

NEBRASKA DEPARTMENT OF AERONAUTICS



2014 ANNUAL REPORT

NEBRASKA DEPARTMENT OF AERONAUTICS
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2014 ANNUAL REPORT NEBRASKA DEPARTMENT OF AERONAUTICS



Mission:
Encourage and Facilitate
the Development and
Use of Aviation in
Nebraska

This report provides an overview of aviation in Nebraska, as aviation touches our lives in many ways. It is the Department's hope that this report will be a great source of information and a tool for understanding aviation in Nebraska. Many thanks to the Department's professional staff for their efforts in putting this report together. For additional information about the services of the Nebraska Department of Aeronautics please visit our home page at www.aero.nebraska.gov.

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ANNUAL REPORT FROM THE DIRECTOR

Ronnie Mitchell



The Nebraska legislature ended an acrimonious session on April 17 with several legislative bills of interest to our department. Foremost among them were LB845, LBI016 and LBI016A.

LB845 was introduced by Senator Schilz on January 13th and was to clarify language on the marking of MET towers and to make it a Class III misdemeanor for them not to be marked as described in the bill. The bill did not make it through the legislative process.

Senator Bob Krist introduced LBI016 on January 22 which dealt with purchasing a new aircraft for the state. There was considerable debate on the bill with several amendments culminating with LBI016A on March 4th providing General Fund monies of \$3.6 million for purchase. Both bills were signed into law by Governor Heineman on March 28. On June 4th, we picked up a new King Air C90GTx twin turbine aircraft from the Beechcraft factory in Wichita, KS, for \$3,508,000. As our pilots became trained on the new aircraft, we began the sale of our 1982 Piper Cheyenne IIXL aircraft which the state acquired in 1986. Bidding closed at 3:30pm October 31st with a final bid of \$615,000. All of the sale proceeds will be retained by our department helping defray costs of transporting state personnel on the new aircraft.

In 2010, the FAA began examining the roles General Aviation (GA) plays in our national airport system. In May of 2012 FAA released the report titled “General Aviation Airports: A National Asset”. The Asset report defined four new categories for non-primary airports based on existing activity and role; they are National, Regional, Local and Basic. Nationally, 497 of the GA airports did not fit into any of the new categories and therefore another study known as ASSET 2 was commissioned during January 2013. ASSET 2 concluded nationally 281 GA airports did not meet the minimum activity levels for classification. In Nebraska, 12 airports were unclassified based on the ASSET 2 study. An unclassified airport will not be receiving future non-primary entitlement funds; however, unclassified airports will be eligible for high priority, safety related project requests. Due to the hard work of our Engineering Division’s Barry Scheinost, eight of the Nebraska unclassified airports were upgraded to basic. The remaining Nebraska unclassified airports are Bassett, Chappell, Greeley, and Sargent.

2014 was a good year for Airport Improvement Projects (AIP) as Nebraska had 32 projects which amounted to \$68,387,907; 90% of which was Federal funding. Thanks to our Planning Engineer, Anna Lannin, Alma went from a turf runway to a new 3,200’ X 60’ concrete runway. Anna was able to move non-primary entitlement funds not being utilized by eleven other airports to Alma to pay for the project.

We are a “cash” funded agency and revenue continues to be an issue. Our primary source of income, the tax on aviation fuel, has been relatively flat for the past 25 years while expenses remain on an upward spiral. We continue to be frugal in our spending and have reduced personnel to the point where only required primary duties may be performed.

With Governor Pete Ricketts and 18 new state senators this department is looking forward to 2015 and the challenges that lie ahead.

ANNUAL REPORT AERONAUTICS COMMISSION

The Nebraska Aeronautics Commission was originally established in 1935. It is a five-member commission appointed by the Governor with each member serving for five years. One commission member is appointed or reappointed each year in March. The members of the Commission receive no salary but are reimbursed for their actual expenses related to agency functions. Per State of Nebraska Aeronautics Laws Section 3-104, the Commission's primary functions are:

- ➔ allocate State funds and approve the use of Federal funds to be spent for the construction or maintenance of airport projects,
- ➔ designate the location, and approve the sites of airports,
- ➔ arrange and authorize the purchase of aircraft on behalf of the State,
- ➔ select and approve pilots to be employed by State agencies, and
- ➔ assist the Director in formulating the regulations and policies to be carried out by the department under the terms of the State Aeronautics Department Act.

Aeronautics Commissioners:

Dorothy Anderson
Holdrege, Nebraska
2018*

Michael Cook
Bellevue, Nebraska
2017*

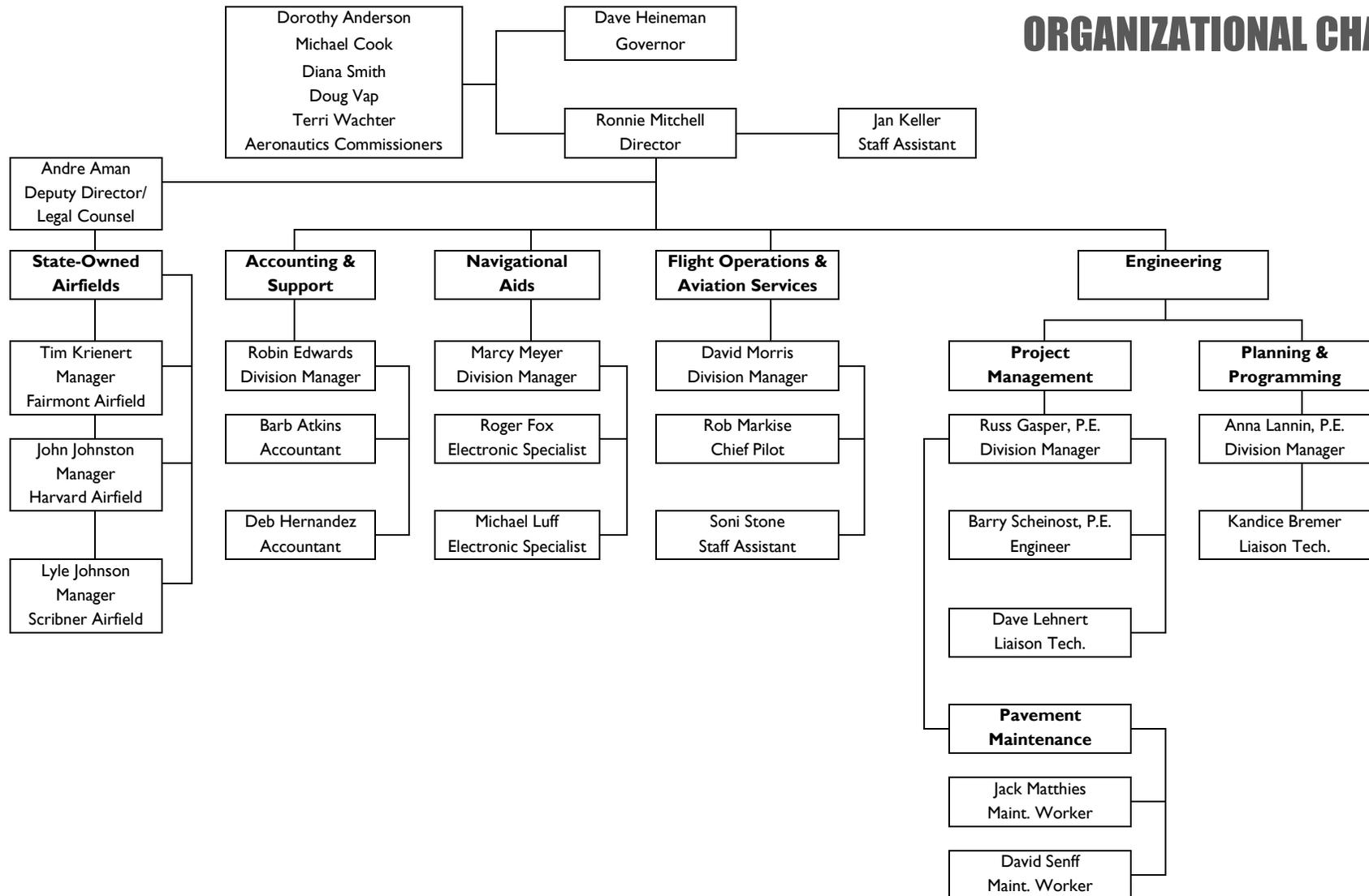
Diana Smith
Beatrice, Nebraska
2019*

Doug Vap
McCook, Nebraska
2016*

Terri Wachter, Chairperson
Norfolk, Nebraska
2015*

*Indicates year term expires

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AGENCY MISSION & GOALS

The Nebraska Department of Aeronautics (NDA) is a service agency created in 1945 under the Nebraska Revised Statutes, Chapter 3, for the purpose of furthering public interest and aeronautical progress within the state. NDA is dedicated to carrying out the Nebraska Aviation System Plan to aid in ensuring a safe, viable, and sustainable air transportation system that enhances the state's economy and quality of life; and provides safe, reliable and efficient air transportation with aviation services to support all state governmental entities. NDA is committed to the development of strategic plans, problem-solving processes that address statewide aviation issues, coordinating and managing aviation-related legislative issues, participating in multi-modal transportation coordination, and providing outreach to aviation constituents and airport sponsors and users throughout the State of Nebraska.

