**

None



### **VII. NEW BUSINESS**

- A. Resolution to Approve Payment in the amount of \$73,200 to the City of Duluth for the 2023 Cost Allocation Fee
- B. Resolution to Approve Amendment #1 to Work Order 2022-23 Between the Duluth Airport Authority and Short Elliot Hendrickson, Inc., for the Inclusion of a Phase II Environmental Site Assessment of the Future Air Traffic Control Tower.
- C. Resolution to Approve Work Order 2023 1 Between the Duluth Airport Authority and Short Elliot Hendrickson, Inc. for the Design of Taxiway C (South)
- D. Resolution to Transfer \$150,000 of Sky Harbor Airport FAA Entitlement Funding to the Austin Municipal Airport (MN) for Repayment of a 2016 Transfer to Sky Harbor Airport (Runway 14-32 Realignment).
- E. Resolution to approve the termination of the Master Services Agreement between Landrum & Brown and the Duluth Airport Authority.
- F. \*December 2022 Financial Reports
- G. \*February 2023 Accounts Receivable
- H. \*January 2023 Airline Statistics, Landline Statistics

### VIII. DIRECTOR'S REPORTS

<u>Items annotated by an (\*) are approved by consent and require no discussion or action</u> <u>unless questioned by a Director (In accordance with resolution passed by Directors on</u> <u>March 19, 2002</u>).



### DATE: February 21, 2023 TO: Duluth Airport Authority Board of Directors FROM: Executive Director SUBJECT: Executive Director's Review

The following items will be discussed during the Executive Director's Review. If action is required of the DAA on any of these items, they will also appear on the agenda. If you have questions or desire additional information, please contact me and I will provide it at the DAA meeting.

### AIR SERVICE

- •
- Passenger statistics will be presented at the meeting.
- Ground shuttle feasibility study

### **OPERATIONS/CONSTRUCTION/PLANNING**

- Planning:
  - Noise Exposure Maps Constructive Knowledge and Website Update
- Construction:
- Operations and Maintenance:
  - Parking Technology Installation Update
  - January 31<sup>st</sup>, 2023 Terminal Security Incident
- Sky Harbor:

### **BUSINESS/PROPERTY DEVELOPMENT**

- Arrowhead Taphouse Remodel Update
- Ranch Hangar Construction Update
- LifeLink Future Duluth Location
- Great Lakes Cruising

### FINANCIAL UPDATE

- Purchase Policy #18 Draft Update
- 2023 Concessionaire Audits
- Quarterly Financial Update

### MARKETING/COMMUNICATIONS

- Duluth and St Louis County Days Recap
- Marketing RFQ
- Ad placement update



### LEGISLATIVE UPDATE

- City Code Chapter 4 Review Update
- Duluth and St Louis County Days Recap
  - Air Traffic Control Tower Legislative Funding Request
- State Bill Banning PFAS in Class B Firefighting Foam

### PRESENTATIONS/TOURS/TRAVEL RECAP

• NSR

### **OTHER**

• Cirrus Presentation

Submitted by,

Tom Werner, C.M. Executive Director

### **MINUTES OF THE MEETING**

DATE:	January 17 <sup>th</sup> , 2023
PLACE:	Amatuzio Conference Room Duluth International Airport, Duluth, MN
DIRECTORS PRESENT:	Kim Maki Dan Markham Elissa Hansen Jeff Anderson (Virtually) Kevin O'Brien
OTHERS PRESENT:	Tom Werner, Executive Director Mark Papko, Director of Operations Natalie Baker, Director of Communications and Marketing Steve Hanke, Assistant City Attorney Jana Kayser, Director of Business Development Joelle Bodin, Director of Finance (Virtually) Amanda McDonald, DAA Krista Busse, DAA Eric Monson, Lake Superior Helicopter Kaci Nowicki, SEH Shawn McMahon, SEH

OTHERS PARTICIPATING VIA ELECTRONIC MEANS:

Matthew Stewart, SEH Kathy Leon, DAA Mark Schramek, SEH

President Maki called the DAA January board meeting to order at 8:00 a.m. She performed roll call – Dir Maki, Dir. O'Brien, Dir. Henderson, Dir. Anderson (virtually), Dir. Elissa Hansen, Dir. Markham, Dir. Crawford, Absent, Present; Pres. Maki invited Mr. Tom Werner to update on the Executive Director's review:

- Air Service: Mr. Werner presented the air service update noting total December passengers, seats, and advanced bookings. Delta, United, Sun Country, Landline. Delta will now eliminate 50-seat operations by the end of summer.
- Planning, Operations, and Maintenance:
  - Mr. Papko stated that staff is soliciting responses to the 5-year engineering and planning RFQ.
     The solicitation period will close on January 20<sup>th</sup>.
  - Mr. Papko summarized the current status of the HUB parking systems. There have been delays with programming. Hopeful to go live in February.
- Business/Property Development: Ms. Kayser discussed the Ranch Hangar Development. Heating and insulation to be included in the build so not to be an added expense to the tenants. Hangar rates have been discussed with representatives of Monaco Air Duluth for comparison. Bid package is going to be sent out. Hopeful to be presented at the February board meeting. Jana also discussed

Hangar 104 improvements. Half of the building is owned by Monaco Air Duluth, half is owned by DAA; with Cirrus leasing our space. She will update as she has more information.

- Financial Update: Ms. Bodin, Director of Finance, provided an update regarding the COVID relief funds and the plan to request remaining funds of \$2,400,321. ARPA Funds will be used to reimburse Payroll, Debt Service, Insurance, Service Charges, and Utilities. She also discussed the Operating Policy #18 (Purchase Policy) and the requested updates to language on the policy to be consistent with updated technology. Hoping to approve a new Purchase Policy in March.
- Marketing/Communications: Ms. Baker stated St. Luke's will continue their sponsorship of Club DLH for another 2 years. Amsoil agreed to extend their sponsorship contract for another 10 years.
- Legislative: Mr. Werner summarized information regarding the Air Traffic Control Tower legislative funding request. By January 19<sup>th</sup>, a meeting with Capital Investment and Transportation Committee Chairs, as well as most of the Delegation to include many of the Legislators in the surrounding area will have taken place to discuss funding.

Pres. Maki thanked everyone for their reviews and entertained a motion to approve the previous meeting minutes, with one addition of mention to the ad hoc committee that was created to study executive compensation. Dir. O'Brien moved to approve the December 20th, 2022 meeting minutes and consent items. Dir. Hansen seconded. All ayes, motion carried.

### **OPPORTUNITY FOR PERSONS TO BE HEARD**

None.

### OLD BUSINESS

None.

### NEW BUSINESS

Resolution to Approve Incentive Award Payments of \$400 Each for Outstanding Performance per DAA Operating Policy to the following employees: Mr. Ryan Welch, Mr. John Graves, Mr. Ken Timm, Mr. Paul Sinnott, Mr. Dan Taylor, Mr. Wade Cossalter, Mr. Matt Johnson, Mr. Roger Engelmeier, Mr. Derek Anderson, Mr. Tristan Durfee, Mr. Justin Tibodeau, Mr. Nathan Evenas, Mr. John Orrey, and Mr. Mike Fellerson.

- 1. Markham motioned
- 2. O'Brien 2nd
- 3. All ayes motion passes

Resolution to approve the Second Amendment to the Operatory Agreement and office space lease for Lake Superior Helicopters in order to increase the space that is leased/

- 1. O'Brien motioned
- 2. Hansen 2nd
- 3. All ayes motion passes

Dir Maki entertained a motion to adjourn at 8:46am.

1. Dir. Hansen moved

2. Second by Dir. Markham

All ayes to adjourn.

Respectfully submitted,

Krista Busse Executive Assistant

APPROVED: \_\_\_\_\_

### Duluth Airport Authority DAA Operating Check Register #1-2023 January 19, 2023

### Document Number From 11667 to 11681

Document Numb	er Date	Transaction Type	Payee	Amount
11667	1/19/2023	BILLPMT	AT&T Mobility	\$323.02
11668	1/19/2023	BILLPMT .	City Of Duluth Comfort Systems	\$32,866.45
11669	1/19/2023	BILLPMT	Cummins Inc.	\$107.40
11670	1/19/2023	BILLPMT	Curtis Oil & Propane	\$463.58
11671	1/19/2023	BILLPMT	Dalco	\$114.91
11672	1/19/2023	BILLPMT	Kaman Industrial Technologies	\$583.88
11673	1/19/2023	BILLPMT	LBC, Inc.	\$755.00
11674	1/19/2023	BILLPMT	Minnesota Council of Airports	\$250.00
11675	1/19/2023	BILLPMT	Minnesota Power	\$40,175.06
11676	1/19/2023	BILLPMT	Nextera Communications	\$1,252.62
11677	1/19/2023	BILLPMT	Northern Tool & Equipment	\$12.97
11678	1/19/2023	BILLPMT	Russell Steel	\$146.44
11679	1/19/2023	BILLPMT	Schindler Elevator Corp	\$2,027.46
11680	1/19/2023	BILLPMT	Spectrum Business	\$165.36
11681	1/19/2023	BILLPMT	Taylor, Dan	\$60.00
			VOID Check #11658	-\$146.44
				Total \$79,157.71

Airport Director

Airport Authority Maki

**City Treasury** 

Signature: Hund guai

### Duluth Airport Authority DAA Operating Check Register 2-2023 February 1, 2023

### Document Number From 11689 to 11704

Document Nun	nber Date	Transaction Type	Payee	Sale Amount
11692	1/27/2023	RFND	Cirrus Design Corporation	CO OFA 75
11693	1/31/2023	CHK	Citi Cards	\$2,651.75
11704	1/31/2023	CHK	WE Bus Payment Processing Tem	\$3,451.81
11689	2/1/2023	BILLPMT	ADB SAFEGATE	\$2,051.59
11690	2/1/2023	BILLPMT	Airport Signa & Creation	\$338.69
11691	2/1/2023	BILLDMT	Contured tale	\$160.00
11694	2/1/2023		Dubuth Link	\$144.00
11695	2/1/2023		Duluth Lawn & Sport	\$30.29
11696	2/1/2023		Grand Rapids Area Chamber of Commerce	\$846.00
11607	2/1/2023	BILLPMI	IFIDS.com Inc.	\$125.00
11609	2/1/2023	BILLPMT	Kolar	\$44.06
11098	2/1/2023	BILLPMT	Linde Gas & Equipment Inc.	\$297.70
11699	2/1/2023	BILLPMT	Lumacurve Airfield Signs	\$1 760 95
11700	2/1/2023	BILLPMT	NAPA Auto Parts	CV CO29
11701	2/1/2023	BILLPMT	NAPA Auto Parts	Φ1 440 04
11702	2/1/2023	BILLPMT	Northern Tool & Equipment	φ1,419.84 Φ10.77
11703	2/1/2023	BILLPMT	Tri-State Auto Electric	\$12.77
				\$519.00
			Total	\$14,355.87

Airport Director

Kimberly J. Maki Airport Authority

**City Treasury** 

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# Duluth Airport Authority DAA Operating ACH Payment Register #1-2023 January 20, 2023

Document Number	Date	Transaction Type	Payee	Amount
00000057/1	1/20/2023	BILLPMT	Bodin, Joelle	\$60.00
00000057/10	1/20/2023	BILLPMT	Inter City Oil (ICO)	\$31,186,24
00000057/11	1/20/2023	BILLPMT	Jamar Company	\$9,607,00
00000057/12	1/20/2023	BILLPMT	Kayser, Jana	\$60.00
00000057/13	1/20/2023	BILLPMT	Kleen-Tech	\$20,909,00
00000057/14	1/20/2023	BILLPMT	Kraemer Construction, Inc.	\$400.00
00000057/15	1/20/2023	BILLPMT	Landrum and Brown, Incorporated	\$2,000.00
00000057/16	1/20/2023	BILLPMT	Leon, Kathy	\$60.00
00000057/17	1/20/2023	BILLPMT	Menards - Hermantown	\$334.36
00000057/18	1/20/2023	BILLPMT	Menards - West Duluth	\$52.54
00000057/19	1/20/2023	BILLPMT	Oakwells CR LLC	\$68.00
00000057/2	1/20/2023	BILLPMT	Caywood Oil, LLC	\$792.03
00000057/20	1/20/2023	BILLPMT	Papko, Mark	\$60.00
00000057/21	1/20/2023	BILLPMT	Paul Bunyan Communications	\$1,866.66
00000057/22	1/20/2023	BILLPMT	Sinnott, Paul	\$60.00
00000057/23	1/20/2023	BILLPMT ·	Snell, Matthew J	\$60.00
00000057/24	1/20/2023	BILLPMT	St. Germain's Glass	\$475.00
00000057/25	1/20/2023	BILLPMT	State Supply	\$677.69
00000057/26	1/20/2023	BILLPMT	Timm, Kenneth	\$60.00
00000057/27	1/20/2023	BILLPMT	Twin Ports Paper Supply, Inc	\$1,210.02
00000057/28	1/20/2023	BILLPMT	Viking Industrial Center	\$219.72
00000057/29	1/20/2023	BILLPMT	Volaire Aviation Inc.	\$2,000.00
00000057/3	1/20/2023	BILLPMT	Citon	\$8,464.58
00000057/30	1/20/2023	BILLPMT	Waste Management of WI-MN	\$1,976.45
00000057/31	1/20/2023	BILLPMT	Welch, Ryan	\$60.00
00000057/32	1/20/2023	BILLPMT	Werner, Thomas	\$60.00
00000057/4	1/20/2023	BILLPMT	Como Lube & Supplies	\$4,735.20
00000057/5	1/20/2023	BILLPMT	Doorco Inc.	\$306.25
00000057/6	1/20/2023	BILLPMT	Grainger, Inc.	\$53.74
00000057/7	1/20/2023	BILLPMT	Graves, John	\$60.00
00000057/8	1/20/2023	BILLPMT	Guardian Pest Solutions	\$201.78
00000057/9	1/20/2023	BILLPMT	Innovational Water Solutions, Inc.	\$148.00
	•		Total	\$88,284.26

### Confirmation #0190049

**Airport Director** 

Kimberly J. Maki Airport Authority

City Treasury

Signature: Hundred

# Duluth Airport Authority DAA Operating ACH Payment Register #2-2023 February 1, 2023

### Confirmation #0310183

Document Number	Date	Transaction Type	Payee	Amount
00000058/1	2/1/2023	BILLPMT	Aramark	\$441.11
00000058/10	2/1/2023	BILLPMT	Menards - West Duluth	\$32.15
00000058/11	2/1/2023	BILLPMT	Metro Sales, Inc.	\$340.36
00000058/12	2/1/2023	BILLPMT	Mobile Radio Engineering, Inc.	\$738.34
00000058/13	2/1/2023	BILLPMT	Papko, Mark	\$643.68
00000058/14	2/1/2023	BILLPMT	Paul Bunyan Communications	\$5,260.00
00000058/15	2/1/2023	BILLPMT	Peterson Excavating & Landscaping	\$36,082,38
00000058/16	2/1/2023	BILLPMT	TKDA	\$2,943,50
00000058/17	2/1/2023	BILLPMT	Turbo Diesel & Electric	\$1,222.71
00000058/18	2/1/2023	BILLPMT	Twin Ports Paper Supply, Inc	\$1,158,16
00000058/19	2/1/2023	BILLPMT	Ziegler, Inc.	\$733.39
00000058/2	2/1/2023	BILLPMT	Blueglobes LLC	\$3,371.89
0000058/3	2/1/2023	BILLPMT	Citon	\$2,998,51
00000058/4	2/1/2023	BILLPMT	Como Lube & Supplies	\$230.00
00000058/5	2/1/2023	BILLPMT	General Security Services Corporation	\$27,282,73
00000058/6	2/1/2023	BILLPMT	Graves, John B	\$473.11
0000058/7	2/1/2023	BILLPMT	Guardian Pest Solutions	\$201.78
0000058/8	2/1/2023	BILLPMT	Jamar Company	\$7,200.00
00000058/9	2/1/2023	BILLPMT	Menards - Hermantown	\$701.81
,			Total	\$92,055.61

Kimberly J. Maki

**City Treasury** 

Airport Director

Airport Authority

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### Duluth Airport Authority DAA Construction Check Register #1-2023 January 24, 2023

### Document Number From 11682 To 11688

Document Nu	mber Date	Transaction Type	Payee	Amount
11682	1/24/2023	BILLPMT	1 MediaUSA Adverising Inc	\$1,115.00
11683	1/24/2023	BILLPMT	1 PEC Solutions, LLC	\$79,420.78
11684	1/24/2023	BILLPMT	1 Short Elliott Hendrickson	\$245,995.00
11685	1/24/2023	BILLPMT	1 Short Elliott Hendrickson	\$44,750.00
11686	1/24/2023	BILLPMT	1 Short Elliott Hendrickson	\$3,283.20
11687	1/24/2023	BILLPMT	1 TKDA	\$5,000.00
11688	1/24/2023	BILLPMT	1 Ulland Brothers, Inc.	\$45,134.69
			Total	\$424,698,67

Airport Director

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City Treasury

### Summary of January 2023 Activities

Airport Tour Program: The Foundation coordinates Duluth International Airport tours to groups of high school students and to other groups upon request.

Other Initiatives: The Foundation welcomes requests from the Duluth Airport Authority Board for initiatives the Board would like the Foundation to consider.

Please let me know if you have any questions about this month's report.

Respectfully submitted,

### Don Monaco

President Monaco Air Foundation, Inc. 4535 Airport Approach Road Duluth, MN 55811 Phone: 218-727-2911 Mobile: 630-728-5571 Fax: 218-336-0001 donm@monacoairduluth.com www.monacoairduluth.com



### AIRPORT INDUSTRY POLICY RECOMMENDATIONS January 2023

### **INFRASTRUCTURE**

### Airport Improvement Program

- Increase the authorized funding levels to a minimum of \$4 billion annually.
- Extend AIP eligibility to all activities allowed under the PFC program, as in the bipartisan infrastructure law, and require that FAA adjust its programmatic funding priorities to take the new eligibility into account.
- Authorize supplemental discretionary AIP funding and allow airports to use funds for more terminal projects and other PFC-eligible projects.
- Rebalance funding allocations by reducing the percentage of AIP entitlements large hub and medium hub airports with \$4.50 PFC turn back to the program and then replenishing the Small Airports Fund with a commensurate amount of funding. The proposed formula change is contingent upon AIP funding of at least \$4 billion annually.
- Provide additional funding for small hub and non-hub airports.
- Remove the \$20 million cap on the amount of discretionary funds allowed in terminal projects at non-hubs and some small hub airports.
- Modernize GA entitlements by providing increased funding levels to airports with more activity (\$1 million for national airports, \$500,000 for commercial-service non-primary airports, \$500,000 for regional airports, \$250,000 for local airports, \$150,000 for basic airports, and \$0 for unclassified airports.) The proposed formula change is contingent upon AIP funding of at least \$4 billion annually.
- Require the FAA to distribute AIP funding as quickly as possible and with as much flexibility as possible, in part by allowing airports to report on their usage of the funds for eligible activities, rather than directing airports on the agency's preferred use of the funds.
- Establish pilot program for the FAA to begin accommodating alternative-delivery and advanceconstruction methods that can expedite projects and reduce costs.
- Continue using Calendar Year 2019 enplanement figures (or current year figures, whichever is higher) to determine AIP entitlement apportionments for two additional years beyond Fiscal Year 2023.
- Support continued funding for ACRP.

### Passenger Facility Charges

- Eliminate the federal cap on local PFC user fees.
- Extend PFC eligibility to include any lawful capital cost of the airport.
- Eliminate PFC exemptions for non-revenue passengers.
- Fully implement the PFC streamlining provision (Section 121) included in the FAA Reauthorization Act of 2018, which expands to all-size airports a streamlined process for imposing/using PFCs, as previously provided only to non-hub airports.
- Eliminate PFC application requirement when airports use PFCs for local match on AIP-approved projects.

#### **Bag Fees**

• Include airline bag fees in the domestic passenger ticket tax that helps fund the Airport and Airway Trust Fund.

### **REGULATORY REFORM**

- Accelerate airport land use development by directing FAA to fully implement Section 163.
- Remove costly hurdles to implementation of Bipartisan Infrastructure Law:
  - DOT should reinstate a nationwide waiver for new Buy America provisions until at least 180-days after the FAA issues airport-specific guidance on implementation and a sound assessment of supply chains and product/material availability in the United States is made.
  - Since airports are involved in complex, multifaceted construction programs with a mix of federal, local, and private resources, there should be an exemption for airports to the applicability of Buy America to the entirety of a project. It is federal overreach to apply federal procurement law to a project or portion of a project funded with an airport's own resources.
  - Direct the FAA to accommodate alternative-delivery and advance-construction methods that can expedite and reduce costs for projects using federal funds, especially for projects already underway at many airports.
- Protect airports in Safety Management System implementation:
  - Provide liability protection for those airport personnel designated as responsible for SMS implementation.
  - Provide airports with public disclosure protection for the safety-related data generated as part of their SMS programs.
- Set a 45-day deadline for FAA to approve NEPA purpose-and-need statements.
- Extend the eligibility date for the TIFIA for Airports provisions to align with the authorization date of the new FAA reauthorization bill.
- Avoid the imposition of additional grant assurances on airports.

### **ENVIRONMENTAL ISSUES**

### **PFAS Firefighting Foam**

- Direct the FAA, in collaboration with industry stakeholders, to develop a national transition plan to assist airports in moving to fluorine-free firefighting foams.
- Provide federal funds for an acquisition program for the new foam, a disposal program for the old foam, and PFAS remediation at airports.
- As the EPA continues to pursue plans to designate PFAS as hazardous materials, Congress should acknowledge the longstanding federal requirement on airports to use this firefighting foam by providing liability protection to airports, including CERCLA liability protection.

### Voluntary Airport Low Emissions Program

- Expand eligibility to include all airports, including those outside of non-attainment areas, to enable efforts towards meeting Net Zero commitments.
- Broaden the program to address overall greenhouse gas emissions.
- Allow the program to include actions taken as part of a State Implementation Plan or Federal Clean Air Act requirement.
- Incorporate energy management and renewable energy projects where emissions reductions occur at a utility, rather than an airport.

### **Resiliency/Sustainability**

- Provide separate, dedicated general funds (est. \$1 billion annually) for projects eligible the under Voluntary Airport Low Emissions Program; Airport Zero Emissions Vehicle and Infrastructure Pilot Program; noise mitigation (such as public education programs and sound insulation); sustainability; resiliency projects and planning; and installation of electric charging stations.
- Establish funding program to support planning and development of electric capability and resiliency projects at airports.
- Direct FAA to work with NOAA and US Army Corps of Engineers on resiliency initiatives for coastal airports.

#### Noise

- Direct FAA to update Part 150 noise standards to reflect all relevant laws and regulations.
- Require FAA to help reduce impact of aircraft noise on local communities by: 1) implementing flight procedures that can attenuate aircraft noise; 2) working with airports on arrival and departure routes; and 3) discouraging local encroachment that could create future noise challenges and impact airport operations and aviation safety.
- Direct the FAA to clarify future noise policy/standards and seek feedback from airports and their stakeholders before implementing any changes per the recently conducted Neighborhood Environmental Survey that could affect airport operations.
- Direct FAA to evaluate the community impact of noise from AAM and UAS integration into the NAS, and not hold airports responsible for noise resulting from AAM and UAS operations not associated with airport operations.

#### **Sustainable Aviation Fuel**

• Establish funding program for planning and development of appropriate SAF infrastructure at airports, which will help promote greater SAF availability at airports as SAF production, transportation, blending, and storage needs increase.

### SMALL COMMUNITY AIR SERVICE/WORKFORCE

- Modernize and maintain funding for the Essential Air Service Program.
- Enhance the Small Community Air Service Development Program:
  - Increase funding to at least \$20 million annually.
  - Allow communities to receive multiple grants for the same purpose.
- Support the Contract Tower Program:
  - Provide incentives for retired federal controllers to continue working at contract towers.
  - Require FAA and Labor Department to review the outdated wage determinations for contract tower controllers.
  - Provide funds to install radar displays and other ATC equipment at contract tower facilities.
- Take steps to address the pilot and aviation workforce shortage, such as: 1) increasing federal student loan aid for pilot training; and 2) extending and increasing funding for Aviation Workforce Development Grants to \$10 million annually.

### FAA FACILITIES AND EQUIPMENT/OPERATIONS

- Require the FAA to work with airports, aviation stakeholders, and TSA to ensure (1) new entrants are safely integrated into the National Airspace System, and (2) airports are protected from unsafe UAS activities.
- Ensure new entrants pay their fair share for the costs of ATC services and infrastructure needed to accommodate their operations.
- Increase funding for ATC towers and equipment.
- Expand the Remote Tower Pilot Program.

Committed to growing air service throughout Minnesota

February 6, 2023

Rep. Matt Norris (DFL) District: 32B 507 State Office Building St. Paul, MN 55155

RE: Proposed Amendment to HF742, Prohibiting the Use of Firefighting Foam Containing PFAS

I am writing on behalf of the Minnesota's Local Airline Service Action Committee ("LASAC"). The group, which was organized in 1964, promotes air service to communities throughout Minnesota. Our airports include Brainerd, Bemidji, Chisholm-Hibbing, Duluth, International Falls, Minneapolis-St Paul, Rochester, St. Cloud, and Thief River Falls.

Thank you for your leadership in addressing an issue that impacts most everyone in Minnesota, the prevalence of so-called forever chemicals. As we have discussed HF742, banning the use of Class B Firefighting foam containing PFAS is a worthy endeavor. However, airports in Minnesota are bound to a complex regulatory and funding structure with the Federal Aviation Administration (FAA) that is pacing differently on this issue. As noted in my January 30<sup>th</sup> letter, Minnesota's nine commercial service airports want to ensure a feasible and orderly transition to fluorine-free foam (F3) is considered in HF742. The FAA notes in its Part 139 CertAlert No. 23-01, dated January 12, 2023, to the nation's airports that, "it is anticipated to take a minimum of 90-120 days from the issuance of the new F3 Military Specification, dated January 12,2023, for the first products to complete their certification process and be listed on the Qualified Product Database. Airport operators should plan for possible delays in distribution of delivery or product."

The certification timeline summarized above, could put Minnesota's commercial service airports in conflict with the proposed implementation timeline in HF742. As a result, I recommend the following amendment to Subd.3.

"(b) This subdivision does not apply to the manufacture, sale, distribution, or use of class B firefighting foam for which the inclusion of PFAS chemicals is required by federal law. <u>Airports, governed by Code of Federal</u> <u>Regulations, title 14 section 139.317, are no longer exempt under this provision provided that the Federal Aviation</u> <u>Administration has produced:</u>

- Policy guidance regarding the orderly transition to fluorine-free foam
- <u>Decontamination and/or replacement of firefighting equipment</u>
- <u>A fluorine-free foam product is included in the Federal Aviation Administration's Qualified Product</u> <u>Database</u>
- Funding is available for replacement of Class B Firefighting Foam containing PFAS at airports

In addition, a takeback program has been established by the federal government or the state of Minnesota."

Committed to growing air service throughout Minnesota

The language omitted from Subd.3.(b) would be replaced by the language proposed above. This allows for an orderly transition to F3 products at Minnesota's commercial service airports.

I look forward to discussing our proposal with you further. I can be reached at <u>twerner@duluthairport.com</u>.

Sincerely,

Tom Werner, C.M. Chair, LASAC

cc:

Rep. Rick Hansen, Chair Environment and Natural Resources Finance and Policy Rep. Dave Lislegard, District: 07B Rep. John Burkel, District: 01A

Committed to growing air service throughout Minnesota

January 30, 2023

Rep. Matt Norris (DFL) District: 32B 507 State Office Building St. Paul, MN 55155

RE: Considerations Regarding HF742, Prohibiting the Use of Firefighting Foam Containing PFAS

Representative Norris,

I am writing on behalf of the Minnesota's Local Airline Service Action Committee ("LASAC"). The group, which was organized in 1964, promotes air service to communities throughout Minnesota. Our airports include Brainerd, Bemidji, Chisholm-Hibbing, Duluth, International Falls, Minneapolis-St Paul, Rochester, St. Cloud, and Thief River Falls.

Aqueous film-forming foam (AFFF) is used to fight petroleum-based fires at airports. The U.S. Federal Aviation Administration (FAA) requires airports to use AFFF that has been certified to meet strict performance specifications, including the U.S. Department of Defense Military Specifications. For decades, AFFF containing perand polyfluoroalkyl substances (PFAS) has been used extensively at airports throughout the United States to protect the safety of passengers, crews and others. Minnesota's commercial service airports support transitioning to a fluorine-free foam (F3) alternative. However, any transition away from current AFFF products must consider many unanswered questions that pose logistical challenges to commercial service airports as we continue to provide the highest level of firefighting capabilities for the traveling public. These challenges include:

- It's currently unclear how long will it take for airports to procure the new F3, especially with how much demand is expected. Will manufacturers be able to meet demand in the first year or two?
- Will aircraft rescue and firefighting (ARFF) trucks need to be retrofitted to accommodate the new F3? If so, what will such modifications cost and how long will that take?
- Can current ARFF trucks be decontaminated from historical AFFF use? How clean do those trucks have to be?
- What type of training will be required of firefighters and how long will that take to train them?
- How do you dispose of AFFF concentrate without causing any environmental issues?

The FAA is scheduled to produce its policy guidance to airports on this matter in the fourth quarter of 2023. Until then, airports have more questions than answers when contemplating the second and third order effects of Bill HF742.

The state of Minnesota can assist with an orderly transition to F3 products for use at airports by:

• Extending the currently proposed exemption timeline proposed in HF742 to January 1, 2026. Alternatively, we would support a reasonable waiver provision that recognizes the logistical uncertainty outlined above.

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- Fund an AFFF takeback program at Minnesota's nine commercial service airports. At least 12 states have takeback programs including WA, AZ, CO, MI, IN, MD, NJ, CT, NY, MA, RI and VT.
- MNDOT's State Airports Fund should receive a onetime general fund appropriations increase to fund the retrofit or replacement of contaminated airport firefighting equipment without degrading the funds capacity to invest in airport infrastructure renewal at Minnesota's 135 public airports.

Minnesota's commercial service airports agree that the elimination of PFAS is a worthy endeavor. We look forward to working with you and other stakeholders to develop a responsible transition plan that is balanced with the safety of the traveling public.

The point of contact for this request is the undersigned at <u>twerner@duluthairport.com</u>.

Sincerely, Tom Werner, C.M. Chair, LASAC

# DULUTH INTERNATIONAL AIRPORT (DLH)

### **Air Traffic Control Tower Replacement**

### The DLH Airport:

The Duluth International Airport provides a vital service to the region with a unique traffic mix of commercial service, cargo, medical and military flights passing through annually. This unique mix contributes \$760 million annually to the region's economy and provides over 6,000 jobs to our area.

Over \$111 million in infrastructure investments have been completed in the past 10 years, with plans to continue this investment in infrastructure over the next 20 years to total \$163 million. To sustain the growth of air commerce and services that are essential to the region, a new air traffic control facility is necessary for enhanced safety and viability.

