

AVIATION IN NEBRASKA 2003



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NEBRASKA DEPARTMENT OF AERONAUTICS

"Encourage and Facilitate the Development and Use of Aviation in Nebraska"

Mike Johanns, Governor

Kent Penney, Director



April 8, 2003

The Honorable Mike Johanns, Governor
Office of the Governor
State of Nebraska
P.O. Box 94848
Lincoln NE 68509-4848

RE: Aviation In Nebraska 2003

Governor Johanns:

This report provides an overview of aviation in Nebraska. Aviation touches our lives in many ways particularly those that are involved in it directly. The report is condensed from previous years and focuses primarily on Nebraska Aviation's Economic Impact. The report does however, contain pertinent data that readers continue to expect. It continues to be a source of information and a tool for you to use in understanding aviation and talking about it to peers and policy makers.

In 2003, the Department of Aeronautics completed the Nebraska Aviation Economic Impact Study. Information from the study has been distributed to airports around the state and includes a Power Point presentation template that airports can use in their local community. More detailed information regarding the study is available on our website, noted below.

Please contact me if you have any questions.

Very Truly Yours,

NEBRASKA DEPARTMENT OF AERONAUTICS

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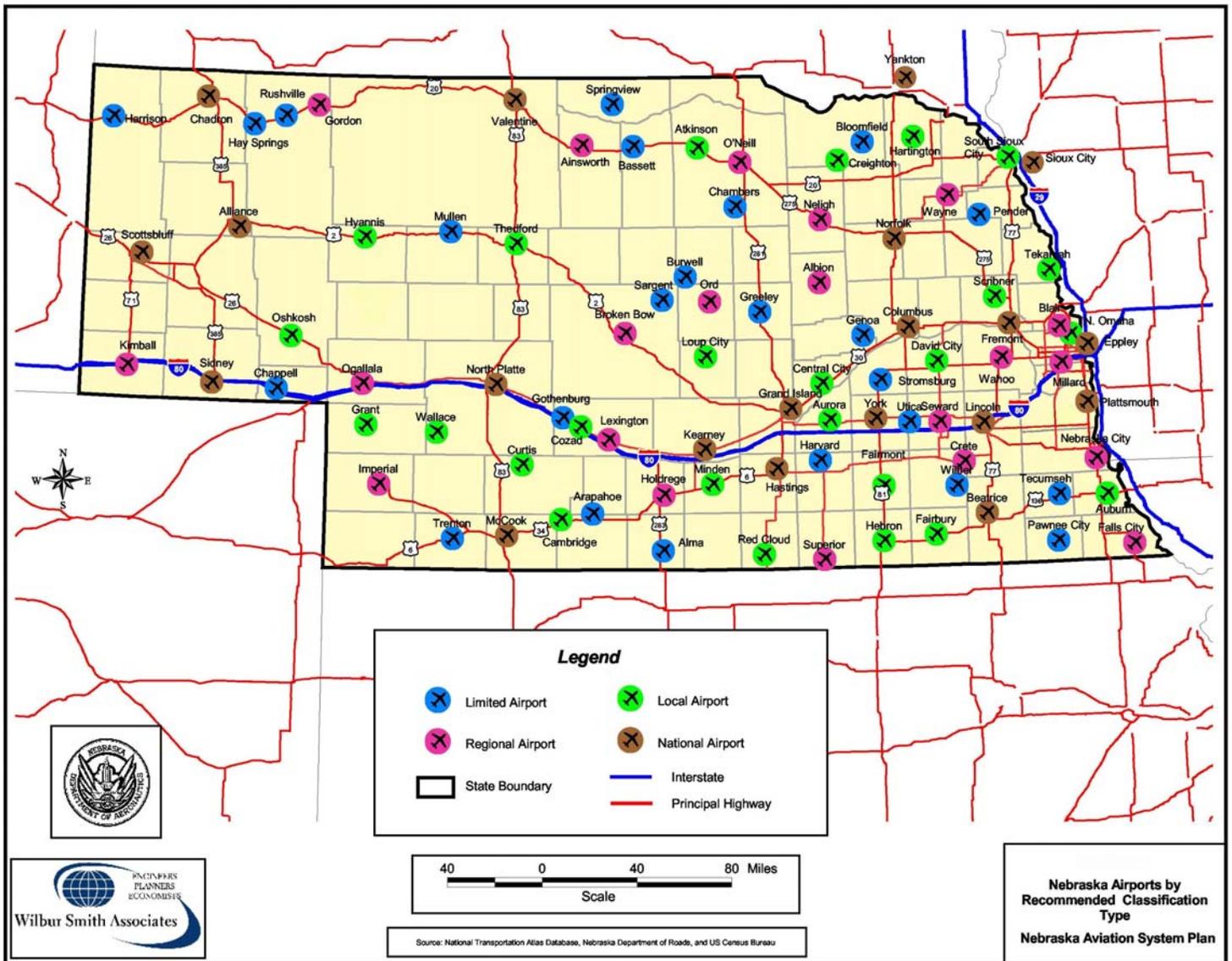
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Nebraska Aviation System Plan
Categories of Airports and Minimum Facility and Service Standards

	NATIONAL	REGIONAL	LOCAL	LIMITED
Description	Maintains a consistent and contributing role in enabling the local, regional and statewide economy to have access to and from the national and worldwide economy.	Maintains a contributing role in supporting the local and regional economy and connecting it to the state and national economy.	Maintains a supplemental contributing role for the local economy.	Maintains a limited contributing role for the local economy.
Airport Reference Code (ARC)	C-II or Greater	B-II or Greater	B-I or Greater	A-I or Turf
Runway Length	75% of Large Aircraft at 60% Useful Load (5,500'+)	100% of Small Aircraft with less than 10 passenger seats (4,000'+)	95% of Small Aircraft (3,400'+)	Maintain Existing
Runway Width & Strength	To Meet ARC (100'+ width)	To Meet ARC (75' width)	To Meet ARC (60' width)	50' Paved or 100' Turf, Strength for design aircraft
Crosswind Runway	As Needed to Meet 95% Coverage			
Taxiway	Full Parallel	Partial Parallel	Turnarounds & Connectors	Connector and/or Turnarounds
Navigational Aids (approach minimums)	Precision (200' ceiling & ½ mile visibility)	Non-Precision (300' ceiling & ¾ mile visibility using GPS)	Non-Precision (500' ceiling & 1 mile visibility)	
Visual Aids	MALSR, PAPIs	PAPIs	PAPIs	
Lighting	MIRL , Beacon	MIRL, Beacon	MIRL, Beacon	Reflectors or LIRL & Beacon
Weather	Automated Weather	Automated Weather		
Services	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO/RCAG/GCO	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation	Phone, Restrooms, Fuel	Phone, Restrooms
Facilities	Terminal, Aircraft Apron, Hangars, Auto Parking	Terminal, Aircraft Apron, Hangars, Auto Parking	Pilots Lounge, Aircraft Apron, Hangars, Auto Parking	Aircraft Apron, Hangars, Auto Parking
Ground Access	Full paved road from associated city to terminal. Roadway signs on and off site	Full paved road from associated city to terminal. Roadway signs on and off site	Roadway signs on and off site	Roadway signs on and off site