The NDA's goals include:

- ➔ developing aviation as an integral part of Nebraska's transportation system,
- ➔ encouraging aviation-related economic development that links the state, country, and world as a significant source of transportation,
- ➔ creating and implementing strategies to protect and improve the State's aviation system,
- ➔ supporting the efficient modernization of Nebraska's airport system, emphasizing operational safety and security,
- ➔ maintaining a system of navigational aids that supplement the federal system,
- ➔ assisting eligible public-use airports to preserve and maintain paved airport surfaces through maintenance and rehabilitation,
- ➔ upgrading and maintaining the state-owned aircraft fleet, and
- ➔ supporting aviation education.

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AGENCY STRUCTURE

The Nebraska Department of Aeronautics serves all public-use airports in the state and the general public regarding aviation related issues with a staff of 22 professionals. The agency comprises six divisions, which are discussed below.

Three **State-Owned Airfields** are managed, maintained, and operated by NDA as active airports. The airfields were deeded to NDA as World War II surplus property. The locations of the State-Owned Airfields are:

- Fairmont, Nebraska - Fairmont State Airfield,
- Harvard, Nebraska - Harvard State Airfield, and
- Scribner, Nebraska - Scribner State Airfield.

In addition, NDA manages land at the site of the Bruning State Airfield, Bruning, Nebraska. The Bruning State Airfield was closed in 1976.

The **Accounting and Support Division** provides essential operational services and support to the agency as a whole, as well as to the Nebraska Aeronautics Commission. The division is responsible for:

- office and personnel management,
- procurement, budget, and finance management,
- legislative coordination,
- public outreach and relations,
- administrative rule coordination, and
- policy direction and implementation.

The **Navigational Aids Division** is located at the Kearney Municipal Airport for efficient centralized deployment of technical staff throughout the State of Nebraska. The technical staff maintains navigational facilities and systems in accordance with Federal Aviation Administration (FAA) Standards for the support of the National Airspace System. The division is responsible for:

- installation, maintenance, and operation of the state-owned navigational aids,
- the majority of Automated Weather Observation Systems (AWOS's) in Nebraska and their dissemination into the FAA's National Data Interchange Network (NADIN), and

AGENCY STRUCTURE

- manage registration of all radio frequencies on both the navigational aids and the AWOS sites they maintain.

The **Operations Division** is an active participant within the aviation community in Nebraska and provides air transportation for state government. The division is responsible for:

- operating and managing of state owned aircraft,
- renting and chartering of aircraft for state use,
- publishing the State Airport Directory and bi-monthly PIREPS newsletter,
- participating in the annual American Legion Cornhusker Boys' State and American Legion Auxiliary Cornhusker Girls' State, and
- organizing an annual youth aviation art contest.

The **Pavement Maintenance Division** operates essential programs within the NDA that provide cost-effective services to enhance safety and maintenance of airport pavement. All public-use airports have access to these programs, which aid in extending the useful life of pavement and protecting the initial investment of pavement construction. The services provided are:

- pavement marking,
- crack and joint sealing, and
- seal coats and pavement rehabilitation.

The **Engineering Division** is comprised of the Planning and Project Management Sections. The Planning and Project Management Sections work in harmony with each other in order to sustain the vitality of Nebraska's statewide aviation system; therefore, the duties and responsibilities of these sections blend together to include:

- coordinating with 81 airport sponsors to develop 20-year capital improvement plans,
- reviewing airport improvements for fiscal responsibility and value,
- conducting airport inspections to identify discrepancies with safety and airport licensing standards,
- issuing building permits for structures over 150-ft in height,
- maintaining a searchable database regarding meteorological evaluation tower locations,
- administering public-use airport Disadvantaged Business Enterprise programs,
- processing state and federal grant payments,
- coordinating and reviewing land acquisition projects,
- coordinating consultant selection activities for airport sponsors,
- preparing and reviewing airport hazard area zoning documents,
- administering state Hangar and Fuel Loan Programs,
- inspecting/evaluating airport pavements, as required by federal agreements,

AGENCY STRUCTURE

- preparing pavement preservation/maintenance plans, as required by federal agreements,
- acting as agent for airport sponsors, and
- completing environmental assessments to comply with National Environmental Protection Act (NEPA).

Many of the duties and responsibilities listed above are provided to public-use airports by the engineering division through a contractual agreement (i.e., Agency Agreement). The Agency Agreement is in accordance with, and for the purpose of complying with, the laws of the State of Nebraska, Sections 3-124 and 3-329.

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ANNUAL REPORT AGENCY ACCOMPLISHMENTS

Nebraska Airports

Russ Gasper

There are 81 public-use airports in Nebraska. These airports are required to have a license issued by the NDA. These airports, as shown below, are inspected every three years and must meet minimum licensing standards as established by the NDA.

Nine (9) airports have commercial air service (Omaha, Lincoln, Grand Island, Kearney, North Platte, McCook, Scottsbluff, Alliance and Chadron), with the remaining 72 airports having general aviation activities. The 9 commercial service and 72 general aviation airports are all Nebraska - licensed public-use airports, which not only generate economic benefits for the State of Nebraska, but also provide medical outreach to rural communities and support for the agriculture industry. In addition, many non-aviation employers rely on the Nebraska Airport System to support their daily business activities, which also contribute to building the State's economy. All licensed public-use airports are publicly-owned facilities except for North Omaha and South Sioux City, which are privately owned.



The following table provides information regarding based aircraft and annual operations.

ACCOMPLISHMENTS

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
AINSWORTH	AINSWORTH REGIONAL AIRPORT	14	4,000
ALBION	ALBION MUNICIPAL AIRPORT	14	5,100
ALLIANCE	ALLIANCE MUNICIPAL AIRPORT	67	12,579
ALMA	ALMA MUNICIPAL AIRPORT	11	1,250
ALMA	HARLAN COUNTY LAKE (Seaplane Base)	0	2
ARAPAHOE	ARAPAHOE MUNICIPAL AIRPORT	3	2,250
ATKINSON	STUART-ATKINSON MUNICIPAL AIRPORT	12	2,700
AUBURN	FARINGTON FIELD	9	1,976
AURORA	AURORA MUNICIPAL AIRPORT	26	15,925
BASSETT	ROCK COUNTY AIRPORT	5	2,000
BEATRICE	BEATRICE MUNICIPAL AIRPORT	30	10,175
BLAIR	BLAIR MUNICIPAL AIRPORT	45	15,500
BLOOMFIELD	BLOOMFIELD MUNICIPAL AIRPORT	5	4,050
BROKEN BOW	BROKEN BOW MUNICIPAL AIRPORT	21	10,850
BURWELL	CRAM FIELD	10	900
CAMBRIDGE	CAMBRIDGE MUNICIPAL AIRPORT	16	7,000
CENTRAL CITY	CENTRAL CITY MUNICIPAL AIRPORT	21	5,610
CHADRON	CHADRON MUNICIPAL AIRPORT	21	7,665
CHAPPELL	BILLY G RAY FIELD	1	3,645
COLUMBUS	COLUMBUS MUNICIPAL AIRPORT	51	15,000
COZAD	COZAD MUNICIPAL AIRPORT	15	13,000
CREIGHTON	CREIGHTON MUNICIPAL AIRPORT	9	2,320
CRETE	CRETE MUNICIPAL AIRPORT	41	23,420
CURTIS	CURTIS MUNICIPAL AIRPORT	7	6,280
DAVID CITY	DAVID CITY MUNICIPAL AIRPORT	9	3,400
FAIRBURY	FAIRBURY MUNICIPAL AIRPORT	14	6,400
FAIRMONT	FAIRMONT STATE AIRFIELD	19	1,625
FALLS CITY	BRENNER FIELD	21	4,470
FREMONT	FREMONT MUNICIPAL AIRPORT	57	22,300
GENOA	GENOA MUNICIPAL AIRPORT	3	1,050
GORDON	GORDON MUNICIPAL AIRPORT	14	5,120
GOTHENBURG	GOTHENBURG MUNICIPAL AIRPORT	8	7,420
GRAND ISLAND	CENTRAL NEBRASKA REGIONAL AIRPORT	42	27,196
GRANT	GRANT MUNICIPAL AIRPORT	17	9,600
HARTINGTON	HARTINGTON MUNICIPAL AIRPORT/BUD BECKER FIELD	22	6,600
HARVARD	HARVARD STATE AIRFIELD	7	5,000
HASTINGS	HASTINGS MUNICIPAL AIRPORT	28	19,000
HAY SPRINGS	HAY SPRINGS MUNICIPAL AIRPORT	3	400
HEBRON	HEBRON MUNICIPAL AIRPORT	12	4,220
HOLDREGE	BREWSTER FIELD	35	10,600
HYANNIS	GRANT COUNTY AIRPORT	5	1,825
IMPERIAL	IMPERIAL MUNICIPAL AIRPORT	13	9,700
KEARNEY	KEARNEY REGIONAL AIRPORT	38	30,040
KIMBALL	ROBERT E ARRAJ FIELD	8	4,920
LEXINGTON	JIM KELLY FIELD	32	10,640
LINCOLN	LINCOLN AIRPORT	209	60,641
LOUP CITY	LOUP CITY MUNICIPAL AIRPORT	9	1,400

