

MINUTES  
Nebraska Aeronautics Commission  
August 6, 2010

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairperson Dorothy Anderson called the meeting to order at 1:00 p.m. CDT. Commissioners Doug Vap, Ken Risk, Gerald Adams, and Barry Colacurci were in attendance. Also present were Director Ronnie Mitchell, Project Management Division Manager Russ Gasper, Flight Operations and Aviation Services Division Manager Bill Lyon, Planning/Programming Division Manager Anna Lannin, and Deputy Director Andre Aman.

**Approval of Minutes**

Motion by Commissioner Colacurci to approve the minutes of the April 24, 2010 meeting as published. Second by Commissioner Risk. Roll call vote. All voted aye. Motion carried.

**Public Comment**

None

**Report of State Funds**

**FINANCIAL INFORMATION**  
Nebraska Aeronautics Commission  
August 6, 2010

**PROJECT GRANT FUND**

Funds available March 31, 2010		\$49,430.93
<hr/>		
Commission Actions (4/24/10 meeting)		
Closed Project - Gordon SA-9	\$295.62	
Subtotal		\$295.62
<hr/>		
Other Actions		
None		
<hr/>		
Funds available July 31,2010		\$49,726.55
<hr/>		
<i>Funds available August 2009: \$161,970.12</i>		

**STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND**

Funds available March 31, 2010 \$0.00

Commission Actions (4/24/10 meeting)

None

Funds available July 31, 2010 \$0.00

*Funds available August 2009: \$0*

**SEAL COAT GRANT FUND**

Funds available March 31, 2010 \$132,953.31

Commission Actions (4/24/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available July 31, 2010 \$132,953.31

*Funds available August 2010: \$142,890.77*

**HANGAR REVOLVING LOAN FUND**

Funds available March 31, 2010 \$1,262,455.81

Commission Actions (4/24/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Receipts

	\$33,449.0	
April 2010	0	
	\$35,064.0	
May 2010	0	
	\$36,059.0	
June 2010	0	
Subtotal		\$104,572.00

Funds available July 31, 2010 \$1,367,027.81

*Funds available August 2009: \$646,160.74*

*Total amount in Hangar Loan fund: \$3,768,360*

**FUEL STORAGE LOAN FUND**

Funds available March 31, 2010		\$172,656.74
<hr/>		
Commission Actions (4/24/10 meeting)		
<hr/>		
None		
Subtotal		\$0.00
<hr/>		
Other Actions		
<hr/>		
None		
Subtotal		\$0.00
<hr/>		
Receipts		
<hr/>		
April 2010	\$2,510.83	
May 2010	\$2,452.74	
June 2010	\$2,310.83	
Subtotal		\$7,274.40
<hr/>		
Funds available July 31, 2010		\$179,931.14

*Funds available August 2009: \$149,153.75*

*Total amount in Fuel Storage fund: \$336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available March 31, 2010		\$3,330.00
<hr/>		
Funds Disbursed		
<hr/>		
City of Curtis	-\$100.00	
City of Hebron	-\$100.00	
Thomas County	-\$100.00	
Subtotal		-\$300.00
<hr/>		
Funds available July 31, 2010		\$3,030.00

The Department responded to Commission questions regarding NDA revenues and expenditures. The Department finished the fiscal year \$33,000 in the black with revenues being down approximately 19.26%. The Department will begin working on changing the aviation fuel tax formula. Consideration will be given to increasing the per-gallon rate above the current \$0.03/gallon and \$0.05/gallon on jet fuel and 100LL, respectively; or going to a percentage of sales costs. The state legislature will be taking \$154,000 from this year's budget. The Commission should anticipate no new state funds available for granting October 2010 or October 2012.

