

MINUTES
Nebraska Aeronautics Commission
February 20, 2009

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Acting Chairman Ken Risk called the meeting to order at 1:01 p.m. CDT. Commissioners Doug Vap, Dorothy Anderson, and Barry Colacurci were present. Also present were Director Stuart MacTaggart, Project Management Division Manager Russ Gasper, Flight Operations and Aviation Services Division Manager Bill Lyon and Planning/Programming Division Manager Anna Lannin. Deputy Director Andre Aman and Commissioner Steve Wooden were absent.

Approval of Minutes

Motion by Commissioner Vap to approve the minutes of the December 5, 2008 meeting as published. Second by Commissioner Colacurci. All voted aye. Motion carried.

Public Comment

None

Report of State Funds

A written report of state funds available was presented by Russ Gasper.

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
February 20, 2009

PROJECT GRANT FUND	
Funds available November 30, 2008	\$202,820.50
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Commission Actions (12/05/08 meeting)	
Subtotal	\$0.00
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Other Actions	
None	
Subtotal	\$0.00
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Funds available January 31, 2009	\$202,820.50

Funds available February 2008: \$142,796.52

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available November 30, 2008 \$0.00

Commission Actions (12/05/08 meeting)

None

Funds available January 31, 2009 \$0.00

Funds available February 2008: \$0

SEAL COAT GRANT FUND

Funds available November 30, 2008 \$167,890.77

Commission Actions (12/05/08 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available January 31, 2009 \$167,890.77

Funds available February 2008: \$62,811.01

HANGAR REVOLVING LOAN FUND

Funds available November 30, 2008 \$351,519.74

Commission Actions (12/05/08 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Receipts

December 2008 \$36,667.00

January 2009 \$39,438.00

Subtotal \$76,105.00

Funds available January 31, 2009 \$427,624.74

Funds available February 2008: \$410,811.23
Total amount in Hangar Loan fund: \$3,768,360

FUEL STORAGE LOAN FUND

Funds available November 30, 2008		\$122,624.01
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Commission Actions (12/05/08 meeting)		
<hr/>		
None		
Subtotal		\$0.00
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Other Actions		
<hr/>		
None		
Subtotal		\$0.00
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Receipts		
<hr/>		
December 2008	\$3,316.28	
January 2009	\$3,315.78	
Subtotal		\$6,632.06
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Funds available January 31, 2009		\$129,256.07

Funds available February 2008: \$75,200.98
Total amount in Fuel Storage fund: \$336,500

NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM

Funds available November 30, 2008		\$3,700.00
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Funds Disbursed		
<hr/>		
None		
Subtotal		\$0.00
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Funds available January 31, 2009		\$3,700.00

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.

Alma G-01

Scope: Light Runway 17/35, Install New Beacon, PAPI's
Total Estimated Cost: \$324,000

Installation of base-mounted medium intensity runway lights to the newly constructed Runway 17/35 will provide 24-hour operational capability and increase the utility of the runway. A beacon is included to assist pilots in locating the airport at night. PAPIs will be installed to provide guidance to pilots on the final approach and to have improved safety at the airport.

Alma W-01

Scope: New Wind Cone & Segmented Circle

Total Estimated Cost: \$60,000

A wind cone and segmented circle will enhance safety by providing pilots with information on wind direction and speed. The airport is uncontrolled and has no weather reporting equipment or radio.

Stuart-Atkinson R-01

Scope: Reconstruct Runway 11/29 including extension and widening; light runway & taxiway, new beacon

Total Estimated Cost: \$2,550,000

The pavement was constructed in 1977 with a thin overlay in 1992. It is in poor condition. The runway will be reconstructed to meet FAA's B-I standards (3,900' x 60') and shifted to the northwest to provide adequate approach clearances, as shown on the approved ALP. When the runway is reconstructed, the lights will need to be replaced to match the new pavement configuration. The beacon will also be replaced as the old one is in poor condition.

Stuart-Atkinson X-01

Scope: Construct Turnarounds

Total Estimated Cost: \$180,000

When Runway 11/29 is reconstructed, turnarounds should be constructed at each end to provide a safe place for aircraft run-up and turning around. Without turnarounds it is a potential hazard.

Stuart-Atkinson M-01

Scope: Relocate Road

Total Estimated Cost: \$53,000

The county road will be relocated to provide additional approach clearance for the proposed Runway 11/29 extension.