Nebraska Public Use Airports

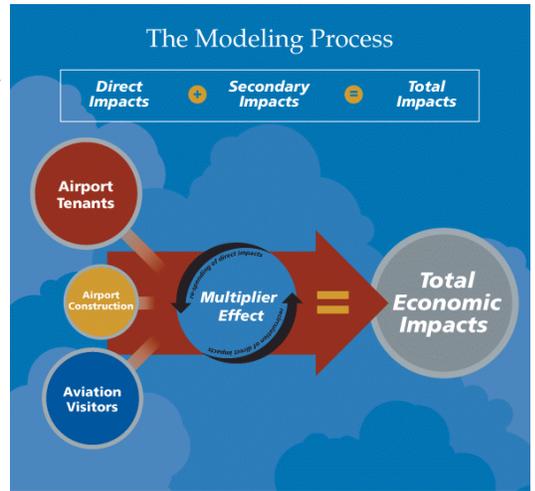
National		Regional		Local		Limited	
City	Airport	City	Airport	City	Airport	City	Airport
Alliance	Alliance Municipal	Ainsworth	Ainsworth Municipal	Atkinson	Stuart-Atkinson Municipal	Alma	Alma Municipal
Beatrice	Beatrice Municipal	Albion	Albion Municipal	Auburn	Farington Field	Arapahoe	Arapahoe Municipal
Chadron	Chadron Municipal	Blair	Blair Municipal	Aurora	Aurora Municipal	Bassett	Rock County
Columbus	Columbus Municipal	Broken Bow	Broken Bow Municipal	Cambridge	Cambridge Municipal	Bloomfield	Bloomfield Municipal
Fremont	Fremont Municipal	Crete	Crete Municipal	Central City	Central City Municipal	Burwell	Cram Field
Grand Island	Central Nebraska Regional	Falls City	Brenner Field	Cozad	Cozad Municipal	Chambers	Perkins Memorial
Hastings	Hastings Municipal	Gordon	Gordon Municipal	Creighton	Creighton Municipal	Chappell	Billy G Ray Field
Kearney	Kearney Municipal	Holdrege	Brewster Field	Curtis	Curtis Municipal	Genoa	Genoa Municipal
Lincoln	Lincoln Municipal	Imperial	Imperial Municipal	David City	David City Municipal	Gothenburg	Quinn Field
McCook	McCook Municipal	Kimball	Robert E. Arraj Field	Fairbury	Fairbury Municipal	Greeley	Greeley Municipal
Norfolk	Karl Stefan Memorial	Lexington	Jim Kelly Field	Fairmont	Fairmont State Airfield	Harrison	Harrison Sky ranch
North Platte	North Platte Regional	Nebraska City	Nebraska City Municipal	Grant	Grant Municipal	Harvard	Harvard State Airfield
Omaha	Eppley Airfield	Neligh	Antelope County	Hartington	Hartington Municipal	Hay Springs	Hay Springs Municipal
Plattsmouth	Plattsmouth Municipal	Ogallala	Searle Field	Hebron	Hebron Municipal	Mullen	Hooker County
Scottsbluff	Western Nebraska Regional	Omaha	Millard Airport	Hyannis	Grant County	Pawnee City	Pawnee City Municipal
Sidney	Sidney Municipal	O'Neill	John L. Baker Field	Loup City	Loup City Municipal	Pender	Pender Municipal
Valentine	Miller Field	Ord	Evelyn Sharp Field	Minden	Pioneer Village Field	Rushville	Modisett Airport
York	York Municipal	Seward	Seward Municipal	Omaha	North Omaha	Sargent	Sargent Municipal
		Superior	Superior Municipal	Oshkosh	Garden County	Springview	Springview Municipal
		Wahoo	Wahoo Municipal	Red Cloud	Red Cloud Municipal	Stromsburg	Stromsburg Municipal
		Wayne	Wayne Municipal	Scribner	Scribner State Airfield	Tecumseh	Tecumseh Municipal
				South Sioux City	Martin Field	Trenton	Trenton Municipal
				Tekamah	Tekamah Municipal	Utica	Flying "V"
				Theftord	Thomas County	Wilber	Wilber Municipal
				Wallace	Wallace Municipal		
Total	18	Total	21	Total	25	Total	24



Nebraska Aviation Economic Impact

The Nebraska Department of Aeronautics completed the Nebraska Aviation System Plan in 2002 and recently completed an analysis of the Economic Impact of Aviation in Nebraska. This analysis was reported from two perspectives. One, which required the greatest amount of effort, was a statistical perspective looking at the dollars and employment generated as a result of aviation. The other, which we compiled, is a portrayal of the benefits of aviation in Nebraska.

The statistical perspective followed a methodology prescribed by the Federal Aviation Administration (FAA). This methodology begins with direct impacts including airport tenants, construction and visitors who travel via aviation (see Modeling Process portrayal). The next component is the secondary impact which, is based on the multiplier effect. The multiplier effect, the number of times a dollar earned is re-spent within a community, varies depending upon the type of direct impact. The multiplier ranged from 1.3 to 2.3, again pursuant to FAA approved methodology.



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Tenants

Include businesses such as airlines, fixed-base operators, flight schools, concessionaires, restaurants and government agencies. Airport tenants account for 53% of the total economic impact.



Construction

Improvement projects take place at airports across the state each year. For every \$100,000 in capital improvement spending there are 4.1 jobs created, with a payroll of \$96,500, and a secondary impact of \$170,200. This makes up 3% of the total economic impact.

Visitors

Both commercial and general aviation deliver visitors throughout the state. They utilize aviation for its convenience and efficiency. In the end the economic impact as a result of these visitors accounts for 44% of the total economic impact.



Factors Influencing Business Locations

1	Convenient Highway Access	8	Convenient General Aviation Access
2	Available Labor Supply	9	Raw Materials
3	Tax Incentives	10	Natural Resources
4	Convenient Airline Access	11	Historic Location of Business
5	Proximity of Suppliers	12	Rail Transportation Facilities
6	Academic or Cultural Centers	13	Water Transportation Facilities
7	An Urban Business District		

Benefits – Aviation Delivers Results



Just-in-Time Rescue



Just-in-Time Products

Just-in-Time Protection



Just-in-Time People



Just-in-Time Services



No Matter the Size ...