### The new ATCT:

The ATCT located at DLH was built in the mid-1950s making it the 3rd oldest air traffic control tower in the country. The tower is deteriorating and does not meet FAA standards for line-of-sight requirements. Historically, there has not been a federal program to fund the replacement of locally owned air traffic facilities. The Investment in Infrastructure and Jobs Act changed that by providing a unique funding opportunity for The Duluth Airport Authority. This will cover 95% of eligible construction costs, estimated to be \$38 million. Additionally, we request \$14 million from the state legislature from the budgetary surplus to leverage this federal investment. Our request of \$14 million from the state legislature will ensure the final design of the new facility, the commission of the FAA to participate in the design process, demolition of three blighted buildings to make way for the new tower and an environmental assessment. The state's investment in this project will help secure funding that would not otherwise come to Minnesota.

### Historical & Projected Infrastructure Investment





### The Control Tower:

- 70 years old
- 3rd oldest ATCT in the country
- Does not meet FAA standards for line-of-sight requirements and is in deteriorating condition

# HIGHLIGHTS

DuluthAirport.com #FlyDLH



DLH contributes \$760.6 million annually to the region's economy

ONAL



Supports 6,230 jobs (direct, indirect and induced)



#### DLH provides 67,000 operations per year (2023 estimate)

Includes: commercial passenger, cargo, medical and military flights



Project will cost: \$40 million, with \$14m coming from state surplus



Limited time to receive funding from the Infrastructure Improvement and Jobs act

## **Duluth International Airport launching new parking system Wednesday**

New ticket station at the entrance to each of the individual lots



Duluth International Airport(Northern News Now) By <u>Hayley Raatsi</u> *Published: Feb. 7, 2023 at 3:09 PM CST* 

DULUTH, MN. (Northern News Now) - The Duluth International Airport plans to launch a new parking system Wednesday, February 8.

According to a news release, the airport has been working on updating its parking system.

They have installed a cashless and cashier-less system that allows for contact-free payment from entry to exit.

Spokespeople say customers will see a new ticket station at the entrance to each of the individual lots, the surface lot and garage parking structure.

There will be a new pay station at each exit.

"We are very pleased to create an even better customer experience by upgrading our parking lot technology," said Tom Werner, Executive Director of the Duluth Airport Authority. "Our team has been working diligently to get this new system in place."

Customers will be greeted virtually by live support staff that can help with all situations remotely.

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Customers will be greeted virtually by live support staff that can help with all situations remotely.

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# Duluth Airport Making Changes To Parking System Starting Wednesday

February 7, 2023 KQDS Staff



DULUTH, Minn. — The Duluth International Airport is making changes to its parking system starting Wednesday.

A news release from the airport says this is part of their plan to improve customers experience and has been working to update it.

Customers who are parking can expect a cashless system that allows for a contact-free payment from entry to exit.

The new system offers updated technology with touchless, mobile, and pre-payment options. And if you experience any issues live support staff can help you virtually.

### VII. A.

### Resolution to Approve Payment in the amount of \$73,200 to the City of Duluth for the 2023 Cost Allocation Fee

### Terms:

- Calendar year of 2023
- Cost: \$73,200

### Overview:

- The Duluth Airport Authority utilizes the City of Duluth staff resources for several functions:
  - o HR/Benefits Processing
  - o Payroll Processing
  - o Legal
  - Purchasing
- The City of Duluth charges reimbursement of time and expenses allocated to supporting the Duluth Airport Authority.
- The city reviewed actual time spent on services provided to the airport multiplied by the actual payroll costs of the persons providing the services to determine the increase in cost.
- Previously the cost allocation fee was \$45,200 and had been the same since at least 2014.

<b>CITY OF DULUTH</b> <b>DULUTH</b> 411 West First Street • Duluth, Minnesota 55802	Invoice Number: Date: Due Date:	2023-00000027 01/26/2023 Due Upon Receipt
	Total Invoice:	\$73,200.00
	Prepayments:	\$ <u>0.00</u>
	I otal Due:	\$73,200.00

Customer #: 406

Duluth Airport Authority 4701 Grinden Drive Duluth, MN 55811

Invoice Type: Misc	Description: 2023 COST ALLOCATION FEE				
Description	Quantity	Unit Price	Total Price		
Miscellaneous	1	\$73,200.0000	\$73,200.00		

PAYMENT DUE UPON RECEIPT. PLEASE RETURN REMITTANCE COPY.



**Customer #:** 406 Duluth Airport Authority 4701 Grinden Drive Duluth, MN 55811

#### **REMIT PAYMENT TO:**

CITY OF DULUTH, MINNESOTA OFFICE OF THE TREASURER 411 WEST 1<sup>st</sup> ST. ROOM 120 DULUTH, MN 55802 (218) 730-5350

Total Invoice:	\$73,200.00
Prepayments:	\$0.00
Total Due:	\$73,200.00

PLEASE INCLUDE INVOICE NUMBER ON THE REMITTANCE: 2023-00000027

### VII B.

### Duluth Airport Authority Short Elliott Hendrickson Inc. (SEH) Work Order 2022-23 Amendment 1 for Phase II Environmental Site Assessment (ESA) at the Duluth International Airport

### Terms:

- Estimated start date of February 22, 2023
- Estimated end date of March 31, 2023

### Fiscal Impact:

The design proposal for this project is \$29,800. This work includes preparation of a Phase II Environmental Site Assessment (ESA) for Site 6. The ESA includes drilling for environmental samples, laboratory testing, a Phase II ESA Report and agency coordination.

### Agreement Overview:

This amendment to work order 2022-23 includes preparation of a Phase II ESA. This effort includes preparation of the Phase II ESA, collection of environmental samples, laboratory testing, preparation of a final report and coordination with appropriate agencies. The contract provisions included in the Master Agreement (dated 1-21-2020) between the DAA and SEH remain in effect for this work order.

### Background:

The Federal Aviation Administration recently conducted a Phase I Environmental Site Assessment (ESA), which identified two Recognized Environmental Conditions (RECs) for Site 6.

According to the 2004 Site Research Report that was prepared for Formerly Used Defense Sites (FUDS) at the Duluth Airport, Building 306 is located northeast and adjoining Site 6 and was identified as the B E Laboratory and fuel oil tank building in the 2004 Site Research Report. Operations and potential chemical usage at the laboratory are unknown, but material usage included two fuel oil tanks of unknown capacity. Building 305 is located east of Site 6 and was referred to as the rocket check/assembly building. Specific operations in Building 305 are not known. The 2004 Site Research Report also indicated a former underground storage (UST) was located north of Site 6. Additional information regarding the materials stored in the UST or if environmental sampling was conducted during its removal was not provided.

The Phase II ESA will evaluate whether soil, soil vapor, and/or groundwater at the Subject Property have been impacted by the identified RECs.

### WORK ORDER No. 2022-23 (Amendment #1) Between

#### The Duluth Airport Authority (DAA) (Owner) and Short Elliott Hendrickson Inc. (SEH) (Consultant)

Dated: February 21, 2023

#### ENVIRONMENTAL ASSESSMENT FOR AIR TRAFFIC CONTROL TOWER CONSTRUCTION – PHASE II ENVIRONMENTAL SITE ASSESSMENT (ESA) DULUTH INTERNATIONAL AIRPORT (DLH)

This work order includes completion of a Phase II Environmental Site Assessment (ESA) for Site 6. The contract provisions included in the Master Agreement (dated 1-21-2020) between the DAA and SEH remain in effect for this work order.

Estimated start date is February 22, 2023; estimated end date is March 31, 2023

Compensation by the Owner to the Consultant shall be a lump sum amount of \$29,800.00

A description of the services to be provided is included in Attachments A. A detailed estimate of labor cost and expenses is included in Attachment B.

Point of Contact: Kaci Nowicki

APPROVED:

**Duluth Airport Authority (DAA)** 

Short Elliott Hendrickson Inc.

Title:\_\_\_\_\_

Title: Practice Center Leader, Principal

Date:\_\_\_\_\_

Title:\_\_\_\_\_

Date:\_\_\_\_\_

### Attachment A Duluth International Airport (DLH) Short Form Environmental Assessment Amendment #1 – Phase II Environmental Site Assessment (ESA) Scope of Work Outline

#### General -

The Short Form Environmental Assessment (EA) will study alternatives to provide a new ATCT. The EA alternatives are expected to include two (2) of the alternatives carried forward through the FAA AFTIL process (Site 6 and Site 3).

Site 6 is located north of the intersection of Airport Road and Ralston Drive and includes portions of three parcels. The far western portion of Site 6 was initially developed by at least 1939 through the early 1950s with a residence, which was removed as the Duluth Air Force Base was developed. The current building was constructed in 1953 and was used as a flight simulator building by the Air Force. The building is currently occupied by Hermantown Hydraulics, a hydraulic equipment repair shop.

The Federal Aviation Administration recently conducted a Phase I Environmental Site Assessment (ESA), which identified two Recognized Environmental Conditions (RECs) for the subject property including:

- Based on the age of the facility and operations observed during the site reconnaissance, this staining and potential impact to soils below the building is believed to present a Recognized Environmental Condition (REC) for the subject property.
- Based on its current regulatory status as an active remediation site, the former U.S. AFB Duluth is believed to present a REC for the subject property.

According to the 2004 Site Research Report that was prepared for Formerly Used Defense Sites (FUDS) at the Duluth Airport, Building 306 is located northeast and adjoining Site 6 and was identified as the B E Laboratory and fuel oil tank building in the 2004 Site Research Report. Operations and potential chemical usage at the laboratory are unknown, but material usage included two fuel oil tanks of unknown capacity. Building 305 is located east of Site 6 and was referred to as the rocket check/assembly building. Specific operations in Building 305 are not known. The 2004 Site Research Report also indicated a former underground storage (UST) was located north of Site 6. Additional information regarding the materials stored in the UST or if environmental sampling was conducted during its removal was not provided.

The Phase II ESA will evaluate whether soil, soil vapor, and/or groundwater at the Subject Property have been impacted by the identified RECs.

Project Deliverables – The project deliverables of this scope include the following:

1. Phase II ESA Report

#### This work scope includes:

#### Study Element 1: Project Initiation, Meetings, Coordination and Administration

Task 1.1 – Project Scoping and Contract Development - Short Elliott Hendrickson (SEH and/or Consultant) will coordinate with the Duluth Airport Authority (DAA), the Federal Aviation Administration (FAA) to develop the appropriate work scope, define tasks, lines of communication, and establish project goals and objectives. Project fees will be prepared using the final Scope of Work. An agreement will be developed from the Final Scope of Work and approved fees.

- **Task 1.2 Meetings –** SEH will maintain continuous contact with the DAA (sponsor), MNDOT, and FAA through e-mail, regular mail, phone, working papers, and deliverables. The following meetings are included.
- Task 1.2.1 SEH Project Team Meetings This task includes an internal meeting by the SEH team to discuss Phase II ESA results and provide coordination between team members. One (1) meeting is anticipated.
- Task 1.2.2 Agency Meetings This task includes coordination meetings by the SEH project team, MNDOT, FAA, DAA staff, and other individuals and agencies as needed, to discuss the status and results of the Phase II ESA. Up to two (2) virtual agency meetings are anticipated.
- **Task 1.3 Project Administration –** SEH will provide project administration and management services as required to complete the project within the conditions of this agreement. Administration and management duties will include preparation of a budget and schedule, holding internal project meetings to monitor progress and budget.
- **Task 1.5 Quality Assurance and Control –** SEH will implement and carry-out internal quality control for the project. Independent peer review will be conducted at each phase of the project to check content and product quality. Throughout the project, SEH will be responsible for draft and final proof-reading, final word processing, editing, graphics, reports, and other products included in this Scope of Work.

#### Deliverable: Project scope, agreement, and meetings.

#### Study Element 6: Phase II Environmental Site Assessment (ESA)

The following identifies the proposed work program for completion of the Phase II ESA:

- Task 6.1 Field preparation, pre-task planning, safety and scheduling As part of this task, sampling locations, sampling intervals, and analytical parameters will be verified and coordinated with our subcontractors. As required by the Occupational Safety and Health Administration (OSHA), SEH will prepare a Health and Safety Plan (HASP) for Phase II ESA activities.
- Task 6.2 Stake locations utility locate/meet Prior to the start of sampling activities, public utilities will be cleared. A private utility locate also will be completed and is included in the cost estimate.

#### Task 6.3 – On-Site Monitoring and Sample Collection -

**Soil Sampling.** The scope and cost for performing this portion of the project assumes advancement of eight hydraulic push probe borings to 15 feet below ground surface (bgs) or to groundwater, whichever is shallower, to collect soil samples for field screening and chemical analyses. The floor slab in the shop area will also be cored in two locations and soil samples will be collected below the floor slab using a hand auger.

Soil samples will be screened for organic vapors with a photoionization detector and observations regarding indications of contamination will be made. This task includes sample collection, analysis, and documentation. Boring cuttings will be thin spread on site. Following advancement of the hand auger borings, the floor slab will be patched.

**Groundwater Sampling.** Following advancement of the push probe borings, temporary wells will be installed in the borings and groundwater samples will be collected for chemical analyses.

**Soil Vapor Sampling.** We understand the proposed air traffic control tower is proposed to be constructed in the general vicinity of the current building. Therefore, to evaluate potential soil vapor impacts at the Subject Property where the air traffic control tower is proposed, SEH will install four

vapor pins through the floor slab of the existing building to collect subslab soil vapor samples. Soil vapor samples will be collected in accordance with the Minnesota Pollution Control Agency's MPCA's Investigation and Mitigation Decision Best Management Practices (BMPs). Following sample collection, the vapor pins will be removed, and the floor slab will be patched.

Per the MPCA's BMPs, up to two rounds of seasonally spaced soil vapor samples may need to be collected to evaluate potential soil vapor impacts. If during the initial round of vapor sampling, concentrations of volatile organic compounds (VOCs) in soil vapor do not exceed MPCA action levels (i.e., 33 times the industrial Intrusion Screening Values [ISVs]), a second round of vapor sampling during a differing season – either the heating or non-heating season, will be recommended. The MPCA defines the non-heating season as April through October and the heating season as November through March. In the event, VOC concentrations in soil vapor below the building exceed 33 times the industrial ISVs during either round, the recommendation will be made to mitigate the building. For the purposes of this proposal, it is assumed only <u>one round</u> of soil vapor testing will be conducted.

#### Laboratory Analyses

Matrix/Media	Number of Samples	Analytical Parameters
Soil	18	<ul> <li>VOCs using United States Environmental Protection Agency (EPA) Method 8260</li> <li>Polynuclear aromatic hydrocarbons (PAHs) using EPA Method 8270</li> <li>The 8 Resource Conservation and Recovery Act (RCRA) Metals using EPA Methods 6010 and 7471</li> <li>Diesel range organics (DRO) using the Wisconsin Department of Natural Resources Method (WDNR) with silica gel cleanup</li> <li>Gasoline range organics (GRO) using the WDNR Method</li> </ul>
Groundwater	8	<ul> <li>VOCs using EPA Method 8260</li> <li>DRO using the WDNR Method</li> <li>GRO using the WDNR Method</li> </ul>
Soil Vapor	4	- VOCs using EPA Method TO15

The cost estimate is based on the following laboratory analyses:

**Task 6.3 – Reporting** - SEH will prepare a Phase II ESA Report presenting the data collected in the field investigation. The report will include figures, tables, boring logs, laboratory reports, conclusions and recommendations.

#### ESTIMATED FEES AND EXPENSES ATTACHMENT B Short Form Environmental Assessment AMENDMENT 1, WO 2022-23 - PHASE II ESA Duluth International Airport Duluth, MN

Task No.	Task Description	Sr. Planner / Project Manager	Sr. Scientist	Scientist	Graduate Scientist	Senior GIS Specialist	Admin Technician	Task Total
1.0	Project Initiation, Meetings, Coordination and Administration							
1.1	Project Scoping/Contract Development	1	2					3
1.2	Meetings							0
1.2.1	SEH Team Meetings	1	1					2
1.2.2	Agency Meetings	1	1					2
1.3	Project Administration		4				1	5
1.5	Quality Assurance and Control		2					2
								0
6.0	Phase II Environmental Site Assessment							0
6.1	Field preparation, pre-task planning, safety and scheduling		2		4			6
6.2	Stake locations, utility locate/meet				4	1		5
6.3	On-Site Monitoring and Sample Collection				30			30
6.4	Reporting		2	16	8	4	4	34
								0
	Total hours per labor category	3	14	16	46	5	5	89

#### ESTIMATE OF LABOR COSTS:

Labor Category	Hours	Rate	Extension
Sr. Planner / Project Manager	3	\$80.91	\$242.73
Sr. Scientist	14	\$63.53	\$889.42
Scientist	16	\$31.53	\$504.48
Graduate Scientist	46	\$29.11	\$1,339.06
Senior GIS Specialist	5	\$40.55	\$202.75
Admin Technician	5	\$32.45	\$162.25
Total Direct Labor Costs:	89		\$3,340.69
Labor and Administrative Overhead			\$5,546.55
Fee (15%)			\$1,333.09
Total Labor Costs			\$10,220.33

#### ESTIMATE OF EXPENSES:

Direct Expenses	Quantity	Rate	Extension
Computer Usage	89	\$5.80	\$516.20
Photoionization Detector	3	\$75.00	\$225.00
Truck Usage	34	\$5.00	\$170.00
Mileage	80	\$0.65	\$52.00
Water level indicator	2	\$25.00	\$50.00
R1/GPS	3	\$40.00	\$120.00
Soil Vapor Sampling Kit	1	\$50.00	\$50.00
Hammer Drill	2	\$150.00	\$300.00
Total Expenses			\$1.483.20

Total Expenses

#### ESTIMATE OF SUBCONTRACTOR COSTS:

Subcontractor	Quantity	Rate	Extension
Range Environmental Drilling	1	\$4,000.00	\$4,000.00
Eurofins - Laboratory (including rush fee)	1	\$11,955.20	\$11,955.20
Braun Intertec - Concrete Coring	1	\$850.00	\$850.00
GPRS - Private Utility locate	1	\$1,250.00	\$1,250.00

#### **Total Subcontractor Costs**

\$18,055.20

SUMMARY:	
Estimated Total	\$29,758.73
Total	\$29,800.00

### RANGE ENVIRONMENTAL DRILLING

TODD J. KNUCKEY, OWNER CELL# (218) 966-6054 FAX# (218) 263-8159 2114 2ND AVENUE EAST HIBBING, MN 55746

PROJECT NAME:	Duluth Airport Ph. II
COMPANY NAME:	Short Elliott Hendrickson, Inc
COMPANY ADDRESS:	3535 Vadnais Center Dr
	St Paul, MN 55110
CONTACT NAME:	Jennifer Force
CONTACT PHONE:	
CONTACT MOBILE:	(612) 839-2430

DRILLING SERVICES	UNIT COST	UNITS	TOTAL	
-Geoprobe Rental, \$/hr	\$115.00	12	\$1,380.00	
-Geoprobe Operator, \$/hr	\$110.00	12	\$1,320.00	
-Mobilization	\$750.00	1	\$750.00	
-Private Locate	\$250.00	1	\$250.00	
-Misc. Expendable Supplies	\$300.00	1	\$300.00	
			\$4,000.00	

The above cost estimate is based on the following scope of work provided by the Consultant. Range Environmental Drilling will provide labor and materials for:

Eight Geoprobe soil borings to depth of 15 ft. Continuous soil sampling and collection of groundwater from the soil borings.

Each soil boring will be abandoned according to Minnesota Department of Health Regulations. Public utilities will be notified using the Gopher State One Call.

1/30/23 Date Todd J. Knuckey

Owner
# PROPOSAL

# SHORT ELLIOTT HENDRICKSON INC







?

GPRS is the nation's premier company specializing in the detection of underground utilities and underground storage tanks, video pipe inspection, leak detection and the imaging of concrete structures. Our services enable your projects to stay safe, on time and on budget.

# SIM-CERTIFIED FIELD STAFF

Our SIM-Certified Project Managers are equipped with the latest technology, industry leading training and a methodology that has produced over 99.8% accuracy on over 300,000 projects. Visit SIMSPEC.ORG today for details.

## NATIONWIDE FOOTPRINT

GPRS is the largest company of our kind. With highly trained Project Managers across America we can provide rapid response to your job site — wherever it may be located.

## CONSULTATIVE APPROACH

GPRS Project Managers are trained to help you remove barriers that could impact your project being safe, on time and on budget. They provide industry-leading deliverables such as CAD, 3D drawings, NASSCO reports, and a .KMZ and .PDF map is included with every utility locating project which accelerates planning, organizes operations and increases communication.





Submitted By: Thomas Leeds

February 6, 2023 Client: SHORT ELLIOTT HENDRICKSON INC Project: 4905 Airport Road, Duluth, MN 55811 Quote Number: GPRSQUOTE-48951

GPRS appreciates the opportunity to provide this proposal. I encourage you to visit our website (<u>www.gprsinc.com</u>) and contact any of the numerous references listed. Our insurance certificate and W-9 can also be downloaded <u>here</u>. Please feel free to contact me if you have any questions, or if you need additional information.

### Scope of Work

**Soil Bore Scan:** We understand the scope of work on this project is to search for underground utilities around soil bores, as listed in the table below. We will attempt to trace any utilities for which structures are visible from the work area. Utilities will be marked on the surface using spray paint or other appropriate means. The client will be responsible for providing drawings or notifying GPRS of any utilities known to be entering the work area for which there are no apparent surface features or structures that are visible from the work area. To avoid additional charges, the areas should be laid out, marked, and cleared of obstructions prior to our arrival.

Soil Bore Count	Scan Area Radius
6 Soil Bores	10 ft. radius around each

## Equipment

- Underground Scanning GPR Antenna. This GPR Antenna uses frequencies ranging from 250 MHz to 450 MHz and is mounted in a stroller frame that rolls over the surface. Data is displayed on a screen and marked in the field in real-time. The surface needs to be reasonably smooth and unobstructed to obtain readable scans. Obstructions such as curbs, landscaping, and vegetation will limit the efficacy of GPR. The total effective scan depth can be as much as 8' or more with this antenna but can vary widely depending on the soil conditions and composition. Some soil types, such as clay, may limit maximum depths to 3' or less. As depth increases, targets must be larger to be detected, and non-metallic targets can be challenging to locate. The depths provided should always be treated as estimates as their accuracy can be affected by multiple factors. For more information, please visit: Link
- Electromagnetic Pipe Locator. This receiver can passively detect the signals from live AC power or radio signals traveling along some conductive utilities. Operators can connect a transmitter directly to accessible metallic pipes, risers, or tracer wires to generate a current at a specific frequency. The receiver can then detect the resulting signal along the pipe or tracer wire. Various factors may impact this device's effectiveness, including (but not limited to) access to the utility, conductivity, grounding, and interference from other utilities. The depths provided should always be treated as estimates as their accuracy can be affected by multiple factors. For more information, please visit: Link
- Traceable Rodder. The rodder consists of a copper wire encased in fiberglass. This device is pushed through a pipe with direct access, such as a sewer line at a cleanout or a storm drain catch basin. Operators then induce a current on the wire and trace the signal from the surface. The maximum traceable depth is 10' depending on the soil conditions, and the maximum distance is 200'. Inserting the rodder into deeper pipes within manholes may not be feasible depending on site conditions. GPRS will not access electrical conduits. The signal is not detectable through metallic pipes. For more information, please visit: Link
- GPS. This handheld unit offers accuracy down to 4 inches; however, the accuracy achieved will depend on the satellite environment at the time of collection and is not considered survey-grade. Features can be collected as points, lines, or areas and then exported as a KML/ KMZ or overlaid on a CAD drawing. For more information, please visit: Link

👌 UTILITY LOCATING 🔹 🕉 VIDEO PIPE INSPECTION 🍨 🛲 CONCRETE IMAGING 🍨 🟯 REPORTS & DRAWINGS 🍨 🚳 LEAK DETECTION



### **Project Costs**

SERVICE	DESCRIPTION
Soil Boring	
Mobilization from Minneapolis - 157mi	
TOTAL	\$ 1,250.00

## **General Terms & Conditions**

This proposal is subject to the General Terms and Conditions for Services of Ground Penetrating Radar Systems, LLC posted at Link (the "Terms and Conditions") and is hereby incorporated by reference into and made a part of this proposal. Customer acknowledges it has read and agrees to be bound by such Terms and Conditions. In the event of any conflict between the terms of this proposal and the Terms and Conditions, the Terms and Conditions will prevail. Customer also acknowledges that Ground Penetrating Radar Systems, LLC may, from time to time and at its discretion, modify the Terms and Conditions and Customer agrees to be bound by such Terms and Conditions as modified.

- 1. Customer agrees to meet and perform all requirements described in this document and has fully read and understands all items listed within this document including the proposal-specific Assumptions.
- 2. It is the customer's responsibility to prepare the site for scanning, including clearly identifying areas to be scanned, securing access to all areas required for scanning, and keeping these areas clear and free of obstructions. Delays caused by customer's failure to do so may result in an increased price.
- 3. GPRS does not conduct an investigation, analysis, or interpretation of soil composition, soil/concrete conditions, or geophysical, geological, engineering, or land surveying information. Customer acknowledges it understands that we are merely reporting retrieved data and that we do NOT provide geophysical, geological, engineering, or land surveying services. Customer should contact a professional in those fields if such services are needed.
- 4. If any work to be performed is within a road or street, unless specifically included by GPRS within this proposal, it is the customer's responsibility to provide adequate traffic control to allow GPRS' personnel to safely and efficiently work in the road/street.
- 5. If this proposal is not accepted within 90 days of February 6, 2023, the pricing may be subject to review.
- 6. If for some reason the technician arrives on site and the work is cancelled there will be a charge of \$500 per requested technician.

## Accepted and Agreed

Company Phone/Email:		PO#:Job#:	
Print Name:	Signature:	Date:	

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## **Project-Specific Assumptions**

- Standard full-day rates are based on an 8-hour workday. Time-on-site in excess of 8-hours will be billed at overtime rates.
- This price assumes that we will be given access to perform the work during weekday business hours (7am-5pm). Work performed outside of this is billed at time and a half.
- All of our technicians have OSHA-10 safety training or greater. Site-specific safety training is not included in this quote. Please notify us if this project requires additional safety training.
- As-builts and any other applicable drawings shall be made available to GPRS prior to the project.
- The equipment listed in this proposal is the standard recommended equipment for your project. Depending on site conditions, your GPRS Project Manager may use all of the equipment listed or a subset thereof on your project. At their discretion, they may also employ additional tools not listed above to provide you with the best results possible.
- A thorough utility search can only be completed if GPRS is given access to all utility structures, interior and exterior. This service is never a replacement for the use of the state One Call system (811).
- If your project includes scanning an elevated concrete slab: Some slabs may not be completely penetrable from the top only and would need to be scanned from both top and bottom and should be considered an unforeseen circumstance that would incur additional time onsite and charges.
- If your project includes scanning a wall or elevated concrete slab: Ladders, manlifts, or safe access for scanning wall or ceiling locations is the responsibility of the client.
- If your project includes scanning a concrete slab with roofing material or other surface obstructions, these obstructions should be removed by the customer or customer's representative prior to our arrival. GPRS will need direct access to the surface of the concrete to obtain optimal results.
- These rates assume that there are no certified payroll requirements. GPRS has not been notified of any PLA, DIR, or Certified Payroll requirements. If GPRS receives notice that any of these conditions exist, there will be additional costs.

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Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

# **Environment Testing**

Tel: (319) 277-2401 Fax: (319) 277-2425 www.EurofinsUS.com

February 03, 2023

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

Subject: Analytical Services Proposal - Site 6 Duluth International Airport Eurofins Environment Testing North Central Quotation Number 31015672

Dear Jennifer Force:

We appreciate the opportunity to provide your company with a quotation for your Site 6 Duluth International Airport project. Eurofins Environment Testing North Central has a unique combination of full service capabilities, technical expertise, local service options, and online resources necessary to ensure successful project outcomes.

At Eurofins Environment Testing North Central, quality is the hallmark of our business. To ensure your project's data quality objectives are met, we offer experienced personnel who are trained and committed to completing your analytical project on time, a fully documented QA/QC program, and state-of-the-art laboratory equipment and facilities. In addition to being a full service laboratory, we are part of the nation's largest environmental laboratory network. This provides access to an unparalleled spectrum of capabilities and turnaround time options, all through a single point of contact. Zach Bindert has been assigned as your Project Manager for this work and can be reached by phone at 319 277-2401 or via email at Zach.Bindert@et.eurofinsus.com.

- **MyEOL**: a web portal offering you customizable, real time access to data. With 24 hour access you can perform data trending, compare data to industry or project limits, track CoCs, invoices, reports and much more.
- Level IV Deliverables/Customizable EDDs: high resolution, text searchable reports, available in virtually any format.
- Extensive Experience: Project Managers with in-depth knowledge of regulatory protocols and procedures.
- **Nationwide Logistical Support**: bringing you an extensive courier network, service centers and shipping options throughout the U.S. and abroad.
- **PFAS**, **Dioxins/Furans**, **Air**, **Radiochemistry**, **IH** and other specialty analyses are offered alongside routine soil and water methods with seamless reports and consolidated EDDs.

The following quotation includes a detailed price breakdown, as well as any notes and clarifications pertaining to your project, and is subject to Eurofins Environment Testing North Central's Standard Terms and Conditions, unless otherwise agreed upon in writing.

We thank you for choosing Eurofins Environment Testing North Central , and we look forward to working with you on this project.

Sincerely,

Emily Brock Client Relations Manager Emily.Brock@et.eurofinsus.com

cc: Rowdy Bindert; Zach Bindert



**Eurofins Cedar Falls** 3019 Venture Way Cedar Falls, IA 50613

Prepared by Brock, Emily A Date 2/3/2023 Expiration Date 5/4/2023 Est. Start Date

## Project: Site 6 Duluth International Airport

Soil

## Prepared for:

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

## Quote Number: 31015672 - 0

### TAT: 10\_Days (Business Days)

Matrix	Method	Test Description	Quantity	Unit Price	Extended Price
Solid	Moisture	Percent Moisture	18	\$ 2.50	\$ 45.00
Solid	8260D	Volatiles - Minnesota List	18	\$ 60.00	\$ 1,080.00
Solid	8270E SIM	PAH SIM	18	\$ 85.00	\$ 1,530.00
Solid	6020B	RCRA 7 Metals	18	\$ 56.00	\$ 1,008.00
Solid	7471B	Mercury	18	\$ 20.00	\$ 360.00
Solid	WI-DRO	Wisconsin DRO + silica gel cleanup	18	\$ 35.00	\$ 630.00
Solid	WI DRO PREP	Prep - Wisconsin Extraction (Diesel Range Organics)	18	\$ 10.00	\$ 180.00
Solid	WI-GRO	Wisconsin GRO	18	\$ 29.00	\$ 522.00
		Total Soil		=	\$ 5,355.00

#### Groundwater

### TAT: 10\_Days (Business Days)

Matrix	Method	Test Description	Quantity	Unit Price	Extended Price
Water	8260D	Volatiles - Minnesota List	8	\$ 60.00	\$ 480.00
Water	WI-DRO	Wisconsin DRO	8	\$ 35.00	\$ 280.00
Water	WI-GRO	Wisconsin GRO	8	\$ 29.00	\$ 232.00
		Total Groundwater		=	\$ 992.00

Air

### TAT: 10\_Days (Business Days)

Matrix	Method	Test Description	Quantity	Unit Price	Extended Price
Air	TO-15	TO15 MN MPCA List (includes batch cert can, flow controller rental) (BUR)	4	\$ 210.00	\$ 840.00
		Total Air		=	\$ 840.00

### **Quote Other Charges**

Description	Quantity	Unit	Extended
		Price	Price
Safe and Environmentally Responsible Waste Management (per sample)	30	\$ 6.00	\$ 180.00
\$100 Minimum Log-In Fee	0	\$ 100.00	\$ 0.00
Soil Gas Manifold, each	4	\$ 25.00	\$ 100.00
Teflon Tubing - price per foot	1	\$ 5.00	\$ 5.00



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Project: Site 6 Duluth International Airport

Total Other Charge

## Prepared for:

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## Quote Number: 31015672 - 0

Total Other Charges	\$ 285.00
Total Analysis Charges	\$ 7,187.00
Grand Total for Quote 31015672	\$ 7,472.00

\*\*Quoted charges do not include sales tax. Applicable sales tax will be added to invoices where required by law.