Stuart-Atkinson W-01

Scope: Install Wind Cone & Segmented Circle

Total Estimated Cost: \$64,000

A wind cone and segmented circle will enhance safety by providing pilots with information on wind direction and speed. The airport is uncontrolled and has no weather reporting equipment or radio.

Auburn A-01

Scope: Rehab Apron
Total Estimated Cost: \$280,000

The apron pavement is in poor condition and will be removed and replaced. New tie-downs will meet FAA's separation standards. A new terminal building will be constructed in 2009 adjacent to the apron. The pavement will be reconstructed to match the new building elevations. Final apron size will vary, depending on tie-down configuration.

Auburn M-01

Scope: Remove Trees
Total Estimated Cost: \$40,000

Trees have been identified by the NDA as obstructions and need to be removed to improve airport safety.

Aurora C-01

Scope: Seal Coat Runway 16/34, Taxiway, Apron
Total Estimated Cost: 384,000

The pavement is 15 years old and the last seal coat was in 2005. Seal coats are recommended every five years to preserve and rehabilitate the pavement. Therefore, a new seal coat is planned for 2010.

Bassett B-01

Scope: Build Storage Hangar including obstruction mitigation
Total Estimated Cost: \$634,000

A storage hangar will provide for a facility to store itinerate and based aircraft. The beacon and wind cone are obstructions as identified on the ALP and need to be relocated. In addition, the ALP shows trees, which are obstructions and these will be removed.

Beatrice C-01

Scope: Seal Coat Runways, Taxiways & Apron
Total Estimated Cost: \$327,379

The existing asphalt surfaces on the airport are showing signs of weathering and random cracking and are in need of repair and maintenance.

Beatrice L-02

Scope: Land Acquisition (north of airport)
Total Estimated Cost: \$390,000

Land needs to be acquired in fee to protect Runway 17 Approach. This land shall be acquired in fee as to prohibit commercial/industrial expansion located near the Runway 17 Approach. Land Acquisition shall be for Areas 1-4 for a total of 58.64 acres.

Burwell R-01

Scope: Runway 15/33 Reconstruction & Widening

Total Estimated Cost: \$1,175,000

The pavement on Runway 15/33 is over 20 years old and is reaching the end of its useful life 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 as part of this project. A new electrical vault and beacon will complete the runway lighting system improvements.

Burwell W-01

Scope: Replace Wind Cone & Segmented Circle

Total Estimated Cost: \$70,000

The existing wind cone is in poor condition and is identified to be relocated per the ALP. A wind cone and segmented circle will enhance safety. The airport is uncontrolled and has no weather reporting equipment or radio.

Central City B-01

Scope: Construct T-Hangar

Total Estimated Cost: \$552,000

An 8-place t-hangar with 48' bi-fold doors is proposed to meet current and future demand for aircraft storage. Taxiway construction is included to provide paved access to all doors.

Chadron B-01

Scope: Snow Removal Equipment Building

Total Estimated Cost: \$830,000

Existing snow removal equipment is stored outside making it difficult to start the engines in cold weather. For maintenance, the equipment must be moved to the city shops or an aircraft must be moved out of the hangar. Supplies and tool storage is scattered around the airport. A new building is proposed for equipment storage, which will extend the life of the equipment.

Curtis R-01

Representative: Jeff Tidyman (consultant)

Scope: Overlay the Existing Asphalt Runway, Apron & Taxiway

Total Estimated Cost: \$504,182

The existing asphalt has reached the end of its life expectancy and must be rehabilitated to maintain a usable surface for aircraft operations.

David City G-01

Scope: PAPI, Replace Beacon

Total Estimated Cost: \$95,000

They are needed to improve the airport for the safety of aviation and meet FAA Standards and also to increase based aircraft.

Falls City X-01

Scope: Parallel Taxiway to Runway 14/32

Total Estimated Cost: \$602,000

The taxiway will provide safety and eliminate back taxi operations. This project will also complete the full parallel to this runway.

Falls City R-01

Scope: Widen Runway 14/32 by 15'; Grade Runway Safety Area

Total Estimated Cost: \$708,000

Widening is required to comply with B-II standards per the approved ALP. Current width is 60' and ultimate width will be 75'.

Falls City G-01

Scope: MIRL, MITL, Beacon, PAPI, New Regulator, Conduit & Wiring; Wind Cone

Total Estimated Cost: \$535,000

The existing systems are over 20 years old and are stake mounted, direct bury system and have exceeded their expected life cycle.

Falls City B-01

Scope: T-Hangar & Taxiway Approach Replacements

Total Estimated Cost: \$619,813

The existing approaches have exceeded their life cycle. The hangars are required to accommodate aircraft that are on waiting list.