ACCOMPLISHMENTS

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
MCCOOK	MCCOOK BEN NELSON REGIONAL AIRPORT	32	16,900
MINDEN	PIONEER VILLAGE FIELD	19	7,000
NEBRASKA CITY	NEBRASKA CITY MUNICIPAL AIRPORT	11	5,300
NELIGH	ANTELOPE COUNTY AIRPORT	12	5,650
NORFOLK	NORFOLK REGIONAL (KARL STEFAN MEMORIAL FIELD)	46	26,934
NORTH PLATTE	NORTH PLATTE REGIONAL AIRPORT	58	37,814
OGALLALA	SEARLE FIELD	12	4,930
OMAHA	EPPLEY AIRFIELD	117	97,900
OMAHA	MILLARD AIRPORT	104	72,300
OMAHA	NORTH OMAHA AIRPORT	57	14,250
O'NEILL	THE O'NEILL MUNICIPAL AIRPORT - JOHN L BAKER FIELD	22	7,440
ORD	EVELYN SHARP FIELD	7	7,000
OSHKOSH	GARDEN COUNTY AIRPORT	7	6,270
PAWNEE CITY	PAWNEE CITY MUNICIPAL AIRPORT	11	844
PENDER	PENDER MUNICIPAL AIRPORT	19	2,700
PLATTSMOUTH	PLATTSMOUTH MUNICIPAL AIRPORT	32	20,500
RED CLOUD	RED CLOUD MUNICIPAL AIRPORT	10	5,160
RUSHVILLE	MODISETT FIELD	14	3,250
SARGENT	SARGENT MUNICIPAL AIRPORT	6	5,000
SCOTTSBLUFF	WESTERN NEBR. REGIONAL AIRPORT/WILLIAM B. HEILIG FIELD	43	28,842
SCRIBNER	SCRIBNER STATE AIRFIELD	11	2,550
SEWARD	SEWARD MUNICIPAL AIRPORT	47	12,650
SIDNEY	SIDNEY MUNICIPAL AIRPORT	32	9,775
SOUTH SIOUX CITY	MARTIN FIELD	35	8,100
SUPERIOR	SUPERIOR MUNICIPAL AIRPORT	13	12,500
TECUMSEH	TECUMSEH MUNICIPAL AIRPORT	10	5,480
TEKAMAH	TEKAMAH MUNICIPAL AIRPORT	30	26,270
THEDFORD	THOMAS COUNTY AIRPORT	5	2,025
TRENTON	TRENTON MUNICIPAL AIRPORT	2	3,750
VALENTINE	MILLER FIELD	25	4,900
WAHOO	WAHOO MUNICIPAL AIRPORT	35	16,350
WALLACE	WALLACE MUNICIPAL AIRPORT	14	2,675
WAYNE	WAYNE MUNICIPAL AIRPORT/STAN MORRIS FIELD	21	8,580
YORK	YORK MUNICIPAL AIRPORT	20	10,500
TOTALS:		1,979	927,703

*Based Aircraft and Annual Operations values obtained from the FAA 5010 Database

ACCOMPLISHMENTS

Airports Classifications

Nebraska Aviation System Plan

Nebraska Public-Use Airports are classified in accordance with the Nebraska Aviation System Plan as National, Regional, Local or Limited Airports. Many factors, including serving population centers, accommodating medical needs, serving economic/trade centers, and general aviation coverage, were considered when classifying airports. A summary of the airports in each classification with the minimum standards is presented as follows.

NATIONAL AIRPORTS – Maintain a consistent and contributing role in enabling the local, regional, and statewide economy to have access to and from the national and worldwide economy.

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Alliance	Alliance Municipal Airport
Beatrice	Beatrice Municipal Airport
Chadron	Chadron Municipal Airport
Columbus	Columbus Municipal Airport
Fremont	Fremont Municipal Airport
Grand Island	Central Nebraska Regional Airport
Hastings	Hastings Municipal Airport
Kearney	Kearney Regional Airport
Lincoln	Lincoln Airport
McCook	McCook Ben Nelson Regional Airport
Norfolk	Norfolk Regional Airport
North Platte	North Platte Regional Airport
Omaha	Eppley Airfield
Plattsmouth	Plattsmouth Municipal Airport
Scottsbluff	Western Nebraska Regional Airport
Sidney	Sidney Municipal Airport
Valentine	Miller Field
York	York Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	C-II or Greater	100%
Runway Length:	75% Large Aircraft at 60% Useful Load	94%
Runway Width:	To Meet ARC	94%
Runway Strength:	To Meet ARC	100%
Crossing Runway:	As Needed to Meet 95% Coverage	50%
Taxiways:	Full Parallel	89%
Navigational Aids:	Precision Approach	50%
Visual Aids:	MALSR, PAPIs	67%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	100%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	56%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	100%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	78%

ACCOMPLISHMENTS

REGIONAL AIRPORTS – Maintain a contributing role in supporting the local and regional economy and connecting it to the state and national economy.

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Ainsworth	Ainsworth Regional Airport
Albion	Albion Municipal Airport
Blair	Blair Municipal Airport
Broken Bow	Broken Bow Municipal Airport
Crete	Crete Municipal Airport
Falls City	Brenner Field
Gordon	Gordon Municipal Airport
Holdrege	Brewster Field
Imperial	Imperial Municipal Airport
Kimball	Robert E. Arraj Field
Lexington	Jim Kelly Field
Nebraska City	Nebraska City Municipal Airport
Neligh	Antelope County Airport
Ogallala	Searle Field
Omaha	Millard Airport
O'Neill	O'Neill Municipal-John L. Baker Field
Ord	Evelyn Sharp Field
Seward	Seward Municipal Airport
Superior	Superior Municipal Airport
Wahoo	Wahoo Municipal Airport
Wayne	Wayne Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-II or Greater	100%
Runway Length:	100% OF Small Aircraft w/ less than 10 passenger seats	81%
Runway Width:	To Meet ARC	86%
Runway Strength:	To Meet ARC	100%
Taxiways:	Partial Parallel	67%
Navigational Aids:	Non-Precision Approach	100%
Visual Aids:	PAPIs	95%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	76%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	43%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	95%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	33%

ACCOMPLISHMENTS

LOCAL AIRPORTS – Maintain a supplemental and contributing role for a local economy.

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Atkinson	Stuart-Atkinson Municipal Airport
Auburn	Farington Field
Aurora	Aurora Municipal Airport
Cambridge	Cambridge Municipal Airport
Central City	Central City Municipal Airport
Creighton	Creighton Municipal Airport
Curtis	Curtis Municipal Airport
David City	David City Municipal Airport
Fairbury	Fairbury Municipal Airport
Fairmont	Fairmont State Airfield
Grant	Grant Municipal Airport
Hartington	Hartington Municipal Airport
Hebron	Hebron Municipal Airport
Hyannis	Hyannis Municipal Airport
Loup City	Loup City Municipal Airport
Minden	Pioneer Village Field
Omaha	North Omaha Airport
Oshkosh	Garden County Airport
Red Cloud	Red Cloud Municipal Airport
Scribner	Scribner State Airfield
South Sioux City	Martin Field
Tekamah	Tekamah Municipal Airport
Theftord	Thomas County Airport
Wallace	Wallace Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	LOCAL CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-I or Greater	100%
Runway Length:	95% Small Aircraft (NPIAS Airports)	76%
	75% Small Aircraft (non NPIAS) Airports)	92%
Runway Width:	60-ft for NPIAS Airport, 50-ft for non-NPIAS Airport	88%
Runway Strength:	To Meet ARC	92%
Taxiways:	Turnarounds & Connectors	88%
Navigational Aids:	Non-Precision Approach	72%
Visual Aids:	PAPIs	44%
Lighting:	MIRL, Beacon	88%
Services:	Phone, Restrooms, Fuel	88%
Facilities:	Pilots Lounge, Aircraft Apron, Hangars, Auto Parking	84%
Ground Access	Roadway signs on and off site	--

ACCOMPLISHMENTS

LIMITED AIRPORTS – Maintain a limited contributing role for the local economy.