During the Commission meeting, considerable discussion was devoted to moving funds from the Hangar Revolving Loan Fund to the Project Grant Fund. Due to the lack of revenue coming into

this Department, Director Mitchell stated that he and Department staff recommend that this transfer of monies not take place as it would be difficult to rebuild the Hangar Revolving Loan Fund in light of the decreased revenues the Department is experiencing.

### **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.

#### Ainsworth E02

Scope: Snow Removal Equipment (SRE) Tractor with Attachments  
Total Estimated Cost: \$124,500

The Airport Authority currently has older snow removal equipment, purchased with local funds, and one tractor mount snow blower attachment purchased with Federal funds. The Authority wishes to update their equipment and plans to purchase a bi-directional tractor and attachments.

#### Auburn X01

Scope: Pave T-hangar Taxilanes  
Total Estimated Cost: \$280,000

The existing T-hangar taxilanes are not paved. Paving the existing taxilanes will provide better access to and from the T-hangars.

#### Auburn G01

Scope: Install Lights & Beacon  
Total Estimated Cost: \$280,000

The existing turf runway has medium intensity runway lights that are approximately 125' apart (measuring perpendicular to centerline). When the runway is paved to 60' wide, the lights will need to be 80' apart (10' from the pavement edge). The existing lights are approximately 15 years old and it is not economical to relocate them. New lights and beacon will increase safety during night and low visibility conditions on the airport. Reflectors will be installed on the turnaround.

#### Chadron M05

Scope: Airport Pavement Markings  
Total Estimated Cost: \$140,000

The pavement markings are several years old and are showing signs of wear. The markings need to be re-painted. The hold position sign markings will be thermoplastic to extend their life, as these markings typically wear off more quickly.

#### Cozad M01

Scope: Construct Jet A & 100LL Fuel Systems  
Total Estimated Cost: \$400,000

The existing 100LL fuel tank is owned and operated by the FBO/aerial sprayer. The Airport Authority would like to offer fuel for sale to the public. An automated Jet A and 100LL fuel system will provide better service by providing fuel 24 hours a day.

#### Neligh M01

Scope: Runway Visibility Zone Grading  
Total Estimated Cost: \$425,000

There is an existing knoll in the RPZ between Runway 13 and Runway 1 which obstructs the line of sight and is a safety hazard. Grading will be required to remove the obstruction. Per AC 150/5300-13 "A Clear Line of Site Between the Ends of the Intersecting Runways is Recommended." Terrain needs to be graded and permanent objects need to be designed or sited so that there will be an unobstructed line of sight from any point five feet above one runway centerline to any point five feet above an intersecting centerline within the Runway Visibility Zone (RVZ).

#### Neligh R01

Scope: Runway 13/31 Rehabilitation  
Total Estimated Cost: \$2,060,750

Existing Runway 13/31 is 5" of asphalt pavement and is showing cracking and deterioration due to environmental aging. Runway 13/31 presently has displaced thresholds on both Runway 13 and Runway 31, and is at times confusing to pilots. Runway 13/31 is currently 50' wide and does not meet the FAA minimum ARC B-1 width requirements. The Runway will be reconstructed to a 60' width with PC Concrete Pavement to meet the B-1 width requirements.

#### Neligh X03

Scope: Connecting Taxiway Rehabilitation  
Total Estimated Cost: \$613,062

The existing connecting taxiway between Runway 31 and the apron is asphalt pavement and apron is showing cracking and deterioration due to environmental aging. Taxiway is currently 30' wide and does not meet the FAA Minimum ARC B-1 Width Requirements. The Taxiway will be reconstructed to a 35' width with PC Concrete Pavement to meet the B-1 Width Requirements.

#### Neligh G02

Scope: Runway 13/31 PAPI  
Total Estimated Cost: \$234,000

New 2-box PAPIs for Runway 13 and Runway 31 will provide visual glide slope for pilots making landings.