Gordon L-01

Scope: Acquire Easements

Total Estimated Cost: \$120,000

Additional easements are needed to comply with FAA requirements. Avigation easements will be acquired in areas under the Part 77 imaginary surfaces to a height of 35' above the primary surface.

Gordon R-01

Scope: Reconstruct Runway 4/22

Total Estimated Cost: \$4,150,000

The pavement surface is 20 years old and has reached the end of its useful life. To provide a functional finished project, the reconstruction will include the turnaround, intersection with Runway 11/29, and adjusting lights and PAPIs to grade.

Gordon X-01

Scope: Reconstruct Connecting Taxiway

Total Estimated Cost: \$285,000

The pavement surface is 20 years old and has reached the end of its useful life. The taxiway will be realigned to provide a 90 degree intersection with the runway, as shown on the proposed ALP (submitted December 2008). Existing lights (MITL) will be relocated as well.

Gordon X-02

Scope: Reconstruct Partial Parallel Taxiway

Total Estimated Cost: \$440,000

The pavement surface is 20 years old and has reached the end of its useful life. The taxiway will be realigned as shown on the proposed ALP (submitted December 2008). Existing lights (MITL) will be relocated as well.

Gordon A-01

Scope: Reconstruct Apron

Total Estimated Cost: \$360,000

The pavement surface is 20 years old and has reached the end of its useful life.

Gordon X-03

Scope: Reconstruct Hangar Taxi

Total Estimated Cost: \$86,000

The pavement surface is 20 years old and has reached the end of its useful life. The taxiway will be widened to 25'.

Gordon R-02

Scope: Reconstruct Runway 11/29

Total Estimated Cost: \$1,070,000

The pavement surface is 20 years old and has reached the end of its useful life. The threshold will be displaced, as shown on the ALP submitted Dec. 2008, to meet FAA standards. The runway will be widened to 60' and the lights will be relocated.

Gordon G-01

Scope: Beacon

Total Estimated Cost: \$72,000

The beacon is in poor condition and needs to be replaced. As shown on the draft ALP submitted Dec. 2008, the new beacon location will be further from the runway to clear FAA's Part 77 surfaces.

Gordon G-02

Scope: REILs
Total Estimated Cost: \$64,000

REILs will improve airport safety by improving pilot's ability to detect the runway ends.

Grand Island X-01

Representatives: Mike Olson (Executive Director), Curtis Griess (Airport Authority Chairman),
Larry Hobbs (Airport Authority Member)

Scope: Fillet and Lead-In Pavement Improvements, Taxiways B & E with Runway 17/15 &
Taxiway A

Total Estimated Cost: \$752,800

The MD-83 aircraft utilized by Allegiant Air experiences operational difficulties on Taxiways B & E when exiting Runway 17/35 and traversing onto parallel Taxiway A. These difficulties are due to the absence of standard fillets and lead-in pavements at the intersections with the runway and parallel taxiway. Allegiant Air has expressed major operational concerns and fear damaging taxiway lights or having one of the main landing gear end up off the paved areas.

Current operations at the airport were also discussed. Allegiant Air is doing very well and has discussed possible future opportunities for expansion.

Hartington B-01

Scope: Storage Hangar (80' x 80') with Taxiway Ramps

Total Estimated Cost: \$590,000

A storage hangar is needed to provide for a facility to store both itinerate and based aircraft.

Hartington G-01

Scope: REILs, Beacon, Wind Cone & Segmented Circle

Total Estimated Cost: \$176,000

Runway End Identifier Lights (REILs) will be installed at each threshold. The lighted wind cone and beacon are in poor condition and will be replaced. All items will improve safety by helping the pilot locate the airport and runway, and providing wind information for landing.

Hartington M-01

Scope: Pave Access Road & Parking Lot

Total Estimated Cost: \$366,000

The existing gravel road and grass parking lot will be paved to improve access to the airport.

Hastings E-01

Scope: Replace Fuel Tanks

Total Estimated Cost: \$210,000

Existing fuel tanks are in poor condition and need to be replaced to comply with current EPA and NFPA regulations. Self service capabilities will be included.

Holdrege B-01

Scope: 6-Place Hangar (72' x 210') & Taxilanes

Total Estimated Cost: \$1,274,725

Installation of a new 6-place hangar and taxilane will allow for the additional storage of aircraft at Brewster Field. All hangar space is filled. Currently the airport has a waiting list for hangar space. The addition of new hangars will allow for more hangar space to become available.

