

MINUTES
Nebraska Aeronautics Commission
April 17, 2009

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Steve Wooden called the meeting to order at 10:13 a.m. CDT. Commissioners Doug Vap, Ken Risk, Barry Colacurci, and Dorothy Anderson were in attendance. Also present were Project Management Division Manager Russ Gasper, Planning/Programming Division Manager Anna Lannin, Flight Operations and Aviation Services Division Manager Bill Lyon, Deputy Director Andre Aman, and Director Stuart MacTaggart.

Public Comment

None

Approval of Minutes

Motion by Commissioner Colacurci to approve the minutes of the February 20 meeting as published. Second by Commissioner Wooden. Roll call vote. All voted aye. Motion carried.

Report of State Funds

A written report of state funds available was presented by Andre Aman.

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
April 17, 2009

PROJECT GRANT FUND

Funds available January 31, 2009		\$202,820.50
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Commission Actions (2/20/09 meeting)		
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Tecumseh - Beacon and Tower	\$43,200.00	-
Closed Project - Minden SA-12	\$2,349.62	
Subtotal		-\$40,850.38
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Other Actions		
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None		
Subtotal		\$0.00
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Funds available March 31, 2009		\$161,970.12

Funds available April 2008: \$139,743.37

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available January 31, 2009 \$0.00

Commission Actions (2/20/09 meeting)

None

Funds available March 31, 2009 \$0.00

Funds available April 2009: \$0

SEAL COAT GRANT FUND

Funds available January 31, 2009 \$167,890.77

Commission Actions (2/20/09 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available March 31, 2009 \$167,890.77

Funds available April 2008: \$117,890.77

HANGAR REVOLVING LOAN FUND

Funds available January 31, 2009 \$427,624.74

Commission Actions (2/20/09 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Receipts

February 2009 \$37,985.00

March 2009 \$37,827.00

Subtotal \$75,812.00

Funds available March 31, 2009 \$503,436.74

Funds available April 2008: \$566,231.23
Total amount in Hangar Loan fund: \$3,768,360

FUEL STORAGE LOAN FUND

Funds available January 31, 2009		\$129,256.07
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Commission Actions (2/20/09 meeting)		
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None		
Subtotal		\$0.00
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Other Actions		
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None		
Subtotal		\$0.00
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Receipts		
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February 2009	\$3,316.28	
March 2009	\$3,316.28	
Subtotal		\$6,632.56
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Funds available March 31, 2009		\$135,888.63

Funds available April 2008: \$82,676.88
Total amount in Fuel Storage fund: \$336,500

NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM

Funds available January 31, 2009		\$3,700.00
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Funds Disbursed		
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Minden	-\$90.00	
Kimball	-\$100.00	
Subtotal		-\$190.00
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Funds available March 31, 2009		\$3,510.00

Commissioner Colacurci asked for the number of airports that were delinquent on hangar loan payments. Andre Amen indicated none.

Hangar Loan Request

Ogallala

Scope: 65' x 80' Shop Hangar

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
(70% Loan)	(30%)	
\$252,000	\$108,000	\$360,000

Ogallala was previously approved for this request at the August 2008 Commission Meeting. The hangar project was slightly delayed and was unable to get under construction contract within 6 months of the allocation. Therefore, Ogallala is requesting an extension of the contract period. Ogallala currently anticipates that the project will be under contract within the next 30-60 days.

Currently, there are no other hangar projects requiring additional funds and no other hangar loan funds will be allocated until August 2009; therefore, the Department recommends granting an extension until July 31, 2009. If the project is not under contract at this time, the funds would be returned to the Hangar Loan Program and be available at the August 2009 meeting.

Motion by Commissioner Anderson to extend contract period to July 31, 2009. Second by Commissioner Colacurci. Roll call vote. All voted aye. Motion carried.

Federal Projects

Anna Lannin presented the following projects. The airport sponsors are requesting Commission approval for the CIP data sheets to be forwarded to the FAA, as required by state statutes. The FAA considers the requests for future federal funding as funds become available. No state funds are requested at this time.