#### Ord G02

Scope: Install Taxiway Lights, Beacon, REILs, Wind Cone and Segmented Circle

Total Estimated Cost: \$300,000

1) The taxiway was recently paved but no lights were installed. The taxiway lights will improve safety at night and during low visibility. 2) The beacon is nearing the end of its useful life and is located too close to the runway. A new beacon is proposed at a location that will meet FAA standards. 3) REILs will aid pilots in identifying the runway ends. 4) Finally, a new wind cone and segmented circle are proposed to provide sufficient visual wind indication for pilots. The existing wind sock on a hangar building is difficult to see.

Motion by Commissioner Risk to approve the CIP data sheets and forward to FAA. Second by Commissioner Colacurci. Roll call vote. All voted aye. Motion carried.

### **Hangar Loan Requests**

#### **Cambridge H07**

Scope: 80' x 80' Shop Hangar w/70' x 18' Door

Total Estimated Cost: \$111,650

Representatives: Eric Eisenhart, Donny Sailors,

It is needed for larger aircraft coming in. A larger plane may be purchased if hangar space can be made available.

#### **Gothenburg H05/SA8**

Scope: 6 stall T-hangar w/44' x 14' Doors

Total Estimated Cost: \$224,000

Representatives: Dr. Craig Bartruff, Tom Trumble

Some existing buildings are in poor condition and doors are difficult to open. Individual t-hangar units are needed to meet demand for additional aircraft storage.

#### **North Omaha H06**

Scope: 50' x 47' Shop Hangar w/45' x 12' Door

Total Estimated Cost: \$84,700

Representative: Keith Edquist

North Omaha has 46 based aircraft and no dedicated aircraft maintenance facility. Flight! Nebraska Group (FNG), LLC, which moved its maintenance operations to the airport on June 1, 2010, now serves as a full-time maintenance provider. A dedicated maintenance facility is needed for FNG to service its aircraft, those located on the field and those serviced at FNG's previous location. FNG will also use North Omaha as a satellite base for its flight training operations. Roy Kessel, of FNG, informed the Commission about the progress of his flying program for at-risk children.

In response to a question from Commissioner Adams about what he is doing about discrepancies at his airport, Mr. Edquist responded that all on-airport trees and the wind sock are no longer violations; and that off-airport violations should not be deal-breakers. He also stated he has asked the Department to go to OPPD and ask them to remove trees constituting airport violations. Mr. Edquist

requested that the Commission go back to a 15 year pay back period, instead of the current 10. The Commission declined to entertain a motion to that effect. Mr. Edquist also indicated that his fuel sales are up 25% over last year.

Mr. Edquist, responding to questions from the Commission, talked about his history with the North Omaha Airport and its' future after he is no longer its' owner. Mr. Edquist has stated that he is 66 years old and intends to retire from the airport business in approximately year 2016. He assured the Commission that he has set things up so that the airport will continue without him.

Commissioner Colacurci asked Director Mitchell for his recommendations. Director Mitchell recommended funding Cambridge. Director Mitchell reminded the Commission that, due to the proximity of Cozad, Lexington and Gothenburg, the Commission had decided several years ago to cease funding Gothenburg. Director Mitchell added that he was ambivalent about this request but noted that the Commission might want to reconsider their position in light of Commissioner Vap's opinion that Gothenburg's economic development was impressive.

Motion by Commissioner Colacurci to approve the hangar loan requests for Cambridge, Gothenburg (to include the taxilanes), and North Omaha (amount for North Omaha to be added to their property lien). Second by Commissioner Vap. Roll call vote. Commissioners Vap, Risk, Anderson, and Colacurci voted aye. Commissioner Adams abstained from North Omaha. Motion carried.

### **State Grant Requests**

#### **Gothenburg**

Scope: Emergency Runway Repair

Total Estimated Cost: \$2,184

The damaged area just showed up on June 21, 2010 on Runway 3/21. For some reason the cement just popped up in an area about 2 ft. x 2 ft. near the centerline of the runway. Upon further investigation, there were several areas in the same vicinity that looked like they would be doing the same thing, so decided to repair four different areas as shown on the estimate. The runway was closed until repair could be accomplished as this was a dangerous area for anyone that was to use the runway for takeoff or landing.