Holdrege B-02

Scope: 6-place Hangar (50' x 336') & Taxilanes

Total Estimated Cost: \$1,280,275

Installation of a new 6-place hangar and taxilane will allow for the additional storage of aircraft at Brewster Field. All hangar space is filled. Currently the airport has a waiting list for hangar space. The addition of new hangars will allow for more hangar space to become available.

Holdrege M-01

Scope: Water Main

Total Estimated Cost: \$162,875

Installation of a new water main will provide current airport operations with an adequate water supply. Due to the amount of water used by airport operations, airport wells are degrading. City water used by airport operators will be metered and billed for their respective use.

Imperial A-01

Scope: Reconstruct Apron

Total Estimated Cost: \$975,000

The apron is in fair condition and is reaching the end of its useful life. This asphalt pavement was constructed in 1958 and has had 4 overlays. As a result, the center of the apron is higher than the adjacent buildings, causing drainage problems. The asphalt will be removed and the apron reconstructed with concrete. Final apron size will vary depending on tiedown configuration.

Imperial X-01

Scope: Reconstruct Taxiway

Total Estimated Cost: \$500,000

The taxiways are in fair condition and are reaching the end of their useful life. This asphalt pavement was constructed in 1958 and has had multiple overlays. The asphalt will be removed and the taxiway reconstructed with concrete. The taxiway to the hangar area will be widened to 35', to accommodate large aerial spraying aircraft. Lights will be adjusted as needed to match the new pavement elevations and width.

Imperial X-02

Scope: Construct and Light Taxiway

Total Estimated Cost: \$192,000

The taxiway will improve access from the t-hangar and aerial sprayer's apron to the runway. The parallel taxiway will extend from this taxiway to Runway end 31. Edge lights are included in the construction.

Kimball X-02

Scope: Design & Construct New Parallel Taxiway to Runway 10

Total Estimated Cost: \$1,415,000

Currently Runway 10 does not have a parallel taxiway and aircraft must back taxiway to the end of Runway 10 for take-off. By installing a parallel taxiway (4,200' x 35') to Runway 10 it will eliminate the need to back taxi on the runway.

Lexington M-01

Scope: Pave Parking Lot

Total Estimated Cost: \$80,000

The parking lot adjacent to the new terminal building has only 5 spaces due to a limited construction budget at the time. The parking lot will be expanded to 10-15 spaces with concrete pavement.

Lexington M-02

Scope: Rehab Access Road

Total Estimated Cost: \$286,000

The existing asphalt road is in fair condition and is reaching the end of its useful life. The road will be reconstructed with concrete.

Lincoln E-01

Scope: Backup Emergency Generator for Equipment & Maintenance Buildings

Total Estimated Cost: \$200,000

Currently the snow equipment and maintenance/operations buildings have no emergency backup generator to supply power in an emergency. Per AC 150/5220-18A buildings used for storage and maintenance of airport snow and ice control equipment and materials should be provided with an emergency power backup generator. The operations building also houses the snow desk and serves as a backup communications and security center, making an emergency generator critical in the event of a power outage.

Lincoln X-01

Scope: Remove Bravo Taxiway Hold Apron

Total Estimated Cost: \$350,000

Hold apron is no longer used.

Lincoln M-01

Scope: Construct ARFF Access Road (Aircraft Rescues and Fire-Fighting)

Total Estimated Cost: \$725,000

Currently the Aircraft Rescue and Fire-Fighting (ARFF) service vehicles must negotiate a number of 90 degree turns to make their way out to Delta taxiway when responding to an emergency. The ARFF access road would lower response time by providing rescue vehicles with a direct path to the airfield.

Lincoln M-02

Scope: Complete southeast service road

Total Estimated Cost: \$350,000

Connecting the existing southeast service road north to the NEANG ramp would allow maintenance vehicles to access the south end of Runway 18/36 from the terminal service road, without having to drive on Taxiway Delta.

Lincoln M-03

Scope: Pave Southwest Service Road

Total Estimated Cost: \$840,000

Currently the southwest service road is a gravel/dirt road that is inaccessible after rain or snowfall. Paving the southwest service road will allow the road to be used and maintained in all weather conditions. This will minimize the amount of maintenance vehicle traffic on Golf taxiway when accessing the localizer at the south end of Runway 18/36.

Lincoln M-04

Scope: Terminal Ramp Subdrains (North)

Total Estimated Cost: \$1,250,000

Improved drainage will extend pavement life and improve operational safety.

