

MINUTES  
Nebraska Aeronautics Commission  
August 5, 2011

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

**Public Comment**

None

**Approval of Minutes**

Motion by Commissioner Dorothy Anderson to approve the minutes of the May 6, 2011, meeting as published. Second by Commissioner Doug Vap. Roll call vote. All voted aye. Motion carried.

**State Funds Available**

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

**FINANCIAL INFORMATION**  
Nebraska Aeronautics Commission  
August 5, 2011

**PROJECT GRANT FUND**

Funds available April 30, 2011		\$10,373.47
<u>Commission Actions (5/6/11 meeting)</u>		
Closed Project - Crete 08/09	\$6,998.51	
Closed Project - Neligh 03	\$43.68	
Closed Project - Neligh 04	\$5,621.99	
Closed Project - O'Neill 04/05	\$1,708.31	
Closed Project - Tecumseh SA-3	\$10,688.26	
Subtotal		\$25,060.75

Other Actions

None

Subtotal \$0.00

Funds available July 31, 2011 \$35,434.22

*Funds available August 2010: \$49,726.55*

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

Funds available April 30, 2011 \$0.00

Commission Actions (5/6/11 meeting)

None

Funds available July 31, 2011 \$0.00

*Funds available August 2010: \$0*

**SEAL COAT GRANT FUND**

Funds available April 30, 2011 \$132,953.31

Commission Actions (5/6/11 meeting)

None

Subtotal \$0.00

Other Actions

Blair SA-7P -\$15,000.00

Chappell SA-6P -\$130,000.00

Subtotal -\$145,000.00

Funds available July 31, 2011 -\$12,046.69

*Funds available August 2010: \$132,953.31*

**HANGAR REVOLVING LOAN FUND**

Funds available April 30, 2011 \$1,229,519.81

Commission Actions (5/6/11 meeting)

None

Subtotal \$0.00

Other Actions

Expired Allocation – Cambridge \$111,650.00

Expired Allocation - North Omaha \$84,700.00

Subtotal		\$196,350.00
<b>Receipts</b>		
May 2011	\$30,604.00	
June 2011	\$30,185.00	
July 2011	\$28,920.00	
Subtotal		\$89,709.00
Funds available July 31, 2011		\$1,515,578.81

*Funds available August 2010: \$1,367,027.81*  
*Total amount in Hangar Loan fund: \$3,768,360*

**FUEL STORAGE LOAN FUND**

Funds available April 30, 2011		\$203,039.44
<b>Commission Actions (5/6/11 meeting)</b>		
Kimball - replace credit card controller	-\$10,500.00	
Subtotal		-\$10,500.00
<b>Other Actions</b>		
None		
Subtotal		\$0.00
<b>Receipts</b>		
May 2011	\$2,310.83	
June 2011	\$2,310.83	
July 2011	\$2,310.83	
Subtotal		\$6,932.49
Funds available July 31, 2011		\$199,471.93

*Funds available August 2010: \$179,931.14*  
*Total amount in Fuel Storage fund: \$336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available April 30, 2011		\$2,730.00
<b>Funds Disbursed</b>		
Pawnee City	-\$50.00	
Subtotal		-\$50.00
Funds available July 31, 2011		\$2,680.00

## **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.

### **Sidney M02**

Scope: Supplemental Wind Cones for Runway 13/31

Total Estimated Cost: \$48,600

The airport is requesting that lighted supplemental wind cones (L-806) be installed on Runway 13/31. The lighted supplemental wind cones will provide pilots with a continuing visual indication of wind conditions near the runway ends during landing and takeoff operations for better safety.

### **York B01**

Scope: Hangar

Estimated Cost: \$370,150

Hangar space is needed to accommodate a future aircraft tenant.

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

## **Fuel Loan Request**

### **Sidney Fuel System**

Representatives: John Leever and Jim Joyce

Scope: Improve Aviation Fuel Systems

Estimated Cost: \$130,000

The Airport Authority had received a quality assurance report from Avfuel Corporation regarding the condition of the existing fueling system at the Sidney Municipal Airport. The report indicates that there are several deficiencies in the existing fuel system that need to be corrected. The airport also needs to have a new Spill Prevention Containment and Countermeasures (SPCC) plan developed for the airport. As part of this project, the Airport will have Panhandle Geotechnical prepare a new SPCC plan which will outline the required safety measures needed to provide proper safety and security to the fuel farm system. The Airport will also use a portion of the proposed funding to implement some of the required safety measures outlined in the new SPCC plan.