\$285.00



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# **PROJECT DETAILS**

Return Shipping	Please note that the quoted unit rates <b>do not</b> include return shipping to the laboratory. Return shipping is the responsibility of the sender unless otherwise negotiated and outlined in other agreements such as a master service agreement.
Certification	1. Work will be provided according to the following certifications - Minnesota
	2. When certification is required, state specific certifications are available for review. You may request these from your project manager or visit our website.
	<ol><li>Certification exceptions but not limited to (state may not offer certification for a certain method/compound): moisture, dichlorofluoromethane.</li></ol>
Target Lists, RLs, MDLs	Eurofins Environment Testing North Central will report data per our standard list of target compounds, reporting limits, and QC limits. <u>Attached for your review, please find compound lists for the methods cited</u> . Please review these compounds and limits and let us know if they do not meet your requirements.
Rework Fee	An additional fee will be applied to any client request for relog of samples into the LIMS. This fee will be in addition to any testing costs requested by the client. This cost will be determined and quoted at the time of the request.
Trip Blanks	<b>NOTE:</b> As of July 1, 2022 Eurofins Cedar Falls will be charging for the analysis of trip blanks at the same billable rate as VOC/GRO samples. Please make sure to add trip blanks to your chain of custody (COC) if you would like them analyzed. Trip blanks received in coolers but not listed on the COC will not be analyzed. Please contact your project manager if you have any questions.
Rush Bottle Order Requests	In order to ensure that a correct bottle order is received in a timely manner, a minimum lead time of at least 5 business days is required to assemble and ship stock bottles. Non stock bottles may incur additional charges. Customized bottle kits require at least 10 business days lead time. Bottle order requests that do not allow for the minimum lead time will incur a rush fee of \$50 for stock bottle shipments or \$50 + \$1 per bottle for customized kits.
	Rush shipping charges are the client's responsibility and will be billed back to the client.
All InclusivePrice Canister Sample	Canister Sample Terms
ierins	<b>Changes in Scope and Work Revisions</b> - Because canisters are verified clean for specific analytes and detection limits, project requirements must be agreed upon at the time sampling equipment is requested. Changes in project requirements, after initiation of the project, will be subject to additional charges and will cause turnaround time to be reset.



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**Equipment Requests** - The laboratory requires a minimum 7 calendar day notice of request for shipment of batch certified canisters and a minimum 10 calendar day notice of request for individually certified canisters. Large canister orders may take longer to prepare. Orders placed for delivery in less than this time period may incur an expedited processing charge.

**Equipment Rental Charges for 'All Inclusive Unit Prices'** - Rental charges for canisters, flow controllers and other ambient air sampling supplies have been included in your unit price. Rental rates are for a 2 week rental period. Supplies kept by the client longer than 2 weeks will incur additional charges equal to the two week rental rate for every additional two week period that supplies are retained. Supplies that are held longer than 2 weeks or are returned to Eurofins TestAmerica unused will be invoiced at the following rates: <u>\$50 per canister, \$25 per flow controller, etc.</u>

**Equipment Damage** - All sampling equipment is verified to be in working condition when shipped from the laboratory. Sampling equipment that is lost, mishandled and/or damaged by the client or the client's subcontractors will be subject to repair charges up to the full replacement cost.

### **Equipment Charges**

Plastic Soil Gas Manifold, \$25 (purchase), excludes flow controller Stainless Steel Soil Gas Manifold, \$25 (rent), excludes flow controller Swagelok fittings, \$2.00/each (purchase) "T" fittings, \$20.00 each if not returned Teflon tubing, \$5.00/foot (purchase)

**Expedited Shipping** - Expedited requests for canisters and other field sampling supplies will be subject to additional shipping and/or handling charges. Next day delivery of canisters will be billed at a flat rate of \$20 per canister. Alternatively, clients can provide Eurofins TestAmerica with their overnight shipping supplier number.

**Dangerous Goods Shipping** - If the samples that are collected are known to contain more than 5% methane (or other flammable gases), they need to be considered hazardous for shipping purposes. This requires that the person who is shipping the container be trained and certified for "Dangerous Goods" shipping. Many of TestAmerica's laboratories and service centers are staffed with personnel who meet the IATA certification requirements, and the shipment of hazardous materials can be supported by those facilities. For logistical purposes, it is important to verify that the TestAmerica laboratory or service center can provide for their shipment prior to submitting samples. If return shipping is provided by Eurofins TestAmerica, there will be an additional cost. A charge of \$40.00 per shipping container will be applied to the final invoice to cover the "Dangerous Goods" shipping aspect.

**Sample Disposal** - Air samples in Summa canisters are held for up to 2 days after the data is reported. After that time, the canister is cleaned. Storage beyond this time frame may be available for an additional fee of \$5 per canister per day. Please contact your PM to inquire about extended storage availability and cost.



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## Quote Number: 31015672 - 0

Eurofins North Central Business Ts&Cs

#### Confidentiality -

This quote has been prepared by Eurofins Environment Testing North Central, LLC, solely for the use of the customer to whom it is addressed in evaluating Eurofins Environment Testing North Central, LLC's qualifications and capabilities in connection with a particular project. The user of this document agrees by its acceptance to return it to Eurofins Environment Testing North Central, LLC upon request and not to reproduce, copy, lend, or otherwise disclose its contents, directly or indirectly, and not to use it for any purpose other than that for which it was specifically provided. The user also agrees that where consultants or other outside parties are involved in the evaluation process, access to this document shall not be given to said parties unless those parties also specifically agree to these conditions. In the absence of signed acceptance, submittal of samples will indicate acceptance of this quotation.

#### Terms and Conditions -

This quotation is based solely upon Eurofins Environment Testing North Central, LLC's standard product (routine QA/QC, detection limits, deliverables and standard turnaround times) and noted exceptions herein. The discounts incorporated into the pricing are based upon the sample quantity, test method, and schedule quoted. Any deviations may impact pricing and/or the acceptance of work. Final acceptance of this work is contingent upon a mutually agreed Sample Delivery Schedule. All sales are subject to Eurofins Environment Testing North Central, LLC's Terms and Conditions **unless alternative terms have been agreed to in writing**. Submittal of samples will indicate acceptance of this quotation.

#### Quote Expiration -

Pricing listed in the proposal will expire **90 days** from the quote date unless the project is awarded/confirmed within that time period. Unless otherwise set forth in this quotation, Eurofins Environment Testing North Central, LLC reserves the right to re-evaluate pricing for extended length projects on an annual basis.

#### SERWM -

A fee, notated as Safe and Environmentally Responsible Waste Management (SERWM), will be applied to all invoices for each sample processed by the laboratory.

### PROJECT SETUP

### Field Sampling Products -

Eurofins Environment Testing North Central, LLC can provide field sampling products upon request and these products are billable to the client at the time of shipment.

Field sampling products may include, but are not limited to:

- VOA sampling devices, preservation kits, ISM supplies, tubing and filters
- Industrial Hygiene media, surface sampling wipes, source sampling traps

The cost of the soil sampling devices is not included in the quoted rates for volatile analysis.

**Field Preservation** 

• TerraCore Kits (varied) - quoted based on client required configurations.

If any sampling supplies for soil VOCs are requested, they will be included in the quote under Other Charges.

#### **Coolers and Sampling Supplies**

<u>Sampling Supplies</u>: Eurofins Environment Testing North Central, LLC will provide sample containers and coolers to support the sampling of water and soil samples. Extra bottles



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may be provided (up to 10%) in case of breakage. Eurofins Environment Testing North Central, LLC's expects that samples and supplies will be returned to the lab, including empty coolers and a reasonable percentage of the projected sample load - 90% or higher of the expected/quoted sample number. Coolers not received back by the projected deadline or as agreed with the PM may be charged at \$30 per cooler. Returned, unused field containers cannot be re-used by the lab and must be disposed of as waste. If the sample containers, received as samples, are less than 90% of the containers order, the sample containers not received as samples will be charged at a rate of \$2 per container.

Sample Container Shipping: The containers and preservatives required by the project shall be delivered via ground transportation. A minimum of **5 business days** advance notice is required in order to achieve shipment by ground transportation. Supply shipments requiring priority delivery due to insufficient lead time for ground transportation shall be charged to the client at Eurofins Environment Testing North Central, LLC's cost. Alternatively, Eurofins Environment Testing North Central, LLC can ship the supplies via carrier of choice by the client using the client's shipping account.

Eurofins Environment Testing North Central, LLC does not supply wet ice or blue ice for shipments. If shipping containers are not returned within 60 days, a charge for the containers will be billed at the current market rate. Please contact your PM for the current charges.

### Courier Services and Sample Pick-Up -

Courier Services are offered by some Eurofins Environment Testing North Central, LLC facilities. Where offered, the cost of the services will vary based on the distance traveled, the scope of the project being supported, and whether sufficient notice (typically 48 hours) is provided to facilitate efficient scheduling. If no details are described in this quotation and you are interested in learning more about courier options, please contact your Client Relations Manager or Project Manager to inquire about availability and cost.

### Minimum Log-In Charges -

Eurofins Environment Testing North Central, LLC's minimum charge is **\$100** for a group of samples received together for analysis. Our minimum invoice value is \$100.

#### QC Limit Disclaimer -

The laboratory's reporting limits, detection limits, and control limits are subject to change as these values are updated periodically to reflect analytical sensitivity and capability.

#### Turnaround Time -

• <u>Quoted Turnaround Time</u> - Data will be delivered at the proposed turnaround time in Business Days from Sample Receipt unless otherwise agreed upon. TAT begins the day the laboratory performing analyses receives the samples (day of lab receipt = day zero).

Samples received after 11 AM will be considered received the next business day.

• <u>Expedited Turnaround Time</u>: Expedited turnaround times may be available and must be pre-approved by the laboratory. Expedited turnaround delivery is contingent upon meeting the agreed upon delivery date/time and number of samples. Samples received after 11 AM will be considered received the next business day. Results will be provided via e-mail or TotalAccess by close of business in the lab's time zone unless another time has been agreed to in advance.



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Expedited turnaround time surcharges for standard analyses are:

- 10 Business Days TAT = 0%
- 4 Business Days TAT = 60%
- 3 Business Days TAT = 75%
- 2 Business Days TAT = 100%
- 1 Business Day TAT = 200%

Note: 5-9 business day TAT may be available. Please contact your project manager for more details. Surcharges may apply.

Different surcharges may apply for specialty analyses. These will be provided in your quotation. Weekend TAT can be arranged on a project-specific basis at an additional cost. Please contact your PM to inquire about availability and cost.

#### **PROJECT DELIVERABLES**

Eurofins Environment Testing North Central, LLC will provide two analytical report formats, a final report in PDF format and a standard Eurofins Environment Testing North Central, LLC EDD. Both electronic report formats will be delivered via email or web portal. If additional formats or retroactive deliverables are requested, costs of report generation will be billable. Charges will be based on labor and materials cost of report generation and data retrieval. Please contact your PM to inquire about availability and the price of additional deliverables.

- <u>Report Format</u>: Unless a level III or IV deliverable is specifically listed on the pricing page, this quotation includes delivery of a Level I or II report. Level III or IV reports are available at an additional charge.
- Electronic Data Deliverable Format: Eurofins Environment Testing North Central, LLC has many EDD formats available to our clients including the most widely used commercial formats. Eurofins Environment Testing North Central, LLC offers data using a standard EDD. Other EDD formats are available for a minimal cost of \$25 per format (if not included as part of the report options listed in the quotation). The development of EDD formats that are not already available, including modification to existing formats to fit client specific needs, can be provided for a fee starting at \$100. Additional fees will be estimated by the lab and approved by the client. Additional programming fees are billed at \$50/hour.

### **PROJECT SPECIFICATIONS**

#### Cancellation Fee -

A fee will be charged for cancellation of samples/analyses after a project is received in the laboratory. The fee will be based on the status of analysis at the time of cancellation in accordance with the following categories:

- Received 35%
- Prepped 50%
- Analyzed 95%

#### Changes in Scope and Work Revisions -

Project requirements must be agreed upon prior to sample receipt. Samples will be logged according to the chain of custody received with the samples. Changes after initiation of the project will be subject to additional charges, including labor time required to reset project, communicate changes to laboratory staff, and rework data. Turnaround time will be reset or rush surcharges will be assessed where applicable. Analyses added with less than 1/2 of the analytical hold time remaining will incur rush turnaround charges. Your project manager will evaluate project specific charges at the time a change order is received.



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### Held Samples -

- <u>Held samples not analyzed</u>: Samples submitted on hold will be billed at 50% of the analysis fee (minimum \$10/sample). If samples are later analyzed, the handling fee will be waived and only the analysis price will be charged. Samples taken off hold with less than 1/2 of the analytical hold time remaining may incur rush turnaround charges. Samples will be disposed of 30 days after the report for analyzed samples in the same job is issued, unless alternate archival arrangements are made in advance.
- <u>Extracted/Prepped and Held samples</u>: Samples submitted for prep and hold will be billed at 60% of the analysis fee for each prepped sample (minimum \$30/sample). Samples taken off hold with less than 1/2 of the analytical hold time remaining may incur rush turnaround charges. Samples will be disposed of 30 days after the report for analyzed samples in the same job is issued, unless alternate archival arrangements are made in advance.
- <u>Extended archival of samples</u>: Extended archival of samples (including held samples) may be available for a fee starting at \$2 per container per month (minimum \$10/sample). This fee will be billed in advance on a quarterly basis for every quarter after the standard sample retention time of 30 days after the report is issued. Fees for larger volumes, non-standard matrices or cold storage will be negotiated on a case-by-case basis. Please contact your PM to inquire about availability and pricing for samples that are sent to the lab and archived.

### Matrix Spike/Spike Duplication (MS/MSD) Samples -

When MS/MSDs are not specifically requested, Eurofins Environment Testing North Central, LLC's will strive to perform the required QC using whatever sample is available but will not report the QC results unless the client requests it. The reporting of client requested MS/MSD results will be charged at applicable unit rates. If MS/MSDs are specifically required or requested, the client must provide additional sample volume.

#### Multiple Dilutions Analyzed -

Eurofins Environment Testing North Central, LLC strives to analyze samples without dilution or with the minimum dilution required. Samples are diluted to bring the primary analyte within the calibration range of the instrument, to compensate for matrix co-extractives, or to prevent instrument contamination. Eurofins Environment Testing North Central, LLC will report the analytical run containing the highest concentration component/analyte in the sample within the calibrated (quantifiable) range of the method. Analytical screening runs are not reported. If project specific data quality objectives require additional runs, analyses will be billable unless otherwise noted in this quote. Please contact your PM to inquire about the availability of this service for your project.

#### Sample Disposal -

Eurofins Environment Testing North Central, LLC will dispose of non-hazardous samples, sample extracts and digestates 30 days after the final report is issued. Charges for disposal of non-routine or uniquely hazardous samples will be billed to the client. Alternatively, samples can be returned to the client for disposal. Cost of return shipping will be billable to the client.

#### Special Sample Handling Fees -

Unit prices assume that samples are a single-phase matrix and that analyses can be performed in accordance with the laboratory's standard analytical procedures. If additional handling is required, additional fees may apply. Examples of special handling include (but are not limited



Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

Prepared byBrock, Emily ADate2/3/2023Expiration Date5/4/2023Est. Start Date

## Project: Site 6 Duluth International Airport

to):

## Prepared for:

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

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- Matrices requiring additional dilutions or special clean up steps
  - Multiphasic samples requiring separate preparations and/or analyses
- Particle size reduction or special sub-sampling procedures
- Extra disposal costs for unique waste streams

#### <u> Trip Blanks -</u>

Eurofins Environment Testing North Central, LLC typically provides trip blanks with our sample kits containing volatile analysis. When samples are received at the laboratory with trip blanks, the lab will analyze, report and charge the unit rate for the analysis. Please add this sample to your chain of custody. If you do not want the trip blank analyzed, please note this on the COC.

# ADDITIONAL BUSINESS TERMS AND CONDITIONS

### Environmental Management Fee

If this fee is included in the Other Charges section of the pricing page, a fee equal to the listed percentage of the total invoice amount will be applied to all work done under this quotation. The Fee will appear as a separate line item on each invoice. In the absence of any other firm pricing agreements, your sending work to us under this quotation will signify your acceptance of responsibility for payment of the Fee.

### Field Parameters -

pH, Temperature, and Dissolved Oxygen analyses, along with Residual Chlorine screening, are properly performed and treated in the field at the time of sample collection. Laboratory analysis may result in a holding time exceedance qualifier.

### Network or Subcontract Labs -

- <u>Networking</u>: Eurofins Environment Testing North Central, LLC reserves the right to perform the services at any laboratory in the Eurofins Environment Testing North Central, LLC network, unless the Client has required a particular location for the work.
- <u>Subcontracting</u>: Eurofins Environment Testing North Central, LLC reserves the right to subcontract services ordered by the Client to another laboratory or laboratories, if, in Eurofins Environment Testing North Central, LLC sole judgment, it is reasonably necessary, appropriate or advisable to do so. Eurofins Environment Testing North Central, LLC will make every effort to notify the client prior to delivering samples to an out-of-network laboratory. Eurofins Environment Testing North Central, LLC will in no way be liable for any subcontracted services (outside the Eurofins Environment Testing North Central, LLC network) except for work performed at laboratories which have been audited and approved by Eurofins Environment Testing North Central, LLC.

### Price Surcharge Due To Sample Volume -

Unless dictated by contract, this quotation is based on the scope of work defined in the quote request. If the volume of samples submitted is less than 70% of the projected volume, a surcharge of 10% of the total project cost may be assessed.

### Professional and Administrative Services -

A variety of professional and administrative services are available. Prices for services not specifically detailed in this quotation will be billed in accordance with Eurofins Environment Testing North Central, LLC's Professional Rate Schedule.

#### <u> Taxes -</u>

Where reports are issued in or delivered to a state which assesses sales tax on Eurofins



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Environment Testing North Central, LLC's services, applicable sales taxes will be added to the invoice as required by law, unless an appropriate sales tax exemption form is on file with Eurofins Environment Testing North Central, LLC.

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			Soil			
Matrix	Method	Test Description	Analyte			
				RL	RL	Units
Solid	Moisture	Percent Moisture	Percent Moisture	0.100	0.100	%
			Percent Solids	0.100	0.100	%
				RL	MDL	Units
Solid	8260D	Volatiles - Minnesota List	1,1,1,2-Tetrachloroethane	100	29.5	ug/Kg
			1,1,1-Trichloroethane	100	25.0	ug/Kg
			1,1,2,2-Tetrachloroethane	100	35.5	ug/Kg
			1,1,2-Trichloroethane	100	37.0	ug/Kg
			1,1,2-Trichlorotrifluoroethane	100	29.0	ug/Kg
			1,1-Dichloroethane	100	25.0	ug/Kg
			1,1-Dichloroethene	100	32.0	ug/Kg
			1,1-Dichloropropene	100	28.5	ug/Kg
			1,2,3-Trichlorobenzene	100	25.0	ug/Kg
			1,2,3-Trichloropropane	100	44.5	ug/Kg
			1,2,4-Trichlorobenzene	100	26.0	ug/Kg
			1,2,4-Trimethylbenzene	100	25.0	ug/Kg
			1,2-Dibromo-3-chloropropane	100	25.0	ug/Kg
			1,2-Dibromoethane (EDB)	100	25.0	ug/Kg
			1,2-Dichlorobenzene	100	25.0	ug/Kg
			1,2-Dichloroethane	100	36.5	ug/Kg
			1,2-Dichloropropane	100	27.0	ug/Kg
			1,3,5-Trimethylbenzene	100	25.0	ug/Kg
			1,3-Dichlorobenzene	100	25.0	ug/Kg
			1,3-Dichloropropane	100	32.5	ug/Kg
			1,4-Dichlorobenzene	100	25.0	ug/Kg
			2,2-Dichloropropane	100	25.0	ug/Kg
			2-Butanone (MEK)	750	120	ug/Kg
			2-Chlorotoluene	100	27.5	ug/Kg
			4-Chlorotoluene	100	25.0	ug/Kg
			4-Methyl-2-pentanone (MIBK)	100	28.5	ug/Kg
			Acetone	500	144	ug/Kg
			Allyl chloride	100	25.0	ug/Kg
			Benzene	100	25.0	ug/Kg
			Bromobenzene	100	25.0	ug/Kg
			Bromochloromethane	100	25.0	ug/Kg
			Bromodichloromethane	100	25.0	ug/Kg
			Bromoform	100	25.0	ug/Kg
			Bromomethane	500	250	ug/Kg
			Carbon tetrachloride	100	34.5	ug/Kg
			Chlorobenzene	100	25.0	ug/Kg
			Chlorodibromomethane	100	36.5	ug/Kg
			Chloroethane	100	50.0	ug/Kg
			Chloroform	100	25.0	ug/Kg



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Prepared by Brock, Emily A Date 2/3/2023 5/4/2023 Expiration Date Est. Start Date