Holdrege G01

Scope: Runway 18/36 Lighting (MIRLs)

Total Estimated Cost: \$309,368

Installation of new MIRL, threshold lights and cable in duct will provide current airport operations with reliable control of the lighting circuits. Due to buried cables that are degrading, the airport is having trouble with their lighting system.

Rushville G01

Scope: Install PAPIs, REILs; Remove Old Beacon & Install New

Total Estimated Cost: \$255,334

Installing PAPIs on Runway 14/32 will provide guidance for pilots on final approaches and improve safety at the airport. REILs will likewise improve safety by improving pilots' ability to detect runway ends. The beacon is in poor condition and needs to be replaced; relocating it will make wiring and maintenance more efficient.

York L03

Scope: Land Acquisition

Total Estimated Cost: \$239,400

Land acquisition is needed to protect the approaches to ultimate Runway 5 and Runway 23 from incompatible land uses and to meet FAA standards. An ODALs Approach Lighting System is planned for Runway 17. Additional land acquisition will be required prior to installing the ODALs and to protect future larger RPZ.

York G01

Scope: MIRLS, PAPIs, Beacon & Wind Cone

Total Estimated Cost: \$557,263

Existing Runway 17/35 medium intensity light system is a direct bury cable system with stake mounted edge and threshold lights. Upgrading the entire system to base mounted lights with cable in duct will improve reliability and make maintenance easier. Runway 35 has an outdated VASI System that has outlived its useful life. New 2-box PAPIs for Runway 35 will be more reliable, safer and can be maintained. Replacing the old beacon will give pilots an improved visual aide and improve airport safety. The older beacon requires more and more maintenance as it ages. A new supplemental windcone for Runway 17 will give pilots an improved visual aide and improve airport safety.

York P01

Scope: Update Airport Layout Plan

Total Estimated Cost: \$100,000

Runway 35 is currently displaced 400' to allow for the 1,000' RSA. With new criteria of 600' RSA prior to landing, the landing threshold can be relocated back to physical pavement end. The threshold relocation needs to be added to the existing ALP. The ALP will also be updated for all current FAA criteria.

NDA M03

Scope: LPV Surveys

Total Estimated Cost: \$116,000

LPV surveys have been requested by the FAA for the publication of new LPV approaches to airports in Nebraska.

NDA PCI 2010 Inspections

Scope: PCI Inspections at 25 airports

Total Estimated Cost: \$30,000

The Department of Aeronautics proposes to inspect the pavement conditions at 19 airports in 2010. These airports were last inspected in 2007 and it is generally recommended that Pavement Condition Index (PCI) inspections be conducted every three years. The results of the pavement inspections will be incorporated into the Department's Capital Improvement Plan and will provide

recommendations for federal funding of future rehabilitation projects.

Motion by Commissioner Colacurci to approve the use of federal funds for all the above projects. Second by Commissioner Risk. Commissioner Anderson abstained from voting. All remaining commissioners vote aye. Motion carried.

Closed Projects

None to report

Department Report

Mr. MacTaggart addressed two issues of concern to Nebraska's "GA" airports: enhanced ARFF requirements and federally imposed security dictates. The International Firefighters' Union is proposing full (24/7) structural firefighting capability at GA airports, having Part 139 commercial air service. Nebraska airports cannot defray the expense involved; so NDA is aligned with AAAE, GAMA, AOPA, NASAO, and NBAA in opposing this initiative. Likewise, GA airports are unable to mirror the security programs of larger, Part 121 airports.

Mr. MacTaggart explained that the Navajo required a fuel bladder replacement and will soon have a new autopilot installed. The Cheyenne continues to have Flight Director discrepancies, so Ops is investigating various options for upgrading the panel, including a low cost, electronic (glass) ADI/HSI.

He then introduced the regional representative for the National Business Aircraft Association, Mr. John Balsiger and his replacement, Mr. Bob Quinn.

The next meeting was tentatively set for Friday, June 12 at 1:00 p.m. CDT in the Lincoln office.

The meeting was adjourned at 10:58 a.m.

Submitted by,

Stuart MacTaggart
Secretary