

MINUTES  
Nebraska Aeronautics Commission  
August 15, 2003

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Ken Risk called the meeting to order at 1:00 p.m. CDT. Commissioners Barry Colacurci, Doyle Hulme, Doug Vap and Steve Wooden were in attendance. Also present were Director Kent Penney, Project Management Division Manager Russ Gasper, General Counsel Andre Aman, Flight Operations and Aviation Services Division Manager Bill Lyon and Planning/Programming Division Manager Anna Lannin.

Approval of Minutes

Motion by Commissioner Barry Colacurci to approve the minutes of the June 13, 2003 meeting as published. Second by Commissioner Steve Wooden. All voted aye. Motion carried.

Public Comment

Jim Methé asked about the status of the UNO Study and the Economic Impact Study. Mr. Penney advised that representatives from UNO were present and would present information during the department report. Mr. Penney also stated the economic impact study was underway and that draft documents are being reviewed at this time.

State Requests

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

Hangar Loan & State Grant Requests

McCook Hangar

Representatives: Russ Gasper

NDA received a letter from the City of McCook dated August 1, 2003. Per the letter, McCook requests that hangar loan approved March 7, 2003 be cancelled. This returns \$255,948 to hangar loan fund.

Central City H-06 & SA-5

Representatives: Don Shorney and Dawn Hottovy

Scope: 6-place storage hangar with 48' doors & Hangar Taxiway

Total Estimated Cost: \$200,000 (hangar) and \$84,200 (taxiway)

State Funds Requested: \$140,000 hangar loan and \$67,360 state grant for taxiways

The airport has a need for new T-hangar space. A 6-unit T-hangar is planned with 48-foot wide doors and new taxiways must be built to allow access to the T-hangar. Can change door size if funding is limited.

Discussion

Central City could get by with two 48' -wide doors and four 42' -wide doors which would reduce the hangar cost by approximately \$20,000.

Cozad H-05

Representatives: Rod Donner

Scope: 60' x 50' Shop Hangar with 60' Door

Total Estimated Cost: \$81,000

The airport has a need to store larger aircraft than their T-hangars or current 60' x 80' hangar can accommodate. Propose changing hangar size to 60' x 60' and keep cost at \$81,000. Currently three planes would be moved from the existing 60' x 80' hangar.

Seward H-06

Representatives: Dick Hans and Greg Whisler

Scope: 8-place Storage Hangar with 42' Door

Total Estimated Cost: \$307,150 (hangar) and \$31,700 (taxiway)

State Funds Requested: \$215,005 hangar loan and \$25,360 state grant for taxiways

The airport currently has three aircraft stored in a maintenance hangar, waiting for T-hangars to be built. Currently has 27 planes on field. Would consider a 6-place T-hangar, if funding is limited. Seward would like to 4-place T-hangar addition for future project that could be funded entirely by Seward at a later date.

Motion by Commissioner Wooden to approve the use of state funds as follows for the projects listed above. Second by Commissioner Vap. All voted aye. Motion carried.

McCook H-05

Approve cancellation of hangar loan and return \$255,948 to loan fund.

Central City H-06 & SA-5

Approve 6-place T-hangar with four 42' -wide doors and two 48' -wide doors. The State share of the hangar loan (H-06) is \$115,000 with a 15-year payback and state grant (SA-5) for taxiways \$67,360.

Central City H-06: Scope: 6-place T-hangar with two 48' -wide doors and four 42' -wide doors

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$115,000	\$85,000	\$200,000
(70%)	(30%)	

Central City SA-5: Scope: Hangar Taxiways

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$67,360	\$16,840	\$84,200
(80%)	(20%)	

Cozad H-05

Approve hangar loan as outlined below:

Cozad H-05: Scope: 60' x 60' shop hangar with 60' door

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$56,700 (70%)	\$24,300 (30%)	\$81,000

Seward H-06

Approve 6-place T-hangar with six 42' -wide doors. The State share of the hangar loan (H-06) is \$161,000 with a 15-year payback and state grant (SA-) for taxiways \$25,360.

Seward H-06: Scope: 6-place T-hangar with six 48' -wide.

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$161,700 (70%)	\$69,300 (20%)	\$231,000

Seward SA: Scope: Hangar Taxiways

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$25,360 (80%)	\$6,340 (20%)	\$31,700

North Omaha – State Grant

Representatives: Kent Penney

Scope: Change to: Extend Runway 700'

NDA visited North Omaha on August 11, 2003 and met with Keith Edquist and based on this inspection is planning to issue a license waiver to allow runway width to remain at 40' and limit use to aircraft of no more than 8,000 lb. maximum take off weight (MTOW) by a NOTAM.

Motion by Commissioner Barry Colacurci to approve the change in scope for the North Omaha project listed above. Second by Commissioner Steve Wooden. All voted aye. Motion carried.

North Omaha SA-4: Scope: Extend Runway 700'

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$88,000 (80%)	\$22,000 (20%)	\$110,000

Falls City – SA

Scope: Update Airport Layout Plan

Total Estimated Cost: \$12,000

The current ALP shows the runway to be widened around the runway centerline. This plan requires that the runway be widened by 7 ½ feet on either side of the runway. That procedure would increase construction costs and reduce the longevity of the pavement by dictating non-standard slab sizes. The required land acquisition for the 35' BRL also needs to be adjusted.