... Aviation Delivers

From the statistical perspective the multiplier effect is calculated in secondary impacts. The resulting total impact of aviation in Nebraska on an annual basis is 29,400 jobs with a payroll of \$681.3 million in payroll. This total impact is approximately 3% of the Gross State Product.

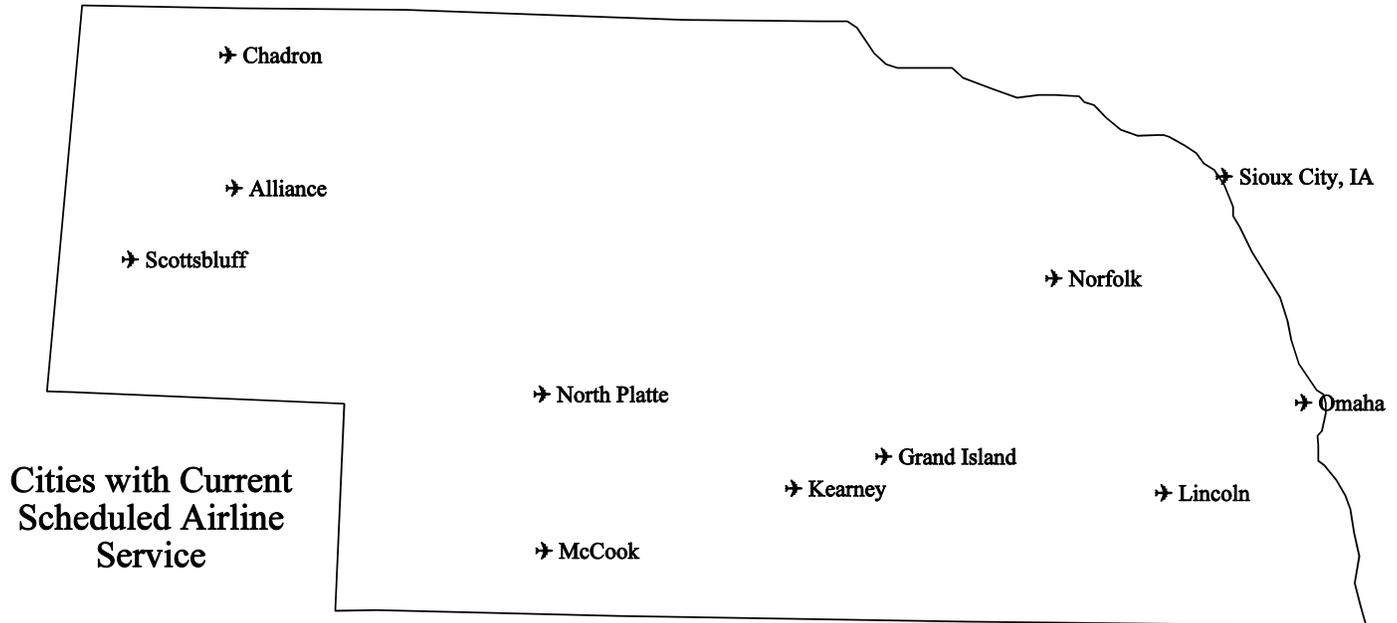
Further details on the study and specific airports is found on the Department's website.

TOTAL IMPACTS



Nebraska Annual Enplanements (Boardings)

→ Rapid City



Nebraska/Area Annual Enplanements (Boardings)

	1996	1997	1998	1999	2000	2001	2002	2003
Alliance	619	1,021	1,827	1,479	1,346	754	873	1,032
Chadron	466	1,303	2,014	1,735	2,086	1,375	1,024	1,384
Grand Island	16,749	16,496	18,388	13,063	12,362	7,730	4,947	6,077
Hastings	515							
Kearney	917	1,070	5,513	7,720	10,463	7,042	5,184	5,553
Lincoln	254,895	257,640	245,679	281,169	262,919	234,074	229,625	211,594
McCook	886	1,537	2,744	2,307	2,454	2,058	1,815	1,761
Norfolk	2,212	1,138	1,654	1,903	2,670	1,709	1,139	1,330
North Platte	10,016	11,699	10,089	8,094	9,017	6,637	5,989	5,986
Omaha	1,750,091	1,732,704	1,816,963	1,836,457	1,861,057	1,773,894	1,747,320	1,838,900
Rapid City, SD	182,510	170,303	175,568	195,209	197,525	186,774	206,337	224,653
Scottsbluff	11,645	14,935	12,220	12,219	12,566	11,042	8,481	7,761
Sioux City, IA	101,618	102,847	90,277	89,563	85,684	89,709	55,712	52,834
Total	2,333,139	2,312,693	2,382,936	2,450,918	2,460,149	2,322,798	2,268,446	2,358,865

1994-2002 enplanements are official U.S. DOT numbers, 2003 enplanements are reported by individual airports

The enplanements for Grand Island, Kearney, North Platte and Scottsbluff are again below 10,000 in 2003. This is likely to be the case for years to come unless some dramatic changes occur to improve their airline service. In 1999, North Platte fell below 10,000 and in 2001, Grand Island, Kearney and Scottsbluff fell below but in the case of Grand Island, Kearney and Scottsbluff, their status as a primary airport has been maintained due to a change by Congress to recognize the influence of the economic downturn beginning in 2000 and the terrorist attacks in 2001.

Should these airports be categorized as non-primary they would no longer receive primary airport entitlement monies, recently allocated at \$1,000,000 per year, minimum, for each primary category airport. This has helped accomplish a number of projects particularly at Scottsbluff, Grand Island and North Platte. Grand Island and North Platte have been in the primary category since 1966 and sometime before 1962 for Scottsbluff according to our records.