Lincoln M-05

Scope: Terminal Ramp Subdrains (South)

Total Estimated Cost: \$1,750,000

Improved drainage will extend pavement life and improve operational safety.

Minden M-01

Scope: Credit Card Fuel System

Total Estimated Cost: \$80,000

The airport would like a credit card fuel system.

Minden B-01

Scope: Hangar Improvements
Total Estimated Cost: \$80,000

The existing storage hangar does not have insulation or heat. The installation of a heating system, with insulation, would allow the airport to de-ice aircraft and improve the quality of storage at the airport. This will increase the airport's ability to attract and retain aircraft.

North Platte R-01

Scope: Reconstruct Runway 17/35, including Adjust or Replace Lights to match new grades (MIRL)
Total Estimated Cost: \$5,250,000

The runway is asphalt overlaid on 50+ year old concrete. The asphalt is in deteriorating condition. In the past few years, the runway has exhibited frost heave in the winter and blow-ups in the summer, creating bumps of up to 4" high, which is a very unsafe situation. This pavement reaction is likely due to the poor condition of the underlying concrete or subgrade. Therefore, it is proposed to remove and replace the entire pavement section.

Ogallala X-01

Scope: Construct Parallel Taxiway to Runway 8/26
Total Estimated Cost: \$1,720,000

A full parallel taxiway is recommended for the primary runway to eliminate taxiing on the runway, which can be unsafe. Fencing around the west end of the airport is too close to the runway and taxiway. New fence will be installed to meet FAA's clearance standards.

Ogallala G-01

Scope: Install Medium Intensity Taxiway Lights (MITL)
Total Estimated Cost: \$270,000

Taxiway lights will be installed on the proposed parallel taxiway, to allow nighttime and all-weather utilization of the new pavement.

O'Neill X-01

Scope: Pave Partial Parallel Taxiway
Total Estimated Cost: \$400,000

A partial parallel taxiway will be constructed from the existing apron to Runway 5/23. Currently aircraft are required to taxi on Runway 13/31 to access the crosswind runway. The construction of this section of partial parallel taxiway will initially provide a safe route for aircraft to access Runway 5/23 and ultimately to Runway end 13.

O'Neill R-01

Scope: Rehab Runway 13/31 including Turnaround

Total Estimated Cost: \$3,400,000

The full depth asphalt pavement was overlaid almost 20 years ago and is reaching the end of its useful life. There are numerous transverse cracks and the surface is uneven in a few areas. The pavement will be removed and replaced. The turnaround will be removed, due to changes in the pavement elevations and will be replaced with an FAA approved configuration. The lights will also require adjustment to the new pavement elevations.

O'Neill X-02

Scope: Rehab Taxiways

Total Estimated Cost: \$780,000

The full depth asphalt pavement was overlaid almost 20 years ago and is reaching the end of its useful life. There are numerous transverse cracks and the surface is uneven in a few areas. The pavement will be removed and replaced. The existing edge lights will require adjustment to the new pavement elevations.

O'Neill A-01

Scope: Apron Rehab

Total Estimated Cost: \$320,000

The full depth asphalt pavement is reaching the end of its useful life. There are numerous transverse cracks and the surface is uneven in a few areas. The pavement will be removed and replaced.

Pender M-01

Scope: Reconstruct Hangar Pavement

Total Estimated Cost: \$170,000

Existing hangar pavement is in poor condition. The pavement has settled as much as 3"-4" in some locations, which makes it difficult to get aircraft into the hangars. The proposed project would remove existing concrete and construct new concrete.

Pender B-01

Scope: Hangar Improvements

Total Estimated Cost: \$30,000

The existing storage hangar has insulation but is unheated. The installation of a heating system would allow the airport to deice aircraft and improve the quality of storage at the airport.

Tecumseh R-01

Scope: Extend Runway (600'); including Turnaround

Total Estimated Cost: \$860,000

Per the ALP, the design aircraft is B-II, which requires a length sufficient to serve 100% of small airplanes, or 4,100 feet. The existing runway width is 75', which is sufficient for a B-II aircraft.

Lights will be extended and a turnaround constructed as part of this project.

Tecumseh W-01

Scope: Replace Wind Cone, Segmented Circle & Beacon

Total Estimated Cost: \$146,000

The beacon and wind cone are over 30 years old and in poor condition. Replacement of these items will improve safety by making it easier for pilots to locate the airport and for pilots to determine the prevailing winds at this unattended airport. They will be replaced in the locations shown on the ALP.