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Metrix     Method     Test Description     Analyte       Continued     RL     MDL     Units       Charmenthane     250     31.0     ug/kg       cis-1,2-Dichioroethene     100     22.50     ug/kg       Dichorondfluoromethane     100     22.50     ug/kg       Dichorofuluoromethane     100     22.50     ug/kg       Methylenzene     100     22.50     ug/kg       Horzachtorobutadiene     100     22.50     ug/kg       Heizhylbenzene     100     22.50     ug/kg       Horzachtorobutadiene     100     22.50     ug/kg       Disporphenzene     100     22.50     ug/kg       Horzachtorobutene     100     22.50				Soil				
Continued     RL     MDL     Units       Chioromethane     250     31.0     ug/Kg       dis1-3-Dichloropropene     100     22.5     ug/Kg       Dichoromethane     100     22.5     ug/Kg       Dichoromethane     100     22.5     ug/Kg       Dichoroffucromethane     100     22.6     ug/Kg       Dichoroffucromethane     100     22.6     ug/Kg       Dichoroffucromethane     100     22.6     ug/Kg       Hexachitorobutadiene     100     25.6     ug/Kg       Hexachitorobutadiene     100     25.6     ug/Kg       Naphthalene     250     ug/Kg     ug/Kg       Naphthalene     250     ug/Kg     ug/Kg       Naphthalene     250     ug/Kg     ug/Kg       Pisopropytoluene     100     25.0     ug/Kg       Pisopropytoluene     100     25.0     ug/Kg       Tirtachiorofluoromethane     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Tir	Matrix	Method	Test Description		Analyte			
Chloromethane     250     31.0     ug/Kg       cis-1-2-Dichloroethene     100     25.0     ug/Kg       Dibromomethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Bertylether     100     25.0     ug/Kg       Bertylether     100     25.0     ug/Kg       Naphthalene     250     13.0     ug/Kg       so-Bulybenzene     100     25.0     ug/Kg       Totalene     100     25.0     ug/Kg       Totalon	Continued	Ł				RL	MDL	Units
cis-12-Dichlorosethene     100     25.0     ug/Kg       Dibromomethane     100     25.0     ug/Kg       Suporopyltocare     100     25.0     ug/Kg       Methyler-bulyl etr-bulyl et					Chloromethane	250	31.0	ug/Kg
cis-1.3-Dichloropropene     100     28.5     ug/Kg       Dichoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Hexachlorobutadiene     100     25.0     ug/Kg       Nethy Ist-Nuthy ether     100     25.0     ug/Kg       Naphthalene     250     13.0     ug/Kg       Naphthalene     250     25.0     ug/Kg       n-Propythonzene     100     25.0     ug/Kg       n-Propythonzene     100     25.0     ug/Kg       sc-Eutylbenzene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Totlarene     100     25.0     ug/Kg       Totarechoroethene     100     25.0     ug/Kg       Totarechene     100     25.0     ug/Kg					cis-1,2-Dichloroethene	100	25.0	ug/Kg
Dibromonethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Dichlorofluoromethane     100     25.0     ug/Kg       Bethylehazene     100     25.0     ug/Kg       Hexactolorobutadiene     100     25.0     ug/Kg       Hexactolorobutadiene     100     25.0     ug/Kg       Surgester     100     25.0     ug/Kg       Methylenchorobutadiene     100     25.0     ug/Kg       Naphthalene     250     25.0     ug/Kg       n-Brotybenzene     100     25.0     ug/Kg       sec-Bulybenzene     100     25.0     ug/Kg       n-Propybenzene     100     25.0     ug/Kg       tert-Bulytenzene     100     25.0     ug/Kg       Tatachoroethene     100     25.0     ug/Kg       Tatachoroethene     100     25.0     ug/Kg       Trachoroethene     100     25.0     ug/Kg       <					cis-1,3-Dichloropropene	100	28.5	ug/Kg
Dichlorodfluoromethane     100     25.0     ug/Kg       Dichlorodfluoromethane     100     25.0     ug/Kg       Dithyl ether     100     25.0     ug/Kg       Ethylbenzene     100     25.0     ug/Kg       Hexachiorobladiene     100     25.0     ug/Kg       Isoprop/Benzene     100     25.0     ug/Kg       Methylencholdzaliene     250     ug/Kg       Naphthalene     250     ug/Kg       Naphthalene     250     ug/Kg       n-Propylbenzene     100     25.0     ug/Kg       n-Propylbenzene     100     25.0     ug/Kg       sec-Bulylbenzene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Tetrahydrofuran     100     25.0     ug/Kg       Tetrahydrofuran     100     25.0     ug/Kg       Trichorogene     100     25.0     ug/Kg       Trichorogene     100     25.0     ug/Kg					Dibromomethane	100	25.0	ug/Kg
Dichlorofluoromethane     100     25.0     ug/Kg       Diethy tehar     100     25.0     ug/Kg       Hxxxachiorobutadiene     100     25.0     ug/Kg       Hexxachiorobutadiene     100     25.0     ug/Kg       Hexxachiorobutadiene     100     25.0     ug/Kg       Hexxachiorobutadiene     100     25.0     ug/Kg       Methy tert-buty tether     100     25.0     ug/Kg       Naphthalene     250     25.0     ug/Kg       n-Propythozene     100     25.0     ug/Kg       p-lsopropytloluene     100     25.0     ug/Kg       g-se-Butybenzene     100     25.0     ug/Kg       g-sopropytloluene     100     25.0     ug/Kg       g-sopropytloluene     100     25.0     ug/Kg       strentydrofuran     100     25.0     ug/Kg       Tetrahydrofuran     100     25.0     ug/Kg       Totalene     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg  <					Dichlorodifluoromethane	100	25.0	ug/Kg
Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.5Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Solid     8270E SIM     PAH SIM     2.4Met SIM     2.4Met SIM     2.4Met SIM       Selid     8270E SIM     PAH SIM     2.4Met SIM scale     100     2.50     ug/Kg       Solid     8270E SIM     PAH SIM     2.4Met SIM scale     100     2.50     ug/Kg       Solid     8270E SIM     PAH SIM     2.4Met SIM scale     100     2.50     ug/Kg       Solid     8270E SIM     PAH SIM     2.4Met SIM scale     100     2.50     ug/Kg       S					Dichlorofluoromethane	100	25.0	ug/Kg
Ethylbenzene     100     25.0     ug/Kg       Hexadhorobutadiene     100     30.5     ug/Kg       Methyl terl-buly tether     100     25.0     ug/Kg       Methyl terl-buly tether     100     25.0     ug/Kg       Methyl terl-buly tether     100     25.0     ug/Kg       Methylbene chloride     250     130     ug/Kg       Naphthalene     250     ug/Kg       n-Butylbenzene     100     25.0     ug/Kg       n-Brutylbenzene     100     25.0     ug/Kg       sc-Eutylbenzene     100     25.0     ug/Kg       sc-Eutylbenzene     100     25.0     ug/Kg       sc-Eutylbenzene     100     25.0     ug/Kg       store     sc-Eutylbenzene     100     25.0     ug/Kg       Store     sc-Eutylbenzene     100     25.0     ug/Kg       Tetrashorobetnee     100     25.0     ug/Kg       Tolene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg					Diethyl ether	100	27.0	ug/Kg
Hexachlorobulatione     100     30.5     ug/kg       Isopropylbenzene     100     25.0     ug/kg       Methylere-bulyl ether     100     25.0     ug/kg       Methylere-bulyl ether     100     25.0     ug/kg       Naphthalene     250     130     ug/kg       n-Bulylbenzene     100     25.0     ug/kg       n-Propylbenzene     100     25.0     ug/kg       pl-sopropyloluene     100     25.0     ug/kg       pl-sopropyloluene     100     25.0     ug/kg       sc-Butylbenzene     100     25.0     ug/kg       Styrene     100     25.0     ug/kg       Tetrachloroethene     100     25.0     ug/kg       Trichloroethene     100     25.0     ug/kg       Vingt ch					Ethylbenzene	100	25.0	ug/Kg
Isopropylbenzene     100     25.0     ug/Kg       Methyl tert-butyl ether     100     25.0     ug/Kg       Methyl tert-butyl ether     100     25.0     ug/Kg       Naphthalene     250     25.0     ug/Kg       Naphthalene     250     25.0     ug/Kg       n-Brutylbenzene     100     25.0     ug/Kg       n-Propylbenzene     100     25.0     ug/Kg       sce-Butylbenzene     100     25.0     ug/Kg       sce-Butylbenzene     100     25.0     ug/Kg       sce-Butylbenzene     100     25.0     ug/Kg       storpropylbenzene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Tetrahytofoluen     100     25.0     ug/Kg       Toluene     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Xinhra					Hexachlorobutadiene	100	30.5	ug/Kg
Methyl terb     100     25.0     ug/Kg       Methylene chloride     250     130     ug/Kg       Naphthalere     250     25.0     ug/Kg       n-Butylbenzene     100     25.0     ug/Kg       n-Propylbenzene     100     25.0     ug/Kg       p-Isopropyltoluene     100     25.0     ug/Kg       sc-Butylbenzene     100     25.0     ug/Kg       Slyrene     100     25.0     ug/Kg       Slyrene     100     25.0     ug/Kg       Strachoroethene     100     25.0     ug/Kg       Tetrahydrofuran     100     25.0     ug/Kg       Toiluene     100     25.0     ug/Kg       Toiluene     100     25.0     ug/Kg       Toiluene     100     25.0     ug/Kg       Toiluene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vinyl chloride     100     2.0					Isopropylbenzene	100	25.0	ug/Kg
Methylene choiride     250     130     ug/Kg ug/Kg n.Butylbenzene       n.Propylenzene     100     25.0     ug/Kg ug/Kg n.Propylenzene       n.Propylenzene     100     25.0     ug/Kg ug/Kg sec-Butylbenzene       100     25.0     ug/Kg ug/Kg sec-Butylbenzene     100     25.0     ug/Kg ug/Kg sec-Butylbenzene       100     25.0     ug/Kg ug/Kg Styrene     100     25.0     ug/Kg ug/Kg Tetrabioroethene       100     25.0     ug/Kg Ug/Kg     100     25.0     ug/Kg Ug/Kg       Tetrabioroethene     100     25.0     ug/Kg       Trichlorofuran     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vily chlonide     100     25.0     ug/Kg       Vily chlonide     100     25.0     ug/Kg       Vily chlonide     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     NDL     Units					Methyl tert-butyl ether	100	25.0	ug/Kg
Naphthalene     250     25.0     ug/Kg       n-Butylbenzene     100     25.0     ug/Kg       n-Propylbenzene     100     25.0     ug/Kg       p-leopropylbenzene     100     25.0     ug/Kg       sec-Butylbenzene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Tetrahydrofuran     100     25.0     ug/Kg       Tetrahydrofuran     100     50.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Surrogate Cpnd     Dibromofluoromethane     100     25.0     ug/Kg       Acenaphthene     10.0     1.60     ug/Kg     Acenaphthylee					Methylene chloride	250	130	ug/Kg
sec     N-ButyNebrazene     100     25.0     ug/Kg       n-PropyIbenzene     100     25.0     ug/Kg       p-IsopropyItoluene     100     25.0     ug/Kg       sec-ButyNebrazene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       styrene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       Tetra-butyIbenzene     100     25.0     ug/Kg       Tetra-butyIbenzene     100     25.0     ug/Kg       Tetra-butyIbenzene     100     25.0     ug/Kg       Tetra-butyIbenzene     100     25.0     ug/Kg       Tetra-butyOtrofuran     100     25.0     ug/Kg       Toluene     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-MethyInaphthalene     10.0     2.60     ug/Kg       Acenaphthene     1					Naphthalene	250	25.0	ug/Kg
Solid     8270E SIM     PAH SIM     2.5.0 ug/Kg       Solid     8270E SIM     PAH SIM     2.5.0 ug/Kg       Solid     8270E SIM     PAH SIM     2.5.0 ug/Kg       Styrene     100     2.5.0 ug/Kg       Tertablyloenzene     100     2.5.0 ug/Kg       Tertablydofuran     100     2.5.0 ug/Kg       Tetrablydofuran     100     2.5.0 ug/Kg       Toluene     100     2.5.0 ug/Kg       Toluene     100     2.5.0 ug/Kg       Trans-1,2-Dichloroethene     100     2.5.0 ug/Kg       Trichlorofluoromethane     100     2.5.0 ug/Kg       Vinyl chloride     100     2.5.0 ug/Kg       Xylenes, Total     150     42.0 ug/Kg       Kg     Xylenes, Total     150     42.0 ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60 ug/Kg       Acenaphthylene     10.0     1.60 ug/Kg     ug/Kg     2.60 ug/Kg       Benzo(a)prene     10.0     1.60 ug/Kg     ug/Kg     2.60 ug/Kg       Benzo(a)prene     10.0					n-Butylbenzene	100	25.0	ug/Kg
Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylanzhene					n-Propylbenzene	100	25.0	ug/Kg
sec-Butylbenzene     100     25.0     ug/Kg       Styrene     100     25.0     ug/Kg       tert-Butylbenzene     100     25.0     ug/Kg       tert-Butylbenzene     100     25.0     ug/Kg       tert-Butylbenzene     100     25.0     ug/Kg       Tetrahydrofuran     100     50.0     ug/Kg       Toluene     100     25.0     ug/Kg       trans-1,3-Dichloroethene     100     25.0     ug/Kg       trans-1,3-Dichloropropene     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Xylenes, Total     150     42.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Accenaphthylene     10.0     1.60     ug/Kg     Mhtracene     10.0     1.60					p-Isopropyltoluene	100	25.0	ug/Kg
Styrene     100     25.0     ug/Kg       tert-Butylbenzene     100     25.0     ug/Kg       Tetrachloroethene     100     25.0     ug/Kg       Tetrachloroethene     100     25.0     ug/Kg       Tollene     100     25.0     ug/Kg       Tollene     100     25.0     ug/Kg       trans-1,2-Dichloroethene     100     25.0     ug/Kg       trans-1,2-Dichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Xylenes, Total     150     42.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.90     ug/Kg       Acenaphthylene     10.0     1.60     ug/Kg     ug/Kg     Anthracene     10.0     4.20     ug/Kg <td></td> <td></td> <td></td> <td></td> <td>sec-Butylbenzene</td> <td>100</td> <td>25.0</td> <td>ug/Kg</td>					sec-Butylbenzene	100	25.0	ug/Kg
Solid     8270E SIM     PAH SIM     2-Methylinaphthalene     100     25.0     ug/Kg       Tetrach/drorethene     100     33.5     ug/Kg       Toluene     100     25.0     ug/Kg       Toluene     100     25.0     ug/Kg       Trans-1,2-Dichloroethene     100     25.0     ug/Kg       Trans-1,2-Dichloroptopene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     100     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnap					Styrene	100	25.0	ug/Kg
Tetrachioroethene     100     33.5     ug/kg       Tetrahydrofuran     100     50.0     ug/kg       Toluene     100     25.0     ug/kg       trans-1,2-Dichloroethene     100     25.0     ug/kg       trans-1,2-Dichloroethene     100     25.0     ug/kg       trans-1,2-Dichloroethene     100     25.0     ug/kg       Trichloroethene     100     25.0     ug/kg       Trichloroethene     100     25.0     ug/kg       Vinyl chloride     100     25.0     ug/kg       Vinyl chloride     100     25.0     ug/kg       Xylenes, Total     150     42.0     ug/kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene (Surr)     10.0     2.60     ug/kg       Acenaphthene     10.0     1.60     ug/kg     ug/kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/kg       Acenaphthene     10.0     1.60     ug/kg     ug/kg     ug/kg       Ben					tert-Butylbenzene	100	25.0	ug/Kg
Tetrahydrofuran     100     50.0     ug/kg     Tetrahydrofuran     100     50.0     ug/kg     Tetrahydrofuran     100     25.0     ug/kg     Tetrahydrofuran     100     25.0     ug/kg     Tetrahydrofuran     100     25.0     ug/kg     Trans-1,2-Dichloroethene     100     25.0     ug/kg     Trichloroethene     100     25.0     ug/kg     Ug/kg     Trichloroethene     100     25.0     ug/kg     Ug/kg     Viryl chloride     100     25.0     ug/kg     Viryl chloride     100     2.0     Ug/kg     Virgl chloride     Virgl chlorid					Tetrachloroethene	100	33.5	ug/Kg
Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.6.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.6.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.6.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.6.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Benzo(a)anthracene     10.0     1.60     ug/Kg     Benzo(a)anthracene     10.0     2.30     ug/Kg       Benzo(b)fluo					Tetrahydrofuran	100	50.0	ug/Kg
kirans-1,2-Dichloroethene     100     25.0     ug/Kg       trans-1,3-Dichloropropene     100     26.5     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Trichloroethene     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Xylenes, Total     150     42.0     ug/Kg       Solid     8270E SIM     PAH SIM     Dibromofluoromethane (Surr)     -       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Acenaphthene     10.0     1.60     ug/Kg     -     -     -     -     -       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Acenaphthylene     10.0     1.60     ug/Kg     -     -     -     -     -     -     -     -     -     -     -					Toluene	100	25.0	ug/Kg
trans-1,3-Dichloropropene     100     26.5     ug/Kg       Trichloroffluoromethane     100     25.0     ug/Kg       Trichloroffluoromethane     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Surrogate Cpnd     150     42.0     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.90     ug/Kg       Acenaphthylene     10.0     1.90     ug/Kg     acenaphthylene     10.0     2.20     ug/Kg       Benzo(a)pyrene     10.0     3.50     ug/Kg     Benzo(g)nthracene     10.0     3.50     ug/Kg       Benzo(g)h/itoranthene     10.0     3.					trans-1,2-Dichloroethene	100	25.0	ug/Kg
Trichloroethene     100     25.0     ug/Kg       Trichlorofluoromethane     100     25.0     ug/Kg       Vinyl chloride     100     25.0     ug/Kg       Xylenes, Total     150     42.0     ug/Kg       Dibromofluoromethane (Surr)       Toluene-d8 (Surr)     4-Bromofluorobenzene (Surr)       4-Bromofluorobenzene (Surr)       Solid     2-Methylnaphthalene     10.0     2.60     ug/Kg       Acenaphthene     10.0     1.60     ug/Kg     Acenaphthylene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     1.60     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     3.50     ug/Kg       Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0					trans-1,3-Dichloropropene	100	26.5	ug/Kg
Trichlorofluoromethane   100   25.0   ug/Kg     Vinyl chloride   100   25.0   ug/Kg     Xylenes, Total   150   42.0   ug/Kg     Burrogate Cpnd     Dibromofluoromethane (Surr)     Toluene-d8 (Surr)   4-Bromofluorobenzene (Surr)     4-Bromofluorobenzene (Surr)     Solid   8270E SIM   PAH SIM     2-Methylnaphthalene   10.0   2.60   ug/Kg     Acenaphthylene   10.0   1.60   ug/Kg     Acenaphthylene   10.0   1.60   ug/Kg     Anthracene   10.0   1.60   ug/Kg     Benzo(a)anthracene   10.0   4.40   ug/Kg     Benzo(a)pyrene   10.0   3.00   ug/Kg     Benzo(b)fluoranthene   10.0   3.00   ug/Kg     Benzo(b)fluoranthene   10.0   3.00   ug/Kg     Benzo(g), i)perylene   10.0   2.30   ug/Kg					Trichloroethene	100	25.0	ug/Kg
Vinyl chloride Xylenes, Total   100   25.0   ug/Kg     Surrogate Cpnd     Dibromofluoromethane (Surr) Toluene-d8 (Surr)     4-Bromofluorobenzene (Surr)     Solid   8270E SIM   PAH SIM     2-Methylnaphthalene   10.0   2.60   ug/Kg     Acenaphthene   10.0   1.60   ug/Kg     Acenaphthylene   10.0   1.60   ug/Kg     Benzo(a)anthracene   10.0   4.40   ug/Kg     Benzo(a)hiperylene   10.0   3.50   ug/Kg     Benzo(b)fluoranthene   10.0   3.20   ug/Kg					Trichlorofluoromethane	100	25.0	ug/Kg
Surrogate Cpnd Toluene-d8 (Surr) Toluene-d8 (Surr) 4-Bromofluorobenzene (Surr) RL MDL Units   Solid 8270E SIM PAH SIM 2-Methylnaphthalene Acenaphthene 10.0 2.60 ug/Kg   Solid 8270E SIM PAH SIM 2-Methylnaphthalene 10.0 1.90 ug/Kg   Benzo(a)anthracene 10.0 1.60 ug/Kg   Benzo(a)anthracene 10.0 3.50 ug/Kg   Benzo(b)fluoranthene 10.0 3.00 ug/Kg   Benzo(b)fluoranthene 10.0 3.00 ug/Kg					Vinyl chloride	100	25.0	ug/Kg
Surrogate Cpnd     Dibromofluoromethane (Surr) Toluene-d8 (Surr) 4-Bromofluorobenzene (Surr)     Solid   8270E SIM   PAH SIM     2-Methylnaphthalene   10.0   2.60   ug/Kg     Acenaphthene   10.0   1.90   ug/Kg     Acenaphthene   10.0   1.60   ug/Kg     Acenaphthylene   10.0   2.20   ug/Kg     Benzo(a)anthracene   10.0   3.50   ug/Kg     Benzo(a)pyrene   10.0   3.50   ug/Kg     Benzo(g),ni)perylene   10.0   2.30   ug/Kg     Benzo(g,h,i)perylene   10.0   3.20   ug/Kg					Xylenes, Total	150	42.0	ug/Kg
Dibromofluoromethane (Surr) Toluene-d8 (Surr)     4-Bromofluorobenzene (Surr)     Solid   8270E SIM     PAH SIM   2-Methylnaphthalene     Acenaphthene   10.0   2.60   ug/Kg     Acenaphthene   10.0   1.60   ug/Kg     Acenaphthylene   10.0   1.60   ug/Kg     Benzo(a)anthracene   10.0   4.40   ug/Kg     Benzo(a)pyrene   10.0   3.50   ug/Kg     Benzo(b)fluoranthene   10.0   3.00   ug/Kg     Benzo(k)fluoranthene   10.0   3.20   ug/Kg				Surrogate Cpnd				
Toluene-d8 (Surr) 4-Bromofluorobenzene (Surr)Solid8270E SIMPAH SIM2-Methylnaphthalene10.02.60ug/KgAcenaphthene10.01.90ug/KgAcenaphthylene10.01.60ug/KgAnthracene10.02.20ug/KgBenzo(a)anthracene10.03.50ug/KgBenzo(a)pyrene10.03.50ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(b)fluoranthene10.03.20ug/KgBenzo(b)fluoranthene10.02.30ug/KgBenzo(b)fluoranthene10.02.30ug/KgBenzo(b)fluoranthene10.03.20ug/Kg					Dibromofluoromethane (Surr)			
4-Bromofluorobenzene (Surr) RL MDL Units Solid 8270E SIM PAH SIM 2-Methylnaphthalene 10.0 2.60 ug/Kg Acenaphthene 10.0 1.90 ug/Kg Acenaphthylene 10.0 1.60 ug/Kg Anthracene 10.0 2.20 ug/Kg Benzo(a)anthracene 10.0 4.40 ug/Kg Benzo(a)pyrene 10.0 3.50 ug/Kg Benzo(b)fluoranthene 10.0 3.00 ug/Kg Benzo(b)fluoranthene 10.0 3.00 ug/Kg Benzo(k)fluoranthene 10.0 3.20 ug/Kg					Toluene-d8 (Surr)			
Solid8270E SIMPAH SIM2-Methylnaphthalene10.02.60ug/KgAcenaphthene10.01.90ug/KgAcenaphthylene10.01.60ug/KgAnthracene10.02.20ug/KgBenzo(a)anthracene10.04.40ug/KgBenzo(a)pyrene10.03.50ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(b)fluoranthene10.03.20ug/KgBenzo(k)fluoranthene10.02.30ug/Kg					4-Bromofluorobenzene (Surr)			
Solid     8270E SIM     PAH SIM     2-Methylnaphthalene     10.0     2.60     ug/Kg       Acenaphthene     10.0     1.90     ug/Kg       Acenaphthylene     10.0     1.60     ug/Kg       Acenaphthylene     10.0     1.60     ug/Kg       Anthracene     10.0     2.20     ug/Kg       Benzo(a)anthracene     10.0     4.40     ug/Kg       Benzo(a)pyrene     10.0     3.50     ug/Kg       Benzo(b)fluoranthene     10.0     3.00     ug/Kg       Benzo(g,h,i)perylene     10.0     2.30     ug/Kg						RL	MDL	Units
Acenaphthene10.01.90ug/KgAcenaphthene10.01.60ug/KgAcenaphthylene10.01.60ug/KgAnthracene10.02.20ug/KgBenzo(a)anthracene10.04.40ug/KgBenzo(a)pyrene10.03.50ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(g,h,i)perylene10.02.30ug/KgBenzo(k)fluoranthene10.03.20ug/Kg	Solid	8270E SIM	PAH SIM		2-Methylnanhthalene	10.0	2 60	ua/Ka
Acenaphthylene   10.0   1.60   ug/Kg     Acenaphthylene   10.0   1.60   ug/Kg     Anthracene   10.0   2.20   ug/Kg     Benzo(a)anthracene   10.0   4.40   ug/Kg     Benzo(a)pyrene   10.0   3.50   ug/Kg     Benzo(b)fluoranthene   10.0   3.00   ug/Kg     Benzo(g,h,i)perylene   10.0   2.30   ug/Kg	Colla				Acenanhthene	10.0	1 90	ug/Kg
Anthracene10.02.20ug/KgBenzo(a)anthracene10.04.40ug/KgBenzo(a)pyrene10.03.50ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(g,h,i)perylene10.02.30ug/KgBenzo(k)fluoranthene10.03.20ug/Kg					Acenaphthylene	10.0	1 60	ug/Ka
Humadonic10.02.20ug/kgBenzo(a)anthracene10.04.40ug/kgBenzo(a)pyrene10.03.50ug/kgBenzo(b)fluoranthene10.03.00ug/kgBenzo(g,h,i)perylene10.02.30ug/kgBenzo(k)fluoranthene10.03.20ug/kg					Anthracene	10.0	2 20	ug/Ka
Benzo(a)pyrene10.03.50ug/KgBenzo(b)fluoranthene10.03.00ug/KgBenzo(g,h,i)perylene10.02.30ug/KgBenzo(k)fluoranthene10.03.20ug/Kg					Benzo(a)anthracene	10.0	2.20 4 40	ug/Ka
Benzo(b)fluoranthene10.03.00ug/KgBenzo(g,h,i)perylene10.02.30ug/KgBenzo(k)fluoranthene10.03.20ug/Kg					Benzo(a)pyrene	10.0	3 50	ug/Kg
Benzo(g,h,i)perylene 10.0 2.30 ug/Kg Benzo(k)fluoranthene 10.0 3.20 ug/Kg					Benzo(b)fluoranthene	10.0	3.00	ug/Kg
Benzo(k)fluoranthene 10.0 3.20 ug/Kg					Benzo(g h i)pervlene	10.0	2 30	ug/Ka
					Benzo(k)fluoranthene	10.0	3.20	ua/Ka



Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

Prepared byBrock, Emily ADate2/3/2023Expiration Date5/4/2023Est. Start Date

# Project: Site 6 Duluth International Airport

## Prepared for:

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

## Quote Number: 31015672 - 0

	Soil							
Matrix	Method	Test Description	Analyte					
Continued	1			RL	MDL	Units		
			- Chrysene	10.0	2.80	ug/Kg		
			Dibenz(a,h)anthracene	10.0	2.30	ug/Kg		
			Fluoranthene	10.0	2.60	ug/Kg		
			Fluorene	10.0	2.00	ug/Kg		
			Indeno(1,2,3-cd)pyrene	10.0	3.00	ug/Kg		
			Naphthalene	10.0	3.10	ug/Kg		
			Phenanthrene	10.0	2.30	ug/Kg		
			Pyrene	10.0	2.20	ug/Kg		
		Surrogate Cpnd						
			– Nitrobenzene-d5 (Surr)					
			2-Fluorobiphenyl (Surr)					
			Terphenyl-d14 (Surr)					
	00005			RL	MDL	Units		
Solid	6020B	RCRA / Metals	Arsenic	1.00	0.360	mg/Kg		
			Barium	1.00	0.420	mg/Kg		
			Cadmium	0.500	0.150	mg/Kg		
			Chromium	1.50	0.480	mg/Kg		
				2.50	0.780	mg/Kg		
			Selenium	1.50	0.620	mg/Kg		
			Silver	0.250	0.150	mg/Kg		
				RI	MDI	Units		
Solid	7471B	Mercury	- Mercury	0.0200	0.00800	mg/Kg		
				RL	MDL	Units		
Solid	WI-DRO	Wisconsin DRO + silica gel cleanup	Diesel Range Organics (DRO)	7.00	3.30	mg/Kg		
Calid				RL	MDL	Units		
Solia	WI-GRU	Wisconsin GRO	Wisconsin GRO	10.0	5.10	mg/Kg		
		Surrogate Cpnd						
			4-Bromofluorobenzene (Surr)					
		Groun	dwater					
Matrix	Method	Test Description	Analyte					
				RL	MDL	Units		
Water	8260D	Volatiles - Minnesota List	1,1,1,2-Tetrachloroethane	1.00	0.380	ug/L		
			1,1,1-Trichloroethane	1.00	0.190	ug/L		
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# Quote Number: 31015672 - 0

## Groundwater

Matrix	Method	Test Description	Analyte			
Continued				RL	MDL	Units
			- 1,1,2,2-Tetrachloroethane	1.00	0.470	ug/L
			1,1,2-Trichloroethane	1.00	0.450	ug/L
			1,1,2-Trichlorotrifluoroethane	2.00	0.640	ug/L
			1,1-Dichloroethane	1.00	0.220	ug/L
			1,1-Dichloroethene	2.00	0.560	ug/L
			1,1-Dichloropropene	1.00	0.430	ug/L
			1,2,3-Trichlorobenzene	5.00	0.900	ug/L
			1,2,3-Trichloropropane	1.00	0.590	ug/L
			1,2,4-Trichlorobenzene	5.00	0.750	ug/L
			1,2,4-Trimethylbenzene	1.00	0.420	ug/L
			1,2-Dibromo-3-chloropropane	5.00	1.20	ug/L
			1.2-Dibromoethane (EDB)	1.00	0.340	ua/L
			1.2-Dichlorobenzene	1.00	0.370	ua/L
			1.2-Dichloroethane	1.00	0.390	ua/L
			1.2-Dichloropropane	1.00	0.270	ua/L
			1.3.5-Trimethylbenzene	1.00	0.370	ua/L
			1.3-Dichlorobenzene	1.00	0.300	ua/L
			1.3-Dichloropropane	1.00	0.400	ua/L
			1.4-Dichlorobenzene	1.00	0.230	ua/L
			2.2-Dichloropropane	4.00	0.690	ua/L
			2-Butanone (MEK)	10.0	2.10	ua/L
			2-Chlorotoluene	1.00	0.280	ua/L
			4-Chlorotoluene	1 00	0 290	ua/l
			4-Methyl-2-pentanone (MIBK)	10.0	2.10	ua/L
			Acetone	10.0	3 10	ua/l
			Allyl chloride	2 00	0 700	ua/l
			Benzene	0.500	0 220	ua/l
			Bromobenzene	1 00	0.340	ug/L
			Bromochloromethane	5.00	0.540	ua/l
			Bromodichloromethane	1 00	0.390	ug/L
			Bromoform	5.00	0 780	ug/L
			Bromomethane	4 00	1 10	ug/L
			Carbon tetrachloride	2 00	0.650	ug/L
			Chlorobenzene	1 00	0 400	ug/L
			Chlorodibromomethane	5.00	0.750	ug/L
			Chloroethane	4.00	0.700	ug/L
			Chloroform	3.00	1.30	ug/L
			Chloromethane	3.00	0.610	ug/L
			cis-1 2-Dichloroethene	1 00	0.010	ug/L
			cis-1.3-Dichloropropene	5.00	0.210	ua/l
			Dibromomethane	1 00	0.200	ug/L
			Dichlorodifluoromethene	3.00	0.000	ug/L
			Dichlorofluoromethane	1 00	0.230	ug/L
				2.00	0.310	ug/L
				2.00	0.730	ug/L
			Eurypenzene	1.00	0.510	ug/L



Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

# Project: Site 6 Duluth International Airport

### Prepared for:

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

## Quote Number: 31015672 - 0

## Groundwater

Matrix	Method	Test Description	Analyte			
Continue	d			RL	MDL	Units
			Hexachlorobutadiene	5.00	1.40	ug/L
			Isopropylbenzene	1.00	0.350	ug/L
			Methyl tert-butyl ether	1.00	0.490	ug/L
			Methylene chloride	5.00	1.70	ug/L
			Naphthalene	5.00	3.00	ug/L
			n-Butylbenzene	1.00	0.440	ug/L
			n-Propylbenzene	1.00	0.390	ug/L
			p-lsopropyltoluene	1.00	0.330	ug/L
			sec-Butylbenzene	1.00	0.440	ug/L
			Styrene	1.00	0.370	ug/L
			tert-Butylbenzene	1.00	0.390	ug/L
			Tetrachloroethene	1.00	0.480	ug/L
			Tetrahydrofuran	10.0	2.60	ug/L
			Toluene	1.00	0.430	ug/L
			trans-1,2-Dichloroethene	1.00	0.270	ug/L
			trans-1,3-Dichloropropene	5.00	0.560	ug/L
			Trichloroethene	1.00	0.430	ug/L
			Trichlorofluoromethane	4.00	0.380	ug/L
			Vinyl chloride	1.00	0.180	ug/L
			Xylenes, Total	3.00	0.400	ug/L
		Surrogate Cpnc	1			
			Dibromofluoromethane (Surr)			
			Toluene-d8 (Surr)			
			4-Bromofluorobenzene (Surr)			
				RL	MDL	Units
Water	WI-DRO	Wisconsin DRO	Diesel Range Organics (DRO)	0.100	0.0670	mg/L
				RL	MDL	Units
Water	WI-GRO	Wisconsin GRO	Wisconsin GRO	100	30.0	ug/L
		Surrogate Conc	4			
			4-Bromofluorobenzene (Surr)			
			••			
			Air			
Matrix	Method	Test Description	Analyte			
				RL	MDL	Units
Air	TO-15	TO15 MN MPCA List (includes batch c	ert can, Dichlorodifluoromethane	0.500	0.110	ppb v/v
			1.2-Dichlorotetrafluoroethane	0.200	0.0480	v/v dag
			Chloromethane	0.500	0.150	ppb v/v
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**Eurofins Cedar Falls** 3019 Venture Way Cedar Falls, IA 50613

Prepared by Brock, Emily A Date 2/3/2023 5/4/2023 Expiration Date Est. Start Date

# Project: Site 6 Duluth International Airport

Prepared for:

Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

# Quote Number: 31015672 - 0

	Air						
Matrix	Method	Test Description	Analyte				
Continued				RL	MDL	Units	
			Vinyl chloride	0.200	0.0210	ppb v/v	
			1,3-Butadiene	0.200	0.0390	ppb v/v	
			Bromomethane	0.200	0.0710	ppb v/v	
			Chloroethane	0.500	0.180	ppb v/v	
			Trichlorofluoromethane	0.200	0.0500	ppb v/v	
			Freon TF	0.200	0.0530	ppb v/v	
			1,1-Dichloroethene	0.200	0.0260	ppb v/v	
			Acetone	5.00	1.60	ppb v/v	
			Isopropyl alcohol	5.00	1.60	ppb v/v	
			Carbon disulfide	0.500	0.130	ppb v/v	
			Methylene Chloride	0.500	0.180	ppb v/v	
			Methyl tert-butyl ether	0.200	0.0360	ppb v/v	
			trans-1,2-Dichloroethene	0.200	0.0230	ppb v/v	
			n-Hexane	0.500	0.110	ppb v/v	
			1,1-Dichloroethane	0.200	0.0250	ppb v/v	
			Methyl Ethyl Ketone	0.500	0.490	ppb v/v	
			cis-1,2-Dichloroethene	0.200	0.0210	ppb v/v	
			Chloroform	0.200	0.0410	ppb v/v	
			Tetrahydrofuran	5.00	1.30	ppb v/v	
			1,1,1-Trichloroethane	0.200	0.0440	ppb v/v	
			Cyclohexane	0.200	0.0580	ppb v/v	
			Carbon tetrachloride	0.200	0.0220	ppb v/v	
			Benzene	0.200	0.0440	ppb v/v	
			1,2-Dichloroethane	0.200	0.0930	ppb v/v	
			n-Heptane	0.200	0.0550	ppb v/v	
			Trichloroethene	0.200	0.0250	ppb v/v	
			1,2-Dichloropropane	0.200	0.0940	ppb v/v	
			Bromodichloromethane	0.200	0.0500	ppb v/v	
			cis-1,3-Dichloropropene	0.200	0.0450	ppb v/v	
			Methyl isobutyl ketone	0.500	0.130	ppb v/v	
			Toluene	0.200	0.0420	ppb v/v	
			trans-1,3-Dichloropropene	0.200	0.0540	ppb v/v	
			1,1,2-Trichloroethane	0.200	0.0740	ppb v/v	
			Tetrachloroethene	0.200	0.0210	ppb v/v	
			Methyl Butyl Ketone	0.500	0.150	ppb v/v	
			(2-nexanone) 1 2-Dibromoethane	0 200	0 0420	nnh v/v	
			Chlorobenzene	0.200	0.0420	nnh v/v	
			Ethylhenzene	0.200	0.0440	nnh v/v	
			m n-Xvlene	0.200	0.0020	nnh v/v	
				0.000	0.0500		
			Styrene	0.200	0.0320		
			Bromoform	0.200	0.0000	nnh v/v	
			1 1 2 2 Tetrachloroethano	0.200	0.120		
			4-Fthyltoluene	0.200	0.0430	ppb v/v	
				0.200	0.0400		



Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

Prepared byBrock, Emily ADate2/3/2023Expiration Date5/4/2023Est. Start Date

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Jennifer Force Short Elliott Hendrickson, Inc. dba SEH 3535 Vadnais Center Drive St. Paul, MN 55110 jforce@sehinc.com Tel: (612) 839-2430

# Quote Number: 31015672 - 0

Air						
Matrix	Method	Test Description	Analyte			
Continued				RL	MDL	Units
			1,3,5-Trimethylbenzene	0.200	0.0470	ppb v/v
			1,2,4-Trimethylbenzene	0.200	0.0800	ppb v/v
			1,3-Dichlorobenzene	0.200	0.0740	ppb v/v
			1,4-Dichlorobenzene	0.200	0.0890	ppb v/v
			Benzyl chloride	0.200	0.0880	ppb v/v
			1,2-Dichlorobenzene	0.200	0.0660	ppb v/v
			1,2,4-Trichlorobenzene	0.500	0.330	ppb v/v
			Hexachlorobutadiene	0.200	0.110	ppb v/v
			Naphthalene	0.500	0.300	ppb v/v
			Dibromochloromethane	0.200	0.0630	ppb v/v



Eurofins Cedar Falls 3019 Venture Way Cedar Falls, IA 50613

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# Quote Number: 31015672 - 0

### **Analytical Sample Information**

Analysis			Client Sub List Desc			
Method	Matrix	Preservative	Container	Volume Required	Holding Time	
Volatile Organic Compounds	s in Ambient Air		TO15 MN MPCA List (includes batch cert can, flow controller rental)			
TO15	Air	None	Summa Canister 6L	0.75 L	30 Days	
Mercury (CVAA)			Mercury			
7471B	Solid	None	Clear Glass 4oz Wide - unpreserved	10 g	28 Days	
Metals (ICP/MS)			RCRA 7 Metals			
6020B	Solid	None	Clear Glass 4oz Wide - unpreserved	5 g	180 Days	
Percent Moisture			Percent Moisture			
Moisture	Solid	None	Clear Glass 4oz Wide - unpreserved	25 g	180 Days	
Semivolatile Organic Compo	ounds (GC/MS SIM)		PAH SIM			
8270E_SIM	Solid	None	Clear Glass 4oz Wide - unpreserved	50 g	14 Days	
Volatile Organic Compounds	s by GC/MS		Volatiles - Minnesota List			
8260D	Solid	None	VOA Terracore Kit - Cedar Falls	1 NONE	14 Days	
Wisconsin - Diesel Range C	rganics (GC)		Wisconsin DRO + silica gel cleanu	0		
WI_DRO	Solid	None	Soil jar 4oz (certified tare wt)	25 g	10 Days	
Wisconsin - Gasoline Range	e Organics (GC)		Wisconsin GRO			
WI_GRO	Solid	None	VOA Terracore Kit - Wisconsin	1 NONE	21 days	
Volatile Organic Compounds	s by GC/MS		Volatiles - Minnesota List			
8260D	Water	Hydrochloric Acid	Voa Vial 40ml - Hydrochloric Acid	120 mL	14 Days	
Wisconsin - Diesel Range Organics (GC)			Wisconsin DRO			
WI_DRO	Water	Hydrochloric Acid	Amber Glass 250mL - hydrochloric acid	500 mL	7 Days	
Wisconsin - Gasoline Range	e Organics (GC)		Wisconsin GRO			
WI_GRO	Water	Hydrochloric Acid	Voa Vial 40ml - Hydrochloric Acid	120 mL	14 Days	

Hold Times listed above represent the minimum allotted time between sampling and lab extraction, prep or analysis.

