

MINUTES
Nebraska Aeronautics Commission
December 10, 2010

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Dorothy Anderson called the meeting to order at 12:59 p.m. CDT. Commissioners Ken Risk, Barry Colacurci, Gerald Adams, and Doug Vap were in attendance. Also present were Director Ronnie Mitchell, Project Management Division Manager Russ Gasper, 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 State Pilot

Motion by Commissioner Colacurci to approve the Steve Plamann as a State Pilot. Second by Commissioner Risk. All voted aye. Motion carried.

The Commission discussed Mr. Plamann's qualifications, experiences and training with him. Mr. Plamann will be able to perform in the capacity of State Pilot once he receives his single engine rating.

Approval of Minutes

Motion by Commissioner Adams to approve the minutes of the October 15, 2010 meeting as published. Second by Commissioner Colacurci. All voted aye. Motion carried.

Approval of Method of Advertising

Motion by Commissioner Adams to approve the current method for advertising; in Lincoln Journal Star approximately 10 days before each meeting, and in local paper when meeting is held outside Lincoln. Second by Commissioner Risk. All voted aye. Motion carried.

Current method would continue for next year.

State Funds Available

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

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
December 10, 2010

PROJECT GRANT FUND

Funds available September 30, 2010 \$59,621.51

Commission Actions (10/15/10 meeting)

Closed Project - Alliance 12/13	\$327.32	
Allocation - Cambridge	-\$8,176.00	
Allocation - Chadron	-\$3,051.00	
Allocation - Kimball	-\$9,825.00	
Allocation - McCook	-\$5,434.00	
Allocation - O'Neill	-\$6,011.00	
Allocation - Sidney	-\$17,108.00	
Subtotal		-\$49,277.68

Other Actions

None

Funds available November 30, 2010 \$10,343.83

Funds available December 2009: \$49,430.93

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available September 30, 2010 \$0.00

Commission Actions (10/15/10 meeting)

None

Funds available November 30, 2010 \$0.00

Funds available December 2009: \$0

SEAL COAT GRANT FUND

Funds available September 30, 2010 \$132,953.31

Commission Actions (10/15/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available November 30, 2010 \$132,953.31

Funds available December 2010: \$132,953.31

HANGAR REVOLVING LOAN FUND

Funds available September 30, 2010 \$1,005,235.81

Commission Actions (10/15/10 meeting)

Subtotal \$0.00

Other Actions

Subtotal \$0.00

Receipts

October 2010 \$34,707.00

November 2010 \$32,282.00

Subtotal \$66,989.00

Funds available November 30, 2010 \$1,072,224.81

Funds available December 2009: \$1,114,486.81

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

FUEL STORAGE LOAN FUND

Funds available September 30, 2010 \$186,863.63

Commission Actions (10/15/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

<u>Receipts</u>	
October 2010	\$2,310.83
November 2010	\$2,310.83
Subtotal	\$4,621.66
Funds available November 30, 2010	<u>\$191,485.29</u>

Funds available December 2009: \$161,813.42

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

NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM

Funds available September 30, 2010	\$3,030.00
<u>Funds Disbursed</u>	
Antelope County Airport Authority	-\$100.00
Subtotal	<u>-\$100.00</u>
Funds available November 30, 2010	\$2,930.00

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.

Curtis X01

Scope: Rehabilitate Taxiway & Apron

Total Estimated Cost: \$653,000

The existing surface is beyond its useful life and is in need of rehabilitation. A project is underway to rehabilitate the runway pavement and the remaining airside pavement will need rehabilitation also.

Fairbury G01

Scope: 17/35 PAPIs & REILs, Taxiway Lighting/Signage, Lighted Windcone & Rotating Beacon

Total Estimated Cost: \$511,040

The airport currently has only elevated edge reflectors on their middle connecting and parallel taxiway so the airport is planning to add base mounted MITL to enhance safety for taxiing aircraft. Runway 17/35 currently does not have any type of visual NAVAIDs to aid pilots in landing. The airport is planning to add 2-box PAPI system and REIL on Runway 17 and Runway 35 to enhance safety for pilots landing on Runway 17/35. The airport's existing lighted windcone and beacon are outdated and are near the end of their useful life. The airport is planning to install a new LED internally lighted windcone (equipment only) and replace the rotating beacon with a new beacon on

a new tilt down tower for safer maintenance access.

Lincoln M06

Scope: Replace Existing Surface Sensor System

Total Estimated Cost: \$70,000

The existing surface sensor system, originally installed in 1982 (AIP-01) and rehabilitated in 1997 (AIP-21) is not fully functional and in need of replacement.