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chappell	Billy G. Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT MINIMUM FACILITY STANDARDS

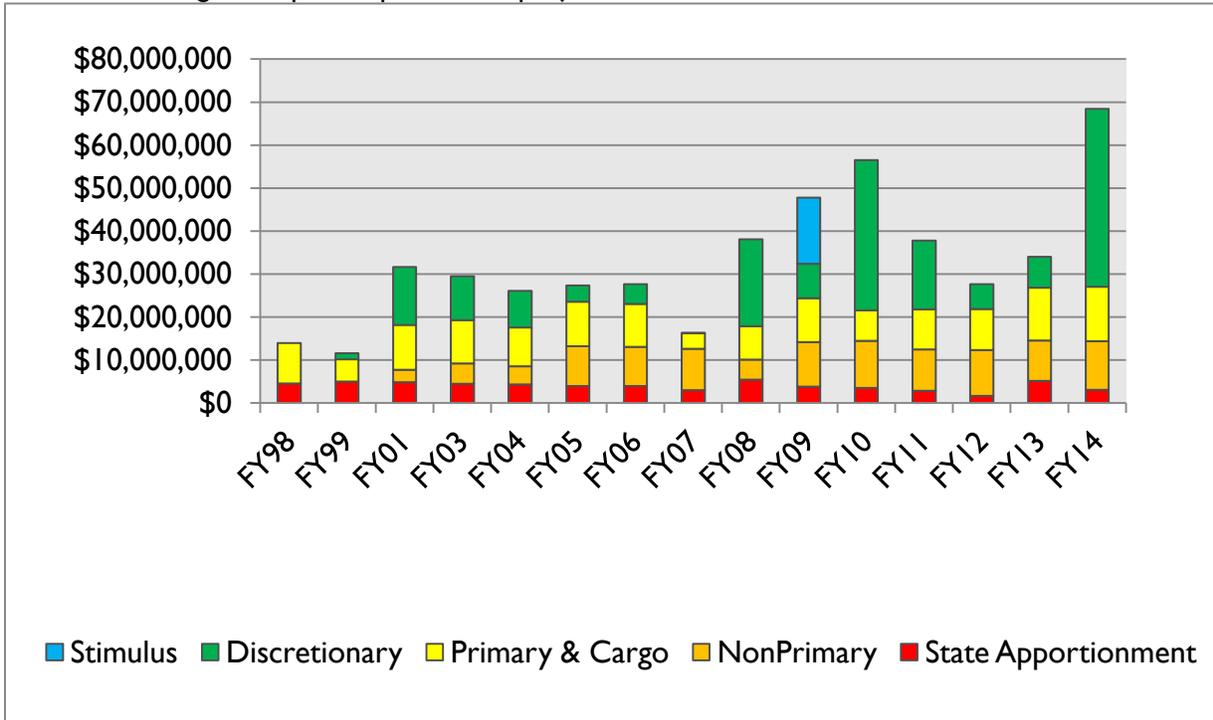
FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	A-1 or Turf	100%
Runway Length:	95% Small Aircraft (NPIAS Airports) Maintain Existing (non NPIAS) Airports)	90%
Runway Width:	60-ft Paved or 120-ft Turf (NPIAS Airport) 50-ft Paved or 100-ft Turf (non-NPIAS Airport)	86%
Taxiways:	Turnarounds and/or Connectors	100%
Lighting:	Reflectors or LIRL, Beacon	95%
Services:	Phone, Restrooms	71%
Facilities:	Aircraft Apron, Hangars, Auto Parking	100%
Ground Access	Roadway signs on and off site	--

ACCOMPLISHMENTS

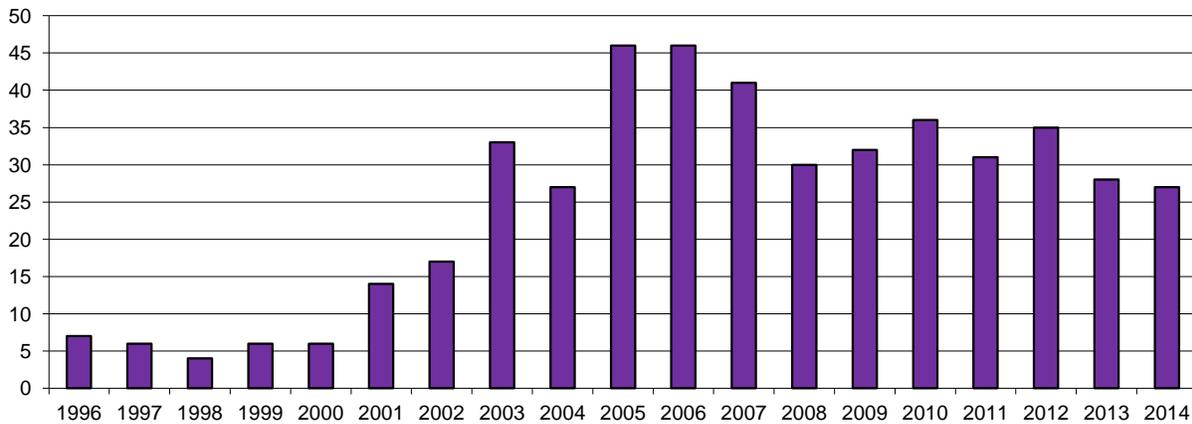
Airport Improvements

Anna Lannin

The NDA continues to assist airport sponsors in obtaining federal grants and complying with grant requirements. A majority of federal funds must pass through the NDA by state law. The Department also administers the state's grant and loan programs. The following tables illustrate various funding for airport improvement projects.