Multiple analyses may be consolidated into fewer containers. Please contact your Project Manager for clarification when requesting sample containers.

Except for some special tests, all samples should be kept cold at 6 degrees C.



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#### EUROFINS ENVIRONMENT TESTING NORTH CENTRAL, LLC TERMS AND CONDITIONS OF SALE (Short Form)

When a purchaser (Client) places an order for laboratory, consulting or sampling services from Eurofins Environment Testing North Central, LLC, a Delaware corporation, Eurofins Environment Testing North Central, LLC shall provide the ordered services pursuant to these Terms and Conditions and the related Quotation or Price Schedule, or as agreed in a negotiated contract. In the absence of a written agreement to the contrary, a client order constitutes an acceptance by the Client of Eurofins Environment Testing North Central, LLC's offer to do business under these Terms and Conditions, and an agreement to be bound by these Terms and Conditions. Receipt of a Client's samples at a Eurofins Environment Testing North Central, LLC laboratory constitutes acceptance of these Terms and Conditions (in the absence of any other negotiated contract). No contrary or additional terms and conditions expressed in a Client's Goument shall be deemed to become a part of the contract created upon acceptance of these Terms and Conditions, unless accepted by Eurofins Environment Testing North Central, LLC in writing.

#### 1. ORDERS AND RECEIPT OF SAMPLES

1.1 A Client may place an order (i.e., specify a Scope of Work) either by submitting a purchase order to Eurofins Environment Testing North Central, LLC in writing or by telephone subsequently confirmed in writing, or by negotiated contract. Whichever option the Client selects for placing an order, the order shall not be valid unless it contains sufficient specification to enable Eurofins Environment Testing North Central, LLC to carry out the Client's requirements. In particular, samples must be accompanied by: a) adequate instruction on type of analysis requested, and b) complete written disclosure of the known or suspected presence of any hazardous substances, as defined by applicable federal or state law. If a Client fails to provide these required disclosures accompanying the submission of samples, and such failure results in an interruption in the lab's ability to process work due to contamination of instruments or work areas, the Client will be responsible for the costs of clean-up and recovery.

The Client shall provide one week's advance notice of the sample 12 delivery schedule, or any changes to the schedule, whenever possible. Upon timely delivery of samples, Eurofins Environment Testing North Central, LLC will use its best efforts to meet mutually agreed turnaround times. All turnaround times will be calculated from the point in time when Eurofins Environment Testing North Central, LLC has determined that it can proceed with defined work following receipt, inspection of samples, and resolution of any discrepancies in Chain-of-Custody forms and project guidance regarding work to be done (Sample Delivery Acceptance). Rush turnaround times not requested in advance of the delivery of samples and specifically agreed to by the lab are not guaranteed. If the Client changes the sample delivery schedule prior to Sample Delivery Acceptance, Eurofins Environment Testing North Central, LLC reserves its rights to modify its turnaround time commitment, change the date upon which Eurofins Environment Testing North Central, LLC will accept samples, or refuse Sample Delivery Acceptance for the affected samples.

1.3 Eurofins Environment Testing North Central, LLC reserves the right, exercisable at any time, to refuse or revoke Sample Delivery Acceptance for any sample which in the sole judgment of Eurofins Environment Testing North Central, LLC: a) is of unsuitable volume; b) may pose a risk or become unsuitable for handling, transport, or processing for any health, safety, environmental or other reason, whether or not due to the presence of any hazardous substance in the sample and whether or not such presence has been disclosed to Eurofins Environment Testing North Central, LLC by the Client; or c) holding times cannot be met, due to passage of more than 48 hours from the time of sampling or 1/2 the holding time for the requested test, whichever is less.

1.4 Prior to Sample Delivery Acceptance, the entire risk of loss or damage to samples remains with the Client, except where Eurofins Environment Testing North Central, LLC provides courier services. In no event will Eurofins Environment Testing North Central, LLC have any responsibility or liability for the action or inaction of any carrier shipping or delivering any sample to or from Eurofins Environment Testing North Central, LLC's premises. Client is responsible for assuring that any sample that contains or may contain any hazardous substance to be delivered to Eurofins Environment Testing North Central, LLC's premises is properly packaged, labeled, transported and delivered, all in accordance with applicable laws.

1.5 Eurofins Environment Testing North Central, LLC reserves the right to begin processing samples upon receipt, unless the Client specifically notifies Eurofins Environment Testing North Central, LLC in writing prior to

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sample receipt that the samples are to be held without preparation or other processing or pending receipt of a purchase order. Eurofins Environment Testing North Central, LLC shall under no circumstances be responsible for missed holding times or turnaround times or for re-sampling costs if samples are released from hold with less than 48 hours or 1/2 the holding time for the requested test remaining, whichever is less.

#### 2. PAYMENT TERMS

2.1 Services performed by Eurofins Environment Testing North Central, LLC will be in accordance with prices quoted and later confirmed in writing or as stated in the Price Schedule. Quoted prices do not include sales tax. Applicable sales tax will be added to invoices where required by law.

Invoices may be submitted to Client upon completion of any sample 22 delivery group. Billing corrections must be requested within 30 days of invoice date. Payment in advance is required for all clients except those whose credit has been established with Eurofins Environment Testing North Central, LLC. For clients with approved credit, payment terms are net 30 days from the date of invoice by Eurofins Environment Testing North Central, LLC, unless alternative terms have been agreed in a separate written agreement. Payment shall be made without retainage, and shall not be contingent upon the receipt of funds from third parties. All overdue payments are subject to an additional interest and service charge of one and one half percent (1.5%) (or the maximum rate permissible by law, whichever is less) per month or portion thereof from the due date until the date of payment. All fees are charged or billed directly to the Client. The billing of a third party will not be accepted without a statement, signed by the third party, acknowledging and accepting payment responsibility in accordance with these payment terms.

2.3 If Client fails to make timely payment of its invoices, Eurofins Environment Testing North Central, LLC reserves the right to pursue all appropriate remedies, including withdrawing certifications, suspending work and withholding delivery of data under this order without recourse. Client shall be responsible for all reasonable fees, expenses, and costs of collection including but not limited to arbitrator's and attorney's fees. Eurofins Environment Testing North Central, LLC reserves the right to refuse to proceed with work at any time based upon an unfavorable Client credit report.

#### 3. CHANGE ORDERS, TERMINATION

3.1 Changes to the Scope of Work, price, or result delivery date may be initiated by Eurofins Environment Testing North Central, LLC after Sample Delivery Acceptance due to any condition which conflicts with analytical, QA or other protocols warranted in these Terms and Conditions. Eurofins Environment Testing North Central, LLC will not proceed with such changes until an agreement with the Client is reached on the amount of any cost, schedule change or technical change to the Scope of Work, and such agreement is documented in writing.

3.2 Changes to the Scope of Work, including but not limited to increasing or decreasing the work, changing test and analysis specification, or acceleration in the performance of the work may be initiated by the Client after Sample Delivery Acceptance. Such change must be documented in writing and may result in a change in cost and turnaround time commitment. Eurofins Environment Testing North Central, LLC's acceptance of such changes is contingent upon technical feasibility and operational capacity.

3.3 Suspension or termination of all or any part of the work may be initiated by the Client. Eurofins Environment Testing North Central, LLC will be compensated consistent with Section 2 of these Terms and Conditions. Eurofins Environment Testing North Central, LLC will complete all work in progress and be paid in full for all work completed.

#### 4. WARRANTIES AND LIABILITY

4.1 Where applicable, Eurofins Environment Testing North Central, LLC will use appropriate and approved analytical test methods. Eurofins Environment Testing North Central, LLC has referenced these methods in its Laboratory Quality Manuals and has documented them in Standard Operating Procedures. Eurofins Environment Testing North Central, LLC reserves the right based on its reasonable judgment to deviate from these methodologies as necessary or appropriate to the extent required by the nature or composition of the sample, which deviations, if any, will be made on a basis consistent with recognized standards of the industry and/or Eurofins Environment Testing North Central, LLC's Laboratory Quality Manuals. Client may request that Eurofins Environment Testing North Central, LLC perform according to a



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mutually agreed Quality Assurance Project Plan (QAPP). If samples arrive prior to agreement on a QAPP, Eurofins Environment Testing North Central, LLC will proceed with analyses under its standard Quality Manuals then in effect. Eurofins Environment Testing North Central, LLC will not be responsible for any resampling or other charges if work must be repeated to comply with a subsequently finalized QAPP.

Eurofins Environment Testing North Central, LLC shall start 42 preparation and/or analysis within holding times provided that Sample Delivery Acceptance occurs within 48 hours of sampling or 1/2 of the holding time for the test, whichever is less, unless the Client has specifically requested that Eurofins Environment Testing North Central, LLC hold the samples without preparation or other processing or pending receipt of a purchase order. Where resolution of inconsistencies leading to Sample Delivery Acceptance does not occur within this period, Eurofins Environment Testing North Central, LLC will use its best efforts to meet holding times and will proceed with the work provided that, in Eurofins Environment Testing North Central, LLC's judgment, the chain-of-custody or definition of the Scope of Work provide sufficient guidance. Reanalysis of samples to comply with Eurofins Environment Testing North Central, LLC's Quality Manuals will be deemed to have met holding times provided the initial analysis was performed within the applicable holding time. Where reanalysis demonstrates that sample matrix interference is the cause of failure to meet any Quality Manual requirements, the warranty will be deemed to have been met.

4.3 Eurofins Environment Testing North Central, LLC warrants that it possesses and maintains all licenses and certifications that are required to perform services under these Terms and Conditions provided that such requirements are specified in writing to Eurofins Environment Testing North Central, LLC prior to Sample Delivery Acceptance. Eurofins Environment Testing North Central, LLC will notify the Client in writing of any decertification or revocation of any license, or notice of either, that affects work in progress.

4.4 The warranty obligations set forth in Sections 4.1, 4.2 and 4.3 are the sole and exclusive warranties given by Eurofins Environment Testing North Central, LLC in connection with any services performed by Eurofins Environment Testing North Central, LLC or any results generated from such services, and Eurofins Environment Testing North Central, LLC gives and makes NO OTHER REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED. No representative of Eurofins Environment Testing North Central, LLC is authorized to give or make any other representation or warranty or modify this warranty in any way.

4.5 Client's sole and exclusive remedy for breach of warranty in connection with any services performed by Eurofins Environment Testing North Central, LLC will be limited to repeating any services performed, contingent on the Client's providing, at the request of Eurofins Environment Testing North Central, LLC and at the Client's expense, additional sample(s) if necessary. Any reanalysis requested by the Client generating results consistent with the original results will be at the Client's expense. If resampling is necessary, Eurofins Environment Testing North Central, LLC's liability for resampling costs will be limited to actual cost or one hundred and fifty dollars (\$150) per sample, whichever is less.

4.6 Eurofins Environment Testing North Central, LLC's liability for any and all causes of action arising hereunder, whether based in contract, tort, warranty, negligence or otherwise, shall be limited to the lesser amount of compensation for the services performed or \$100,000. All claims, including those for negligence, shall be deemed waived unless suit thereon is filed within one year after Eurofins Environment Testing North Central, LLC's completion of the services. Under no circumstances, whether arising in contract, tort (including negligence), or otherwise, shall Eurofins Environment Testing North Central, LLC be responsible for loss of use, loss of profits, or for any special, indirect, incidental or consequential damages occasioned by the services performed or by application or use of the reports prepared.

4.7 In no event shall Eurofins Environment Testing North Central, LLC have any responsibility or liability to the Client for any failure or delay in performance by Eurofins Environment Testing North Central, LLC that results, directly or indirectly, in whole or in part, from any cause or circumstance beyond the reasonable control of Eurofins Environment Testing North Central, LLC. Such causes and circumstances include, but are not limited to, acts of God, acts of Client, acts or orders of any governmental authority, strikes or other labor disputes, natural disasters, accidents, wars, civil disturbances, equipment breakdown, matrix interference or unknown highly contaminated samples that impact instrument operation, unavailability of supplies from usual suppliers, difficulties or delays in transportation, mail

or delivery services, or any other cause beyond Eurofins Environment Testing North Central, LLC's reasonable control.

#### 5. RESULTS, WORK PRODUCT

5.1 Data or information provided to Eurofins Environment Testing North Central, LLC or generated by services performed under this agreement shall only become the property of the Client upon receipt in full by Eurofins Environment Testing North Central, LLC of payment for the entire order. Ownership of any analytical method, QA/QC protocols, software programs or equipment developed by Eurofins Environment Testing North Central, LLC for performance of work will be retained by Eurofins Environment Testing North Central, LLC for years and the transmission of the entire order. Client shall not disclose such information to any third party without Eurofins Environment Testing North Central, LLC's express prior consent.

5.2 Data and sample materials provided by Client or at Client's request, and the result obtained by Eurofins Environment Testing North Central, LLC shall be held in confidence

(unless such information is generally available to the public or is in the public domain or Client has failed to pay Eurofins Environment Testing North Central, LLC for all services rendered or is otherwise in breach of these Terms and Conditions), subject to any disclosure required by law or legal process.

5.3 Should the results delivered by Eurofins Environment Testing North Central, LLC be used by the Client or Client's client, even though subsequently determined not to meet the warranties described in these Terms and Conditions, then the compensation will be adjusted based upon mutual agreement. In no case shall the Client unreasonably withhold Eurofins Environment Testing North Central, LLC's right to independently defend its data.

5.4 Eurofins Environment Testing North Central, LLC reserves the right to perform the services at any laboratory in the Eurofins Environment Testing North Central, LLC network. If a Client has requested a particular location for the work, Eurofins Environment Testing North Central, LLC will inform the Client when operational constraints require the work to be performed at another Eurofins Environment Testing North Central, LLC location. In addition, Eurofins Environment Testing North Central, LLC location. In addition, Eurofins Environment Testing North Central, LLC location. In addition, Eurofins Environment Testing North Central, LLC reserves the right to subcontract services ordered by the Client to another laboratory or laboratories, if, in Eurofins Environment Testing North Central, LLC's sole judgment, it is reasonably necessary, appropriate or advisable to do so. Eurofins Environment Testing North Central, LLC will in no way be liable for any subcontracted services (outside the Eurofins Environment Testing North Central, LLC will on way be liable for any subcontracted services for work performed at laboratories which have been audited and approved by Eurofins Environment Testing North Central, LLC LC.

55 Eurofins Environment Testing North Central, LLC will dispose of nonhazardous samples, sample extracts and digestates 30 days after the final analytical report is issued, unless instructed to store them for an alternate period of time or to return such samples to the Client, in a manner consistent with U.S. Environmental Protection Agency regulations or other applicable federal, state or local requirements. Charges for disposal will be billed to the client. Alternatively, samples can be returned to the client for disposal. Cost of return shipping will be billable to the client. Air samples in Summa canisters and tedlar bags are used and the containers cleaned immediately after testing, such that those samples are not retained. Longer storage periods may be requested and may be accommodated if space allows, and for an additional charge. Any samples for projects that are canceled or not accepted, or for which return was requested, will be returned to the Client at its own expense. Eurofins Environment Testing North Central, LLC reserves the right to return to the Client any sample or unused portion of a sample that is not within Eurofins Environment Testing North Central, LLC's permitted capability or the capabilities of Eurofins Environment Testing North Central, LLC's designated waste disposal vendor(s). ALL DIOXIN, MIXED WASTE, AND RADIOACTIVE SAMPLES WILL BE RETURNED TO THE CLIENT, unless prior arrangements for disposal are made.

5.6 Unless a different time period is agreed to in an order under these Terms and Conditions, Eurofins Environment Testing North Central, LLC agrees to retain all records for five (5) years.

5.7 If Eurofins Environment Testing North Central, LLC is required to respond to legal process related to services for Client, Client agrees to reimburse Eurofins Environment Testing North Central, LLC for hourly charges for personnel involved in the response and attorney's fees reasonably incurred in obtaining advice concerning the response, preparation to testify, and appearances related to the legal process, travel and all reasonable expenses associated with the litigation. Additional consulting beyond that normally



# Environment Testing America

associated with lab reports will be billed at Eurofins Environment Testing North Central, LLC's current published rates.

#### 6. INSURANCE

6.1 During the performance of services under these Terms and Conditions, Eurofins Environment Testing North Central, LLC shall maintain in force Workers' Compensation and Employer's Liability Insurance in accordance with the laws of the states having jurisdiction over Eurofins Environment Testing North Central, LLC's employees who are engaged in the performance of the work. Eurofins Environment Testing North Central, LLC shall also maintain during such period Comprehensive General and Contractual Liability (limit of \$1,000,000 per occurrence/ \$2,000,000 aggregate), Comprehensive Automobile Liability, owned and hired, (\$1,000,000 combined single limit), Professional Liability Insurance (limit of \$5,000,000 per claim/aggregate).

#### 7. MISCELLANEOUS PROVISIONS

7.1 These Terms and Conditions, together with any additions or revisions which may be agreed to in writing by Eurofins Environment Testing North Central, LLC, embody the whole agreement of the parties and provide the only remedies available. There are no promises, terms, conditions, understandings, obligations or agreements other than those contained herein, and these Terms and Conditions shall supersede all previous communications, representations, or agreements, either verbal or written, between the Client and Eurofins Environment Testing North Central, LLC. These Terms and Conditions, and any transactions or agreements to which they apply, shall be governed both as to interpretation and performance by the laws of the state where Eurofins Environment Testing North Central, LLC's evices are performed.

7.2 The invalidity or unenforceability, in whole or in part, of any provision, term or condition hereof shall not affect in any way the validity or enforceability of the remainder of these Terms and Conditions, the intent of the parties being that the provisions be severable. The section headings of these Terms and Conditions are intended solely for convenient reference and shall not define, limit or affect in any way these Terms and Conditions or their interpretations. No waiver by either party of any provision, term or condition hereof or of any obligation of the other party hereunder shall constitute a waiver of any subsequent breach or other obligation.

7.3 The obligations, liabilities, and remedies of the parties, as provided herein, are exclusive and in lieu of any others available at law or in equity. Indemnifications, releases from liability and limitations of liability shall apply, notwithstanding the fault, negligence or strict liability of the party to be indemnified, released, or whose liability is limited, except to the extent of sole negligence or willful misconduct.

# Duluth Airport Authority Short Elliott Hendrickson Inc. (SEH) Work Order 2023-1 for Preliminary and Final Design for the Taxiway C South Reconstruction Project at the Duluth International Airport

## Terms:

- Estimated start date of February 21, 2023
- Estimated end date of August 1, 2023

## Agreement Overview:

This work order includes preliminary and final design for the Taxiway C South Reconstruction project at Duluth International Airport (DLH). The contract provisions included in the Master Agreement (dated 1-21-2020) between the DAA and SEH remain in effect for this work order.

## Background:

Taxiway C, the full parallel taxiway serving the crosswind runway (Runway 3/21) at the Duluth International Airport (DLH), needs a full reconstruction and realignment. Much of the existing bituminous pavement has been in place since 1974, and the pavement condition has been rated as poor by the most recent Minnesota Department of Transportation (MnDOT) pavement condition assessment, completed in 2018. See Figure 1 - DLH 2018 PCI Summary. This scope of work assumes that the project will be designed, bid, and constructed concurrently with the Taxiway A Reconstruction, Phase 3 project.

The Taxiway C South project will include approximately 1,300 linear feet of bituminous taxiway reconstruction. The reconstructed taxiway will be 50 feet in width, with bituminous shoulders 15 feet in width, that will be designed to be Taxiway Design Group 3. The proposed geometry as part of this project will make the reconstructed portion of Taxiway C parallel to Runway 3/21 and the reconstructed portion of Taxiway C4 to be perpendicular to the runway to meet current geometric design standards. This project will tie in with the fillet geometry meeting FAA design criteria associated with the reconstruction of Taxiway C3 as part of the Taxiway A Phase 3 project. This project will include two new connectors to the Cargo Ramp, the north connector will be designed to Taxiway Design Group 3 standards and the south connector will be designed to Taxiway Design Group 2A standards.

This scope of engineering services includes preliminary design, final design, including plan drawings, specifications, an engineer's design report, quality control, design reviews, and construction bidding documents, as well as project management. Final design will occur in the in early 2023, with project bids opened in late July of 2023. Construction is anticipated to take place in the summer of 2024.

Engineering services for federally eligible portions of the scope of work are anticipated to be funded at a 90 percent rate by the Federal Aviation Administration (FAA) and 5 percent funded by the Minnesota Department of Transportation (MnDOT). Engineering fees for the federally ineligible portions of the scope of work are anticipated to be fully funded by MnDOT or local shares.

VII C.

# WORK ORDER No. 2023-1 Between

## The Duluth Airport Authority (DAA) (Owner) and Short Elliott Hendrickson Inc. (SEH) (Consultant)

Dated: February 21, 2023

# TAXIWAY C SOUTH RECONSTRUCTION (PRELIMINARY DESIGN, ENGINEER'S DESIGN REPORT, FINAL DESIGN, PLANS AND SPECIFICATIONS, BIDDING DOCUMENTS) DULUTH INTERNATIONAL AIRPORT (DLH)

This work order includes completion of the Taxiway C South Reconstruction (Preliminary Design, Engineer's Design Report, Final Design, Plans and Specifications, Bidding Documents) Project at the Duluth International Airport (DLH). The contract provisions included in the Master Agreement (dated 1-21-2020) between the DAA and SEH remain in effect for this work order.

Estimated start date is February 21, 2023; estimated end date is August 1, 2023.

Compensation by the Owner to the Consultant shall be a lump sum amount of \$187,900.00. Schedule A is \$167,000.00 includes the federally eligible portion of the work. Schedule B is \$20,900.00 and includes the federally ineligible portions of the scope of work.

Descriptions of the services to be provided are included in Attachments A-1 and A-2. Detailed estimates of labor cost and expenses are included in Attachments B-1 and B-2.

Point of Contact: Shawn McMahon, Principal

## **APPROVED:**

**Duluth Airport Authority (DAA)** 

Short Elliott Hendrickson Inc.

Title:\_\_\_\_\_

Date:\_\_\_\_\_

Title: Principal

Date: February 21, 2023

Title:\_\_\_\_\_

Date:\_\_\_\_\_

# ATTACHMENT A-1 Duluth International Airport (DLH) Taxiway C South Scope of Work Schedule A (FAA Eligible)

# Preliminary Design, Engineer's Design Report, Final Design, Plans and Specifications, Bidding Documents

**General –** Taxiway C, the full parallel taxiway serving the crosswind runway (Runway 3/21) at the Duluth International Airport (DLH), is in need of a full reconstruction and realignment. Much of the existing bituminous pavement has been in place since 1974, and the pavement condition has been rated as poor by the most recent Minnesota Department of Transportation (MnDOT) pavement condition assessment, completed in 2018. See **Figure 1 - DLH 2018 PCI Summary**. Based on discussions with the Duluth Airport Authority (DAA) and FAA, it has been determined that the southern portion of Taxiway C, which includes Taxiway C south of C3, can be designed and constructed concurrently with the on-going Taxiway A Reconstruction, Phase 3 project. This scope of work assumes that the project will be designed, bid, and constructed concurrently with the Taxiway A Reconstruction, Phase 3 project.



Figure 1. DLH 2018 PCI Summary

The Taxiway C South Project will include approximately 1,300 linear feet of bituminous taxiway reconstruction. The reconstructed taxiway will be 50 feet in width, with bituminous shoulders 15 feet in width, that will be designed to be Taxiway Design Group 3. The proposed geometry as part of this project will make the reconstructed portion of Taxiway C parallel to Runway 3/21 and the reconstructed portion of Taxiway C4 to be perpendicular to the runway to meet current geometric design standards. This project will tie in with the fillet geometry meeting FAA design criteria

associated with the reconstruction of Taxiway C3 as part of the Taxiway A Phase 3 project. This project will include two new connectors to the Cargo Ramp, the north connector will be designed to Taxiway Design Group 3 standards and the south connector will be designed to Taxiway Design Group 2A standards.

As part of this project, approximately 630 feet of the existing service road will need to be removed and relocated outside of the new taxiway object free area. This project scope includes the demolition, pavement design, grading, and drainage analysis of the relocated the airfield service road.

In addition to the taxiway and service road reconstruction, there will be approximately 63,000 square feet of pavement removals of existing Taxiway C, Taxiway C4, the existing service road, and portions of the Cargo Ramp. The work will include drainage improvements, including potential storm structure repair or replacement. Additionally, new taxiway lighting and signage will be installed. The associated airfield lighting control system will be modified to match the installed lighting configuration.

The Taxiway C South Project will be designed, bid, and constructed concurrently with on-going Taxiway A Reconstruction, Phase 3 project.

See Figure 2 – Taxiway C South - Project Exhibit for a graphic that represents the aforementioned project limits.



Figure 2. Taxiway C South - Project Exhibit

(The Construction Administration scope items will be included in a subsequent work order.)

## Proposed project schedule:

December 20, 2022 – DAA Board considers Preliminary and Final Design contract April 2023 – Submit Engineer's Design Report May 8, 2023 – Final plans and specifications posted for bidding June 6, 2023 – Bid opening June 20, 2023 – DAA Board to consider Construction and CA contracts July 1, 2023 – Grant application submittal June 2024 – Construction

Project Deliverables – The project deliverables of this scope include the following:

- 1. Project Formulation
- 2. Preliminary Design
- 3. Engineer's Design Report for Taxiway C South
- 4. Plan Drawings for Taxiway C South
- 5. Construction Bidding Documents for Taxiway C South
- 6. FAA Construction Plans and Specifications Review
- 7. Quality Control Reviews
- 8. Project management and Meetings

## This work scope includes:

## Work Element 1: Project Formulation

**Task 1.1 – Scoping, Review, and Coordination** – Short Elliott Hendrickson (SEH and/or Consultant) will coordinate with the Duluth Airport Authority (DAA) (sponsor) to develop the appropriate scope of work. Additional coordination will include task definition and establishment of project goals and objectives. The scope of work will be presented to FAA and MnDOT Office of Aeronautics for review and will be updated based on input received.

**Task 1.2 – FAA Grant Initiation Documentation –** SEH will complete the project and grant pre-application documentation, associated preliminary cost breakdowns and preliminary eligibility determinations. The environmental CATEX (completed under another task) will be included in the project initiation documentation.

## Work Element 2: Preliminary Design

**Task 2.1 – Geotechnical Analysis/Borings –** Four (4) geotechnical borings will be drilled in the location of the proposed reconstruction areas per FAA pavement design criteria. SEH will provide escorting and oversight during the drilling. The boring logs and narrative report will be used to develop the pavement design and the typical section for the taxiway. The scope of work includes development and submittal of the FAA Form 7460 for completion of the boring scope of work.

**Task 2.2 – Topographic Survey** – A topographic survey will be completed in the area of the proposed Phase 3 reconstruction. Survey will include all pavement grades, pavement edges, drainage structures, utility information, airfield lighting,

and other necessary features. SEH will complete the survey work and provide escorting and oversight during the survey.

**Task 2.3 – Utility Investigation** – Hydro-excavation potholing will be performed to confirm the location of existing utility duct banks and FAA utilities over an approximate duration of one day. The scope of work includes a field escort of the hydro-excavation contractor and preparation of potholing exhibits by SEH for field investigation purposes.

**Task 2.4 – Environmental Determination/CATEX –** SEH will complete a request for environmental Categorical Exclusion (CATEX) for the Taxiway C South project. The wetland delineations have been obtained through previous work. This scope of work will include reviewing historical and previously completed data, preparing the CATEX form, coordinating with FAA, and responding to FAA comments as necessary.

### Work Element 3: Engineer's Design Report

- **Task 3.1 General Scope of Work** SEH will develop a brief narrative of the work scope, delineation of eligible/ineligible work items, any unique or unusual situations, and historical background on the proposed project.
- **Task 3.2 Photographs** SEH will coordinate with DAA staff to capture photographs of representative areas of existing site conditions. The photographs will be included within the report.
- Task 3.3 Applicable AIP Standards All applicable AIP standards will be referenced in the report by FAA Advisory Circulars. Specific values for design standards as required for Taxiway A and the proposed pavement will be displayed in table format for airplane design group, approach category, runway safety area and object free area dimensions, geometric values, and surface gradients.
- Task 3.4 Airport Operational Safety Considerations SEH will develop a Construction Safety and Phasing Plan (CSPP) to evaluate proposed phasing and sequencing, construction limits, haul routes, contractor staging areas, and anticipated impacts to airport users. All airport facilities, including approach procedures and navigational aids, will be evaluated for potential impacts due to construction.
- Task 3.5 Pavement Design SEH will utilize pavement cores, soil borings and the geotechnical evaluation and report to evaluate the current pavement condition and underlying soils. The resulting pavement evaluation and identification of soil characteristics will be used with the fleet mix to develop a proposed pavement design and alternatives. (FAARFIELD program results and FAA Form 5100-1 will be included as part of the report.) Existing pavement removal/reuse options will be explored, as well as base and subgrade conditions and proposed modifications.

In addition, the document will use the critical design aircraft determined in previous phases for pavement design, but verified for the varied geotechnical conditions.

 Task 3.6 – Drainage Design – SEH will conduct a site visit, inspection and evaluation of the existing drainage and subsurface drainage systems.
Delineation of the drainage area and stormwater runoff calculations will be determined to confirm current drainage and stormwater treatment features.

- **Task 3.7 Airfield Electrical Design –** SEH will review the existing airfield and electrical system with the electrical subconsultant. Requirements for installation of a new taxiway lighting system will be confirmed. SEH will review preliminary taxiway lighting layout and regulator requirements designed by electrical subconsultant.
- **Task 3.8 Pavement Marking –** SEH will develop a preliminary pavement marking plan and details to be included as part of the report. Coordination with FAA Part 139 inspector for the marking plan is included as part of this task.
- Task 3.9 Environmental Considerations SEH will document previously completed Categorical Exclusion (CATEX) performed in Task 2.4 for the project. SEH will also identify necessary permits, including but not limited to NPDES and developing a Stormwater Pollution Prevention Plan (SWPPP) in concert with preliminary erosion control plans. SEH will develop City of Duluth stormwater permitting requirements.
- **Task 3.10 Existing Utilities –** SEH will develop a drawing that identifies and delineates existing underground utilities in and adjacent to the area of the Taxiway C South .
- Task 3.11 Miscellaneous Work Items SEH will provide a narrative to address other work components of the project, such as turf establishment, erosion control, site access, and other related work items.
- Task 3.12 Life Cycle Cost Analysis SEH will include a discussion on Life Cycle Cost Analysis and confirm that the Life Cycle Cost Analysis for Taxiway A Reconstruction, Phase 1 is still desired to be used. The Life Cycle Cost Analysis process and results from Taxiway A Reconstruction, Phase 1 will be included in the report, and updated with current economic data and Taxiway C South cost estimates.
- Task 3.13 Modification to AIP Design Standards No modifications to design standards are anticipated, but this task will explore all preliminary design to confirm that no modifications to design standards will be requested.
- **Task 3.14 AIP Non-eligible Work Items –** Any potential non-eligible work items will be identified. If non-eligible work items are identified, the process for separating these work components from eligible components will be addressed.
- Task 3.15 Disadvantaged Business Enterprise (DBE) The current status of the Sponsor's DBE program will be established, together with project goals for the Taxiway C South project. It is anticipated that the goal from 2022, 2023, and 2024 will be reviewed.
- **Task 3.16 Project Schedule –** SEH will develop a schedule and associated chart to identify the project schedule specific to Phase 3 of the Taxiway A Reconstruction, and milestones during the design and bidding process.
- **Task 3.17 Engineer's Estimate of Probable Cost** SEH will provide an itemized summary of the engineer's estimate of probable construction costs. Any ineligible work components will be called out separately.
- Task 3.18 Preliminary Project Budget SEH will develop a preliminary project budget that will include anticipated engineering costs, construction costs, and administrative costs. Potential funding sources and prorations will also be included.

