

MINUTES
Nebraska Aeronautics Commission
February 8, 2008

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 Doyle Hulme, Steve Wooden, Barry Colacurci, Doug Vap, and Ken Risk were in attendance. Also present were 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. Director Stuart MacTaggart was absent.

Approval of Minutes

Motion by Commissioner Wooden to approve the minutes of the December 7, 2007 meeting as published. Second by Commissioner Vap. Roll call vote. All voted aye. Motion carried.

Public Comment:

Mr. Jim Methe commented that the FAA indicated to him that they did not have enough money to cover all the requests Nebraska is sending to them for AIP money and asked what the State intends to do about it. Andre Aman and Mr. Methe had a dialogue regarding the Trust Account and its permissible use.

Report of State Funds

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

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
February 8, 2008

PROJECT GRANT FUND

Funds available November 30, 2007		\$103,105.03
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Commission Actions (12/07/07 meeting)		
	\$39,691.4	
Closed Project - Greeley SA-2	<u>9</u>	
Subtotal		\$39,691.49
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Other Actions		
None		
Subtotal		\$0.00
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Funds available January 31, 2008		\$142,796.52

Funds available February 2007: \$312,089.81

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available November 30, 2007	\$0.00
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Commission Actions (12/07/07 meeting)	
None	
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Funds available January 31, 2008	\$0.00

Funds available February 2007: \$0

SEAL COAT GRANT FUND

Funds available November 30, 2007	\$62,811.01
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Commission Actions (12/07/07 meeting)	
None	
Subtotal	\$0.00
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Other Actions	
None	
Subtotal	\$0.00
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Funds available January 31, 2008	\$62,811.01

Funds available February 2007: \$162,811.01

HANGAR REVOLVING LOAN FUND

Funds available November 30, 2007	\$298,269.35
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Commission Actions (12/07/07 meeting)	
None	
Subtotal	\$0.00
<hr/>	
Other Actions	
None	
Subtotal	\$0.00
<hr/>	
Receipts	
	\$36,621.8
November 2007	8
	\$38,132.0
December 2007	0
	\$37,788.0
January 2008	0
Subtotal	\$112,541.88
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Funds available January 31, 2008	\$410,811.23

Funds available February 2007: - \$160,487.30

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

FUEL STORAGE LOAN FUND

Funds available November 30, 2007		\$42,689.82
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Commission Actions (12/07/07 meeting)		
<hr/>		
None		
Subtotal		\$0.00
<hr/>		
Other Actions		
<hr/>		
None		
Subtotal		\$0.00
<hr/>		
Receipts		
	\$24,205.2	
November 2007	6	
December 2007	\$4,152.95	
January 2008	\$4,152.95	
Subtotal		\$32,511.16
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Funds available January 31, 2008		\$75,200.98

Funds available February 2007: \$108,004.96

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

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. A brief discussion ensued, initiated by Commissioner Wooden, regarding the number of projects. Anna Lannin indicated that this is not an unusual number of requests; it appears so only because the FAA is strictly enforcing their February 15th deadline for CIP Data Sheets and requested several years worth of projects. Commissioner Wooden asked that those projects using state apportionment be pointed out as the only way the Commission can control the use of state apportionment is to not approve a CIP data sheet.

Ainsworth R01

Scope: Repair Runway 17/35 & Sealcoat

Total Estimated Costs: \$526,656

Runway 17/35 was last repaired and sealcoat applied in 2003. Pavement maintenance is essential.

Ainsworth X02

Scope: Connecting Taxiway Paving & Lighting

Total Estimated Costs: \$1,711,328

A Connecting Taxiway will allow access to Runway 30 end of Runway 12/30 and increase safety.

After the new taxiway is constructed a new taxiway lighting (MITL) system needs to be installed which will also improve safety at the airport.

Alliance R01

Scope: Repair Cracks & Joints; New Pavement Markings; Sealcoat Runways 12/30 & 8/26
Total Estimated Costs: \$705,640

The current runway surface is showing signs of oxidation and is in need of maintenance. Runways 12/30 & 8/26 need to have the existing pavement markings removed, cracks/joints repaired, the surface sealed/rejuvenated and pavement markings installed.