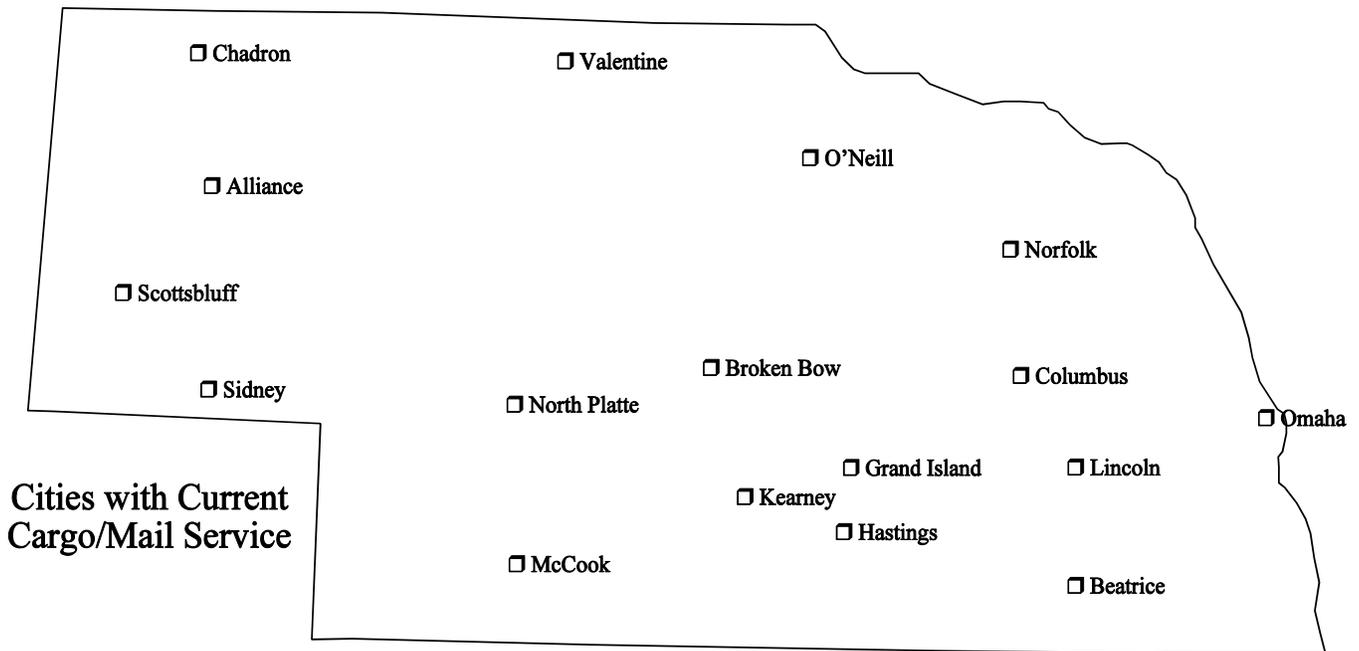
The communities of Scottsbluff, McCook, North Platte, Kearney, Grand Island and Norfolk are considering an array of proposals from 6 different airlines. It is expected the communities will comment and the U.S. DOT will agreements over the coming months.

Responses to U.S. DOT Order 2003-12-02

City	Hub Served	Round Trips	Aircraft (# of passengers)	Annual Cost (millions)	City	Hub Served	Round Trips	Aircraft (# of passengers)	Annual Cost (millions)
Great Lakes Aviation					Great Lakes Aviation (continued)				
Grand Island	Denver	3	1900D (19)	1.19	Scottsbluff	Denver	3	1900D (19)	0.49
Grand Island	Denver	3	Brasilia (30)	1.21	Scottsbluff	Denver	3	Brasilia (30)	0.50
					Scottsbluff	Denver	4	1900D (19)	0.78
					Scottsbluff	Denver	4	Brasilia (30)	0.80
Grand Island & Kearney	Denver	3 & 3	1900D (19)	1.13	Scottsbluff & Chadron	Denver	3 & 2	1900D (19)	0.99
Grand Island & McCook	Denver	3 & 3	1900D (19)	2.27	Scottsbluff & Chadron	Denver	4 & 2	1900D (19)	1.20
Grand Island & North Platte	Denver	3 & 3	1900D (19)	1.72	Scottsbluff & Alliance	Denver	3 & 2	1900D (19)	0.94
Grand Island	Kansas City	3	1900D (19)	1.48	Scottsbluff & Alliance	Denver	4 & 2	1900D (19)	1.15
Grand Island & Norfolk	Omaha	3 & 2	1900D (19)	1.74					
Grand Island & Kearney	Denver & Kansas City	3 & 3	1900D (19)	2.58					
Grand Island & Kearney	Denver & Kansas City	3 & 2	1900D (19)	2.25	Corporate Airlines				
Grand Island & Kearney	Denver & Omaha	3 & 3	1900D (19)	2.37	Grand Island	Kansas City & St. Louis	3	Brasilia (30)	2.14
Grand Island & Kearney	Denver & Omaha	3 & 2	1900D (19)	2.02	Grand Island	Kansas City	3	J32 (19)	1.56
Grand Island & Norfolk	Minneapolis	3 & 2	1900D (19)	1.61					
Grand Island	Minneapolis	3	1900D (19)	1.48	Mesa Airlines				
Grand Island (Kearney to rely on GRI for westbound)	Denver	3	1900D (19)	0.88	Grand Island, Kearney, McCook, North Platte, Scottsbluff (no more than one stop service)	Denver	2	1900D (19)	2.81
Grand Island (Kearney to rely on GRI for westbound)	Denver	3	Brasilia (30)	0.88	Grand Island, Kearney, McCook, North Platte, Scottsbluff (no more than one stop service)	Denver	3	1900D (19)	4.43
Kearney (Grand Island to rely on EAR for westbound)	Denver	3	1900D (19)	0.81	Grand Island, Kearney, McCook, Norfolk, North Platte, Scottsbluff (no more than one stop service)	Denver	3	1900D (19)	5.06
Kearney (Grand Island to rely on EAR for westbound)	Denver	3	Brasilia (30)	0.86	Grand Island	Denver & Kansas City	2 & 2	1900D (19)	1.90
Kearney	Denver	3	1900D (19)	1.16	North Platte	Denver	3	1900D (19)	0.77
Kearney	Denver	3	Brasilia (30)	1.19	Grand Island	Denver	3	1900D (19)	1.57
Kearney & McCook	Denver	3 & 3	1900D (19)	1.69	Scottsbluff	Denver	3	1900D (19)	0.12
Kearney & North Platte	Denver	3 & 3	1900D (19)	1.11	Kearney & McCook	Denver	3	1900D (19)	1.45
Kearney & McCook	Denver & Kansas City	3 & 3	1900D (19)	2.96	Kearney & McCook	Denver & Kansas City	3 & 3	1900D (19)	3.24
Kearney & McCook	Denver & Kansas City	3 & 2	1900D (19)	2.55	Kearney & McCook	Kansas City	3	1900D (19)	1.87
Kearney & McCook	Denver & Omaha	3 & 3	1900D (19)	3.05					
Kearney & McCook	Denver & Omaha	3 & 2	1900D (19)	2.64	Mesaba Airlines				
Kearney	Kansas City	3	1900D (19)	1.64	Grand Island	Minneapolis	2	S340 (34)	2.26
Kearney & Norfolk	Omaha	3 & 2	1900D (19)	2.00					
McCook	Denver	3	1900D (19)	1.50	Multi Aero Inc.				
Norfolk & Kearney	Denver	2 & 3	1900D (19)	1.54	Norfolk & Lincoln	Kansas City	3	(19)	1.04
Norfolk & McCook	Denver	2 & 3	1900D (19)	1.55	Norfolk	Kansas City	3	(19)	1.15
Norfolk & North Platte	Denver	2 & 3	1900D (19)	2.96					
North Platte	Denver	3	1900D (19)	0.87	Westward Airways				
North Platte	Denver	3	Brasilia (30)	0.88	Kearney & Norfolk	Omaha	4	PC12 (9)	1.38
North Platte	Denver	4	1900D (19)	1.34					
North Platte	Denver	4	Brasilia (30)	1.43					