NUMBER OF FEDERAL AIP GRANTS ISSUED BY YEAR



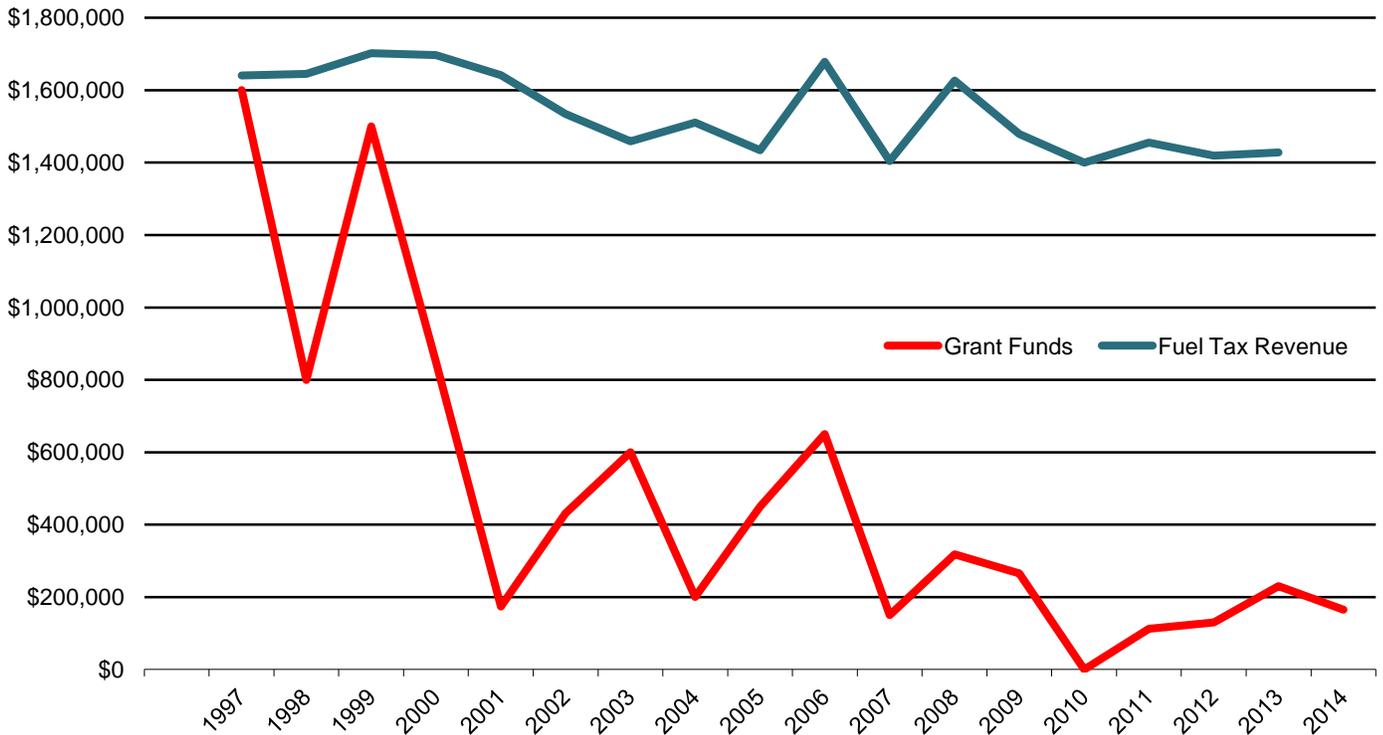
ACCOMPLISHMENTS

2014 FEDERAL AIP PROJECTS

AIRPORT	FEDERAL GRANT AMOUNT	PROJECT DESCRIPTION
Alliance	\$5,850,000	Rehab. runway 12/30 - construction phase
Alma	\$123,000	Install PAPI
Auburn	\$38,700	Land: tract 13
Aurora	\$274,000	MIRL, beacon, wind cone, fuel: credit card system,
Beatrice	\$3,490,834	Rehab. runway 18/36
Broken Bow	\$1,037,000	Land acquisition and relocation: tracts 24 & 25
Cambridge	\$2,223,000	Rehab. runway 14/32 - construction phase
Chadron	\$7,950,000	Rehab. Runway 2/20 and taxiway
Cozad	\$407,682	Construct SRE building
Creighton	\$291,020	Rehabilitate access road
Gordon	\$1,805,400	Rehab. runway 4/22 - construction phase
Grand Island	\$10,850,028	Construct terminal building
Hartington	\$403,000	Apron expansion
Hastings	\$417,000	Pavement maintenance
Imperial	\$1,600,000	Rehab. taxiways and apron
Kearney	\$276,300	ARFF
Kimball	\$681,697	Construct hangar
Lexington	\$150,000	SRE building multi-year funding
Lincoln	\$4,991,924	Rehab. runway 18/36 – construction phase
Minden	\$274,000	Rehab. apron
NDA	\$83,976	PCI: system planning
Neligh	\$1,207,000	Rehab runway 13/31 - construction phase
Ogallala	\$234,000	Replace beacons, wind cone, vault
Omaha Eppley	\$16,883,335	Reconstruct cargo apron A, Construct pump station
Omaha MLE	\$1,128,000	Rehab. runway 12/30 – construction phase
Ord	\$150,000	Hangar multi-year funding
Pender	\$482,000	Rehabilitate hangar doors
Sargent	\$752,000	Widen and seal coat runway 16/34
Scottsbluff	\$1,490,000	Seal coat runways 5/23, 12/30, and asphalt taxiways
Seward	\$150,000	Hangar multi-year funding
Sidney	\$850,000	Construct terminal
Tekamah	\$179,492	Runway joint sealing & marking
Theadford	\$361,461	Asphalt seal coat
Valentine	\$619,058	Construct hangar taxilanes
Wahoo	\$383,000	Replace MIRL, REIL, beacon
Wayne	\$150,000	Hangar multi-year funding
York	\$150,000	Hangar multi-year funding
Total	\$68,387,907	

ACCOMPLISHMENTS

STATE GRANTS VS. STATE FUEL TAX REVENUE



State Owned Airfield Diversions to airports: 1997 = \$300,000; 1999 = \$157,200; 2000 = \$100,000

2014 - STATE OF NEBRASKA AIRPORT FUNDING

State Grant Funds (Allocations)	Auburn – Runway Paving	\$52,100
	Nebraska City – Taxiway Paving	\$18,144
	Tekamah – Pavement Reconstruct	\$30,000
	NDA Pavement Preservation	\$50,000
	Total	\$150,244
2014 Hangar Loan (Allocations)	Auburn 75' x 65' Hangar	\$332,500
	Burwell -	\$135,333
	Norfolk – 6-Place T-Hangar	\$491,966
	O'Neill – 80' x 80' Hangar	\$71,945
	Valentine – 6-Place T-Hangar	\$483,000
Total	\$1,514,744	
Hangar Loan Returns (2013 Allocations)	Broken Bow – Door Replacement	\$43,750
	Valentine – 6-Place T-Hangar	\$483,000
	York – 2-Place Shop Hangar	\$173,682
	Total	\$700,432
Fuel Loan (Allocations)	Albion (4-2014, Credit System & New Pump)	\$17,143
	Total	\$17,143

ACCOMPLISHMENTS

NDA Revenue

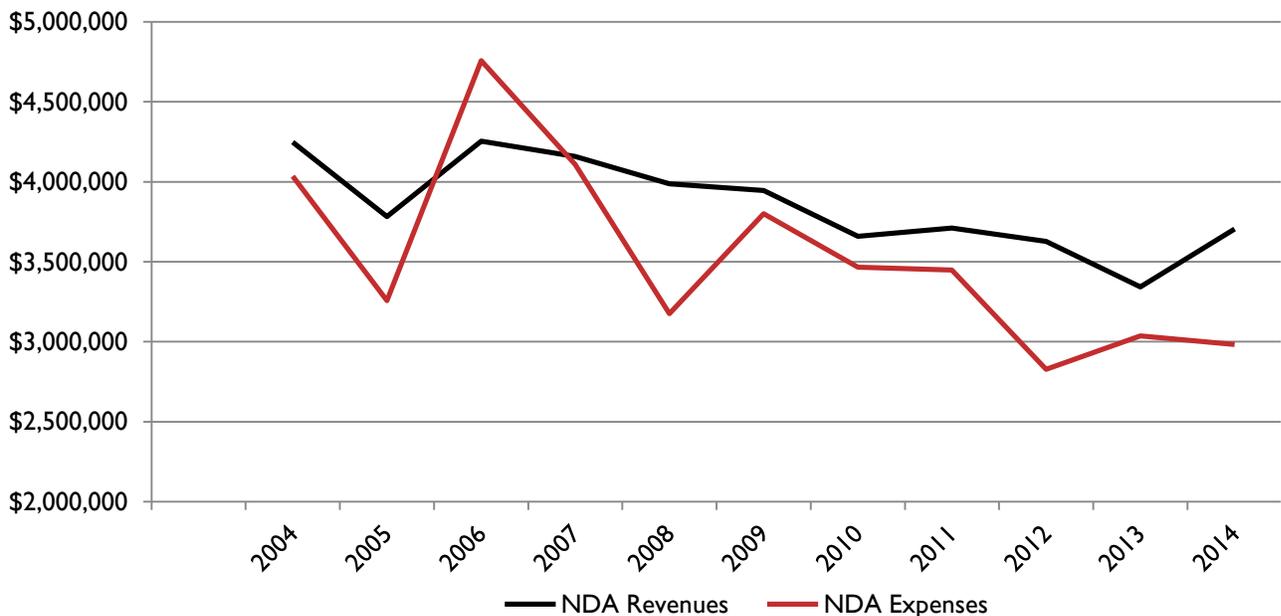
Robin Edwards

The 2014 revenue sources for the NDA were received from the following:

- ➔ **Aviation Gasoline (avgas) and Jet Fuel.** These excise taxes are the primary funding sources of the Department of Aeronautics. The tax consists of five (5) cents and three (3) cents per gallon on each taxable gallon of avgas and jet fuel, respectively sold in Nebraska. These funds are deposited into the Department of Aeronautics' cash fund to be used to operate the NDA and provide programs, grants, and loans to Nebraska airports.
- ➔ **Federal AIP.** Nebraska statutes require federal funds to be channeled through the NDA as agent for public-use airports. The NDA distributes the federal funds as directed by the Federal Aviation Administration (FAA) through federal grants that are issued to airports for improvement projects.
- ➔ **Aviation Trust.** These are restricted funds derived from the sale of excess land at the state-owned airfields and used to support operation of the state-owned airfields. After all airfield needs are met and upon application to the FAA, these funds may be used to support navigational aids and state grants to eligible airports.
- ➔ **Additional Sources.** This revenue includes that derived from the operations of state-owned-airfields, reimbursement from the FAA for work done on AIP projects, reimbursement from other state agencies and officials for use of the state aircraft, sale of surplus property, interest, reimbursement from Nebraska airports for navigational aid maintenance, and repayment of hangar and fuel storage loans.

NDA Expenses vs. NDA Revenues*

*Federal AIP pass through monies are excluded from this chart

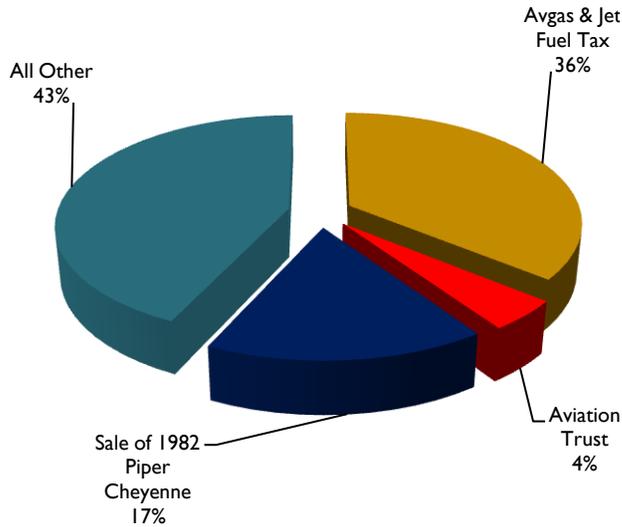


ACCOMPLISHMENTS

Summary of 2014 calendar year revenues and expenditures without Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase.