Aurora G02

Scope: Runway 16/34 Lighting Replacement (MIRL)
Total Estimated Costs: \$202,000

The existing runway lights are in poor condition. These will be replaced with base-mounted medium intensity runway lights with lighting cable encased in conduit.

Bassett B01

Scope: Storage Hangar (8,000 SF)
Total Estimated Costs: \$535,000
A storage hangar is needed to store itinerate and based aircraft.

Broken Bow L01

Scope: Land Acquisition
Total Estimated Costs: \$450,000

Land needs to be purchased for runway safety zones and to lengthen runway to ultimate ALP design length.

Burwell R02

Scope: Runway 15/33 widening, extension, turnarounds
Total Estimated Costs: \$1,497,221

The pavement is over 20 years with numerous transverse cracks and is in need of a complete reconstruction. As part of the reconstruction the turnarounds will be removed and the runway will be widened to 60 feet to comply with FAA B-I Standards. Due to the widening the runway lights will also be replaced to base-mounted medium intensity lights with new runway cable within conduit and counterpoise wire. Runway 15/33 will be extended to comply with new B-I FAA Standards. The new runway will be extended by 688 LF. New turnarounds will be constructed on each end of the runway, after extension has been completed to improve safety on the airport.

Chadron M03

Scope: Friction Measuring Device
Total Estimated Cost: \$20,000

The Chadron Municipal Airport has a Part 139 Airport Operating Certificate. The friction measuring device will allow the airport to report pavement conditions during inclement weather. This will assist in flight planning and will result in safer operations.

Columbus P01

Scope: ALP

Total Estimated Cost: 60,000

The current ALP is 12 years old and needs to be updated.

Creighton G01

Scope: Runway 13/31 PAPIs

Total Estimated Cost: \$153,500

Install new PAPI's on Runway 13/31 to provide guidance to pilots on the final approach and have improved safety at the airport.

Crete G01

Scope: Runway 17/35 MIRL

Total Estimated Cost: \$223,900

The existing runway lights on the airport are in poor condition. New base-mounted medium intensity runway lights will be replaced with cable within conduit and counterpoise wire. The vault will be updated with new regulators and electrical requirements for the new system.

Crete G02

Scope: Runway 17/35 PAPI's, Replace All Existing MITL & Light Taxiway

Total Estimated Cost: \$588,000

The existing VASIs are over 20 years old and often require repairs. New PAPI's will be installed to provide guidance to the pilots and improve safety at the airport. The existing taxiway lights are in poor condition. New base-mounted medium intensity taxiway lights will be replaced with new cable within conduit and counterpoise wire. New base-mounted medium intensity taxiway lights will be installed along the new taxiway. The electrical vault will be updated with new regulators and electric requirements for the new system.

Crete G03

Scope: Runway 17/35 REIL's

Total Estimated Cost: \$85,000

The REILs will make the airport more visible and improve safety.

Fremont P01

Scope: ALP Update with Feasibility Study for new 4,200' North-South Rwy

Total Estimated Cost: \$100,000

Existing Runway 1/19 does not meet standards. LDA for 19 is 1,844' and the LDA for 01 is 1974'. The runway is not suited for extension due to roads and structures at each end. For safety and wind coverage reasons the airport needs an adequate North-South cross wind runway.

Grand Island A02

Scope: Mill Overlay of NW General Aviation Ramp

Total Estimated Cost: \$298,450

This project includes the design and construction of a new pavement overlay on the general aviation ramp area adjacent to the large FBO hangar on the northwest side of the airfield.

Grand Island B01

Scope: Construct New Main Terminal Building

Total Estimated Cost: \$4,500,000

This project will replace the existing main terminal building with a new 15,000 SF facility just south of the current facility. This facility will adjoin the existing airport administration building. The design and construction of the new terminal is expected to last 18 to 24 months. Full federal funding (95% of cost) is not assumed, but the majority of the funding is expected to come from AIP with significant local investment.

Grand Island M01

Scope: New Main Terminal Parking Area (non-revenue producing)

Total Estimated Cost: \$165,000

Construction of a new terminal building will produce the need for new automobile parking area as it will cover the portion of existing parking area and create additional airport capacity. It is estimated a 66-space addition to terminal parking area will be necessary. New parking area will be constructed in area west of administration building currently occupied by radio communication tower. Given that Airport doesn't charge fee for passenger parking and receives no revenue from administration of public parking areas, design & construction of new parking area should be eligible for AIP funding.