## Work Element 4: Plan Drawings for Taxiway C South

Final design and plan drawings for Taxiway C South will be prepared in accordance with federal and state guidelines. FAA Advisory Circular (AC) 150/5300-13B, *Airport Design,* will be utilized in the development of the plan set. Other applicable ACs, FAA Orders, Regulations and Policy Memorandums will be used as needed. Specific tasks included with this work element include:

- **Task 4.1 Environmental Coordination and Permits** SEH will refine the draft Stormwater Pollution Prevention Plan (SWPPP) and erosion control plans completed as part of the Engineer's Design Report. Additionally, the scope of work includes completion and/or coordination of the following permits:
  - MPCA NPDES permit application
  - City of Duluth Haul Route Application
  - City of Duluth Stormwater permit
  - Stormwater Pollution Prevention Plan (SWPPP)
- Task 4.2 Construction Safety and Phasing Plan Development SEH will create a Construction Safety and Phasing Plan (CSPP). SEH will meet with DAA staff, airfield tenants and users to evaluate potential risks and determine appropriate mitigation tactics. The CSPP will determine final phasing and sequencing, construction limits, haul routes, contractor staging areas, and anticipated impacts to airport users and airfield facilities. A final CSPP will be uploaded for FAA airspace review. A Construction Safety Plan Narrative will also be created to complement the CSPP.
- Task 4.3 7460 Airspace Determination Submittal SEH will submit the required airspace data on the FAA's OE/AAA website for an airspace determination. Submitted data will include a 7460 drawing with points of interest, the CSPP developed as part of Task 4.2, the Construction Safety Plan Narrative document, and other requested information by FAA. This tasks also includes effort to adjust submitted data as requested by FAA.
- Task 4.4 Detailed Final Design Detailed final design to include establishment of final plan/profile, grading and topographic survey analysis, shoulder impacts from taxiway widening and construction, surface and subsurface drainage design including final stormwater control measures, and other related project elements. Electrical final design will be related to edge lighting, taxiway lighting, and associated components. (See attached work scope from electrical subconsultant).
- Task 4.5 Construction Plan Sheets Specific plan sheets to be developed and included in the plan set are as follows:
  - Title Sheet
  - Construction Safety Plan
  - Construction Phasing Plan
  - Construction Signage Plan
  - Statement of Estimated Quantities
  - Details and Construction Notes
  - Utility Locations Plan
  - Storm Sewer Plan and Profile
  - Typical Section(s)

- Removal Plan
- Erosion Control Plan and Details
- Grading Plan
- Pavement Plan/Profile drawings
- Alignment Plan
- Concrete Pavement Joint Plan and Details
- Pavement Elevation Plan Sheets
- Pavement Marking Plan and Details
- Standard Plates
- Cross Sections
- Airfield Electrical Layout and Details
- Task 4.6 Quality Control Site Visit SEH will conduct one quality control site visit during final design to verify base maps, utility locations, light locations, grades, and other relevant site features to ensure conformance to bidding documents.

## Work Element 5: Construction Bidding Documents for Taxiway C South

Elements of the Construction Bidding Documents will be prepared in accordance with FAA Advisory Circulars (AC) 150/5300-13B, *Airport Design* and other applicable AC's, Orders, Regulations and Policy Memorandums. Specific tasks included with this work element include:

- Task 5.1 Construction Bidding Documents A bid proposal project manual will be prepared that will consist of a table of contents, advertisement for bids, proposal documents, schedule of prices, State and Federal requirements, wage rates, technical specifications and special provisions. Bidding documents will be edited individually and sent to the City of Duluth Purchasing Office for review. This task also includes coordination with the City of Duluth Purchasing Office to advertise the project for bid.
- Task 5.2 Construction Technical Specifications This task includes creation of construction technical specifications for the project. These specifications will be created from the FAA Advisory Circular 150/5370-10H - Standard Specifications for Construction of Airports and modified for the project. Individual specifications will be edited individually to meet project requirements.
- **Task 5.3 Construction Management Plan** A Construction Management Plan (CMP) and reporting program will be prepared per FAA guidelines.

### Work Element 6: FAA Construction Plans and Specifications Full Review

- **Task 6.1 FAA Coordination** SEH will coordinate with the FAA on submitting a 90% complete set of construction plans and specifications for FAA review.
- **Task 6.2 Completion of Appendix 3, "Full Review Guide**" SEH will complete Appendix 3 "Construction Plans and Specifications "Full Review Guide" and submit the document with the 90% plans and specifications
- Task 6.3 Review and Address FAA Comments SEH will review and address all FAA comments on the plans and specifications and develop

documentation to track any comments received and how those comments were addressed.

## Work Element 7: Quality Control Reviews

Quality Control includes the following tasks:

- **Task 7.1 Quantity Calculations and Final Engineer's Estimate** –This task includes finalization of quantities associated with the project for use in the bid package. A final engineer's estimate using these quantities is also included.
- **Task 7.2 Quality Control Reviews** –This task includes quality control reviews of the project plans and specifications, quantity determinations and construction cost estimates. An on-site plan review with DAA staff is included.

**Work Element 8: Project Management –** This task includes the overall project management of Work Elements 1 through 7 noted above. Project Management includes administration of the project, and related project administration tasks. All project meetings for the Taxiway C South project will be performed as part of the on-going DLH Taxiway A Reconstruction Phase 3 project.

- **Task 8.1 Subconsultant Coordination** This task includes management of the subcontractors selected to perform work included in this proposal. This task includes scoping, contracting, invoicing and quality control.
- **Task 8.2 Overall Project Management** –This task includes project coordination and administration, including Sponsor and agency communication, internal meetings, progress reports, budget updates and monthly invoices and contract negotiation.

### Subconsultants performing work under this proposal include the following:

- **1. Braun Intertec.** All geotechnical engineering associated with the project will be performed by Braun Intertec out of Duluth, Minnesota.
- **2. Burns & McDonnell.** Airfield electrical design with the project will be performed by Burns & McDonnell out of Bloomington, Minnesota.
# ATTACHMENT B-1 ESTIMATED FEES AND EXPENSES TAXIWAY C SOUTH ENGINEER'S DESIGN REPORT, FINAL DESIGN, AND PLANS AND SPECIFICATIONS SCHEDULE A - FAA ELIGIBLE DULUTI HITERNATIONAL AIRPORT (DLH) DULUTI H, MINNESOTA

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Task No	Task Description	Principal	Project Manager	Professional Engineer	Project Engineer	Senior Aviation Planner	Senior CAD	Water Resources	Survey Crew Chief	Instrument Operator	Admin Technician
Projec	t Formulation	Thispa	Manager	Engineer	Engineer	1 Idaniidi	reennoun	Engineer	Giller	operator	roomician
1 1	Scoping Review and Coordination	4	4	8	1			1			
1.2	FAA Grant Initiation Documentation	4	4	8				1			
Prelim	inary Design										
2.1	Geotechnical Analysis/Borings		1	1	8						
2.2	Topographic Survey		1		2		4		12	12	
2.3	Utility Investigation		4	8	8		4	-			
2.4	Environmental Determination/CATEX		2	4	16			6			
Engine	er's Design Report		,								
3.1	Beneral Scope of Work		1	2	4						2
33	Annlicable AIP Standards		1	2	4						
3.4	Airport Operational Safety Considerations		1	2	4						
3.5	Pavement Design		1	2	4						
3.6	Drainage Design		1	2	4						
3.7	Airfield Electrical Design		1	2							
3.8	Pavement Marking		1	2	4						
3.9	Environmental Considerations		1	2							
3.10	Existing Utilities		1	2							
3.11	Miscellaneous Work Items		1	2							
3.12	Life Cycle Cost Analysis		1	2							
3.13	Modification to AIP Design Standards		1	2		2		ļ			
3.14	AIP Non-eligible Work Items		1	4	4						2
3.15	Disauvaniaged Business Enterprise (UBE)		1	2							2
3.16	Project Scredule		1	2	4						
3.18	Preliminary Project Budget	2	1	2	4						
Plan [	rewings for Taxiway C South	-		-	-						
4 1	Environmental Coordination and Permits		2	4	4			1			4
	MPCA NPDES Permit		-	2	4			1			
	City of Duluth Haul Route Application				1						
	City of Duluth Stormwater Permit		1		1			2			
	SWPPP		1	2	4		2	8			
4.2	Construction Safety and Phasing Plan	1	1	2	8	2	2				
4.3	7460 Airspace Determination Submittal			2	8		4				
4.4	Detailed Final Design										
	Taxiway C South	2	16	40	20		40				
4.5	Construction Plan Sheets										
	Title Sheet						2				
	Construction Safety Plan		1	2	4		4				
	Construction Phasing Plans		1	2	8	2	8				
	Statement of Estimated Quantities		1	1	4		4				
	Details and Construction Notes		1	1	2		2				
	Utility Locations Plan			1	2		4				
	Storm Sewer Plan and Profile			2	4		4				
	Typical Section(s)		1	2	4		4				
	Removal Plan		1	2	4		4	1			
	Erosion Control Plan and Details			1	8		4	2			
	Grading Plan		1	2	8		20				
	Pavement Plan & Profile			2	8		20				
L	Alignment Plan			2	4		20				
	Concrete Jointing Plan and Details		1	2	4		4				
ļ	Pavement Elevation Plan Sheets			2	4		12	ļ			
	Pavement Marking Plan and Details		1	2	4		4				
	Standard Plates			1	4		4				
	Airfield Electrical Layout and Dateila			1	10		10				
46	Quality Control Site Visit		8	8	8		12				
Const	ruction Bidding Documents for Taxiway A Reconstruct	tion, Phase 3	~								
5.1	Construction Bidding Documents	,	2	8	8						8
5.2	Construction Technical Specifications		2	8	8						8
5.3	Construction Management Plan (CMP)		2	4	8						
FAA C	onstruction Plans and Specifications Full Review										
6.1	FAA Coordination	2	4	4	2	2			-		-
6.2	Completion of Appendix 3		2	4							
6.3	Review and Address FAA Comments		2	4	4		4				
Qualit	Overtity Colouisticas and Final Fasing		0	4	10		0	1			1
7.1	Quantity Calculations and Final Engineer's		2	4	16		8				
7.2	Quality Control Reviews	2	8	8	8	2	8				
Projec	t Management and Meetings	-	-		-	-	-				
8.1	Subconsultant Coordination		4	4							
8.2	Overall Project Management		4	4	[						
	Total hours per labor category	17	104	209	284	10	230	19	12	12	24
ESTIN	IATE OF LABOR COSTS:										

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Labor Category	Hours	Rate	Extension
Principal	17	\$81.89	\$1,392.13
Project Manager	104	\$66.66	\$6,932.64
Professional Engineer	209	\$52.51	\$10,974.59
Project Engineer	284	\$42.69	\$12,123.96
Senior Aviation Planner	10	\$80.91	\$809.10
Senior CAD Technician	230	\$44.35	\$10,200.50
Water Resources Engineer	19	\$51.75	\$983.25
Survey Crew Chief	12	\$36.75	\$441.00
Instrument Operator	12	\$31.50	\$378.00
Admin Technician	24	\$32.45	\$778.80
Total Direct Labor Costs:	921	-	\$45,013.97
Direct Salary Costs plus Overhead (66.03%)			\$74,736.69
Total Labor Costs		=	\$119,750.66
Fixed Fee on Labor Costs (15%)			\$17,962.60

Fixed Fee on Labor Costs (15%)
ESTIMATE OF EXPENSES:

Direct Expenses	Quantity	Rate	Extension
Airfield Lighting (Burns and McDonnell)	1	\$16,353.58	\$16,353.58
Geotechnical Investigation (Braun Intertec)	1	\$6,980.00	\$6,980.00
Computer Charge	921	\$5.80	\$5,341.80
Employee Mileage	800	\$0.62	\$496.00
Reproductions / Miscellaneous	1	\$100.00	\$100.00
Total Expenses		-	\$29,271.38

SUMMARY: Total Labor Costs + Expenses + Fixed Fee

Estimated Total

\$166,984.64 **\$167,000.00** 

# ATTACHMENT A-2 Duluth International Airport (DLH) Taxiway C South Scope of Work

# Schedule B (FAA Ineligible Tasks) Engineer's Design Report, Final Design, Plans and Specifications,

# **Bidding Documents**

**General –** Schedule B reflects the same overall project description as Schedule A, but specifically focuses on the portion of the tasks that are not federally eligible, and required to complete the federally ineligible portions of work. These tasks include the design effort required to construct a ADG 3/TDG-3 taxiway beyond the FAA eligible ADG 2/TDG 2A taxiway dimensions.

(The Construction Administration scope items will be included in a subsequent work order.)

## This work scope includes:

## Work Element 1: Project Formulation

**Task 1.1 – Scoping, Review, and Coordination** – Short Elliott Hendrickson (SEH and/or Consultant) will coordinate with the Duluth Airport Authority (DAA) (sponsor) to develop the appropriate scope of work. Additional coordination will include task definition and establishment of project goals and objectives. The scope of work will be presented to FAA and MnDOT Office of Aeronautics for review and will be updated based on input received. This work is specific to the additional effort required to design and fund the increase in taxiway width for Taxiway C.

**Task 1.2 – Project Formulation –** SEH will complete the project and grant preapplication documentation, cost breakdowns and eligibility determinations for the approved scope of work. This work is specific to the additional effort required to design and fund the increase in taxiway width.

# Work Element 2: Engineer's Design Report

- Task 2.1 General Scope of Work SEH will develop a brief narrative of the work scope, delineation of eligible/ineligible work items, any unique or unusual situations, and historical background on the proposed project. This work is specific to the additional effort required to design and fund the increase in taxiway width, and coordination with the Duluth Airport Authority specific to additional funding.
- Task 2.2 Engineer's Estimate of Probable Cost SEH will provide an itemized summary of the engineer's estimate of probable construction costs. Any ineligible work components will be called out separately. This work is specific to the additional effort required to design and fund the increase in taxiway width, and coordination with the Duluth Airport Authority.
- Task 2.3 Preliminary Project Budget SEH will develop a preliminary project budget that will include anticipated engineering costs, construction costs, and administrative costs. Potential funding sources and prorations will also be included. This work is specific to the additional effort required to design and fund the increase in taxiway width, and coordination with the Duluth Airport Authority.

## Work Element 3: Plan Drawings for Taxiway C South

Final design and plan drawings for Taxiway C South, will be prepared in accordance with federal and state guidelines. FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, will be utilized in the development of the plan set. Other applicable ACs, FAA Orders, Regulations and Policy Memorandums will be used as needed. Specific tasks included with this work element include:

- **Task 3.1 Detailed Final Design –** The final design will include the design of the additional 15 feet of taxiway width.
- **Task 3.2 Plan Production –** A few plan sheets will require additional effort to create due to the increased width of Taxiway C. It is anticipated that Construction Safety and Phasing, Utility Locations, Typical Sections, Plan and Profile, Jointing, and Pavement Marking drawings will require some level of additional effort.

## **Work Element 4: Quality Control Reviews**

Task 4.1 – Quantity Calculations and Final Engineer's Estimate –This task includes finalization of quantities associated with the project for use in the bid package. A final engineer's estimate using these quantities is also included. This work is specific to the additional effort required to design and fund the increase in taxiway width, and coordination with the Duluth Airport Authority.

**Work Element 5: Project Management –** This task includes the overall project management of Work Elements 1 through 4 noted above. Project Management includes administration of the project, design team meetings, agency and Sponsor meetings, airfield user and tenant outreach meetings, and related project administration tasks.

Task 5.1 – Overall Project Management –This task includes project coordination and administration, including Sponsor and agency communication, internal meetings, progress reports, budget updates and monthly invoices and contract negotiation. This work is specific to the additional effort required to design and fund the increase in taxiway width, and coordination with the Duluth Airport Authority.

#### ATTACHMENT B-2 ESTIMATED FEES AND EXPENSES TAXIWAY C SOUTH ENGINEER'S DESIGN REPORT, FINAL DESIGN, AND PLANS AND SPECIFICATIONS SCHEDULE B - FAA INELIGIBLE DULUTH INTERNATIONAL AIRPORT DLH) DULUTH, MINNESOTA

								water	1
Task			Project	Professional	Project	Senior Aviation	Senior	Resources	Admin
No.	Task Description	Principal	Manager	Engineer	Engineer	Planner	Technician	Engineer	Technician
Proje	ct Formulation								
1.1	Scoping, Review, and Coordination	1	2	2	8	1			
1.2	Project Formulation	1	2	2	8	1			
Engir	eer's Design Report								
2.1	General Scope of Work		1	2	8				2
2.2	Engineer's Estimate of Probable Cost		1	4	8		8		
2.3	Preliminary Project Budget		1	4	3				
Plan	Drawings for Taxiway C South								
3.1	Detailed Final Design								
	Taxiway C South, Ineligible Scope		2	4	12		8		
3.2	Plan Production			2	8		8		
Quali	ty Control								
4.1	Quantity Calculations and Final Engineer's		1	2	12		4		
	Estimate								
Proje	ct Management and Meetings								
5.1	Overall Project Management		4						
	Total hours per labor category	2	14	22	67	2	28	0	2

#### ESTIMATE OF LABOR COSTS:

Labor Category	Hours	Rate	Extension
Principal	2	\$81.89	\$163.78
Project Manager	14	\$66.66	\$933.24
Professional Engineer	22	\$52.55	\$1,156.12
Project Engineer	67	\$42.69	\$2,860.23
Senior Aviation Planner	2	\$80.91	\$161.82
Senior Technician	28	\$44.35	\$1,241.80
Water Resources Engineer	0	\$51.75	\$0.00
Admin Technician	2	\$32.45	\$64.90
Total Direct Labor Costs:	137		\$6,581.89
Direct Salary Costs plus Overhead (66.03%)			\$10,927.92
Total Labor Costs			\$17,509.81
Direct Salary Costs plus Overhead (66.03%) Total Labor Costs			\$1 <b>\$1</b>

#### Fixed Fee on Labor Costs (15%)

ESTIN	ATE OF EXPENSES:			
	Direct Expenses	Quantity	Rate	Extension
	Computer Charge	137	\$5.80	\$794.60
	Total Expenses			\$794.60
011144				

\$2,626.47

#### SUMMARY:

Total Labor Costs + Expenses + Fixed Fee	\$20,930.88
Estimated Total	\$20,900.00



**Braun Intertec Corporation** 4511 West First Street, Suite 4 Duluth, MN 55807

October 26, 2022

Proposal QTB167766

Clint Sciacca, PE SEH, Inc. 3535 Vadnais Center Drive Saint Paul, MN 55110

Re: Proposal for a Geotechnical Evaluation
 Proposed Taxiway A Reconstruction, Phase 3 – Taxiway C South
 Duluth International Airport
 4701 Grinden Drive
 Duluth, Minnesota

Dear Mr. Sciacca:

Braun Intertec Corporation respectfully submits this proposal to complete an additional geotechnical evaluation along the south portion of Taxiway C for the proposed reconstruction of Phase 3 of Taxiway A at the referenced site.

# **Project Information**

Per our correspondence with you, additional funding has been made available for Phase 3 of the proposed Taxiway A reconstruction project. The additional funding is planned to be used to include the southernmost 950 feet of Taxiway C in the Phase 3 project. The locations of the pavement core and soil borings have been selected by and will be surveyed by SEH.

# Purpose

The purpose of our geotechnical evaluation will be to characterize existing pavement and subsurface geologic conditions at selected exploration locations and evaluate their impact on the design and reconstruction of the taxiway.

# **Scope of Services**

We propose the following tasks to help achieve the stated purpose. If we encounter unfavorable or unforeseen conditions during the completion of our tasks that lead us to recommend an expanded scope offservices, we will contact you to discuss the conditions before resuming our services.

## Site Access

Based on aerial photographs and previous site visits, it appears that the site is accessible to a truck drill rig. We understand our field work will be completed during daylight hours. We assume there will be no cause for delays in accessing the exploration locations.

Depending on access requirements, ground conditions or potential utility conflicts, our field crew may alter the exploration locations from those proposed to facilitate accessibility.

Our drilling activities may also impact the vegetation and may rut the surface to access boring locations. Restoration of vegetation and turf is not part of our scope of services.

# **Utility Clearance**

Prior to drilling or excavating, we will contact Gopher State One Call and arrange for notification of the appropriate utility vendors to mark and clear the exploration locations of public underground utilities. A Braun Intertec representative will arrange an on-site utility meet with the notified locators at the project site. You, or your authorized representative, are responsible to notify us before we begin our work of the presence and location of any underground objects or private utilities that are not the responsibility of public agencies.

# **Penetration Test Borings**

As requested, we will drill 4 standard penetration test (SPT) borings for the project, extending them to 10 feet. Standard penetration tests will be performed continuously in the upper 5 feet and at 2 1/2-foot vertical intervals at greater depths. We will collect bag samples from the auger cuttings of the subgrade for laboratory testing.

If the borings encounter groundwater during or immediately after drilling of each boring, we will record the observed depth on the boring logs.

If the intended boring depths do not extend through unsuitable material, we will extend the borings at least 5 feet into suitable material at greater depths. If we identify a need for deeper (or additional) borings, we will contact you prior to increasing our total estimated drilled footage and submit a Change Order summarizing the anticipated additional effort and the associated cost, for your review and authorization.



# **Pavement Coring**

We will core the pavement at one additional location where pavement removals are planned. The core will be extracted and visually evaluated. Thickness and pavement condition within the core will be reported. We understand this work will take place when temperatures are above freezing.

# **MDH Notification and Sealing Record**

Since our planned exploration will be less than 15 feet in depth, the Minnesota Statutes will not require that we complete any notifications or sealing records. If we extend any of the borings to a depth of 15 feet or greater, the Statutes requires that we seal the boreholes and complete a Sealing Record. If 25 feet or greater, the Statutes also require us to complete a Sealing Notification Form. If the Record or Form are required, we will contact you to discuss the additional fees and sealing requirements.

## **Borehole Abandonment**

After completing the soil borings, the borings will be backfilled with cuttings and patched. Over time, subsidence of borehole backfill may occur, requiring surface grades to be re-leveled or patches to be replaced. Braun Intertec is not assuming responsibility for re-leveling or re-patching subsequent to initial backfilling and patching long term.

#### Sample Review and Laboratory Testing

We will return recovered samples to our laboratory, where a geotechnical engineer will visually classify and log them. To help classify the materials encountered and estimate the engineering properties necessary to our analyses, we anticipate performing 4 moisture content tests, an Atterberg limits test, a sieve hydrometer analysis, a mechanical analysis (through a #200 sieve only), a modified Proctor test, and a California Bearing Ratio test. We will adjust the actual number and type of tests based on the results of our borings.

#### Report

We will prepare a report including:

- A sketch showing the boring locations.
- Logs of the borings describing the materials encountered and presenting the results of our groundwater measurements and laboratory tests.
- A summary of the subsurface profile and groundwater conditions.



- Discussion identifying the subsurface conditions that will impact pavement design and construction.
- Discussion regarding the reuse of on-site materials during construction.
- Recommendations for preparing pavement subgrades, and the selection, placement and compaction of fill.
- Recommended CBR value to aid in pavement design.

We will only submit an electronic copy of our report to you unless you request otherwise. At your request, we can also send the report to additional project team members.

# Schedule

We anticipate performing our work according to the following schedule.

- Drill rig mobilization within about 4 weeks following receipt of written authorization
- Field exploration 1 day on site to complete the work
- Classification and laboratory testing within 2 weeks after completion of field exploration
- Preliminary results within 3 weeks after completion of field exploration
- Final report submittal within 4 weeks after completion of field exploration

If we cannot complete our proposed scope of services according to this schedule due to circumstances beyond our control, we may need to revise this proposal prior to completing the remaining tasks.

# Fees

We will furnish the services described in this proposal for a lump sum fee of \$6,980, Please note that our drilling/field services were budgeted to occur within our normal work hours of 7:00 a.m. to 5:00 p.m., Monday through Friday. We have budgeted for nighttime work for a portion of the field work. If conditions occur that require us to work outside of these hours discussed, we will request additional fees



to cover our additional costs. Our work may extend over several invoicing periods. As such, we will submit partial progress invoices for work we perform during each invoicing period.

# **General Remarks**

We will be happy to meet with you to discuss our proposed scope of services further and clarify the various scope components.

We appreciate the opportunity to present this proposal to you. Please sign and return a copy to us in its entirety.

We based the proposed fee on the scope of services described and the assumptions that you will authorize our services within 30 days and that others will not delay us beyond our proposed schedule.



We will provide our services under the terms of the Agreement for Professional Services dated July 2, 2008.

To have questions answered or schedule a time to meet and discuss our approach to this project further, please contact Aaron Tast at 320.980.3504 (atast@braunintertec.com).

Sincerely,

BRAUN INTERTEC CORPORATION

Colin Anderson

Colin L. Anderson, PE Project Engineer

Joseph C. Butler, PE Business Unit Leader, Senior Engineer

The proposal is accepted, and you are authorized to proceed.

Authorizer's Firm

Authorizer's Signature

Authorizer's Name (please print or type)

Authorizer's Title

Date



## **Duluth International Airport**

# **Taxiway A Reconstruction Phase 3 - Electrical Design Services**

#### **Scope of Work**

**Overall Project Scope.** The ultimate project scope of work will involve the production of the Engineers Design Report and the final design for reconstruction of Phase Three of existing parallel Taxiway Alpha at the Duluth International Airport. The Phase 3 project scope includes approximately 1,150 linear feet of concrete taxiway, 75 feet in width, with bituminous shoulders that will be designed to be Taxiway Design Group 5. The Taxiway Design Group 5 will be along existing Taxiway A and Taxiway C in between Taxiway A and Runway 9/27. There will be approximately 1,200 linear feet of concrete taxiway, 50 feet in width, with bituminous shoulders that will be designed to be Taxiway Design Group 3 will be along Taxiway C to the south of Taxiway A and the reconstruction and realignment of Taxiway C3. In addition to the taxiway reconstruction, there will be approximately 144,000 square feet of pavement removals of existing Taxiway C, Taxiway C3, and a portion of the Tower Ramp. These pavement removals will facilitate the removal of aircraft parking within the Runway Visibility Zone. The work will include drainage improvements, including potential storm structure repair or replacement. Additionally, new taxiway lighting and signage will be installed. The associated airfield lighting control system will be modified to match the installed lighting configuration.



#### **Electrical Design Scope, Taxiway Alpha Phase 3**

#### **EXHIBIT 1: PROJECT SCOPE OF WORK**

Design for the L-861T(L) elevated taxiway edge Light Emitting Diode (LED) type lighting fixtures and corresponding infrastructure (i.e. lighting can, drainage, conduit, wire, etc.) will be provided. See

**EXHIBIT 1** for the work along Taxiway Alpha, Taxiway C, and Taxiway C3. The project will remove, update, and replace all lighting and signage as necessary.

# Additional Scope Items:

-Coordination with the FAA and potential relocation of FAA owned electrical infrastructure. Including, but potentially not limited to, the Runway 27 MALSR/LOC Communications Circuit. See EXHIBIT 2. Review any potential for relocation of ARNG electrical infrastructure.

-Review of Runway 9-27 Edge Lights in the footprint of the Phase 3 project. Design any alteration from elevated edge light to in pavement light.

-Alteration or relocation of any electrical structures in the project footprint.

-Coordination of Phase 3 with surrounding phases currently in construction.

-Design to include the addition of fixtures to base cans in the new grass area at the Tower Apron.

-It is assumed that no work will be needed for either Runway PAPIs located near the footprint of the project.



**EXHIBIT 2: FAA COORDINATION** 

# Elements of Work for the Final Electrical Design Scope.

## 1. PROJECT MEETINGS:

- a. The Consultant will attend 4 (1-hour) virtual project review meetings with the DAA with two engineers.
- b. The Consultant will attend 8 (1-hour) virtual project meetings to discuss design coordination and deliverables with two engineers.
- c. An in-person site visit will be conducted. 1 Engineer (8-hours)

# 2. FULL DESIGN PRODUCTION:

- a. The Consultant will review all existing airport documents. Plans, as-builts, etc.
- b. The Consultant will produce the electrical components for the 60%, and Final Engineer's Design Report (EDR).
- c. The Consultant will produce 60%, 90%, and Issued for Bid plans. The plans include but are not limited to the following:
  - -Electrical Legend, Light Fixture Schedule, and Abbreviations.
  - -Electrical Notes
  - -Electrical Demolition Plans (5 Grids)
  - -Electrical Overall Plan
  - -Electrical Site Plans (5 Grids)
  - -Electrical Sign Legend
  - -Home Run (Vault) Plan
  - -Electrical Details (3 Sheets)
- d. The Consultant will produce 60%, 90%, and Issued for Bid Specifications. The specifications include but are not limited to the following:
  - -L-108 Underground Power Cable for Airports
  - -L-109 Airport Transformer Vault and Vault Equipment
  - -L-110 Airport Underground Electrical Duct Banks and Conduits
  - -L-115 Electrical Manholes and Junction Structures
  - -L-125 Installation of Airport Lighting Systems
- e. The Consultant will produce 60%, 90%, and Issued for Bid Cost estimates.
- f. The Consultant will respond to SEH, FAA, and DAA comments from the 60%, and 90% submittal reviews.

# 3. BIDDING:

- a. The Consultant will attend a virtual pre-bid meeting (1-hour)
- b. The Consultant will respond to contractor bid inquiries.

#### 4. SCHEDULE

a. The timing of these services will be coordinated with SEH with an anticipated bidding date in Spring 2024 and construction 2024.

## 5. COST OF SERVICES:

- a. The attached fee estimate details the hours and fee proposal for the various elements of work to be undertaken as part of the project. Burns & McDonnell will bill SEH monthly for services provided.
- b. Project Management and Administration services are provided in this proposal.
- c. No construction Administration services are included in this proposal, including the production of Issued for Construction contract documents.

## END OF ORIGINAL SCOPE OF WORK

# **Duluth International Airport**



# Taxiway A Reconstruction Phase 3 – Additional Electrical Design Services



Design for the L-861T(L) elevated taxiway edge Light Emitting Diode (LED) type lighting fixtures and corresponding infrastructure (i.e. lighting can, drainage, conduit, wire, etc.) will be provided. See **EXHIBIT 1** for Taxiway C work to the south Taxiway C3. The project will remove, update, and replace all lighting and signage as necessary.

#### Additional Scope Items:

-Alteration or relocation of any electrical structures in the project footprint.

-It is assumed that no work will be needed for either Runway PAPIs located near the footprint of the project.

-Wind Cone reconstruction.

#### Elements of Work for the Final Electrical Design Scope.

#### **1. PROJECT MEETINGS:**

- a. Project meetings included within the original scope of work.
- 2. FULL DESIGN PRODUCTION:

- a. The Consultant will produce the additional electrical components for the 60%, and Final Engineer's Design Report (EDR).
- b. The Consultant will produce 60%, 90%, and Issued for Bid plans. The additional plans include but are not limited to the following:
   -Additional 3 Electrical Demolition Plans
   -Additional 3 Electrical Site Plans
- c. The Consultant will produce 60%, 90%, and Issued for Bid Specifications. The additional specification includes the following:
   Wind Cone Specification
- d. The Consultant will produce 60%, 90%, and Issued for Bid Cost estimates for the additional scope of work.
- e. Additional responses to SEH, FAA, and DAA comments from the 60%, and 90% submittals.