2014 DEPARTMENT REVENUE

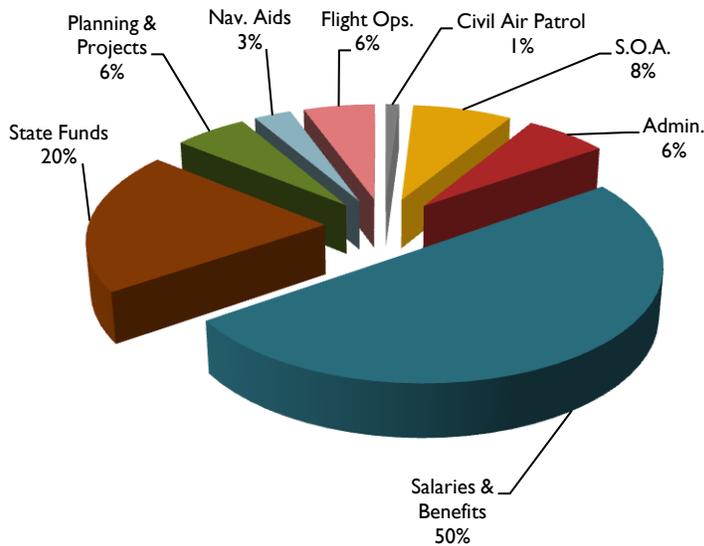
Without Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase



Avgas & Jet Fuel Excise Tax	\$1,329,278.32
Aviation Trust	\$165,219.35
Additional Sources	
Sale of 1982 Piper Cheyenne	\$615,000.00
All Other	\$1,595,919.98
Total Revenue	\$3,705,417.65

2014 DEPARTMENT EXPENDITURES

Without Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase

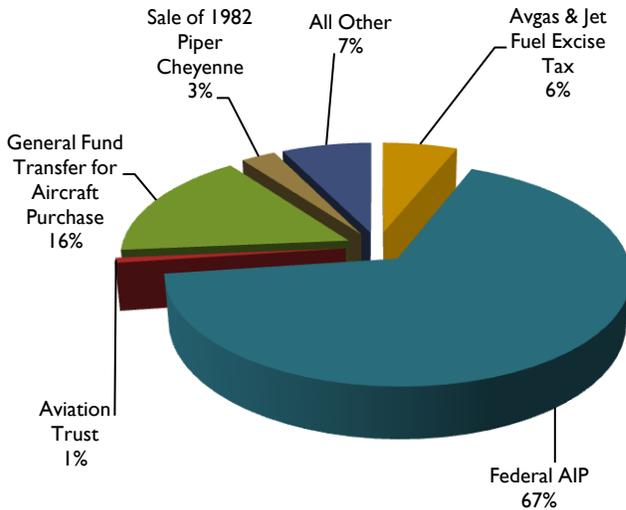


Dept. Salaries & Benefits	\$1,496,604.20
State Funds	
State Match	\$27,377.91
Hangar Loans	\$11,848.77
Pavement Preservation	\$99,051.00
Legal Fees NPE Transfer	\$100.00
Administration	\$193,747.30
Flight Operations	\$166,128.06
Navigational Aids	\$86,853.33
Planning & Projects	\$170,528.87
State-Owned Airfields	\$231,231.53
Civil Air Patrol Funding	\$31,193.01
Total Expenditure	\$2,982,892.00

ACCOMPLISHMENTS

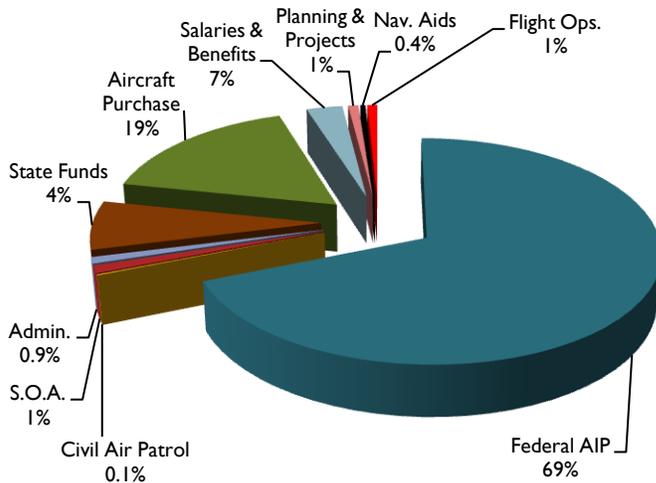
Summary of 2014 calendar year revenues and expenditures with Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase.

2014 DEPARTMENT REVENUE With Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase



Federal AIP Pass Through	\$14,460,468.00
Avgas & Jet Fuel Excise Tax	\$1,329,278.32
Aviation Trust	\$165,219.35
Additional Sources	
General Fund Transfer for Aircraft Purchase	\$3,508,407.00
Sale of 1982 Piper Cheyenne	\$615,000
All Other	\$1,595,919.98
Total Revenue	\$21,674,292.65

2014 DEPARTMENT EXPENDITURES With Federal AIP Pass Through and General Fund Transfer for Aircraft Purchase



Federal AIP Pass Through	\$14,393,888.00
Aircraft Purchase	\$3,508,407.00
Dept. Salaries & Benefits	\$1,496,604.20
State Funds	
State Match	\$27,377.91
Hangar Loans	\$11,848.77
Pavement Preservation	\$99,051.00
Legal Fees NPE Transfer	\$100.00
Administration	\$193,747.30
Flight Operations	\$166,128.06
Navigational Aids	\$86,853.33
Planning & Projects	\$170,528.87
State-Owned Airfields	\$231,231.53
Civil Air Patrol Funding	\$31,193.01
Total Expenditure	\$20,885,187.00

ACCOMPLISHMENTS

Crack/Joint Sealing and Marking Programs

Russ Gasper

Nebraska airports have access to crack/joint sealing and pavement marking. These programs were developed as a cost-effective service that enhances airport safety and extends pavement life. The NDA supplies two personnel, as well as the equipment and materials. The airport sponsor provides a minimum of one airport personnel to assist with the work. The charge rate covers the actual costs. In addition, if time permits, the NDA provides these services to Nebraska State Parks through the Nebraska Department of Roads. The following is a summary of work completed during 2014.

Crack/Joints Sealed, feet	351,078
Airports Visited for Crack/Joint Sealing	9
State Parks Visited for Crack/Joint Sealing	10
Pavement Marking/Painted, square feet	0
Airports Visited for Marking	0

Crew worked January – May 2014

Airport Pavement Inspections

Russ Gasper

Since 1985, the NDA regularly evaluates/inspects pavements at Nebraska public-use airports using the Pavement Condition Index (PCI) to describe/evaluate pavements on a scale of 1 to 100. Pavement inspections are a requirement of the Federal Aviation Administration (FAA) every three years for airports to be eligible for federal funds. The FAA reimburses the NDA for these services. The average PCI for primary pavements (i.e., main runways, taxiways, and aprons) in the state is 86, placing Nebraska airport's pavement index rating among the highest in the United States. The value is constantly improving due to AIP paving projects. The following airports were inspected during 2014:

Ainsworth	Albion	Bassett	Beatrice	Broken Bow	Central City
Chadron	Columbus	Crete	David City	Falls City	Fremont
Gordon	Grand Island	Holdrege	Hyannis	Kearney	Lincoln
Minden	Nebraska City	Omaha (Eppley)	Pawnee City	Plattsmouth	Rushville
Tecumseh	Theftord	Valentine	Wahoo		

5010 Inspections

Russ Gasper

To comply with the Federal Aviation Administration statutory requirements under the Federal Aviation Act, the NDA collects, maintains and disseminates airport master record data through the 5010 program. Information collected addresses aeronautical data that describes the physical and operational characteristics of public-use airports in the National Airspace System. Public-use airports are inspected at least every three (3) years. The FAA reimburses the NDA for these services. The following airports were inspected during 2014:

Ainsworth	Albion	Bassett	Broken Bow	Central City	Columbus
Falls City	Fremont	Genoa	Gordon	Gothenburg	Harvard
Hays Springs	Hebron	Holdrege	Hyannis	Minden	Nebraska City
Pawnee City	Plattsmouth	Rushville	South Sioux City	Theftord	Valentine
York					

ACCOMPLISHMENTS

Airport Licensing

Russ Gasper

In accordance with Nebraska Administrative Code 17, the NDA provides licensing inspections for all public-use airports. Public-use airports are inspected at least every three (3) years, with a license being issued if the safety standards are met or exceeded. Inspections may be used by the airport to assist with local height restriction zoning and to review notices of construction that may conflict with airport zoning. The following airports were inspected during 2014:

Ainsworth	Albion	Bassett	Beatrice	Broken Bow	Central City
Chappell	Columbus	Crete	David City	Falls City	Fremont
Gordon	Hay Springs	Hebron	Holdrege	Hyannis	Minden
Nebraska City	North Omaha	Pawnee City	Plattsmouth	Rushville	Sargent
South Sioux City	Theford	Valentine	York		

Air Transportation

David Morris

During 2014, 10 State of Nebraska governmental agencies utilized the state-owned aircraft for a total of 177.1 hours, which converts to 35,188 total statute miles. The Navajo was used primarily for aerial photo work conducted for the Nebraska Department of Roads (NDOR). Aerial photo flights consisted of one NDA crew member and one NDOR technician. Of the total flight hours (177.1 hours) and mileage (35,188 miles), the Navajo was flown 50.3 hours, which covered approximately 8,551 statute miles. A summary of the aircraft operation hours are presented below.