Grant L02

Scope: Acquire Land; Grade Runway (5,200' x 120')

Total Estimated Cost: \$483,400

Additional land is needed to meet FAA standards, which required the airport to own areas under the Part 77 imaginary surfaces, for the crosswind runway and proposed AWOS. A new turf crosswind runway will be constructed on the airport to provide an alternate runway at times when the wind conditions restrict/reduce the use of runway 15/33.

Grant G02

Scope: AWOS III P/T

Total Estimated Cost: \$178,000

The airport currently does not have a weather monitoring system. The installation of a weather

monitoring system will improve safety on and around the airport.

Hartington E01

Scope: Snow Removal Equipment – Bi-Directional Tractor & Snow Removal Equipment Building
Total Estimated Cost: \$359,000

The airport currently has no equipment and must hire a contractor for snow removal. The Airport Authority would like to do snow removal in house. Provide storage facility for snow removal equipment to be acquired.

Hastings E01

Scope: Snow Removal Equipment
Total Estimated Cost: \$200,000

The airport currently relies on older equipment purchased with local City funds for snow removal. The City wishes to purchase new reliable snow removal equipment.

Holdrege B02

Scope: T-Hangar
Total Estimated Cost: \$345,000

To meet the current demand at the airport, additional hangar spaces are needed.

Kearney E01

Scope: Replace Snow Plow
Total Estimated Cost: 325,000

The existing snow plow vehicle has exceeded its life expectancy. The Airport needs to keep its snow removal fleet current.

Kimball M01

Scope: Update Fuel System; Obtain Fuel Truck
Total Estimated Cost: \$190,000

The existing fuel system has exceeded its life expectancy. The existing credit card system requires hardware and software upgrades to allow multiple credit cards and higher credit limits. Military support helicopters arrive in groups which makes filling up at the pump a long & tedious process. Civilian jets are reluctant to pull up to the pumps because of turning radius required to leave. A mobile refueler could accommodate helicopters & jets in their parking locations.

Lexington (B04)

Scope: 6-place T-Hangar
Total Estimated Cost: \$480,000

The airport currently has a waiting list for based aircraft to use a hangar for their planes.

McCook L02

Scope: Acquire Easements Along Runway 12/30
Total Estimated Cost: \$30,260

To protect Runway 12/30 from building encroachments.

Minden M01

Scope: Update Fuel System
Total Estimated Cost: \$80,000

The existing fuel system is reaching the end of its useful life. The airport does not have a full time attendant so a self service credit card system would provide fuel at all times. The SPCC Plan needs to be updated to comply with EPA standards.

Nebraska City P01

Scope: Airport Layout Plan
Total Estimated Cost: \$45,000

The current ALP is in need of updating to new standards. Since that time the plan has been updated to reflect construction as-built conditions for AWOS, apron expansion, SRE building, and access road and parking improvements to name a few.

Nebraska City X02

Scope: Grade Parallel Taxiway to Runway 15/33
Total Estimated Cost: \$772,500

Due to increasing business jet and turbo prop aircraft into the airport the proposed taxiway will provide upgrades to airport operations and runway safety. The improvements will also enhance instrument approach capabilities.

Nebraska City X01

Scope: Pave Parallel Taxiway to Runway 15/33 & 300' of Runway 23
Total Estimated Cost: \$1,509,688

Due to increasing aircraft traffic the proposed taxiway will provide upgrades to airport operations and runway safety. It will also enhance instrument approach capabilities.

Nebraska City G02

Scope: Parallel Taxiway Lighting for Runway 15/33
Total Estimated Cost: \$186,594

The project will provide safety for night operations at the airport.

Norfolk R02

Scope: Overlay Runway 1/19 and Taxiway B
Total Estimated Cost: \$970,100

The runway and taxiway were constructed of 4" bituminous pavement in 1999. It received a seal

coat in 2003. The airport proposes to install a bituminous overlay to maintain the integrity of the pavement.

Norfolk R03

Scope: Overlay Runway 14/32 & Twys A,B,C,A-1, & C-1

Total Estimated Cost: \$1,271,825

The runway and taxiways were constructed of 4” bituminous pavement in 2004. The airport proposes to install a bituminous overlay to maintain the integrity of the pavement.