Motion by Commissioner Colacurci to approve Gothenburg's request. Second by Commissioner Vap. Roll call vote. All voted aye. Motion carried.

#### **Gothenburg**

Scope: T-hangar Taxilanes

Total Estimated Cost: \$46,800

The Gothenburg Airport Authority has requested a hangar loan to construct a new T-hangar at their airport. Taxilanes are needed to access the new building.

The Commission added this request to Gothenburg's Hangar Loan – see previous motion.

**Closed Projects**

Anna Lannin indicated that the following projects are complete and requested Commission approval to close. It was noted \$12,078.96 is being returned to the state grant fund.

**Closed Projects  
August 6, 2010**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Ainsworth 07/08</b> (Sealcoat runway)	\$ 10,533.00	\$ 0.00	\$ 4,292.82
<b>Albion 07</b> (Parallel taxiway)	\$ 12,219.00	\$ 0.00	\$ 119.06
<b>Creighton 04 (Revised)</b> (Ext, widen, light runway & apron)	\$ 0.00	\$ 0.00	\$ 30.00
<b>Crete 07</b> (Parallel taxiway)	\$ 24,977.00	\$ 0.00	\$ 755.88
<b>Hastings 10</b> (REIL's, signs)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Kearney 20/22</b> (Sealcoat runway & taxiway)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Lexington 10</b> (Pave apron)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Ord 03</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Scottsbluff 27</b> (White-top apron)	\$ 24,405.00	\$ 0.00	\$ 0.00
<b>Scottsbluff 29</b> (Sealcoat runway)	\$ 10,252.00	\$ 0.00	\$ 1,752.41

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Seward 06</b> (Pave Acc Road-Design)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Seward 07/08</b> (Pave Acc. Road)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Superior 02</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
<b>York 08</b> (Grade RSA-Design)	\$ 0.00	\$ 0.00	\$ 0.00
<b>York 09</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
<b>York 10</b> (Grade RSA; reloc threshold)	\$ 13,000.00	\$ 0.00	\$ 5,128.79
Totals	\$ 95,386.00	\$ 0.00	\$ 12,078.96

Net Decrease - \$12,078.96

Motion by Commissioner Vap to close the following projects and return the excess funds to the project grant fund. Second by Commissioner Adams. Roll call vote. All voted aye. Motion carried.

### **Department Report**

The FAA Reauthorization Bill was recently passed and will need to be revisited prior to its expiration at the end of September. This was the 15<sup>th</sup> extension for the FAA since the last full authorization expired in 2007. These short-term reauthorizations create a considerable amount of turmoil with the Airport Improvement Program.

As part of the Continuing Resolution, there are new safety measures included in the language which will require increased minimum training for airline pilots holding an Airline Transport Pilot certificate. They will be required to have 1500 hours vice 250 hours flying time to fly a commercial

passenger plane. Other training requirements are outlined in the legislation.

The FAA will soon require all aircraft to be re-registered. Over a three year period, all aircraft registrations will be terminated for those aircraft registered on or after October 1, 2010. This is in response to the concerns of law enforcement and other government agencies to provide more accurate, up-to-date aircraft registration numbers. The schedule for re-registrations can be found on the FAA website.

Although this Department finished the fiscal year in the “black”, in reality we used up one month of our three month operating reserve. Department revenues were 19.26% below projections and we are doing everything possible to decrease expenditures while still providing the same amount of services to our aviation public. Like other areas of government, we would like to see an improving economy.

The next Commission meeting will tentatively be Friday October 15, 2010. The location and time will be determined at a later date.

Meeting adjourned at 2:58 p.m.

Submitted by,

Ronnie Mitchell  
Secretary