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Nebraska Annual Cargo & Mail (Metric Tons)

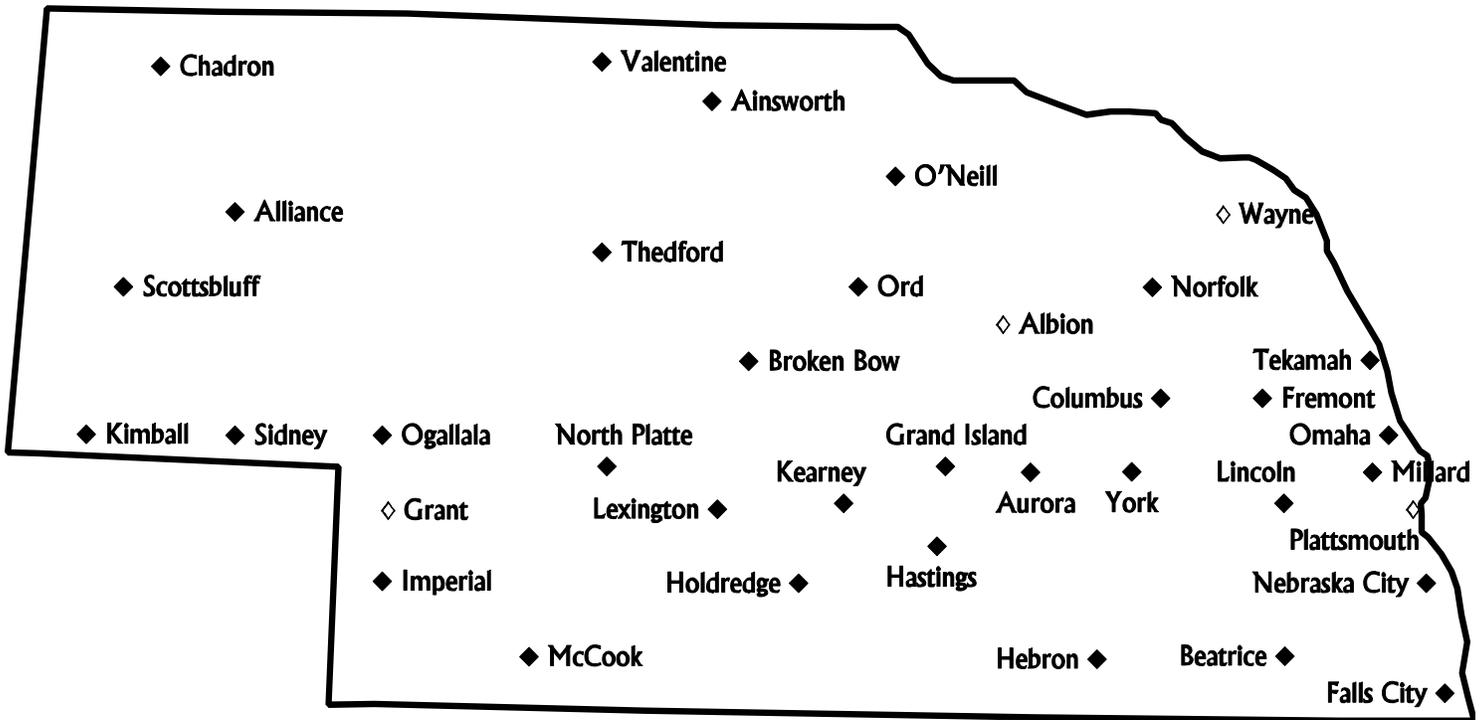


	Companies						1999	2000	2001	2002	2003
	AB	BAX	FE	UPS	USPS	AirL					
Alliance					x	x	2.2	1.4	6.7	0.1	
Beatrice				x			147.5	180.4	124.2	118.8	
Broken Bow				x			81.6	10.0		14.6	
Chadron						x	4.6	0.3	0.0		
Columbus				x				0.0		0.7	
Grand Island	x		x	x	x	x	4.1	0.0			
Hastings				x				0.0			
Kearney				x		x	334.2	311.4	326.4	253.0	
Lincoln						x	1,182.7	1,180.2	601.4	49.4	
McCook				x		x	6.3	20.1	1.0	1.0	
Norfolk				x		x	0.1	0.0		0.0	
North Platte	x		x	x	x	x	750.5	855.4	696.2	826.4	715.2
Omaha	x	x	x	x	x	x	113,024.2	114,291.1	99,080.9	89,829.8	89,057.1
O'Neill				x			26.5	26.5	26.5	26.5	
Scottsbluff	x		x	x		x	9.6	4.8	3.7	6.1	
Sidney				x							
Valentine				x							
Total							114,957.4	116,943.4	100,933.4	91,208.4	90,242.5

AB - Airborne Express; BAX - BAX Global; FE - Federal Express; UPS - United Parcel Service; USPS - U.S. Postal Service; AirL - Airlines
Metric Ton = 2,204.62 pounds

Many airports have found it difficult to gather the cargo and mail number from operators. This does not mean that there is little activity it merely means it is difficult to gather the operational data. In addition, information comes from both airlines and cargo operators. The information from Alliance, Chadron, McCook, Norfolk and Scottsbluff reflect only airline activity. The information is not currently available from the dedicated cargo operators at these locations.