North Platte A02

Scope: Seal Coat Asphalt Apron

Total Estimated Cost: \$72,600

A surface treatment was completed on the asphalt apron 2001. A seal coat is recommended to repair the minor distresses on the pavement. Larger cracks will be repaired prior to the seal coat treatment.

Ogallala B01

Scope: 6-place T-Hangar

Total Estimated Cost: \$488,000

The project is needed to provide storage space for itinerate and based aircraft. The airport has only one 8-place t-hangar and 12 based aircraft. In addition, the existing t-hangar doors are not tall enough for some aircraft, so a building with taller doors is proposed.

Ogallala P01

Scope: ALP

Total Estimated Cost: \$72,000

The existing ALP was prepared in 1996 and there have only been “as-built” updates since then. FAA standards have changed since 1996. The Sponsor has completed a number of projects since 1996 and needs to review their development needs.

Omaha R01

Scope: Runway 14R/32L: RSA Improvements & Surface Reconstruction

Reconstruct Runway 18/36 & 14R/32L Intersection

Total Estimated Cost: \$17,800,305

The surface of Runway 14R/32L has become deteriorated due to age and traffic and needs to be reconstructed to eliminate the potential for FOD. The additions of paved shoulders to Runway 14R/32L are being added to meet the design standards for Group III and IV aircraft operations. The Runway 14R localizer antenna is being relocated outside the Runway Safety Area (RSA) in order to provide a RSA that meets Airport Design Standards.

Omaha X01

Scope: Taxiway H Extension

Total Estimated Cost: \$2,046,982

The extension provides direct access to Runway 14L/32R. Runway 32R is a low visibility CAT IIIB approach. This taxiway would provide a low visibility access route for air carrier/cargo aircraft. The current location of Taxiway H provides an acute angle intersection at Runway 14R/32L which is being reconstructed with Taxiway A.

O'Neill R02

Scope: Pave Crosswind Runway (3,200' x 60')

Total Estimated Cost: \$1,200,000

The crosswind runway will be paved (3,200' x 60'). The improvement will provide pilots an alternative runway during wind conditions and improve safety on the airport.

Ord E01

Scope: Snow Removal Equipment

Total Estimated Cost: \$118,000

The Airport Authority wants to replace their older snow removal equipment with a bi-directional tractor and attachments.

Pawnee City L01

Scope: Property Acquisition to Meet FAA Standards

Total Estimated Cost: \$89,760

Additional land is need in fee and easements to meet FAA minimum standards as outlined in AC 150/5300-13.

Pender X01

Scope: Construct Partial Parallel Taxiway

Total Estimated Cost: \$136,000

A partial parallel taxiway will be constructed to connect the existing apron to Runway End 15. Currently aircraft are required to back taxi on runway 15 to reach the end. The construction of this section of partial parallel taxiway will provide a safe route for aircraft to access Runway 15.

Red Cloud B02

Scope: 6-place T-Hangar

Total Estimated Cost: \$542,000

The western most T-Hangar (which includes the electrical vault) is currently located too close to the runway and will be removed per the ALP. The airport currently has nine based aircraft. Therefore, the hangar that is removed will be replaced with a 6-place T-Hangar to accommodate the displaced aircraft. As part of this project the electrical vault will also be relocated.

Red Cloud G01

Scope: Install PAPI's & REILs on Runway Ends 15 & 33

Total Estimated Cost: \$75,000

The REIL (Runway End Identifier Lights) provides rapid and positive identification of the end of the runways which will enhance safety during night operations. The proposed PAPI's will also provide safety enhancements to these runways providing a normal glidepath into the Runway Reference Point.

Sargent B01

Scope: Snow Removal Equipment/Terminal Building

Total Estimated Cost: \$330,000

Provide storage for snow removal equipment and a terminal building for transient and based pilots to utilize.

Sargent R01

Scope: Runway 16/34 Widening & Extension

Total Estimated Cost: \$1,224,700

The pavement on Runway 16/34 will be widened by 10 feet and extended by 1,000 feet to result in a 4,000' x 60' runway to comply with the new FAA B-I Standards. An overlay will be completed on the existing pavement due to the offset runway crown created by widening on only one side. The runway lights will need to be replaced due to the widening. The new lighting will consist of new runway cable within conduit, counterpoise wire, and base-mounted medium intensity lights.