The commissioners questioned the airport representatives in length about their request and operating procedures at the airport. Motion by Commissioner Gary Adams to approve a 70% loan to a maximum of \$91,000 with a program waiver to allow the maximum to exceed \$50,000. Second by Commissioner Barry Colacurci. Roll call vote. All voted aye. Motion carried.

## **Hangar Loan Requests**

### **Wayne H-06**

Representatives: Nancy Braden and Tom Trumble  
Scope: 60' x 80' Shop Hangar with 55' x 16' Door  
Estimated Cost: \$524,500  
Anticipated NP Entitlement: \$300,000  
Difference: \$224,500

The existing building is 5,360 SF and was built in the 1940's. This building is in poor condition, is unsafe for the storage of anything, and is a high liability risk for the airport to have standing. The building is stick built with metal sheeting and over 70 years old. Also a new building seems to be duly justified by the amount of based aircraft located at the airport currently. The airport sponsor is proposing to use their non-primary entitlement for a portion of the project cost and is requesting a hangar loan for 70% of the difference or \$157,150.

Motion by Commissioner Ken Risk to approve the Wayne's hangar loan request as presented. Second by Commissioner Barry Colacurci. Roll call vote. All voted aye. Motion carried.

### **Rushville H-02**

Representative: Tom Trumble  
Scope: 6-Place Nested T-Hangar with 14' x 45' Doors  
Estimated Cost: \$675,000  
Anticipated NP Entitlement: \$513,164  
Difference: \$161,836

The airport currently has two existing hangars, one shop hangar and one 4-place T-Hangar, and is in need of additional aircraft storage. The additional aircraft storage is needed to reduce the airports current waiting list and attract additional aircraft to the area. The airport has approximately \$513,164 of non-primary entitlement and is requesting a hangar loan for 70% of the difference of \$113,285.

Motion by Commissioner Dorothy Anderson to approve the Rushville's hangar loan request as presented. Second by Commissioner Ken Risk. Roll call vote. All voted aye. Motion carried.

### **Blair Hangar**

Representative: Geary Combs  
Scope: Shop/Storage Hangar 125' x 75' with 75' x 18' Door  
Estimated Cost: \$442,500

The airport has the need to build a new hangar for corporate/charter. The construction of this hangar for storage of a charter aircraft and mechanic shop will help draw additional aircraft to the airport by providing maintenance and limited FBO services.

(See motion following Blair's second request.)

Blair Hangar

Representative: Geary Combs

Scope: Shop/Storage Hangar 100' x 75' with 75' x 18' Door

Estimated Cost: \$371,700

This would be used to either attract larger corporate type aircraft or used for multi aircraft hangar. The airport is in need of both types of hangars, plus the possibility of having space for transient nightly, weekly, or monthly aircraft hangaring.

The Blair Airport Authority requested waivers to the hangar loan project guidelines as follows: allow 100% funding, allow a maximum loan amount to exceed \$300,000, and allow a 20 year repayment period. The airport sponsor has a verbal commitment from a company to provide FBO services if a facility was available.

Motion by Commissioner Colacurci to approve a 70% loan to a maximum of \$300,000 with a 10 year payback for the 125' x 75' hangar. The motion included a waiver for the door size and installation of utilities. Second by Commissioner Vap. Roll call vote. All voted aye. Motion carried.

Closed Projects

**Closed Projects  
August 5, 2011**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Auburn 03/04</b> (GA Terminal bldg; rehab apron)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Beatrice 12</b> (Land)	\$ 13,000.00	\$ 0.00	\$ 1,339.38
<b>Blair 07/08</b> (Grade taxiway; PAPI) 0.00	\$ 8,000.00	\$ 0.00	\$
<b>Creighton 05/06</b> (PAPI; replace wind cone)	\$ 0.00	\$ 0.00	\$ 0.00