Aircraft	Number	Hours
Cheyenne	774KV	41.1
Navajo	100NE	50.3
KingAir	84NE	70.5
Rental	739BM	15.2
		177.1

*Hours include aircraft maintenance and testing operations (1,250 miles), and passenger flights

Aircraft Purchase and Sale

David Morris

During 2014, the Cheyenne was the primary aircraft used for transportation until the NDA took delivery of the King Air C90GTx on June 4, at which time the King Air became the primary aircraft used for transportation. The Cheyenne was listed for sale by on-line bid which began on October 14th with a minimum bid of \$485,000.00 (minimum bid set by NDA). The final bidding date was October 31, 3:30 p.m. central Daylight Savings Time, at which time the final high bid was \$615,000.00. NDA had a total of seven (7) qualified bidders in the sale process. To qualify as a bidder, individuals were required to deposit \$10,000.00 with NDA. This amount was credited to the purchase price of the aircraft for the successful high bidder and the remaining deposits were returned to the respective bidders. Twenty-four (24) bids were received throughout the process.

Airport Directory

David Morris

A directory was not published during 2014; however, the Airport Directory continues to be a very popular publication among pilots and aviation enthusiasts. The directory is published every other year, with a new publication scheduled for distribution in January 2015.

ACCOMPLISHMENTS

PIREPS

David Morris

Keeping the aviation community informed of events and local aviation activities has become a method of furthering the NDA’s mission to, “Encourage and Facilitate the Development and Use of Aviation in Nebraska.” PIREPS, a bimonthly general aviation newsletter with 3,500 subscribers, has been a publication of the NDA since 1948. It covers Nebraska aviation events as well as important issues affecting the aviation industry in Nebraska.

Aviation Art Contest

David Morris

Since 1986, the Department has co-sponsored an aviation art contest for the benefit of Nebraska’s youth. This contest is in conjunction with the Fédération Aéronautique Internationale (FAI), the National Association of State Aviation Officials (NASAO), the Federal Aviation Administration (FAA), Embry-Riddle Aeronautical University, and the National Coalition for Aviation and Space Education (NCASE). The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math, and science. There are three categories of contestants, ranging from 6 –17 years of age. This year there were 211 participants with the theme of “Flying Saves Lives”. This was an excellent opportunity for our youth to grab their favorite artist’s tools and create a poster celebrating their thoughts about “Flying Saves Lives”. After judging was completed at the Nebraska State level, the contest was wrapped up with an awards ceremony to recognize the winners for their accomplishments and provide further opportunity to show off their art work.

The top three entries in the state competition, in each age group, are forwarded to Washington, D.C. to be judged in the national competition. The first, second and third place finishers at the national competition from each age group are forwarded to FAI headquarters in Lausanne, Switzerland for international judging. Winners of the international competition receive gold, silver, or bronze medals.

The following is the 2014 list of Nebraska winners and honorable mentions:

Finish	Category I Junior (Age 6-9)		Category II Intermediate (Age 10-13)		Category III Senior (Age 14-17)	
	Name	City	Name	City	Name	City
1st	Abigail Beaton	Omaha	Joseph Oberlies	Omaha	Haley Workman	Humboldt
2 nd	Lauren Gieselman	Omaha	Matt Cullen	Omaha	Ben Ervin	Omaha
3 rd	Natalie McNamara	Papillion	Christine Joyce	Omaha	Claire DeCoster	Papillion

Honorable Mentions

Morgan Peterson – Enders	Addison Gardner – Omaha	Kennedy Garcia – Broken Bow	Stephen Beaton – Omaha
Maia Classe – Omaha	Anna Schmidt – Plymouth	Rhiannon Cottam – Lincoln	Olivia Schwickerath – Lincoln
Wayde Lyons – Lincoln	Lexi Lyne – Lincoln	Ava Bettger – Omaha	Danny Gragg – Grand Island
Elijah Flodman – Grand Island	Jazzlyn Nava – Grand Island	Grace Hoover – Omaha	Dabatha Sanchez – Grand Island
Angel Pojoy – Grand Island	Christopher Lopez – Omaha	Madisen Randa – Verdigre	Makaya Ruzicka – Verdigre
Emily Pinkelman – Verdigre	Haylee Klawitter – Verdigre	Alex Hollman – Verdigre	Jon Shaw – Verdigre

ACCOMPLISHMENTS

Navigational Aids

Marcy Meyer

Navigational Aids are vital for the safe operation of aircraft in the state. The following is a summary of navigational aids operated during 2014.

NEBRASKA WEATHER REPORTING LOCATIONS

ID	LOCATION	FACILITY	AOMC MONITORED	DATED COMMISSIONED	OWNER	FREQUENCY	TELEPHONE NUMBER
KANW	Ainsworth	AWOS III PT		Nov 1, 1995	NDA	118.325	(402)-387-2329
KBVN	Albion	AWOS III PT		August 3, 2004	LOCAL*	118.575	(402)395-2052
KAIA	Alliance	ASOS	X	May 16, 1996	FAA	135.075	(308)-762-1221
KAUH	Aurora	AWOS III PT		July 5, 1991	NDA	121.225	(402) 694-5472
KBIE	Beatrice	AWOS III PT		September 1, 1991	NDA	125.325	(402) 228-3229
KBTA	Blair	AWOS III PT		September 27, 2007	NDA	120.225	(402) 426-0448
KBBW	Broken Bow	ASOS	X	July 29, 1999	FAA	120.000	(308) 872-5354
KCDR	Chadron	ASOS	X	August 30, 2000	FAA	118.050	(308) 432-5574
KOLU	Columbus	AWOS III			FAA	125.525	(402) 563-3895
KFNB	Falls City	ASOS	X	August 30, 2000	FAA	119.275	(402) 245-5948
KFET	Fremont	AWOS III PT		July 5, 1991	NDA	121.275	(402) 727-9135
KGRI	Grand Island	ASOS/ATIS	X	October 1, 1992	NWS	127.4	(308) 382-5590
KHSI	Hastings	ASOS	X	May 30, 1995	FAA	120.525	(402) 463-4029
KHDE	Holdrege	AWOS III PT		April 4, 1991	NDA	121.325	(308) 995-6433
KHJH	Hebron	AWOS III PT		February 24, 2004	LOCAL*	118.525	(402) 768-2501
KIML	Imperial	ASOS	X	June 30, 2000	FAA	124.175	(308) 882-5186
KEAR	Kearney	AWOS III			FAA	123.875	(308) 237-5608
KIBM	Kimball	AWOS III PT		March 11, 2003	NDA	118.075	(308) 235-2516
KLXN	Lexington	AWOS III PT		April 4, 1991	NDA	121.025	(308) 324-5975
KLNK	Lincoln	ASOS/ATIS	X	November 1, 1992	NWS	118.05	(402) 474-9214
KAFK	Nebraska City	AWOS III PT		May 13, 2003	LOCAL*	128.325	(402) 873-7375
KMCK	McCook	ASOS	X	December 4, 1996	FAA	119.025	(308) 345-1193
KMLE	Millard	AWOS III PT		November 20, 1991	NDA	118.250	(402) 895-6778
KOFK	Norfolk	ASOS	X	April 1, 1996	NWS	119.025	(402) 644-4480
KLBF	North Platte	ASOS	X	February 1, 1996	NWS	118.425	(308) 534-1617
KOGA	Ogallala	AWOS III PT		July 5, 1991	NDA	121.275	(308) 284-6573
KOMA	Omaha	ASOS/ATIS	X	February 22, 1996	FAA	120.4	(402) 344-0324
KOFF	Offutt AFB	Observer/ATIS				126.025	
KONL	O'Neill	AWOS III		July 5, 1991	NDA	121.125	(402) 336-4834
KODX	Ord	ASOS	X	August 30, 2000	FAA	119.925	(308) 728-7954
KPMV	Plattsmouth	AWOS III PT		September 26, 2006	LOCAL*	118.975	(402) 298-7524
KBFF	Scottsbluff	ASOS	X	June 1, 1995	NWS	121.025	(308) 632-8949
KSNY	Sidney	ASOS	X	December 14, 1995	FAA	125.775	(308) 254-3525
KTQE	Tekamah	ASOS	X	May 30, 1995	FAA	127.275	(402) 374-2853
KTIF	Theftord	AWOS III PT		April 19, 2004	NDA	120.825	(308) 645-0488
KVTN	Valentine	ASOS	X	October 1, 1995	NWS	118.075	(402) 376-1673
KAHQ	Wahoo	AWOS III P		May 17, 2011	LOCAL*	125.975	(402) 443-4030
KLCG	Wayne	AWOS III PT		June 6, 2005	LOCAL*	120.125	(402) 375-0111
KJYR	York	AWOS III PT		July 12, 2001	NDA	124.175	(402) 362-3785