Scottsbluff B02

Scope: SRE Building

Total Estimated Cost: \$312,700

Additional snow removal equipment is necessary at the airport. The current facilities will not handle additional equipment.

Scottsbluff E02

Scope: Snow Removal Equipment

Total Estimated Cost: \$260,000

The Airport Authority wishes to replace an older snow plow which is unreliable and in need of constant maintenance. The Airport Authority wishes to sell or trade-in the existing plow as part of this project.

Scottsbluff E03

Scope: Snow Removal Equipment

Total Estimated Cost: \$360,000

The Airport Authority wishes to replace an older snow blower which is unreliable and in need of constant maintenance. The Airport Authority wishes to sell or trade-in the existing blower as part of this project.

Scottsbluff M04

Scope: Pave 27th Street as Primary Access Road

Total Estimated Cost: \$1,951,260

The surfacing of 27th Street is currently gravel and it is utilized as a major access road to the airport. This is the closest route to the majority of the City of Scottsbluff including Regional West Medical Center as well as Scottsbluff Fire Department. This route will shorten the response time necessary for our "Mutual Aid" program in case of an emergency. Once paved, it is believed that this route will become the primary access to the airport.

Scottsbluff P01

Scope: Master Plan & ALP Update

Total Estimated Cost: \$160,000

The current master plan was developed in the earlier 1970's and the Airport needs to update the plan in accordance with FAA AC 150/5070-6B Change 1 and also FAA AC 150/5300-13 (Changes 1-11) in order to incorporate changes to the ALP since the last update.

Sidney M02

Scope: Remove Obstruction (Road), Pave Access Road & Parking

Total Estimated Cost: \$291,500

Currently there is a small portion of County Road 113 pavement that is considered an obstruction to the approach of Runway 30. As part of the project a portion of the existing road will be lowered to remove the obstruction. Also the access road to the Airport and the parking lot paving are in poor condition.

Superior R01

Scope: Extend & Widen Rwy 32; Widen Rwy 14/32; Rehab Each Side of Rwy 14/32

Total Estimated Cost: \$1,997,563

The existing edges have deteriorated beyond repair or maintenance and are in need of replacement. The project will bring Rwy 14/32 into compliance with B-II design standards per the approved Airport Layout Plan.

Superior G01

Scope: Base Mounted Runway Lighting for 14/32

Total Estimated Cost: \$233,156

The current lighting is over 30 years old and has exceeded its expected life cycle. The airport has had numerous issues with the current direct bury system.

Tecumseh B01

Scope: Storage Hangar (3,000 SF)

Total Estimated Cost: \$228,000

A storage hangar will provide for a facility to store itinerate and based aircraft.

Tecumseh M01

Scope: Pave Parking Lot & Airport Access Road

Total Estimated Cost: \$334,000

The existing parking lot and access road are currently a mixture of gravel and compacted earth. If the parking lot and access road are paved, it will provide for a more desirable, more consistent and cleaner surface for parking and accessing the airport.

Wayne A01

Scope: Apron Pavement Reconstruction & Expansion

Total Estimated Cost: \$871,000

The existing pavement is over 21 years old. The pavement is in poor condition and is in need of rehabilitation.

Wayne X02

Scope: Rwy 22 Turnaround Reconstruction

Total Estimated Cost: \$88,000

The existing pavement is over 21 years old, is in poor condition and is in need of reconstruction. The turnaround configuration will be constructed to comply with new FAA standards.

Wayne X01

Scope: Connector Taxiway Reconstruction

Total Estimated Cost: \$122,800

The existing pavement is over 21 years old and is in poor condition and is in need of reconstruction.

Wayne R01

Scope: Reconstruct Runway 4/22 (3,400' x 60')

Total Estimated Cost: \$1,445,200

The existing pavement is over 21 years old and is in poor condition and is in need of reconstruction.

Wayne G03

Scope: Runway 22 Turnaround Lighting

Total Estimated Cost: \$48,000

After the turnaround has been reconstructed to comply with the new FAA standards, new taxiway lighting shall be installed. The lighting shall consist of base-mounted Medium Intensity Taxiway

Lights with new cable and counterpoise wiring. The new cable will be installed within conduit.