<b>David City 06</b> (Extend, widen, light runway)	\$ 22,199.00	\$ 0.00	\$ 5,972.80
<b>Falls City 08</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Grand Island 33</b> (Wildlife Hazard Study)	\$ 0.00	\$ 0.00	\$ 0.00
<b>McCook 11</b> (Wildlife Hazard Study)	\$ 0.00	\$ 0.00	\$ 0.00
<b>NDA 14</b> (LPV Surveys) 0.00	\$ 0.00	\$ 0.00	\$
<b>Ord 04</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Ord SA-5</b> (PAPI)	\$ 72,000.00	\$ 0.00	\$ 6,787.47
<b>Scottsbluff 30</b> (Rehab RW 12/30 & taxiways)	\$ 75,632.00	\$ 0.00	\$ 0.00
<b>Stuart-Atkinson 03</b> (Land)	\$ 0.00	\$ 0.00	\$ 0.00
Totals	\$ 190,831.00	\$ 0.00	\$ 14,099.65

Net Decrease - \$14,099.65

**Department Report**

Flooding has been a big issue this summer as during the last 2 ½ months 165,000 cubic feet second (CFS) of reservoir water, roughly 1 million gallons/per second, was released from the Gavins Point Dam at Yankton, SD. The U.S. Army Corps of Engineers began decreasing water flows from Gavins Point Dam to 155,000 cubic feet per second (cfs) on Saturday, June 30. Releases were reduced on Monday, August 1, to 150,000 cfs. Flow rates are expected to be reduced gradually until the end of September, when flows are expected to be 40,000 cfs.

Both North Platte Regional Airport and Eppley Airfield in Omaha were threatened by flooding; however, both took preventative actions which have kept them operating. Eppley Airfield, surrounded on three sides by the Missouri River, had the largest threat, and they estimate spending \$15.5 million by the end of August on flood control measures. As of mid July they had spent \$8 million. Seventy wells were drilled to a depth of ninety feet to drawdown ground water levels by as much as 13 feet while over 91 distressed areas (sand boils, sinkholes) had been identified and action taken to address problems in 42 cases.

The Department's fiscal year ended on June 30 in the "black" by a small margin. Fuel tax revenue was budgeted at \$1.5 million while actual fuel tax revenue was short by \$45,000. We elected to do several things (noted during the previous Commission meeting Department Report) which allowed us to finish the year without going into the red.

Due to the \$241,637 taken from our Department by the Unicameral (our last payment was June of 2011) funding for the October Commission grant meeting will not be what we would like but I'm anticipating there will be grant money available. Financially, the Department is on sound footing; however, fuel tax revenue has been relatively flat since 1980 while inflation and wage increases have slowly eaten away at our revenue flow. We continue to be frugal in our spending.

The FAA Airport Improvement Program was essentially shut down on Friday, July 22 when the Federal Government failed to pass authorization for funding. The deadlock is about union-organizing elections and EAS. This has resulted in the furlough of 4,000 Federal Aviation Administration employees and layoffs for about 70,000 airport construction workers. The agency also would lose an estimated \$1.2 billion in airline ticket-tax revenue. The Airport and Airway Trust Fund has lost more than \$270 million dollars thus far, cutting further into the dangerously low \$800 million uncommitted balance in the Trust Fund. Airport projects that are under grant, qualify for drawdown and use ECHO are able to do so as long as ECHO works.

On the evening of August 3, the ECHO System was disabled until Congress passes legislation funding the FAA. Since the ECHO System is disabled, the Department cannot process reimbursement payments for Airport Sponsors. The impact on Nebraska is that Airport Sponsors having AIP projects under construction may be unable to pay their Contractors. All of the projects will eventually be reimbursed by the FAA once Congress passes funding legislation.

As of mid afternoon August 4, news stations were carrying headlines that Senate Majority Leader, Harry Reid, may have a "deal" to fund the FAA with a vote tomorrow (Friday Aug 5). On August 5, the Senate passed H.R. 2553 by unanimous consent, extending the FAA Airport and Airway Extension Act through September 16. The ECHO System should be up and running by early next week with normal payments for Airport Sponsors and Contractors. Crisis averted!

The next meeting was tentatively set for Friday, October 7<sup>th</sup> at 1:00 CDT in the Lincoln offices.

The meeting was adjourned at 2:08 p.m.

Submitted by,

Ronnie Mitchell  
Director