The ALP will be reviewed to determine if it would be more beneficial to widen on one side and move the runway centerline, or widen on both sides with non-standard slabs. The Primary Airport

Control Station (PACS) was destroyed in the apron expansion project (FNB 02). That will be addressed. The Epoch Magnetic Variation will be updated along with other minor changes.

Motion by Commissioner Wooden to approve the use of state funds for the Falls City project listed above. Second by Commissioner Colacurci. All voted aye. Motion carried.

Falls City SA

Scope: ALP Update

<u>State</u>	<u>Sponsor</u>	<u>Total</u>
\$9,600 (80%)	\$2,400 (20%)	\$12,000

Report of Federal Projects

Anna Lannin presented the following projects. The airport sponsors are requesting approval for the use of federal funds. No state funds are requested at this time except for the NDA project as noted.

Broken Bow

Scope: Construct Partial Parallel Taxiway; Expand Apron

Total Estimated Cost: \$333,000

A partial parallel taxiway would enhance safety by allowing pilots to exit the runway sooner. This will reduce conflicts when two aircraft are departing from or landing on Runway 14 at the same time. The existing apron is 3,400 s.y. but the building area layout limits aircraft parking. Additional space is needed to maneuver and park aircraft. The apron size calculation spreadsheet indicates that a total of 7,460 s.y. is needed.

Broken Bow AIP

Scope: Taxiway, Apron

<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
0	\$33,300 (10%)	\$299,700 (90%)	\$333,000

NDA

Scope: 5010 and PCI Inspections

Total Estimated Cost: \$61,000

The Department of Aeronautics proposes to inspect 81 public-use airports using existing staff and equipment (force account). The Department of Aeronautics proposes to inspect the pavement conditions at 23 airports in 2005. These airports were last inspected in 2002 and it is 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.

NDA AIP

Scope: 5010, PCI

<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
\$6,100 (10%)	0	\$54,900 (90%)	\$61,000

Tekamah

Scope: Construct & Light Parallel Taxiway

Total Estimated Cost: \$757,188

Traffic flow is not optimized. A partial parallel taxiway would allow aircraft taxiing to runway 32 to remain off the active runway longer than a back taxi from the apron/connecting taxiway. Landing IFR aircraft could exit the active runway sooner, freeing the IFR flow into the airport. Aviation safety would be enhanced due to separation of runway/taxiway aircraft. Medium Intensity Taxiway Lights (MITL) would be installed on the new partial parallel taxiway, and existing connector taxiway. Completion of the second phase partial parallel taxiway will maintain full separation of taxiing aircraft from aircraft operating on the runway and allow full separation to enhance IFR operation.

Tekamah AIP

Scope: Taxiway

<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
0	\$75,719 (10%)	\$681,469 (90%)	\$757,188

Motion by Commissioner Colacurci to approve the use of federal funds for the projects listed above. Second by Commissioner Vap. All voted aye. Motion carried.

Closed Projects

Motion by Commissioner Colacurci to close the following projects and return the excess funds to the project grant fund. Second by Commissioner Hulme. All voted aye. Motion carried.

Closed Projects  
August 15, 2003

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Bloomfield SA-5</b> (Rehab runway & taxiway)	\$ 203,260.00	\$ 0.00	\$ 0.00
<b>Grant 01</b> (Land; extend, re- build, widen, light runway; rebuild taxiway & apron; pave turnaround; ALP update)	\$ 61,311.00	\$ 0.00	\$ 16,026.92
<b>Kearney 09</b> (PAPI)	\$ 19,525.00	\$ 0.00	\$ 0.00
<b>Neligh SA-7P</b> (Seal Coat)	\$ 15,000.00	\$ 0.00	\$ 6,774.00
<b>Sargent SA-6P</b> ( Seal Coat)	\$ 10,000.00	\$ 0.00	\$ 3,071.80
Totals	\$ 309,096.00	\$ 0.00	\$ 25,872.72

Net Decrease Total - \$16,026.92 returned to Project Grant Fund

Net Decrease Total - \$9,845.80 returned to Seal Coat Fund

Commissioner Doyle Hulme left the meeting at 2:51 p.m.

Department Report

Hangar Loan Priority System – Priority system is somewhat outdated. NDA will update. We will also look at updating the application. Commissioners would like information on aircraft type currently hangared at the airport as well as on waiting list, and proposed door sizes.

Aircraft Usage Information – Bill Lyon reported on the status of the aircraft. Insurance coverage, usage and aircraft rates were discussed. For the past couple of months activity has picked up a bit but overall usage has been down. The use of the Navajo for the aerial photo operation and remote

sensing project with UNL was also covered.

Governing's Financing of Airports in Nebraska – Bob Blair and Jerry Dieckert of UNO discussed the status of their study of how airports are governed and financed in Nebraska.

The next meeting was tentatively set for Wednesday, October 8, 2003, in Western Nebraska and Friday, October 17, 2003 in Lincoln, Nebraska.

The meeting was adjourned at 3:32 p.m.

Respectfully submitted,

Kent Penney  
Secretary