Wayne E01

Scope: Snow Removal Equipment

Total Estimated Cost: \$124,000

The airport currently has no equipment and must hire a contractor for snow removal. The Airport Authority wishes to purchase snow removal equipment and do their own snow removal.

Lincoln FY09

Scope: Relocate Runway 35 Landing Threshold to Pavement End, Add/Remove Hold Apron,
Service Road Relocation

Total Estimated Cost: \$1,370,000

In conjunction with other projects, relocating the runway threshold at the pavement end will assist pilots in identifying the runway and reduce the incidence of pilots lining up, and in some cases, landing on Taxiway A. Removing the apron area that extends south of the proposed threshold should assist pilots in identifying the runway end. It is proposed that we add new run-up apron north of the remaining apron to replace the lost area. When the Runway 35 threshold is relocated to the pavement end and the Taxiway A run up area is reconfigured, grade changes between the run up area and the service road will present safety issues for taxiing aircraft. Moving the service road to the east will allow more gradual grade changes and eliminate safety concerns.

Lincoln FY10

Scope: Relocate Runway 14 Landing Threshold to Pavement End, Install MALSR, Service Road Relocation

Total Estimated Cost: \$1,640,000

In preparation for having our main runway closed in 2012, we would like to make a number of improvements to Runway 14. This modification maximizes the use of the existing pavement and prepares the runway for an approach lighting system. The MALSR provides approach lighting to support an improved approach procedure while the main runway is closed. The service road would be relocated outside of the runway object free area.

Lincoln FY11

Scope: Construct Connecting Taxiway between Taxiway D and E

Total Estimated Cost: \$1,300,000

Ground traffic from the east ramp, desiring a take-off on Runway 18, currently are required to enter the Runway 14 RSA in order to make the turn from Taxiway E to Taxiway D. This proposed connector taxiway will keep transiting aircraft on taxiways and off of runway surfaces.

Lincoln FY12

Scope: Reconstruct and Narrow Runway 18/36 from 200' wide to 150'

Total Estimated Cost: \$12,340,000

The outer edges (50' on each side) of this runway are full depth asphalt. In areas that asphalt is as much as 50 years old. The project proposes to remove the entire 50' of asphalt on each side and replace it with 25' of PCC on each side.

In addition to extending the life of this pavement, it also reduces the runway width from 200' to 150' and so meeting the design requirement for this classification of runway. While this runway is closed for reconstruction of the outer edges and narrowing of the pavement, there are a number of concrete panels that are cracked and need to be removed and replaced.

Tekamah B01

Scope: Storage Hangar

Total Estimated Cost: \$300,000

A storage hangar will provide for a facility to store itinerate and based aircraft. One of the airport's t-hangars is scheduled to be removed because it is in poor condition, is in the path of the future parallel taxiway which will be built in the new few years and is an obstruction to the transition surface. The airport will then have only 18 t-hangar spaces and 22 based aircraft. In addition, the existing t-hangar doors are not large enough for some aircraft so a building with bigger doors is proposed.

Motion by Commissioner Wooden to approve the use of federal funds for the projects listed above which propose to use primary entitlement, non-primary entitlement, and discretionary funds only. Second by Commissioner Colacurci. Roll call vote. All voted aye. Motion carried.

All projects proposing to use apportionment were discussed and voted upon one at a time:

- Ainsworth – runways are a priority. Motion by Commissioner Colacurci to approve the use of federal funds for the Ainsworth projects R01 and X02. Second by Commissioner Hulme. Roll call vote. All voted aye. Motion carried.
- Burwell – This project (R02) generated a lot of discussion. The widening and extending of the runway is necessary for Burwell to get federal money. Burwell intends to concrete their runway so very little maintenance expense will be necessary for the next 30 years. This would be their last project for the foreseeable future. The community has to come up with their share of the money up front. If they can't, there will be no federal grant signed. The Commissioners noted that Burwell is only 15 miles from Ord, the dollars requested are a significant portion of our expected apportionment. Motion by Commissioner Colacurci to approve the use of federal funds for the Burwell project. Second by Commissioner Vap. Roll call vote. Voting aye: Commissioner Colacurci. Voting nay: Commissioners Hulme, Wooden, Vap, and Risk. Motion defeated.
- Crete – Crete is a relatively active airport, runway lights are necessary, and it is economical to do all electrical at the same time. Motion by Commissioner Colacurci to approve the use of federal funds for the Crete projects G01, G02, and G03. Second by Commissioner Hulme. Roll call vote. All voted aye. Motion carried.
- Grand Island – Commissioner Colacurci stated that these projects (A02, B01, and M01) are contrary to all the Commission has been doing. There was a brief discussion on the need to overlay the ramp and its location. It was mentioned that there is an unbelievable amount of