Nebraska Weather Reporting Locations



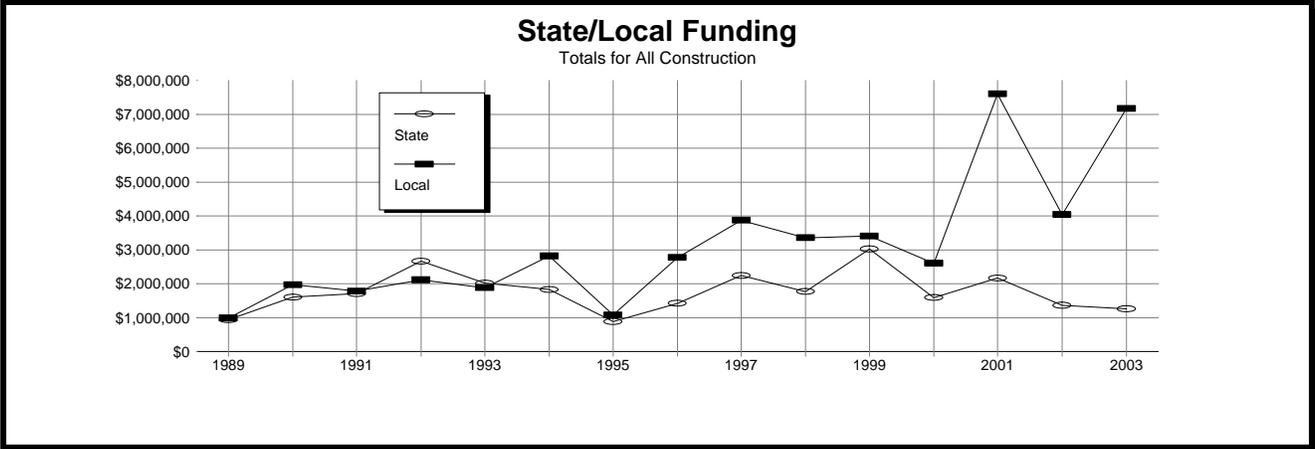
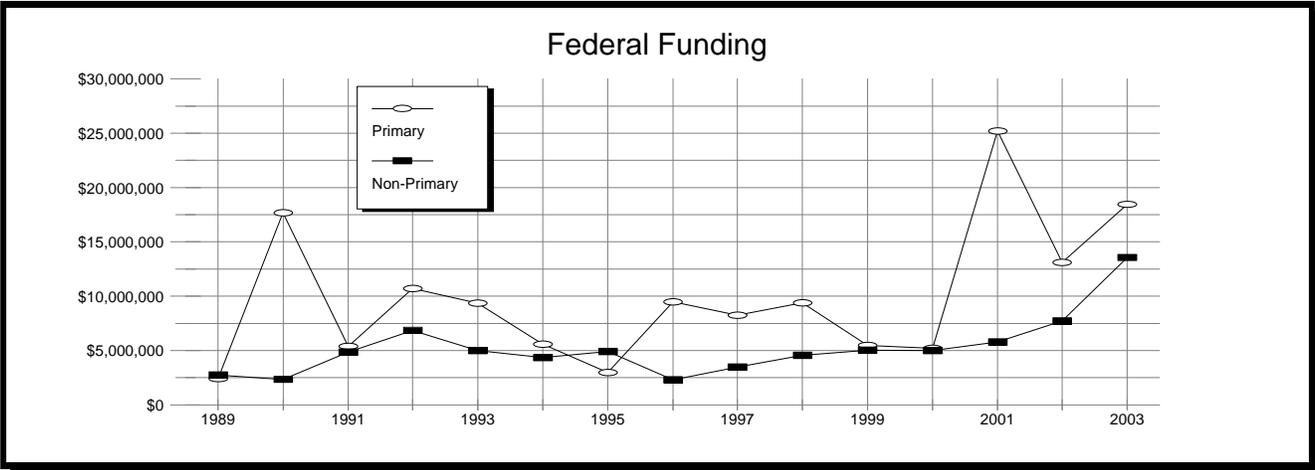
ID	Location	Facility	Owner	Freq.	Telephone	ID	Location	Facility	Owner	Freq.	Telephone
KANW	Ainsworth	AWOS	NDA	118.325	(402) 387-2329	KLNK	Lincoln	ASOS	NWS	ATIS	(402) 474-9214
	Albion	AWOS	NDA	planned for 2004		KMCK	McCook	ASOS	FAA	119.025	(308) 345-1193
KAIA	Alliance	ASOS	FAA	135.075	(308) 762-1221	KMLE	Millard	AWOS	NDA	118.250	(402) 895-6778
KAUH	Aurora	AWOS	NDA	121.225	(402) 694-5472	KAFK	Nebraska City	AWOS	NDA	128.325	(402) 873-7375
KBIE	Beatrice	AWOS	NDA	110.600	(402) 228-3229	KOFK	Norfolk	ASOS	NWS	119.025	(402) 644-4480
KBBW	Broken Bow	ASOS	FAA	120.000	(308) 872-5354	KLBF	North Platte	ASOS	NWS	118.425	(308) 534-1617
KCDR	Chadron	ASOS	FAA	118.050	(308) 432-5574	KOGA	Ogallala	AWOS	NDA	121.275	(308) 284-6573
KOLU	Columbus	AWOS	FAA	125.525	(402) 563-3895	KOMA	Omaha	ASOS	FAA	ATIS	(402) 344-0324
KFNB	Falls City	ASOS	FAA	119.275	(402) 245-5948	KOFF	Offutt AFB	Observer			
KFET	Fremont	AWOS	NDA	121.275	(402) 727-9135	KONL	O'Neill	AWOS	NDA	121.125	(402) 336-4834
KGRI	Grand Island	ASOS	NWS	ATIS	(308) 382-5590	KODX	Ord	ASOS	FAA	119.925	(308) 728-7954
	Grant	AWOS	NDA	planned for 2004			Plattsmouth	AWOS	NDA	planned for 2005	
KHSI	Hastings	ASOS	FAA	120.525	(402) 463-4029	KBFF	Scottsbluff	ASOS	NWS	121.025	(308) 632-8949
	Hebron	AWOS	NDA	118.525	(402) 768-2501	KSNY	Sidney	ASOS	FAA	118.025	(308) 254-3525
KHDE	Holdredge	AWOS	NDA	121.325	(308) 995-6433	KTQE	Tekamah	ASOS	FAA	127.275	(402) 374-2853
KIML	Imperial	ASOS	FAA	124.175	(308) 882-5186		Thedford	AWOS	NDA	120.825	(402) 645-0488
KEAR	Kearney	AWOS	FAA	123.875	(308) 237-5608	KVTN	Valentine	ASOS	NWS	118.075	(402) 376-1673
KIMB	Kimball	AWOS	NDA	118.075	(308) 235-2516		Wayne	AWOS	NDA	planned for 2005	
KLXN	Lexington	AWOS	NDA	121.025	(308) 324-5975	KJYR	York	AWOS	NDA	124.175	(402) 362-3785

ASOS - Automated Surface Observation System
 AWOS - Automated Weather Observation System - all with P/T (Present Weather and Thunderstorm Detection)

Nebraska Airport Construction Funding

by the year the grant was executed (not the year of construction)