# 3. BIDDING:

a. Bidding included within the original scope of work.

# 4. SCHEDULE

a. The timing of these services will be coordinated with SEH with an anticipated bidding date in Spring 2023and construction 2023.

# 5. COST OF SERVICES:

- a. The attached fee estimate details the hours and fee proposal for the various elements of work to be undertaken as part of the project. Burns & McDonnell will bill SEH monthly for services provided.
- b. Project Management and Administration services are provided in this proposal.
- c. No construction Administration services are included in this proposal, including the production of Issued for Construction contract documents.

# END OF ADDITIONAL SERVICES SCOPE OF WORK

		Project Manager	Civil Engineer	Electrical		Admin	ļ		
Task No	Task Description	FT0ject Manager		Liigiileei	CADD Stall	Admin	Task Hours	1	Task Cost
I	Design Tasks						Tubit Hourb		
1	Project Meetings						0	\$	-
2	Attend Design Review Meetings (Include Site Visit)						0	\$	-
3	Produce Engineers Design Report			4			4	\$	569.28
4	Produce Drawings			40	40		80	\$	9,692.81
5	Produce Specifications			2			2	\$	284.64
6	Produce Cost Estimates			4			4	\$	569.28
7	Project Management	20				8	28	\$	4,637.56
8	Existing Uitility Coordination			4	4		8	\$	400.00
II	Biddding Tasks								
1	Pre-Bid Meeting and Bid Inquiry Responses							\$	-
	Other Direct Costs								
1	Reproduction Costs							\$	200.00
2	Travel								
	Grand Total							\$	16,353.58

# **BURNS & MCDONELL ENGINEERING FEE PROPOSAL** October 2022

# Duluth Airport Authority Resolution to transfer \$150,000 of Sky Harbor Airport FAA Entitlement funding to the Austin Municipal Airport (MN) for repayment of a 2016 transfer to Sky Harbor Airport.

# Agreement Overview:

This FAA Form 5100-110 allows for transfers of FAA entitlement funding from one community to another in the same geographic area or state. The Duluth Airport Authority, operating the Sky Harbor Airport, will transfer \$150,000 of entitlement funding to the Austin Municipal Airport in repayment for a 2016 transfer to Sky Harbor.

# Background:

Entitlement funding transfers are used by communities to help sponsors fund their projects. By transferring funds, a sponsor can complete their funding package with entitlement funds, enabling projects to move forward. Repayment agreements are typically made, allowing for the funds to be returned at a later year to the loaning sponsor.

In 2016, the Duluth Airport Authority (DAA) received \$270,000 of federal entitlement funds in the form of a transfer from the City of Austin, Minnesota (Austin Municipal Airport) to help fund projects at the Sky Harbor Airport, specifically the design of the runway relocation project. At the time, a repayment agreement was executed in which the DAA agreed to repay those funds to the City of Austin (attached as part of this resolution).

The City of Austin has requested repayment to assist with upcoming development projects at the Austin Municipal Airport. Sky Harbor Airport currently has an FAA entitlement balance of \$150,000. To satisfy the repayment, the DAA (Sky Harbor Airport) will complete a partial repayment in the amount of \$150,000 to the City of Austin using their federal fiscal year 2023 entitlement funds. The remaining \$120,000 will be transferred next year using federal fiscal year 2024 entitlement funds.

The attached form is needed for the FAA to make the transfer of entitlement dollars between the Sky Harbor Airport and the Austin Municipal Airport.



# FAA Form 5100-110, Request for FAA Approval of Agreement for Transfer of Entitlements

# **Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.



# **Request for FAA Approval of Agreement for Transfer of Entitlements**

In accordance with 49 USC § 47117(c)(2),

Name of Transferring Sponsor:

hereby waives receipt of the following amount of funds apportioned to it under 49 USC § 47114(c) for

the: Name of Transferring Airport (and LOCID):

) (

for each fiscal year listed below:

Entitlement Type (Passenger, Cargo or Nonprimary)	Fiscal Year	Amount
Total		

The Federal Aviation Administration has determined that the waived amount will be made available to:

Name of Airport (and LOCID) Receiving Transferred Entitlements:

)

(

Name of Receiving Airport's Sponsor:

a public use airport in the same state or geographical areas as the transferring airport for eligible projects under 49 USC § 47104(a).

The waiver expires on the earlier of (date) or when the availability of apportioned funds lapses under 49 USC § 47117(b).

For the United States of America, Federal Aviation Administration:				
Signature:				
Name:				
Title:				
Date:				

Certification of Transferring Sponsor						
I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.						
Executed on this day of ,						
Name of Sponsor:						
Name of Sponsor's Authorized Official:						
Title of Sponsor's Authorized Official:						
Signature of Sponsor's Authorized Official:						
Certificate of Transferring Sponsor's Attorney						
I, , acting as Attorney for the Sponsor do hereby certify that in my opinion the Sponsor is empowered to enter into the foregoing Agreement under the laws of the state of . Further, I have examined the foregoing Agreement and the actions taken by said Sponsor and Sponsor's official representative has been duly authorized and that the execution thereof is in all respects due and proper and in accordance with the laws of the said state and 49 USC § 47101, et seq.						
Dated at (City, State),						
this day of ,						
Signature of Sponsor's Attorney:						

City of Austin 500 Fourth Avenue N.E. Austin, Minnesota 55912-3773



Steven J. Lang, P.E. City Engr./Public Works Dir. 507-437-9949 Fax 507-437-7101 slang@ci.austin.mn.us

March 11, 2016

Tracey Headings Federal Aviation Administration Airports District Office 6020 – 28<sup>th</sup> Avenue South, Room 102 Minneapolis, MN 55450-2706

Dear Tracey:

This letter is to inform you that the City Council of Austin, Minnesota has approved the following concept:

The City of Austin has not spent all of its available federal Airport Improvement Program entitlement funds for the years 2013, 2014 and 2015. The Council would like to see that these funds stay in Minnesota and therefore would like to see the available FY 2013, 2014 and 2015 dollars transferred to the Duluth Airport Authority for use at the Duluth – Sky Harbor Airport for their pending airport projects.

Please call if you have any questions.

Sincerely,

Steven Lang, PE City Engineer – City of Austin, MN

Cc: Harris Baker, MnDOT Regional Airport Engineer



Federal Aviation Administration

#### AGREEMENT FOR TRANSFER OF ENTITLEMENTS

In accordance with section 47117©(2) of Title 49 U.S.C. (hereinafter called the "Act").

#### Austin Municipal Airport (AUM) (City of Austin, MN)

Hereby waives receipt of the following amount of funds apportioned to it for each fiscal year specified under section 47114©(1) of the Act.

Amount			<u>Fiscal Year</u>
\$		37,635	2013
\$		150,000	2014
\$		82,365	2015
TOTAL	\$	270,000	

On the condition that the Federal Aviation Administration makes the waived amount available to:

#### Duluth-Sky Harbor Airport, DYT (Duluth Airport Authority)

for eligible projects under section 47104(a) Act. This waiver shall expire on earlier of September 30, 2016, or when the availability of apportioned funds would lapse under section 47117(b) of the Act.

DATE	Λ
FOR THE UNITED STATES OF AMERICA FEDERAL AVIATION ADMINISTRATION	FOR AUSTIN MUNICIPAL ARPORT, MN
BY	BY flancy A fle
TITLE	TITLE Mayor
DATE	DATE Maich 82016

#### CERTIFICATE OF SPONSOR'S ATTORNEY

1, David V. Hoversten	_acting as Attorney for the Sponsor do hereby
certify:	

That I have examined the foregoing Agreement and find that the Sponsor has been duly authorized to make such transfer and that the execution thereof is in all respects due and proper and in accordance with the laws of the State of Minnesota and the Act

Dated at BUSTIN, MAL this day of MAL	2CH \$20 76 1
	(Signature of Sponsor's Attorney)
	Title
FAA Form 5100-110 (10/89)	)

#### **RESOLUTION NO. 15169**

#### AUTHORIZING AN AIRPORT FUND TRANSFER AGREEMENT

WHEREAS, the City of Austin receives an annual funding allocation from the Federal Aviation Administration for projects at the Austin Municipal Airport; and

WHEREAS, said funds have a time period in which they must be used; and

WHEREAS, the City has \$270,000 available from funding years 2013-2015 and will expire soon; and

WHEREAS, said funds can be transferred to a City in need and the City of Duluth-Sky Harbor Airport has been identified as needing funding; and

WHEREAS, the City of Duluth would return the same amount of funding in 2021.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of Austin, Minnesota authorizes the attached Airport Funding Repayment Agreement.

Passed by a vote of yeas and nays this 7th day of March, 2016.

YEAS 7

NAYS 0

ATTEST:

City Recorder

APPROVED Una A.A

Mayor

# FEDERAL AIRPORT FUNDING REPAYMENT AGREEMENT

The City of Austin agrees to transfer \$270,000 in FAA entitlement funds in Federal FY 2016 to the Duluth Airport Authority (DAA) for use at the Duluth – Sky Harbor <u>Airport</u>). The Duluth Airport Authority (DAA) agrees to transfer their Federal FY 2021 FAA entitlement funds to the City of Austin in repayment of the total amount of \$270,000.

Signature of each airport sponsor certifies agreement to transfer entitlement funds. The parties to this Agreement understand that repayment of transferred funds is not required by FAA.

The parties to this Agreement understand that the receiving airport shall not be obligated to repay or assign more than the original transferred amount. Interest shall not be applied. The parties understand that the Duluth Airport Authority (DAA) must repay the \$270,000 prior to utilizing any federal funds for repairs or improvements to its facilities in 2021 unless the City of Austin waives the provision.

#### **Original Receiving Airport:**

**Original Donor Airport:** 

Executive Director, DAA

- Executive Director Authorized Representative/Title

Tom Werner Executive Director Print or Type Name/Title

DAA Receiving Airport Sponsor

**City Engineer** CITY ENGINEER

Authorized Representative/Title

Steven J. Long CITY ENGINEER Print or Type Name/Title

CITY OF AUSTIN Donor Airport Sponsor

3/11/16

# Duluth Airport Authority Landrum and Brown, Inc.

# Background:

- Landrum and Brown was the successful proposer of the Airport Consulting Service for Development of Airport Airline Use and Lease Agreement issued March 8, 2022.
- A Master Services Agreement was signed between the DAA and Landrum and Brown on June 23, 2022.
- The DAA was notified in November of 2022 that three of the four Landrum and Brown employees assigned to our project were no longer going to be employed by Landrum and Brown.
- DAA staff consulted with Landrum and Brown senior leadership and amicably agreed to terminate the contract and DAA be fully refunded for monies already paid.
- There were no deliverable items prepared for the DAA under the Master Services Agreement

# **Resolution Overview:**

- Resolution is to approve the early termination of the Master Services Agreement
- The DAA has been fully refunded in the amount of \$13,443.90.

# **Duluth Airport Authority**

# Resolution to authorize an early termination of the Master Services Agreement between the Duluth Airport Authority and Landrum and Brown, Inc.

RESOLVED, by the Duluth Airport Authority Board ("DAA") that the DAA hereby authorizes an early termination of the Master Services Agreement between the DAA and Landrum and Brown, Inc., effective January 26, 2023.

Approved by the Duluth Airport Authority this 21<sup>st</sup> day of February 2023.

ATTEST:

Executive Director

STATEMENT OF PURPOSE: This resolution authorizes the DAA staff to terminate the Landrum and Brown, Inc. Master Services Agreement as of 1/26/2023.

# Duluth Airport Authority DAA Board Packet Budget vs. Actual Summary From Jan 2022 to Adjust 2022

UNAUDITED													
	Prior Year Actual	Current Year Actual					Total Budget						
	(Jan 2021 - Adjust	(Jan 2022 - Adjust	Budget Amount (Jan		Variance from	Variance From	(Jan 2022 -						
Financial Row	2021)	2022 )	2022 - Adjust 2022 )	% of Budget	Prior Year	Budget	Adjust 2022 )						
Ordinary Income/Expense													
Income													
Non-Aeronautical Revenue	2,595,861	2,870,394	2,907,180	98.73%	274,533	(36,786)	2,907,180						
Non-Passenger Aeronautical Revenue	1,512,419	1,588,063	1,485,468	106.91%	75,644	102,595	1,485,468						
Passenger Airline Aeronautical Revenue	1,370,171	1,343,365	1,236,318	108.66%	(26,805)	107,047	1,236,318						
Total - Income	5,478,451	5,801,822	5,628,966	103.07%	323,371	172,856	5,628,966						
Gross Profit	5,478,451	5,801,822	5,628,966	103.07%	323,371	172,856	5,628,966						
Expense													
Miscellaneous Expenses	95,998	41,645	36,670	113.57%	(54,353)	4,975	36,670						
Personnel Compensation & Benefits	2,309,913	2,314,691	2,639,812	87.68%	4,778	(325,122)	2,639,812						
Services and Charges	1,891,479	2,195,343	2,127,207	103.20%	303,865	68,137	2,127,207						
Supplies	646,036	856,639	674,195	127.06%	210,604	182,444	674,195						
Total - Expense	4,943,425	5,408,319	5,477,884	98.73%	464,895	(69,565)	5,477,884						
Net Ordinary Income	535,027	393,503	151,083	260.46%	(141,523)	242,421	151,083						
Other Income and Expenses													
Other Income	533,032	2,349,747	1,675,674	140.23%	1,816,715	674,073	1,675,674						
Other Expense	183,040	160,434	285,512	56.19%	(22,606)	(125,079)	285,512						
Net Other Income	349,992	2,189,313	1,390,162	157.49%	1,839,322	799,152	1,390,162						
Net Income Exclusive of Project Expenses, Depreciation & Amortization	885,018	2,582,817	1,541,244	167.58%	1,697,799	1,041,573	1,541,244						
Projects/Grants	4,472,693	10,463,756	11,773,715	88.87%	5,991,064	(1,309,959)	11,773,715						
Depreciation & Amortization	(11,191,407)	0	(11,102,803)	0.00%	11,191,407	11,102,803	(11,102,803)						
Net Income	(5,833,696)	13,046,573	2,212,157	589.77%	18,880,269	10,834,416	2,212,157						

The results of this report are expected to change slightly with audit adjustments as well as delayed revenue and expense post ings as well as audit adjustments.

• At this time the DAA is at a favorable variance budget vs actual of over \$1M.

The largest variance from budget in operating revenues comes from the concessions due to the application of the APRA concessionaire relief and CFC concessionaire relief, the
total appears to be nearly 113k under budget due to the credits. Non-Aeronautical Revenue is \$36k under budget overall, Non-passenger aeronautical revenue is about 102k
over budget and Passenger Airline Aeronautical revenue 107k over budget.

- The largest variance from budget in expenses comes from personnel compensation and benefits which is 325k under budget. This line will be affected by audit adjustments. Supplies are 182k over budget with fuel itself being 130k over budget. Services and charges are 68k over budget. Operating ex penses overall are \$69k under budget. Nonoperating income is substantially over budget because we had requested 100% of our CRRSA COVID relief funds for operating purposes. We had also collected 100% of the ARPA Concessionaire Relief earlier this year.
- PFCs came in under budget by \$83k, while expenses are down over \$125k because we have not utilized the line of credit as well as the reduced interest due to the refinance last Fall for a total favorable variance vs budget of 799k. Interest income continues to grow as our cash balance has improved.
- If we were to exclude all concessionaire relief credits and reimbursements we would be at an overall favorable variance of \$1.1M. This is largely due to the fact that we submitted for reimbursement of the full DLH CRRSA Covid Relief grant which is responsible for 559k of the favorable variance.
- OPERATING POLICY #28 MINIMUM CASH BALANCE REPORTING AS OF 2/15/23:
  - Minimum Cash Balance Goal: \$2,437,853
  - Current Balance: \$8,497,468 (does not include grants receivable)
  - Days Cash on Hand: 627 days currently vs 180 day benchmark (447 days over goal)

# UNAUDITED Duluth Airport Authority Balance Sheet End of Adjust 2022

Financial Row	Amount
ASSETS	
Current Assets	
Bank	
Lottery Account	\$10,304.07
Petty Cash	\$115.64
Pooled Cash - City Balance	\$8,053,860.53
Total Bank	\$8,064,280.24
Accounts Receivable	
Accounts Receivable - Restricted PFC	\$73,959.85
Accounts Receivable Billed	\$485,443.43
Total Accounts Receivable	\$559,403.28
Other Current Asset	
Inventory Assets	
Aviation Gas	\$10,534.50
Fuel & Supplies	\$12,548.01
Total - Inventory Assets	\$23,082.51
Prepaid Items	
Loan Payment	\$10,790.94
Prepaid Expense	\$4,633.34
Prepaid Insurance	\$36,800.82
Total - Prepaid Items	\$52,225.10
Undeposited Funds	\$10,523.28
Total Other Current Asset	\$85,830.89
Total Current Assets	\$8,709,514.41
Fixed Assets	
Accumulated Depreciation	
Acc. Dep Buildings & Improvements - Contributed	(\$26,556,691.94)
Acc. Dep Buildings & Improvements - Invested	(\$5,716,123.93)
Acc. Dep Land Improvements - Contributed	(\$20,226,763.36)
Acc. Dep Land Improvements - Invested	(\$961,621.55)
Acc. Dep Office Equip, Furniture & Fixtures - Contributed	(\$5,159,631.53)
Acc. Dep Office Equip, Furniture & Fixtures - Invested	(\$230,482.93)
Acc. Dep Runways & Improvements - Contributed	(\$72,946,610.34)
Acc. Dep Runways & Improvements - Invested	(\$5,537,313.00)
Acc. Dep Vehicles & Equipment - Contributed	(\$4,022,537.82)
Acc. Dep Vehicles & Equipment - Invested	(\$640,183.18)
Total - Accumulated Depreciation	(\$141,997,959.58)
Capital Assets	
Buildings & Improvements - Contributed	\$74,319,468.89
Buildings & Improvements - Invested	\$16,326,576.02
Land - Contributed	\$1,383,802.21
Land - Invested	\$1,991,732.00
Land Improvements - Contributed	\$25,553,473.99
Land Improvements - Invested	\$1,262,352.38
Office Equipment, Furniture & Fixtures - Contributed	\$5,342,772.36
Office Equipment, Furniture & Fixtures - Invested	\$352,525.53
Runways & Improvements - Contributed	\$114,744,298.20
Runways & Improvements - Invested	\$6,748,329.84
Vehicles & Equipment - Contributed	\$5,880,755.35
Vehicles & Equipment - Invested	\$1,230,471.05
Total - Capital Assets	\$255,136,557.82
Work in Progress	
Federal	\$10,934,641.93
Local	\$452,357.62
Other	\$944,381.10
State	\$945,898.88

Financial Row	Amount
Total - Work in Progress	\$13,277,279.53
Total Fixed Assets	\$126,415,877.77
Other Assets	
Accumulated Amortization	
Acc. Amort. Planning Projects - Contributed	(\$2,004,535.10)
Acc. Amort. Planning Projects - Invested	(\$312,517.16)
Total - Accumulated Amortization	(\$2,317,052.26)
Airport Planning Projects - Contributed	\$4,290,091.51
Airport Planning Projects - Invested	\$585,465.05
Deferred Outflows - OPEB	\$360,999.00
Deferred Outflows - Pension	\$673,135.00
Total Other Assets	\$3,592,638.30
Total ASSETS	\$138,718,030.48
Liabilities & Equity	
Current Liabilities	
Accounts Payable	
Accounts Payable	\$165,268.60
Contracts Payable	\$614,512.65
Lottery Payable	\$6,568.05
Total Accounts Payable	\$786,349.30
Credit Card	
Citi Visa - Joelle	\$370.31
Wells Fargo Credit Card - Tom	\$2,039.17
Total Credit Card	\$2,409.48
Other Current Liability	
Accrued Expense	
City Admin Fee	(\$3,766.66)
Total - Accrued Expense	(\$3,766.66)
Accrued Sales Taxes Payable - All	\$5,474.00
Accrued Vacation	\$122,226.92
Deferred Inflows - OPEB Liabilities	\$116,014.00
Deferred Inflows - Pension	\$813,532.00
Loans Payable to City of Duluth	
Hangar 103 Renovations	\$190,000.00
Parking Structure	\$275,000.00
Terminal Loan	\$465,000.00
Total - Loans Payable to City of Duluth	\$930,000.00
Unearned Revenue - Current	\$241,226.57
Unearned Revenue - Non Current	\$120,204.90
Total Other Current Liability	\$2,344,911.73
Total Current Liabilities	\$3,133,670.51
Long Term Liabilities	
LT Loans Payable to City of Duluth	
LT Hangar 103 Renovations	\$1,500,000.00
LT Parking Structure	\$1,220,000.00
LT Terminal Loan	\$1,445,000.00
Total - LT Loans Payable to City of Duluth	\$4,165,000.00
Net Pension Liability	\$883,984.00
Total Other Post Employment Benefit Liability	\$3,378,907.25
Total Long Term Liabilities	\$8,427,891.25
Equity	
Contributed Equity	\$16,621,668.70
Retained Earnings	\$97,488,227.03
Net Income	\$13,046,572.99
Total Equity	\$127,156,468.72
Total Liabilities & Equity	\$138,718,030.48

# UNAUDITED

# Duluth Airport Authority

# Income Statement

# From Jan 2022 to Adjust 2022

Financial Row	Amount
Ordinary Income/Expense	
Income	
Non-Aeronautical Revenue	
Advertising Income	\$21,500.00
Concession Revenue	
ATM	(\$52.50)
Car Rental Concession	\$450,289.25
Food & Beverage Concession	\$6,404.03
Lottery Concessions	\$1,343.12
Parking	\$1,172,420.75
Per Passenger Fee	\$23,327.00
Services/Other	\$600.00
TNC Per Trip Fee	\$10,323.00
Vending	(\$56.53)
Total - Concession Revenue	\$1,664,598.12
Customer Facility Charges	\$224,516.00
Miscellaneous Revenues	\$140,952.41
Parking	\$120,993.19
Permits	\$11,044.77
Plowing Services	\$11,712.50
Reimbursed Expenses	\$75,166.82
Kent	\$258,278.07 \$74,000.00
Sponsorsnip income	
State Ald	\$207,032.01 \$2,020,002,00
Non Passanger Aeronautical Revenue	\$2,670,595.69
	\$64.024.78
Concession Revenue	\$152 237 37
Event Income	\$35,720,00
	\$35,151,56
Ramp Fees	\$20 145 84
Rent	\$1 176 016 89
Security Reimbursement	\$98.542.00
Tie Downs	\$6.215.00
Total - Non-Passenger Aeronautical Revenue	\$1.588.063.44
Passenger Airline Aeronautical Revenue	•••••••••••••
Landing Fees	\$269.616.96
Terminal Office/Space Rental	\$1,073,748.15
Total - Passenger Airline Aeronautical Revenue	\$1,343,365.11
Total - Income	\$5,801,822.44
Gross Profit	\$5,801,822.44
Expense	
Miscellaneous Expenses	\$41,645.45
Personnel Compensation & Benefits	
Benefit Administration Fees	\$549.30
Employer Contributions for Retirement	\$224,558.65
Employer Paid Insurance	\$378,404.44
Retiree Benefits	\$105,630.55
Wages & Salaries	\$1,568,494.74
Worker's Compensation	\$37,052.96
Total - Personnel Compensation & Benefits	\$2,314,690.64
Services and Charges	
Advertising	\$2,184.00
Badging	\$12,200.00
Central Services Fee	\$45,200.00
Communications & Technology	\$200,092.13