ramp space available at Grand Island. Motion by Commissioner Colacurci to deny all 3 requests. Motion withdrawn. No further motions were made, therefore, the projects are not approved.

- Nebraska City – The parallel taxiway is beneficial but its location makes it very expensive. It isn't a bad project but the cost is quite high. No motions were made, therefore, the 3 projects identified as X02, X01, and G02 are not approved. (Project P01 was approved in the general motion because it does not involve any apportionment.)
- Norfolk – The Commission considered the runway and taxiway projects (R02 and R03) to be important. Motion by Commissioner Wooden to approve the use of federal funds for the Norfolk projects. Second by Commissioner Colacurci. Roll call vote. All voted aye. Motion carried.

State Aid Project Request

Gordon

Scope: Remove/Trim Trees in Runway 4 LPV Approach

Total Estimated Cost: \$7,000

Representative: Leslie Evert

The Gordon Municipal Airport was identified by the Department of Aeronautics as a candidate for an improved approach. An obstruction survey identified trees that penetrate an approach surface for an LPV approach. These trees do not violate the state licensing standards and the airport (and NDA) was unaware that they would interfere with a new LPV approach. The Airport Authority was requested to remove the tree quickly or publication of their new approach would be delayed indefinitely.

Motion by Commissioner Colacurci to approve the use of state grant funds for the Gordon project. Second by Commissioner Hulme. Roll call vote. All voted aye. Motion carried.

Closed Projects

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

**Closed Projects
February 8, 2008**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Wallace SA-6P (Sealcoat)	\$ 100,000.00	\$ 0.00	\$ 55,079.76
South Sioux City SA-3* (Rehab taxiway and apron)	\$ 75,600.00	\$ 0.00	\$ 3,246.85

Totals	\$ 175,600.00	\$ 0.00	\$ 58,326.61
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Net Decrease to State Funds - \$3,246.85
Net Decrease to Pavement Preservation Funds - \$55,079.76

*The Contractor on the South Sioux City project did not make their payments to the Unemployment Compensation Fund at the Department of Labor during construction. They have since gone out of business without paying the tax.

Eugene Martin, the owner, has paid the Contractor in full without the approval of the NDA engineers. We cannot reimburse Mr. Martin for the full amount, due to the Contractor not fulfilling his commitment to the State. A letter was sent to Mr. Martin, explaining the situation and informing him that we are requesting the Commission to close this project.

Department Report

Bill Lyon discussed the King Air avionics incompatibility with the Garmin GPS.

Mrs. Aman informed the Commission that the Broken Bow airport is wishing to discontinue its VOR/DME and NDB. She also mentioned the 2008 Aviation Symposium in Kearney was productive. AIP is still operating under an omnibus federal spending package which extends FAA's authorization to tax through February 29th 2008. We are expecting another extension. At present, FAA has no granting authority. Without that authority, we cannot go out for bids; so we are starting to lose valuable time from the construction season. Mrs. Aman then recapped for the Commission the bills the agency is following which directly impact aviation or the Commission itself (LB's 16, 622, 639, 652, and 824). She also mentioned that the KC135 orientation flight for the Commissioners was scheduled to occur the morning of April 11th.

Commissioner Doyle Hulme's term is ending and this was his last meeting. Mrs. Aman presented him with a framed certificate of appreciation signed by the Governor and a mantle clock with the agency's seal on the face.

The next meeting was tentatively set for Friday, April 11, 2008, 1:00 p.m. CDT in the Lincoln offices.

The meeting was adjourned at 3:00 p.m.

Submitted by,

Stuart MacTaggart
Secretary