ASOS: Automated Surface Observation System, AOMC- ASOS Operations and Monitoring Center;
 AWOS III PT: Automated Weather Observation System NWS: National Weather Service Silver Spring, MD
 P: Precipitation; T: Thunderstorm; *Indicates Maintenance Contracted thru NDA

ACCOMPLISHMENTS

NEBRASKA APPROACH PROCEDURES - 2014

APPROACH TYPE & NUMBER OF APPROACHES	
ILS (Instrument Landing System), ILS or LOC	20
LOC (Localizer)	2
VOR (VHF Omni-Directional Range), VOR/DME	60
RNAV(GPS)	161
NDB (Non-Directional Beacon)	29
GPS (Global Positioning System)	2
Airports w/ SIAP's (Standard Instrument Approach Procedures)	65

ANNUAL REPORT AGENCY RECOGNITION

NDA Manager of the Year

Ronnie Mitchell



Marcy Meyer & Lt. Governor Nelson

While nighttime snowstorms, ice storms, and thunderstorms cause most of us to snuggle deeper into our beds; Marcy and staff are fielding phone calls and ensuring navigational aids are handled safely and in compliance with FAA standards so as not to imperil the safe navigation of aircraft. She has gained the trust of the aviation community through her knowledge and efficient operation of her division. Marcy is an excellent role model for other managers, communicating conviction, passion, and clear expectations. She recognizes and encourages excellent performance in her staff and deftly handles performance deficits by imparting a clear understanding of expected improvements. She knows how to get a job done to perfection and to the satisfaction of all parties.

NDA Employee of the Year

Ronnie Mitchell

Barry Scheinost works diligently for the aviation community in Nebraska. He has a passion and excitement for his work which few people duplicate. When the FAA made a report public that would eliminate funding for many of Nebraska's airports, Barry rose to the challenge and worked to restore Federal funding eligibility, assuring future development. Barry will either work to find a solution or provide direction, as he is an expert in aviation development. Barry's research and work with airport sponsors will impact aviation for many years. He is known statewide as a valuable resource for any aviation related question or concern. Nebraska and the aviation community are fortunate to have Barry working for their cause.



Barry Scheinost & Lt. Governor Nelson

AGENCY RECOGNITION

Airport of the Year

Ronnie Mitchell

During the NE Aviation Council's Aviation Symposium held at the Holiday Inn, Kearney on January 29th, 2015, an unprecedented event took place when two airports, the Wayne Municipal Airport and Holdrege's Brewster Field were both awarded Nebraska Airport of the Year for 2014. On October 4th, 2013, the National Weather Service reported the Wayne twister produced EF-4 damage -- which means it likely carried gusts of between 166 and 200 mph. That tornado heavily damaged some aircraft hangars and completely destroyed other buildings on the airfield including an almost completed new hangar and administration building. After months of cleaning, getting insurance estimates, and planning for rebuilding facilities, the airfield was completely restored and dedicated on October 3rd, 2014. Governor Dave Heineman attended the ceremony and complimented the city and airport authority for their dedication in getting the airport back into an operational condition. Wayne City Financial Director, Nancy Braden, and Airport Authority member, Tom Schmitz accepted the well-earned 2014 Nebraska Airport of the Year award from Department of Aeronautics Director Ronnie Mitchell.

That same evening Holdrege's Brewster Field was also awarded Airport of the Year for 2014 based upon four criteria of community relations, community support, maintenance and development and innovative activities. Brewster Field hosts numerous fly-in medical personnel who have both hospital surgical wards and specialized clinics providing exceptional care for the citizens of Holdrege and surrounding communities. During 2014, Lambrecht Aviation maintenance facility at the airport has continued to upgrade their capabilities to perform annual and 100 hour inspections on turbine powered aircraft. The Phelps Co. Development Corporation has recruited five out of state businesses to locate in Holdrege, and they fly into and out of the airport as a routine matter. The airport hosted a "Sky Dive Exhibition" event during the summer which drew a large crowd to the airport and thus the community. Brewster Field is a huge economic development engine for Holdrege and continues to be an important factor in the growth of the city. Accepting the award for Brewster was Airport Authority Chairwoman, Dorothy Anderson and Airport Authority members Clyde Lueking and Lanny Lambrecht.



Wayne Airport: Tom Schmitz & Nancy Braden; NDA Director Mitchell



Holdrege Airport Authority: Dorothy Anderson, Clyde Lueking, Lanny Lambrecht

AGENCY RECOGNITION

Project of the Year

Russ Gasper/Barry Scheinost

The 2014 award went to the Lincoln Airport (LNK), which recently put the finishing touches on a \$6 million runway project - the first major rehabilitation of its 12,901-foot primary runway in about 20 years.

The first time the project was bid, the airport received only one proposal; and it was \$1.25 million higher than expected. After formally rejecting that bid, the Lincoln Airport Authority divided the project into two components - concrete and asphalt - and solicited separate bids for each portion. Jon Large, the airport's Deputy Director of Engineering, indicated that several local firms were interested in the concrete work, but it was tougher to find companies for the asphalt part.

With the runway resurfacing project scheduled to begin in early July 2014, the airport also proceeded with another separate project: the installation of surface sensors on runways 18-36 and 14-32 and Taxiway D. In total, 12 sensors now gather data about LNK's surface conditions. The data they collect is combined with atmospheric data to produce detailed reports about current and forecasted operating conditions. Data collected by the recently installed sensors includes pavement temperature, subsurface temperature, surface moisture, surface ice, and moisture melting temperature. Atmospheric data collected from another set of Belfort sensors includes wind speed, wind direction, air temperature, barometric pressure, humidity, and current precipitation. After system provider Boschung America processes the two data sets using a system of proprietary algorithms, it reports the results back to LNK via the Internet. The information provided by the system includes alerts and warnings of predicted conditions, which enable the airport to make accurate and timely decisions about how to deploy their resources to deal with inclement weather conditions.

In addition to the runway project, two local utilities adjusted their schedules to complete much-needed projects in the vicinity of the runway. While LNK's primary runway was closed for resurfacing, Lincoln Wastewater System added more than 1,500 feet of trunk sewer main and refurbished 2,300 linear feet of aging 48-inch sewer main. "These were actually projects that Lincoln Wastewater had wanted to do two years ago, but delayed to take advantage of our runway closure and minimize disruptions to the airport," Large explained. Conversely, Lincoln Electric Systems accelerated its plans to retire and rebuild a 1950s transmission line in order to synchronize schedules with LNK's runway work. In addition to decommissioning a 115-KV line, crews installed three sets of bores under Runway 18-36 and two parallel taxiways to provide pathways for replacement lines. Completing the preliminary work provides the electric utility with the capacity to further grow its system in the future, notes Large.



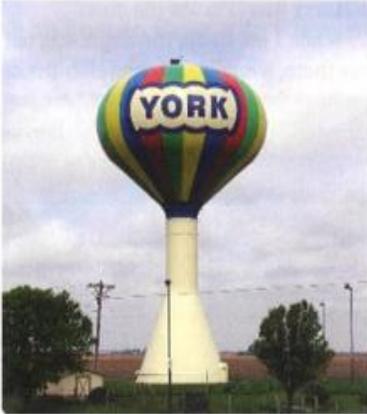
Al Jambor, Andy Beil, David Haring & Jon Large

The NDA recognized the following with certificates for their work on this project: Lincoln Airport: Jon Large, Deputy Director of Engineering, and David Haring, Executive Director; Alfred Benesch & Co.: Al Jambor and Andy Beil; Constructors, Inc. and TCW.

State Fly-In

Doug Volkmer

Despite cooler weather, it was estimated that 3,000 people were in attendance on Saturday, June 7th, 2014, for the 22nd State Fly-In. The York airport last played host in 2003 – and this return to York was a huge success.



The day began with a pancake breakfast put on by York's EAA Chapter 1055. EAA Chapter 569 provided Young Eagle rides to 44 kids. Thanks to Tom Trumble, Gary Bartels, Jerry Clinch and Christi Higgins for making that happen. Youngsters were able to walk around the airplane where experts explained how the aircraft works – then they were given rides in the airplane. That in itself was a huge success – often met with sayings such as “That was awesome!” when they landed. For many of the kids, this was their first-ever ride in an airplane.

The scheduled 90-minute afternoon air show was cut short to about 70 minutes due to a low ceiling. Harry Barr, Jessy Panzer and Doug Roth were still able to wow the crowd with their poetry-in-the-sky aerobatics. The show brought a lot of applause from the crowd at the airport, as well as those parked along nearby roads.

Along with the air show, there were several static displays to round out the show. Visitors were also able to see helicopters used by Huskers Midwest Medical and the Nebraska State Patrol. The York Police Department and the York Fire Department were also on hand throughout the day to provide assistance.