Employee Development Services         \$50,127.41           Employee Physicals         \$3246.00           Finance Charge         \$5101,653.57           Marketing         \$117,164.75           Professional Services         \$528,764.03           Repairs and Maintenance - Conttractual/Services         \$528,376.49           Sponsorship Expenses         \$6,982.00           Transportation         \$569.88           Utility Services         \$6,982.00           Total - Services and Charges         \$2,195,343.47           Supplies         \$114,614.45           Operating Supplies         \$114,614.45           Operating Supplies         \$333,503.39           Total - Supplies         \$54,008.310.03           Total - Supplies         \$333,503.39           Total - Supplies         \$333,503.39           Total - Supplies         \$114,014.45           Operating Supplies         \$333,503.39           Total - Supplies         \$54.008.310.05           Net Ordinary Income         \$333,503.39           Other Income and Expenses         \$114,017.088.40           Other Income         \$111,70.884.40           Total - Contributions         \$12,238,821.12           Non-Operating Revenue         \$102,248.421.12	Financial Row	Amount
Employee Physicals         \$3246.00           Finance Charge         \$950.00           Insurance         \$177.164.75           Marketing         \$177.164.75           Professional Services         \$364.90.92           Rentals         \$12.769.98           Repairs and Maintenance - Contractual/Services         \$582.376.49           Sponsorship Expenses         \$6.982.00           Transportation         \$569.80           Uilty Services         \$6.982.00           Total - Services and Charges         \$2.195.343.47           Supplies         \$60.222.74           Office Supplies         \$11.4161.45           Operating Supplies         \$2.91.523.32           Repairs & Maintenance Supplies         \$330.286.98           Total - Supplies         \$545.63.94.91           Total - Supplies         \$545.63.94.91           Total - Supplies         \$330.503.39           Other Income and Expense         \$11.170.858.40           Contributions         \$12.238.281.12           Non-Operating Revenue         \$103.264.04           Gain/Loss on Asset Disposal         \$103.264.04           Passenger Facility Charges         \$12.233.203.30           Other Income         \$103.264.04 <td< td=""><td>Employee Development Services</td><td>\$50,127.41</td></td<>	Employee Development Services	\$50,127.41
Finance Charge         \$950.00           Insurance         \$101.653.07           Marketing         \$117.7164.75           Professional Services         \$3345.900.20           Rentals         \$12.769.98           Repairs and Maintenance - Contractual/Services         \$528.376.49           Sponsorship Expenses         \$66.982.00           Transportation         \$689.203.34           Utility Services         \$629.203.34           Total - Services and Charges         \$219.153.32           Supplies         \$60.232.74           Merchandise for Resale         \$211.53.32           Repairs & Maintenance Supplies         \$219.152.3.22           Repairs & Maintenance Supplies         \$390.268.98           Total - S	Employee Physicals	\$3,246.00
Insurance\$101,653,57Marketing\$177,164,75Professional Services\$364,500.92Rentatis\$12,769.98Repairs and Maintenance - Contractual/Services\$652,876.49Sponsorship Expenses\$66,982.00Transportation\$569.88Utility Services\$689,206.34Utility Services\$689,206.34Utility Services\$689,206.34Utility Services\$689,206.34Utility Services\$689,206.34Utility Services\$680,232.74Ottol - Services and Charges\$21,953,343,47Supplies\$114,614.45Operating Supplies\$291,523.32Repairs & Maintenance Supplies\$339,0268.98Total - Supplies\$339,0268.98Total - Supplies\$339,0268.98Total - Supplies\$339,0268.98Total - Supplies\$339,030.39Other Income\$54,048,319.05Capital Contributions\$11,267,952.72Grants\$11,170,858.40Total - Capital Contributions\$11,267,952.72Grants\$11,208,201.12Non-Operating Revenue\$10,32,80.40Gair/Loss on Asset Disposal\$103,264.04Total - Capital Contributions\$10,226,021.12Non-Operating Revenue\$12,213,033.603.30Other Income\$12,28,221.12Non-Operating Revenue\$12,213,033.603.30Total - Non-Operating Revenue\$12,213,033.603.30Total - Non-Operating Revenue\$12,813,033.60Total - Non-Operating Revenue\$160,433.76 <td>Finance Charge</td> <td>\$950.00</td>	Finance Charge	\$950.00
Marketing\$177,164.75Professional Services\$384,550.32Protessional Services\$528,376.49Sponsorship Expenses\$6,982.00Transportation\$569.88Utility Services\$689.236.34Total - Services and Charges\$60,232.74Supplies\$60,232.74Office Supplies\$60,232.74Office Supplies\$114,614.45Operating Supplies\$291,523.32Repairs & Maintenance Supplies\$390,268.98Total - Supplies\$566,639.49Total - Supplies\$54,008,319.05Other Income\$339,503.39Other Income\$11,070,854.00Contributed Capital\$11,070,854.00Total - Capital Contributions\$11,070,854.00Contributed Capital\$11,070,854.00Contributed Capital\$11,070,854.00Contributed Capital\$11,070,854.00Capital Contributions\$12,238,821.12Non-Operating Revenue\$103,264.04Passenger Facility Charges\$472,108.20Total - Capital Contributions\$12,238,821.12Non-Operating Revenue\$103,264.04Passenger Facility Charges\$472,108.20Total - Other Income\$12,813,803.36Other Income\$10,433.76Non-Operating Revenue\$160,433.76Total - Other Repense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76No	Insurance	\$101,653.57
Professional Services         \$384,590.92           Rentais         \$12,769.98           Repairs and Maintenance - Contractual/Services         \$528,376.49           Sponsorship Expenses         \$6,982.00           Transportation         \$569.88           Utility Services         \$669.205.34           Total - Services and Charges         \$2,195,343.47           Supplies         \$60,232.74           Merchandise for Resale         \$60,232.74           Office Supplies         \$114,614.45           Operating Supplies         \$330,268.98           Total - Supplies         \$330,268.98           Total - Supplies         \$330,268.98           Total - Supplies         \$330,268.98           Total - Supplies         \$339,303.39           Other Income         \$339,303.39           Other Income         \$339,303.39           Other Income         \$110,67,962.72           Grants         \$110,70,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$10,67,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           To	Marketing	\$177,164.75
Rentals         \$12,769.98           Repairs and Maintenance - Contractual/Services         \$628,376.49           Sponsorship Expenses         \$68,982.00           Transportation         \$669,280.40           Transportation         \$669,280.40           Total - Services and Charges         \$2,195,343.47           Supplies         \$2,195,343.47           Merchandise for Resale         \$602,322.74           Office Supplies         \$214,523.32           Repairs & Maintenance Supplies         \$291,523.32           Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$393,003.39           Other Income         \$393,503.39           Other Income         \$393,503.39           Other Income         \$11,67,962.72           Other Income         \$11,70,868.40           Total - Supplies         \$114,61.45           Other Income         \$112,813,824.12           Non-Operating Revenue         \$116,07,962.72           Other Income         \$12,813,824.12           Non-Operating Revenue         \$11,70,868.40	Professional Services	\$364,590.92
Repairs and Maintenance - Contractual/Services         \$528,376.49           Sponsorship Expenses         \$6,992.00           Transportation         \$689.20           Utility Services         \$689,236.34           Total - Services and Charges         \$2,195,343.47           Supplies         \$20,232.47           Merchandise for Resale         \$60,232.74           Office Supplies         \$291,523.32           Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$393,260.39           Other Income         \$393,503.39           Other Income         \$11,67,962.72           Grants         \$11,07,958.40           Contributed Capital         \$11,07,958.41.12           Non-Operating Revenue         \$10,67,962.72           Grants         \$11,07,958.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$10,3264.04           Passenger Facility Charges         \$103,264.04           Passenger Facility Charges         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$1	Rentals	\$12,769.98
Sponsorship Expenses         \$6,982.00           Transportation         \$659.88           Utility Services         \$62,195,343.47           Supplies         \$2,195,343.47           Supplies         \$60,232.74           Merchandise for Resale         \$60,232.74           Office Supplies         \$114,614.45           Operating Supplies         \$114,614.57           Operating Supplies         \$221,523.32           Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$390,268.98           Total - Supplies         \$55,408,319.05           Net Ordinary Income         \$393,503.39           Other Income         \$393,503.39           Other Income         \$11,170,358.40           Contributed Capital         \$11,067,962.72           Grants         \$11,170,358.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           Gain/Loss on Asset Disposal         (\$690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$12,231,303.36           Other Income         \$160,433.76 <t< td=""><td>Repairs and Maintenance - Contractual/Services</td><td>\$528,376.49</td></t<>	Repairs and Maintenance - Contractual/Services	\$528,376.49
Transportation         \$669.88           Utility Services         \$669.236.34           Total - Services and Charges         \$2           Supplies         \$2           Merchandise for Resale         \$60,232.74           Office Supplies         \$114,614.45           Operating Supplies         \$221,523.32           Repairs & Maintenance Supplies         \$330,268.98           Total - Supplies         \$333,503.39           Other Income         \$333,503.39           Contributions         \$11,470,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$1067,962.72           Grants         \$11,170,858.40           Passenger Facility Charges         \$103,264.04           Passenger Facility Charges         \$103,264.04           Passenger Facility Charges         \$174,170,850.36           Total - No	Sponsorship Expenses	\$6,982.00
Utility Services and Charges         \$689,236.34           Total - Services and Charges         \$2,195,343.47           Supplies	Transportation	\$569.88
Total - Services and Charges         \$2,195,343.47           Supplies	Utility Services	\$689,236.34
Supplies	Total - Services and Charges	\$2,195,343.47
Merchandise for Resale         \$60,232.74           Office Supplies         \$114,611.45           Operating Supplies         \$291,523.32           Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$856,639.49           Total - Expense         \$\$54,08,319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$393,503.39           Other Income         \$11,067,962.72           Grants         \$11,067,962.72           Grants         \$11,067,962.72           Grants         \$11,070,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Non-Operating Revenue         \$12,813,503.36           Other Income         \$12,813,503.36           Other Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Total - Non-Operating Expense	Supplies	
Office Supplies         \$114,614.45           Operating Supplies         \$291,523.32           Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$866,639.49           Total - Supplies         \$54,08.319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$393,503.39           Other Income         \$393,503.39           Other Income and Expenses         \$11,067,962.72           Grants         \$11,077,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           Gain/Loss on Asset Disposal         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$12,813,503.36           Other Income         \$12,813,503.36           Other Income         \$160,433.76           Interest Expense         \$160,433.76           Total - Non-Ope	Merchandise for Resale	\$60,232.74
Operating Supplies         \$291,523.32           Repairs & Maintenance Supplies         \$3390,268.98           Total - Supplies         \$856,639.49           Total - Expense         \$5,408,319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$1067,962.72           Grants         \$11,067,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$112,238,821.12           Non-Operating Revenue         \$103,264.04           Gain/Loss on Asset Disposal         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$12,813,503.36           Other Income         \$12,813,803.32           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$12,813,503.36           Other Income         \$12,813,503.36           Other Income         \$12,813,803.37           Total - Non-Operating Revenue         \$103,264.04           Passenger Facility Charges         \$104,012.01           Total - Non-Operating Revenue         \$103,264.04           Non-Operating Revenue         \$10,013.76 <t< td=""><td>Office Supplies</td><td>\$114,614.45</td></t<>	Office Supplies	\$114,614.45
Repairs & Maintenance Supplies         \$390,268.98           Total - Supplies         \$856,639.49           Total - Expense         \$5,408,319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$393,503.39           Other Income         \$393,503.39           Contributions         \$100,67,962.72           Grants         \$11,107,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$103,264.04           Gain/Loss on Asset Disposal         \$103,264.04           Passenger Facility Charges         \$12,813,503.36           Other Income         \$12,813,503.36           Other Income         \$12,813,503.36           Other Spense         \$12,813,503.36           Other Spense         \$160,433.76           Total - Non-Operating Revenue         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Non-Operating Expense         <	Operating Supplies	\$291,523.32
Total - Supplies         \$856,639.49           Total - Expense         \$5,408,319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$393,503.39           Other Income and Expenses         \$1000000000000000000000000000000000000	Repairs & Maintenance Supplies	\$390,268.98
Total - Expense         \$\$5,408,319.05           Net Ordinary Income         \$393,503.39           Other Income and Expenses         \$393,503.39           Other Income         \$10,667,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         \$11,170,858.40           Gain/Loss on Asset Disposal         \$6690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$12,813,503.36           Other Income         \$12,813,503.36           Other Expense         \$12,813,503.36           Other Expense         \$160,433.76           Interest Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Interest Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Interest Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76	Total - Supplies	\$856,639.49
Net Ordinary Income         \$393,503.39           Other Income and Expenses         Other Income           Capital Contributions	Total - Expense	\$5,408,319.05
Other Income       Image: Capital Contributions         Capital Contributed Capital       \$1,067,962.72         Grants       \$11,170,858.40         Total - Capital Contributions       \$12,238,821.12         Non-Operating Revenue       \$12,238,821.12         Gain/Loss on Asset Disposal       (\$690.00)         Interest Income       \$103,264.04         Passenger Facility Charges       \$472,108.20         Total - Non-Operating Revenue       \$112,813,803.36         Other Income       \$574,682.24         Total - Other Income       \$12,813,503.36         Other Expense       \$160,433.76         Non-Operating Expense       \$160,433.76         Non-Operating Expense       \$160,433.76         Non-Operating Expense       \$160,433.76         Non-Operating Expense       \$160,433.76         Not-Operating Expense       \$160,433.76         Not-O	Net Ordinary Income	\$393,503.39
Other Income	Other Income and Expenses	
Capital ContributionsContributed Capital\$1,067,962.72Grants\$11,170,858.40Total - Capital Contributions\$12,238,821.12Non-Operating Revenue\$12,238,821.12Gain/Loss on Asset Disposal(\$690.00)Interest Income\$103,264.04Passenger Facility Charges\$472,108.20Total - Non-Operating Revenue\$574,682.24Total - Other Income\$12,813,503.36Other Expense\$160,433.76Total - Non-Operating Expense\$160,433.76Total - Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Non-Operating Expense\$160,433.76Notal - Non-Operating Expense\$160,433.76Net Other Income\$12,653,069.60Net Income\$13,046,572.99	Other Income	
Contributed Capital         \$1,067,962.72           Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         (\$690.00)           Gain/Loss on Asset Disposal         (\$690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$574,682.24           Total - Other Income         \$12,813,503.36           Other Expense         \$12,813,503.36           Other Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Notal - Other Expense         \$160,433.76           Notal - Non-Operating Expense         \$160,433.76           Notal - Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Capital Contributions	
Grants         \$11,170,858.40           Total - Capital Contributions         \$12,238,821.12           Non-Operating Revenue         (\$690.00)           Gain/Loss on Asset Disposal         (\$690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$574,682.24           Total - Other Income         \$12,813,503.36           Other Expense         \$12,813,503.36           Non-Operating Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Notal - Non-Operating Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Other Income         \$13,046,572.99	Contributed Capital	\$1,067,962.72
Total - Capital Contributions       \$12,238,821.12         Non-Operating Revenue       (\$690.00)         Gain/Loss on Asset Disposal       (\$690.00)         Interest Income       \$103,264.04         Passenger Facility Charges       \$472,108.20         Total - Non-Operating Revenue       \$574,682.24         Total - Other Income       \$12,813,503.36         Other Expense       \$12,813,503.36         Non-Operating Expense       \$160,433.76         Total - Non-Operating Expense       \$160,433.76         Non-Operating Expense       \$160,433.76         Notal - Other Expense       \$160,433.76         Net Other Income       \$12,653,069.60         Net Income       \$13,046,572.99	Grants	\$11,170,858.40
Non-Operating Revenue         (\$690.00)           Gain/Loss on Asset Disposal         (\$690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$\$472,108.20           Total - Non-Operating Revenue         \$\$574,682.24           Total - Other Income         \$\$12,813,503.36           Other Expense         \$\$12,813,503.36           Non-Operating Expense         \$\$160,433.76           Total - Non-Operating Expense         \$\$160,433.76           Nother Expense         \$\$160,433.76           Not Other Expense         \$\$160,433.76           Not Other Income         \$\$160,433.76           Net Other Income         \$\$160,433.76           Net Other Income         \$\$13,046,572.99	Total - Capital Contributions	\$12,238,821.12
Gain/Loss on Asset Disposal         (\$690.00)           Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$574,682.24           Total - Other Income         \$12,813,503.36           Other Expense         \$12,813,503.36           Other Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Non-Operating Expense         \$160,433.76           Notal - Non-Operating Expense         \$160,433.76           Not Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Non-Operating Revenue	
Interest Income         \$103,264.04           Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$574,682.24           Total - Other Income         \$12,813,503.36           Other Expense	Gain/Loss on Asset Disposal	(\$690.00)
Passenger Facility Charges         \$472,108.20           Total - Non-Operating Revenue         \$574,682.24           Total - Other Income         \$12,813,503.36           Other Expense	Interest Income	\$103,264.04
Total - Non-Operating Revenue\$574,682.24Total - Other Income\$12,813,503.36Other Expense	Passenger Facility Charges	\$472,108.20
Total - Other Income\$12,813,503.36Other Expense	Total - Non-Operating Revenue	\$574,682.24
Other ExpenseNon-Operating ExpenseInterest ExpenseTotal - Non-Operating ExpenseTotal - Other ExpenseTotal - Other ExpenseState - Other IncomeNet Other IncomeNet IncomeState - Other Income <td>Total - Other Income</td> <td>\$12,813,503.36</td>	Total - Other Income	\$12,813,503.36
Non-Operating Expense         \$160,433.76           Interest Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Total - Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Other Expense	
Interest Expense         \$160,433.76           Total - Non-Operating Expense         \$160,433.76           Total - Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Non-Operating Expense	
Total - Non-Operating Expense         \$160,433.76           Total - Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Interest Expense	\$160,433.76
Total - Other Expense         \$160,433.76           Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Total - Non-Operating Expense	\$160,433.76
Net Other Income         \$12,653,069.60           Net Income         \$13,046,572.99	Total - Other Expense	\$160,433.76
Net Income \$13,046,572.99	Net Other Income	\$12,653,069.60
	Net Income	\$13,046,572.99

# Duluth Airport Authority Duluth A/R Aging Report

# As of February 15, 2023

# Filters: Transaction Type (equal to Invoice, Payment, Credit Memo )

CUSTOMER	TRANSACTION	TRANSACTION	TRANSACTION	DUE DATE	AGE	CURRENT	1/16/2023 - 2/14/2023 (30)	12/17/2022 - 1/15/2023 (60)	11/17/2022 - 12/16/2022 (90)	BEFORE 11/17/2022 (>90)	TOTAL
		DATE	NUMBER	DATE		Open Balance	Open Balance	Open Balance	Open Balance	Ópen Balance	Open Balance
Avis Rent A Car	Invoice	2/1/2023	10876	3/3/2023	14	\$0.00	\$2,575.59	\$0.00	\$0.00	\$0.00	\$2,575.59
Beier Properties, LLC	Invoice	2/8/2023	10937	3/10/2023	7	\$0.00	\$2,844.32	\$0.00	\$0.00	\$0.00	\$2,844.32
BKR Investments DBA Duluth Pack						\$0.00	\$225.00	\$225.00	\$0.00	\$0.00	\$450.00
Budget Rent A Car	Invoice	2/1/2023	10877	3/3/2023	14	\$0.00	\$1,802.59	\$0.00	\$0.00	\$0.00	\$1,802.59
Churchill, Sean						\$0.00	\$206.56	\$9.00	\$9.00	(\$10.74)	\$213.82
Cirrus Design Corporation						\$0.00	\$24,983.71	\$1,830.00	\$0.00	\$1,349.93	\$28,163.64
City of Duluth						\$0.00	\$1,718.78	\$1,718.78	\$1,718.78	\$0.00	\$5,156.34
Civil Air Patrol	Invoice	12/31/2022	10857	1/30/2023	46	\$0.00	\$0.00	\$938.13	\$0.00	\$0.00	\$938.13
Cloose Brian						\$0.00	\$90.00	\$90.00	\$0.00	\$0.00	\$180.00
Compudyne, LLC dba Integris	Invoice	2/1/2023	10907	3/3/2023	14	\$0.00	\$32.44	\$0.00	\$0.00	\$0.00	\$32.44
Dal Santo, Frances M	Invoice	2/1/2023	10921	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56
Delta Airlines						\$0.00	(\$5,925.85)	\$46,439.97	\$0.00	\$0.00	\$40,514.12
Divine Carriers	Invoice	2/1/2023	10892	3/3/2023	14	\$0.00	\$139.27	\$0.00	\$0.00	\$0.00	\$139.27
Dudley Bruce	Invoice	2/8/2023	10946	3/10/2023	7	\$0.00	\$90.00	\$0.00	\$0.00	\$0.00	\$90.00
Duluth Hangar, LLC	Invoice	2/1/2023	10909	3/3/2023	14	\$0.00	\$828.87	\$0.00	\$0.00	\$0.00	\$828.87
Dunker, Christopher L	Invoice	3/17/2022	9478	4/16/2022	335	\$0.00	\$0.00	\$0.00	\$0.00	\$9,528.20	\$9,528.20
Ellefson, Nicholas	Invoice	2/1/2023	10918	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56
General Services Administration	Invoice	2/1/2023	10901	3/3/2023	14	\$0.00	\$5,532.50	\$0.00	\$0.00	\$0.00	\$5,532.50
Goritchan Boris						\$0.00	\$90.00	\$90.00	\$90.00	\$1,509.00	\$1,779.00
Griffith Evans	Invoice	2/8/2023	10945	3/10/2023	7	\$0.00	\$90.00	\$0.00	\$0.00	\$0.00	\$90.00
Grimsbo, Gerald						\$0.00	\$0.00	\$0.00	\$0.00	\$459.00	\$459.00
GSSC	Invoice	1/4/2023	10789	2/3/2023	42	\$0.00	\$0.00	\$115.00	\$0.00	\$0.00	\$115.00
Hagberg, Rick						\$0.00	\$206.56	\$0.00	\$9.00	\$0.00	\$215.56
Hall John	Invoice	2/1/2023	10883	3/3/2023	14	\$0.00	\$298.32	\$0.00	\$0.00	\$0.00	\$298.32
Harris, Melissa	Invoice	1/30/2023	10872	3/1/2023	16	\$0.00	\$153.00	\$0.00	\$0.00	\$0.00	\$153.00
Hatfield, Dan	Invoice	2/1/2023	10917	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56
Hausmann, Jeff	Invoice	12/15/2022	10668	1/14/2023	62	\$0.00	\$0.00	\$0.00	\$2,150.00	\$0.00	\$2,150.00
Hermantown Hydraulics						\$0.00	\$680.86	\$680.86	\$319.14	\$0.00	\$1,680.86
Hillman Colin						\$0.00	\$300.00	\$75.00	\$0.00	\$0.00	\$375.00
Hunstad, Nicholas	Invoice	2/1/2023	10895	3/3/2023	14	\$0.00	\$108.33	\$0.00	\$0.00	\$0.00	\$108.33

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#### Duluth A/R Aging Report

CUSTOMER			TRANSACTION NUMBER	DUE	AGE	CURRENT	1/16/2023 - 2/14/2023 (30)	12/17/2022 - 1/15/2023 (60)	11/17/2022 - 12/16/2022 (90)	BEFORE 11/17/2022 (>90)	TOTAL
		DATE	NOMBER	DATE		Open Balance	Open Balance	Open Balance	Open Balance	Ópen Balance	Open Balance
HydroSolutions Of Duluth, Inc.	Invoice	2/1/2023	10884	3/3/2023	14	\$0.00	\$3,466.75	\$0.00	\$0.00	\$0.00	\$3,466.75
Irwin, Eric	Payment	1/18/2023	9529	1/18/2023	28	\$0.00	(\$150.00)	\$0.00	\$0.00	\$0.00	(\$150.00)
Jauss Aviation Inc.						\$0.00	\$0.00	\$1,800.00	\$0.00	\$0.00	\$1,800.00
Johnston, Paul						\$0.00	\$206.56	\$7.21	\$5.42	(\$14.32)	\$204.87
Kleen-Tech Services, LLC	Invoice	2/1/2023	10885	3/3/2023	14	\$0.00	\$708.69	\$0.00	\$0.00	\$0.00	\$708.69
Krom, Justin	Invoice	1/17/2023	10842	2/16/2023	29	\$0.00	\$153.00	\$0.00	\$0.00	\$0.00	\$153.00
Lake Superior Helicopters						\$0.00	\$6,652.31	\$0.00	\$0.00	\$0.00	\$6,652.31
Larsen, Shane	Invoice	7/18/2022	10013	8/17/2022	212	\$0.00	\$0.00	\$0.00	\$0.00	\$573.67	\$573.67
Love Creamery	Payment	1/19/2023	9538	1/19/2023	27	\$0.00	(\$155.82)	\$0.00	\$0.00	\$0.00	(\$155.82)
Lyft, Inc.	Invoice	1/3/2023	10781	2/2/2023	43	\$0.00	\$0.00	\$1,500.00	\$0.00	\$0.00	\$1,500.00
Mark Marino						\$0.00	\$2,079.82	\$0.00	\$0.00	\$0.00	\$2,079.82
Minnesota Air National Guard						\$0.00	\$10,977.46	\$0.00	\$0.00	\$0.00	\$10,977.46
Minnesota Power	Invoice	2/1/2023	10887	3/3/2023	14	\$0.00	\$466.46	\$0.00	\$0.00	\$0.00	\$466.46
Miscellaneous	Invoice	2/13/2023	10973	3/15/2023	2	\$0.00	\$270.00	\$0.00	\$0.00	\$0.00	\$270.00
Monaco Air Duluth						\$0.00	(\$2,592.61)	\$0.00	\$0.00	\$0.00	(\$2,592.61)
Mountain Air Cargo	Invoice	2/7/2023	10935	3/9/2023	8	\$0.00	\$1,911.48	\$0.00	\$0.00	\$0.00	\$1,911.48
Northland Constructors, Inc.	Invoice	2/1/2023	10891	3/3/2023	14	\$0.00	\$181.50	\$0.00	\$0.00	\$0.00	\$181.50
Oakwells CR, LLC						\$0.00	\$320.00	\$1,348.31	\$0.00	\$0.00	\$1,668.31
On Site Enterprises, Inc	Credit Memo	2/3/2022	279	2/3/2022	377	\$0.00	\$0.00	\$0.00	\$0.00	(\$185.53)	(\$185.53)
Opack Matthew Jr.	Invoice	2/1/2023	10926	3/3/2023	14	\$0.00	\$207.50	\$0.00	\$0.00	\$0.00	\$207.50
Palmer, John	Invoice	2/1/2023	10927	3/3/2023	14	\$0.00	\$207.50	\$0.00	\$0.00	\$0.00	\$207.50
Parthe, Lance						\$0.00	\$276.64	\$276.64	\$12.00	\$0.00	\$565.28
Payne, Robert	Invoice	2/1/2023	10911	3/3/2023	14	\$0.00	\$276.64	\$0.00	\$0.00	\$0.00	\$276.64
Rasier, LLC	Invoice	1/3/2023	10782	2/2/2023	43	\$0.00	\$0.00	\$1,500.00	\$0.00	\$0.00	\$1,500.00
Rathbun, David	Invoice	2/1/2023	10919	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56
Rehabilitation Counselors, Inc.	Payment	8/19/2019	5002	8/19/2019	1,276	\$0.00	\$0.00	\$0.00	\$0.00	(\$75.00)	(\$75.00)
Reinert Roger	Invoice	2/9/2023	10951	3/11/2023	6	\$0.00	\$450.00	\$0.00	\$0.00	\$0.00	\$450.00
RS&H	Invoice	2/1/2023	10910	3/3/2023	14	\$0.00	\$2,565.99	\$0.00	\$0.00	\$0.00	\$2,565.99
Safstrom Jon	Payment	2/14/2023	9629	2/14/2023	1	\$0.00	(\$153.00)	\$0.00	\$0.00	\$0.00	(\$153.00)
Shelter Dog Inc.						\$0.00	\$0.00	\$0.00	\$0.00	(\$65.00)	(\$65.00)
Sinex, Barry						\$0.00	\$90.00	\$90.00	\$90.00	\$180.00	\$450.00
Stevens, Mike	Invoice	2/1/2023	10922	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56
Sun Country, Inc. dba Sun Country Airlines	Invoice	2/1/2023	10897	3/3/2023	14	\$0.00	\$120.00	\$0.00	\$0.00	\$0.00	\$120.00
Sydow Dan						\$0.00	\$276.64	\$0.00	\$276.64	\$0.00	\$553.28
The Landline						\$0.00	\$5,907.14	\$2,976.00	\$0.00	\$0.00	\$8,883.14

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CUSTOMER	TRANSACTION	TRANSACTION	TRANSACTION NUMBER	DUE	AGE	CURRENT	1/16/2023 - 2/14/2023 (30)	12/17/2022 - 1/15/2023 (60)	11/17/2022 - 12/16/2022 (90)	BEFORE 11/17/2022 (>90)	TOTAL	
	TYPE	DATE		DATE		Open Balance	Open Balance	Open Balance	Open Balance	Open Balance	Open Balance	
Company												
Transportation Security Administration						\$0.00	\$8,032.33	\$0.00	\$16,067.67	\$0.00	\$24,100.00	
unifi						\$0.00	\$200.00	\$3,667.05	\$0.00	\$0.00	\$3,867.05	
Wicklein, John	Invoice	10/11/2022	10392	11/10/2022	127	\$0.00	\$0.00	\$0.00	\$0.00	\$153.00	\$153.00	
Williams, Ron	Invoice	2/1/2023	10923	3/3/2023	14	\$0.00	\$206.56	\$0.00	\$0.00	\$0.00	\$206.56	
Total						\$0.00	\$81,263.19	\$65,376.95	\$20,747.65	\$13,402.21	\$180,790.00	



# Airline Monthly Activity Report for DLH

Reporting Airline:	Delta Airlines	Month & Yr		Jan-23	Contact:	Rachel Little	achel Little			Phone Number:	e Number: 218-481-6475 Email Address:				<u>ulfservice.com</u>						
			Sig	natory Rep	orting Acti	vity					Passenger/Airport Data										
						Arriva	ls				Departures										
AC Type	Airline/Operator	<u>Origin</u>	<u>Dest</u>	Scheduled Flights	Completed Flights	DIVERSIONS	<u>CGLW</u>	<u>Total</u> <u>Wt/1000lbs</u>	Landing Fee Rate	Total Landing Fees	<u>Revenue</u> Enplanements	Non Revenue Enplanements	<u>Total</u> Enplanements	Revenue Deplanements	Non-Revenue Deplanements	<u>Total</u> Deplanements	<u>Total</u> Passengers	Total Seats Available	Load Factor %	Freight	Mail
CRJ-900	ENDEAVOR	MSP	DLH	31	31		75100	2328.1	\$2.08	\$4,842.45	1903	140	2043	1255	56	1311	3354	2,432	84%		
E175	SKYWEST AIRLINES INC	MSP	DLH	44	44		75177	3307.788	\$2.08	\$6,880.20	2458	77	2535	2564	154	2718	5253	3,268	78%		
CRJ-700	SKYWEST AIRLINES INC	MSP	DLH	1	1		67000	67	\$2.08	\$139.36	58	5	63	43	4	47	110	69	91%		
CRJ-900	SKYWEST AIRLINES INC	MSP	DLH	9	9		75100	675.9	\$2.08	\$1,405.87	344	21	365	428	27	455	820	630	58%		
CRJ-900	SKYWEST AIRLINES INC	MSP	DLH	2	2		75100	150.2	\$2.08	\$312.42	127	2	129	54	3	57	186	152	85%		
CRJ-900	SKYWEST AIRLINES INC	MSP	DLH	1	1		75100	75.1	\$2.08	\$156.21	0	0	0	0	0	0	0	70	0%		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
	TOTALS			88	88	0		6604.088		\$13,736.50	4,890	245	5,135	4,344	244	4,588	9,723	6,621	77.6%	0	0
			Non-	Signatory R	eporting A	ctivity					Passenger/Airport Data										
AC Type	Airline/Operator	<u>Origin</u>	<u>Dest</u>	Scheduled Flights	Completed Flights		CGLW	Total Wt/1000lbs	Landing Fee Rate	Total Landing Fees	Revenue Enplanements	Non Revenue Enplanements	Total Enplanements	Revenue Deplanements	Non-Revenue Deplanements	Total Deplanements	Total Passengers	Total Seats Available	Load Factor %	<u>Freight</u>	Mail
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
TOTALS				0	0	0		0		\$0.00	0	0	0	0	0	0	0	0	#DIV/0!	0	0
Exhibit C



## Airline Monthly Activity Report for DLH

Reporting Airline:	UA Express (All Carriers)	Month & Yr		Jan-23	Contact: Rachel Little					Phone Number: 218-481-6475 Email Address: cachel little@unificervice.com											
Signatory Reporting Activity											Passenger/Airport Data										
Arrivals									Departures												
AC Type	Airline/Operator	<u>Origin</u>	<u>Dest</u>	Scheduled Flights	Completed Flights	DIVERSIONS	<u>CGLW</u>	<u>Total</u> Wt/1000lbs	Landing Fee Rate	Total Landing Fees	Revenue Enplanements	Non Revenue Enplanements	<u>Total</u> Enplanements	<u>Revenue</u> Deplanements	Non-Revenue Deplanements	<u>Total</u> Deplanements	Total Passengers	Total Seats Available	Load Factor %	Freight	Mail
CRJ-200	AIR WISCONSIN AIRLINES CORPORATION	ORD	DLH	28	28		47000	1316	\$2.08	\$2,737.28	1222	55	1277	1036	41	1077	2354	1,350	95%		
E170	REPUBLIC AIRWAYS	ORD	DLH	1	1		72312	72.312	\$2.08	\$150.41	396	18	414	275	7	282	696	526	79%		
E175	REPUBLIC AIRWAYS	ORD	DLH	5	5		74957	374.785	\$2.08	\$779.55			0			0	0		#DIV/0!		
E175	SKYWEST AIRLINES INC	ORD	DLH	28	28		74957	2098.796	\$2.08	\$4,365.50	1775	45	1820	1690	31	1721	3541	2,040	89%		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
								0	\$2.08	\$0.00			0			0	0		#DIV/0!		
	TOTALS			62	62	0		3861.893		\$8,032.74	3,393	118	3,511	3,001	79	3,080	6,591	3,916	89.7%	0	0
			Non-	Signatory R	eporting A	<u>ctivity</u>									Passenge	r/Airport Data	<u>a</u>				
AC Type	Airline/Operator	Origin	Dest	Scheduled Flights	Completed Flights		CGLW	<u>Total</u> Wt/1000lbs	Landing Fee Rate	Total Landing Fees	Revenue Enplanements	Non Revenue Enplanements	<u>Total</u> Enplanements	Revenue Deplanements	Non-Revenue Deplanements	<u>Total</u> Deplanements	<u>Total</u> Passengers	Total Seats Available	Load Factor %	Freight	Mail
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
TOTALS				0	0	0		0		\$0.00	0	0	0	0	0	0	0	0	#DIV/0!	0	0

Exhibit C



## Airline Monthly Activity Report for DLH

Reporting Airline:	Sun Country	Month & Yr	J	lan-23	Contact:	Jennifer Farquhar					Phone Number:	Email Address			Email Address:	Stationsaccounting@suncountry.com					
			Sig	natory Rep	orting Activ	vity									Passenge	r/Airport Data	a				
				Arriva	Arrivals										<b>Departures</b>						
AC Type	<u>Airline/Operator</u>	<u>Origin</u>	Dest	Scheduled Flights	Completed Flights	DIVERSIONS	CGLW	<u>Total</u> Wt/1000lbs	Landing Fee Rate	Total Landing Fees	<u>Revenue</u> Enplanements	Non Revenue Enplanements	<u>Total</u> Enplanements	<u>Revenue</u> Deplanements	Non-Revenue Deplanements	<u>Total</u> Deplanements	<u>Total</u> Passengers	Total Seats Available	Load Factor %	Freight	Mail
B737-800	MN AIRLINES LLC	MSP	DLH	1	1		146300	146.3	\$2.08	\$304.30	0	0	0	0	0	0	0	186	0%		
B737-800	MN AIRLINES LLC	RST	DLH	9	9		146300	1316.7	\$2.08	\$2,738.74	0	0	0	1079	0	1079	1079	1,674	0%		
B737-800	MN AIRLINES LLC	RSW	DLH	1	1		146300	146.3	\$2.08	\$304.30	117	1	118	186	0	186	304	186	63%		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
								0	\$2.08	\$0.00			0			0	0	0	#DIV/0!		
	TOTALS			11	11	0		1609.3		\$3,347.34	117	1	118	1,265	0	1,265	1,383	2,046	5.8%	0	0
	Γ	1	Non-Signatory Reporting Activity									Passenger/Airport Data									
AC Type	Airline/Operator	<u>Origin</u>	Dest	Scheduled Flights	Completed Flights		CGLW	<u>Total</u> Wt/1000lbs	Landing Fee Rate	Total Landing Fees	<u>Revenue</u> Enplanements	Non Revenue Enplanements	<u>Total</u> Enplanements	<u>Revenue</u> Deplanements	Non-Revenue Deplanements	<u>Total</u> Deplanements	<u>Total</u> Passengers	Total Seats Available	Load Factor %	Freight	Mail
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
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								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
								0	\$2.60	\$0.00			0			0	0		#DIV/0!		
TOTALS				0	0	0		0		\$0.00	0	0	0	0	0	0	0	0	#DIV/0!	0	0

MOUNTAIN AIR CARGO PO BOX 488 DENVER, NORTH CAROLINA 28037 (828) 464-8741

DLH

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Contact Name: Phone Number: Fax Number: Email Address:

828-466-6754 828-464-6109 landings@mtaircargo.com

DULUTH AIRPORT AUTHORITY DULUTH INTERNATIONAL AIRPORT 4701 GRINDEN DRIVE DULUTH, MN 55811

## Activity from 1/1/2023 to 1/31/2023

AC Type	Tail #	Landings	Weight	Total	Charge
ATR42	907FX	3	36160	108,480	\$296.15
ATR42	910FX	16	36160	578,560	\$1,579.47
ATR42	914FX	2	36160	72,320	\$197.43
		21		759,360	\$2,073.05
Grand Totals		21		759,360	\$2,073.05
Total Flat Rate	\$0.00				
Grand Total Charges	\$2,073.05				
Freight In 69,323	Out 37,315				

## 2023 Landline Passengers

		Arrivals		0	)eparture	S			
								2022	
								Grand	
_	Revenue	Non-Rev	Total	Revenue	Non-Rev	Total	Grand Total	Total	Inc /Dec
January	1061	24	1085	1096	25	1121	2206	1804	402
February			0			0	0		0
March			0			0	0		0
April			0			0	0		0
May			0			0	0		0
June			0			0	0		0
July			0			0	0		0
August			0			0	0		0
Septembe	r		0			0	0		0
October			0			0	0		0
November	•		0			0	0		0
December			0			0	0		0
	1061		1085	1096	25	1121	2206	1804	402