		1996	1997	1998	1999	2000	2001	2002	2003
Federal Funded									
Primary Airports	Federal	9,463,540	8,253,082	9,380,616	5,466,150	5,207,877	25,197,705	13,094,354	18,445,822
	State	128,596	117,340	131,468	152,451	153,190	167,194	386,449	250,000
	Local	1,198,379	2,179,671	2,269,276	1,664,166	1,178,907	6,197,892	3,015,398	3,781,995
Total		10,790,515	10,550,093	11,781,360	7,282,767	6,539,974	31,562,791	16,496,201	22,477,817
Non-Primary Airports	Federal	2,299,667	3,477,551	4,557,040	5,003,592	4,992,947	5,795,407	7,699,750	13,557,006
	State	90,467	130,040	151,901	178,471	185,826	201,427	281,251	366,295
	Local	688,821	270,589	354,435	377,484	446,513	461,865	576,787	1,238,233
Total		3,078,955	3,878,181	5,063,376	5,559,547	5,625,286	6,458,699	8,557,788	15,161,534
State Funded									
State Aid	State	661,412	1,065,303	1,334,984	1,849,404	718,577	1,241,242	560,399	155,600
	Local	374,342	859,041	644,020	637,452	697,274	639,407	189,543	35,129
	Total		1,035,754	1,924,344	1,979,004	2,486,856	1,415,851	1,880,649	749,942
Hangars	State	528,496	776,569	115,995	763,761	454,864	518,228	131,500	466,760
	Local	502,970	478,738	67,336	558,760	194,941	268,562	257,969	2,100,040
	Total		1,031,466	1,255,307	183,331	1,322,521	649,805	786,790	389,469
Fuel Facilities	State	10,602	151,722	32,200	78,604	73,800	33,100	0	14,343
	Local	4,544	79,355	15,447	169,030	85,200	33,100	0	14,343
	Total		15,145	231,077	47,647	247,634	159,000	66,200	0
Applicator Aprons	State	0	0	0	0	0	0	0	0
	Local	0	0	0	0	0	0	0	0
	Total		0	0	0	0	0	0	0
Totals	Federal	11,763,207	11,730,633	13,937,656	10,469,742	10,200,824	30,993,112	20,794,104	32,002,828
	State	1,419,573	2,240,975	1,766,548	3,022,691	1,586,257	2,161,191	1,359,599	1,252,998
	Local	2,769,056	3,867,393	3,350,514	3,406,892	2,602,835	7,600,826	4,039,697	7,169,740
	Total		15,951,835	17,839,001	19,054,718	16,899,325	14,389,916	40,755,129	26,193,400



Revolving Loan Program -- Existing Loans as of December 31, 2003

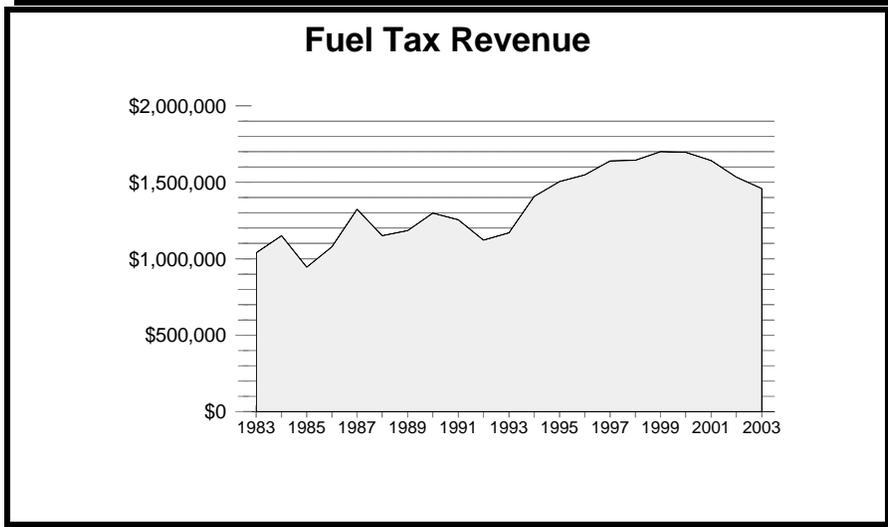
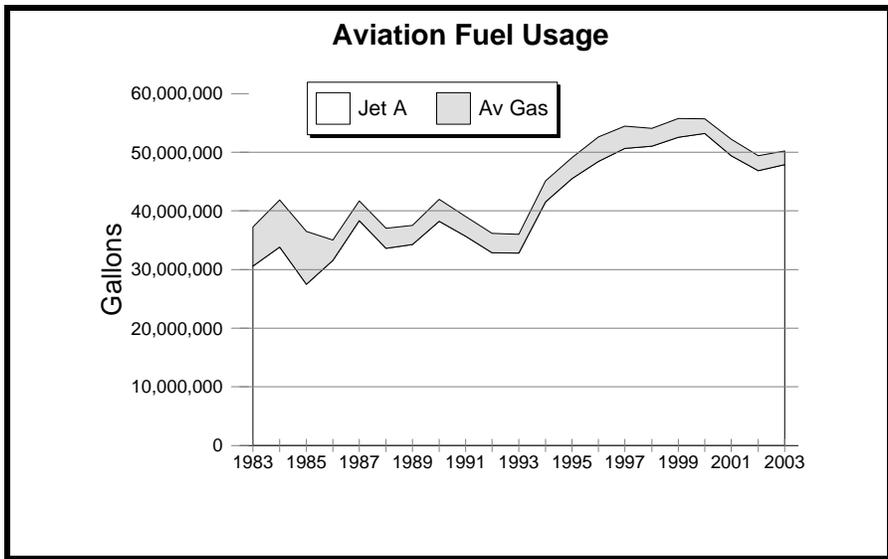
*** All or Portion of Project Contracted in 2003**