This system, measuring a number of pavement conditions (wet/dry, pavement surface temperature, chemical concentrations) and local weather data (air temperature, dew point, humidity, wind speed and direction, visibility accumulation), is a critical part of the snow removal efforts. This system gives the airport site specific information about airfield conditions and so allows them to make much more educated decisions in how to time our snow removal efforts and what snow removal tools will be most effective.

Omaha P01

Scope: Terminal Area Master Plan, Airfield Master Plan, EALP, GIS Including Approaches, Safety Management System

Total Estimated Cost: \$4,500,000

The Eppley Airfield Master Plan was last updated in 1997. The majority of forecasted development on the airfield has been completed. The Terminal Area Master Plan needs to include landside and airside development. Efficient use of limited space needs to be defined in a Capital Improvement Program for the next 20 years. Current standards require an EALP and GIS for the airport and the runway approaches. Per FAA Order 5200.11 a Safety Management System Plan is required with the EALP.

Omaha X01

Scope: Taxiway G: Grading, Drainage, Paving, Lighting, Marking & Seeding

Total Estimated Cost: \$14,410,000

Taxiway G is one of the primary SMGCS routes used by commercial aircraft. The slab sections were constructed with joint spacing at 75 ft. intervals resulting in many sections being removed and replaced. The base is susceptible to frost heave, which has shifted the taxiway, causing undulation on the surface. The pavement surface has visible distress. Repairs continue to be accomplished and numerous patches have been placed. The reconstruction of Taxiway G and connecting taxiways will restore these taxiways for commercial aircraft. The reconstruction includes 3,200' x 75' of taxiway with new paved shoulders, limited frost free base, edge drains, marking, storm sewer, in pavement centerline lights for SMGCS and edge lighting with signage.

Omaha A01

Scope: Cargo Apron 'A' and Part of Taxiway F: Paving and Markings

Total Estimated Cost: \$3,940,000

Cargo Apron "A" was constructed in 1983 and the portion of Taxiway F was built in 1985. The

conditions of the pavement are poor. Alkali silica (ASR) and the current air void system makes them extremely susceptible to freeze thaw action during winter conditions. The deterioration of the pavement requires replacement of this pavement, to avoid aircraft engine damage caused by pavement fragments (FOD) being ingested. The size of the slabs and loading are also a concern with cracking. The Cargo/Taxiway area requires full reconstruction as soon as possible.

Scottsbluff M05

Scope: Electrical Room Upgrade

Total Estimated Cost: \$138,000

The electrical system controls and regulators are in need of repair. Three regulators are necessary, one for each runway and one for the taxiway lighting system. The existing equipment was installed in the early 1970's and has exceeded its useful design life.

Scottsbluff E04

Scope: Snow Removal Equipment

Total Estimated Cost: \$450,000

The Airport needs to replace the existing 1994 year snow plow. The existing snow plow is 16 years old and due to increasing maintenance costs is in need of replacement.

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

Closed Projects

None to report

Election of Chairperson for 2011

Gerald Adams is the new Chairperson for 2011. He was nominated by Commissioner Anderson, seconded by Commissioner Risk. Commissioner Adams did not vote. Motion carried with 4 aye votes.

Department Report

Fuel tax revenue for the Department is slightly ahead of last year. For the months of July through November fuel tax revenue totaled \$573,111.30 which is \$7,410 ahead of the same time last year, December receipts will probably be comparable as well. As our revenue sources remain relatively flat I anticipate the Oct 2011 Commission meeting will have approximately the same amount for state grants as 2010, perhaps even less than \$55,000.

On December 9, the House passed a \$1.1 trillion continuing resolution (CR) to fund the government at fiscal year 2010 levels through Sept 30, 2011, the end of FY 2011. The Senate could take up the spending plan as early as today. The Senate now plans to adjourn the 111th Congress, for the last time, on December 17th.

Upgrade of the instruments on our 1982 Cheyenne II XL is progressing well with a completion date around December 22. Garmin G600 electronic flight instruments with Trilogy standby instruments, new instrument panels and wiring looms will be delivered Dec. 13 while all sheet metal work including antenna installation has been completed.

Governor Heineman has stated he will present a balanced budget without tax increases to the Legislature during this coming session which begins January 5. Although the Forecasting Board has indicated a budget deficit of \$965 million the Governor says they have used faulty assumptions. For instance: revenue will not grow by 7.5% but probably only 3.5% while state spending will increase not by 10.5% but probably a much lower figure. He also stated when you have \$200 million in your checking account and \$325 million in cash reserves; you don't have a budget deficit but a projected shortfall.

Commission Meeting Dates for 2011

February 4	October 13 & 14
May 6	December 9
August 12	

The next meeting was tentatively set for Friday, February 4, at 1:00 p.m. CDT in the Lincoln offices.

The meeting was adjourned at 1:30 p.m.

Submitted by,

Ronnie Mitchell
Director