Tecumseh X-01

Scope: Construct Parallel Taxiway

Total Estimated Cost: \$1,880,000

A full parallel taxiway is recommended for the primary runway to eliminate taxiing on the runway which can be unsafe.

Tekamah G-01

Scope: Replace Beacon & Runway Lights (MIRL)

Total Estimated Cost: \$260,000

Medium intensity runway lights (MIRL) were installed in 1988 and are stake-mounted with direct-bury cable. The condition of the lights is deteriorating and they need to be replaced. New lights will be base-mounted and the cable will be placed in duct. A new beacon will be installed to replace the old one which is over 30 years old.

Tekamah G-02

Scope: PAPI's & REIL's on Runway 14/32

Total Estimated Cost: \$190,000

Runway End 32 currently has Runway End Identifier Lights (REILs), which are deteriorating. In addition to replacing these REILs, new REILs are recommended for Runway 14. It is also recommended that Precision Approach Path Indicators (PAPIs) be installed on both ends of Runway 14/32. The REILs and PAPIs will improve safety.

Tekamah L-01

Scope: Acquire Land in Fee and Easement

Total Estimated Cost: \$130,000

Additional land and easements are needed for the proposed runway extension (as shown on the recently approved ALP) and to meet existing FAA standards, which require ownership of the Part 77 Surfaces to a height of 35'. As shown on the ALP, land is needed to relocate county roads to meet the runway objectives.

Valentine X-01

Scope: Parallel Taxiway to Runway 14/32

Total Estimated Cost: \$1,989,529

The construction and lighting of a parallel taxiway at Miller Field will improve efficiency and safety at the airport. Currently, aircraft must backtaxi the entire runway length.

Valentine P-01

Scope: Airport Layout Plan Update (ALP)

Total Estimated Cost: \$96,500

The existing ALP is outdated and an update is proposed to bring the existing ALP up to current FAA design criteria standards. The airport is also considering a runway 32 extension and therefore the extension needs to be evaluated, studied, and justified as part of an ALP update.

Wahoo E-01

Scope: New Snow Removal Equipment

Total Estimated Cost: \$60,000

The Authority wishes to increase their snow removal capacity and plans to purchase snow broom attachment for their bidirectional tractor.

Wayne C-01

Scope: Seal Runway 17/35 & Taxiway

Total Estimated Cost: \$372,000

The asphalt runway and taxiway were constructed in 1995 and seal coated in 2002. A seal coat is recommended every 5-8 years to maintain the pavement in good condition.

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

State Aid Project Request

Tecumseh

Representatives: Paul Buss (Airport Authority Chairman), Tom Trumble (consultant)

Scope: Beacon & Tower

State Funds Requested: \$43,200

The airport beacon failed in December 2008. It has been determined that it is not feasible to repair the existing beacon. The beacon tower is not OSHA compliant which prevents maintenance and repair.

Motion by Commissioner Colacurci to approve the state grant request. Second by Commissioner Vap. All voted aye. Motion carried.

Closed Projects

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

Closed Projects February 20, 2009

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Hartington 04 (Complete parallel taxiway)	\$ 0.00	\$ 0.00	\$ 0.00
Hebron 04 (Update ALP)	\$ 0.00	\$ 0.00	\$ 0.00
Holdrege 07 (Land)	\$ 0.00	\$ 0.00	\$ 0.00
Minden SA-12 (Tier One Site Investigation)	\$ 9,000.00	\$ 0.00	\$ 2,349.62
Totals	\$ 9,000.00	\$ 0.00	\$ 2,349.62

Net Decrease - \$2,349.62

Department Report

Mr. MacTaggart relayed that the forthcoming Commissioner appointments should be announced in late February or early March, as the governor entertains several board selections at once. The aviation portion of the 2009 “stimulus” package will only be \$1.1B, instead of the expected \$4-5B. To put that in perspective, the FAA carried over \$600K in the previous year. Governor Heineman met with several directors this week and emphasized the importance of transparency and parity regarding these projects. It is absolutely imperative to select valid projects. Mr. Methe asked if there was a formula for determining the distribution of these funds. Mr. MacTaggart responded that the funds should come under essentially the same rules as discretionary funds.

In further comments, he announced that both the state aeronautical chart and airport directory have been published and that the 2008 yearly report, “Aviation in Nebraska”, has also been printed.

The next meeting was tentatively set for Friday, April 17, 10:00 a.m. CDT in the Lincoln offices.

The meeting was adjourned at 2:07 p.m.

Submitted by,

Stuart MacTaggart
Secretary