Airport	Project Loan Amounts				Outstanding Balance			
	Hangars	Fuel Farms	Applicator Aprons	Total	Hangars	Fuel Farms	Applicator Aprons	Total
Albion	147,000			147,000	93,024			93,024
Alliance	290,018			290,018	141,078			141,078
Aurora	278,658			278,658	190,049			190,049
Bassett		22,500		22,500		0		0
Beatrice	56,000			56,000	21,459			21,459
Broken Bow		33,633		33,633		11,983		11,983
Cambridge	101,600			101,600	27,636			27,636
Central City		14,700		14,700		1,982		1,982
Columbus	141,986	50,000		191,986	36,819	36,667		73,486
* Cozad	56,700			56,700	56,700			56,700
* Creighton		15,000		15,000		15,000		15,000
Crete	420,008			420,008	250,335			250,335
Falls City	97,979	43,750		141,729	44,064	18,615		62,679
Genoa	54,586			54,586	43,632			43,632
Gothenburg		21,741		21,741		15,342		15,342
* Grand Island	262,584			262,584	262,584			262,584
Hartington	137,436			137,436	115,022			115,022
Hebron		24,632		24,632		0		0
* Kearney	66,500			66,500	52,910			52,910
Kimball		42,845		42,845		8,925		8,925
Loup City	55,000			55,000	36,905			36,905
Minden	64,737			64,737	35,541			35,541
Nebraska City	316,917			316,917	109,097			109,097
North Omaha	139,601	13,839		153,440	87,529	0		87,529
* Norfolk		47,443		47,443		26,756		26,756
North Platte	355,170	72,654		427,824	168,824	42,381		211,205
Ogallala	160,000			160,000	66,880			66,880
Omaha-Eppley	107,800			107,800	65,182			65,182
Omaha-Millard	145,606			145,606	32,200			32,200
Ord	164,850			164,850	74,620			74,620
Pawnee City	80,000			80,000	40,848			40,848
Pender	96,000			96,000	43,706			43,706
* Plattsmouth	338,829	23,727		362,556	301,773	0		301,773
Red Cloud	96,453			96,453	36,984			36,984
Seward	131,401			131,401	48,620			48,620
Sidney	292,000			292,000	104,619			104,619
Tekamah	254,000	30,159		284,159	203,087	0		203,087
Theford	28,515			28,515	18,012			18,012
Valentine	296,431	50,000		346,431	122,360	20,335		142,695
Wahoo	122,124			122,124	56,274			56,274
Wayne	262,227	17,280		279,507	205,261	6,600		211,861
York	180,530			180,530	103,000			103,000
Totals	5,799,246	523,903	0	6,323,149	3,296,634	204,586	0	3,501,220

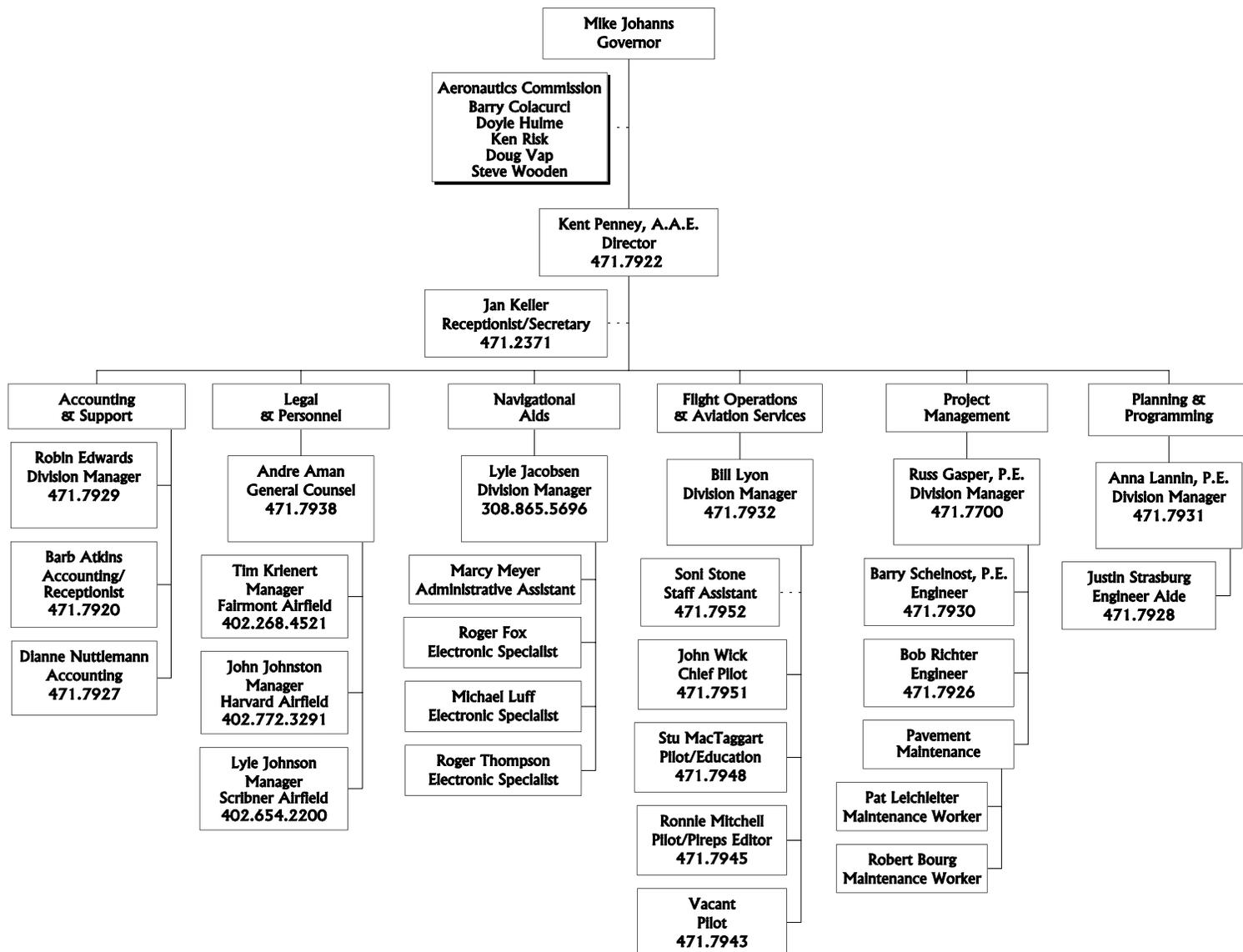
Nebraska Aviation Fuel Usage

	Jet A gallons	Av Gas gallons	Taxes \$'s
1983	30,575,064	6,690,774	1,039,099
1984	33,851,537	8,003,940	1,151,096
1985	27,473,376	9,026,693	944,497
1986	31,555,417	3,435,914	1,078,835
1987	38,347,529	3,323,100	1,323,880
1988	33,600,693	3,463,126	1,151,290
1989	34,281,605	3,224,746	1,184,028
1990	38,253,761	3,724,274	1,299,175
1991	35,641,968	3,415,845	1,256,429
1992	32,862,615	3,285,893	1,121,566
1993	32,825,716	3,214,276	1,171,293
1994	41,555,301	3,578,831	1,407,676
1995	45,499,705	3,582,237	1,504,604
1996	48,431,242	4,217,861	1,548,848
1997	50,638,221	3,790,552	1,640,696
1998	51,065,186	3,006,987	1,645,336
1999	52,596,165	3,128,347	1,701,969
2000	53,190,275	2,504,026	1,696,849
2001	49,392,970	2,803,132	1,641,372
2002	46,861,338	2,512,152	1,534,638
2003	47,882,172	2,331,786	1,459,226

Fuel Tax Rates — \$0.03/gallon - Jet Fuel \$0.05/gallon - Aviation Gasoline



Nebraska Department of Aeronautics Organization Chart



Mission

Encourage and Facilitate the Development and Use of Aviation in Nebraska

www.aero.state.ne.us

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Conference Room Phone 471.7916