

MINUTES
Nebraska Aeronautics Commission
February 13, 2004

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 1:00 p.m. CST. Commissioners Barry Colacurci, and Doyle Hulme were in attendance; Commissioner Doug Vap joined the meeting later; Chairman Steve Wooden was absent. 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.

APPROVAL OF MINUTES

Motion by Commissioner Colacurci to approve the minutes of the December 19, 2003 meeting as published. Second by Commissioner Hulme. All voted aye. Motion carried.

PUBLIC COMMENT

No comments were made.

REPORT OF STATE FUNDS AVAILABLE

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

FINANCIAL INFORMATION

Nebraska Aeronautics Commission
February 13, 2004

PROJECT GRANT FUND

Funds available November 31, 2003	\$288,444.26
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Commission Actions (12/19/03 meeting)	
Revision of October allocations	\$85,760.00
Subtotal	\$85,760.00
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Other Actions	
None	
Subtotal	\$0.00
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Funds available January 31, 2004	\$374,204.26
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<i>Funds available February 2003: \$198,904.86</i>	

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available November 31, 2003	\$17,836.52
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Commission Actions (12/19/03 meeting)	
None	

Funds available January 31, 2004	<u>\$17,836.52</u>
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Funds available February 2003: \$17,836.52

SEAL COAT GRANT FUND

Funds available November 31, 2003	<u>\$125,435.46</u>
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Commission Actions (12/19/03 meeting)

None

Other Actions

None

Funds available January 31, 2004	<u>\$125,435.46</u>
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Funds available February 2003: \$132,553.10

HANGAR REVOLVING LOAN FUND

Funds available November 31, 2003	<u>\$138,654.34</u>
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Commission Actions (12/19/03 meeting)

None

Receipts

December 2003	\$36,406.30
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January 2004	\$28,091.30
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Subtotal	<u>\$64,497.60</u>
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Funds available January 31, 2004	<u>\$203,151.94</u>
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Funds available February 2003: \$657,209.64

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

FUEL STORAGE LOAN FUND

Funds available November 31, 2003	<u>\$129,235.82</u>
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Commission Actions (12/19/03 meeting)

Creighton loan	<u>-\$15,000.00</u>
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Receipts

December 2003	\$3,334.95
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January 2004	\$3,899.95
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Subtotal	<u>\$7,234.90</u>
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Funds available January 31, 2004	<u>\$121,470.72</u>
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*Funds available February 2003: \$105,711.00
Total amount in Fuel Storage fund: \$336,500*

STATE AID PROJECT REQUESTS

Commissioner Vap joined the meeting at this time.

Plattsmouth R01 & SA-4

Representatives: Roger Johnson, Stephen Eubanks

R01 Scope: Extend Runway 16/34 to 5,500'; extend parallel taxiway to meet extended runway end, runway lights, move REIL

Total Estimated Cost: \$3,287,750

State Funds Requested: \$65,755 (2% of total)

SA-4 Scope: Installation of PAPI System

Total Estimated Cost: \$97,163

State Funds Requested: \$87,446 (90% of total)

The proposed runway extension will bring the runway length to meet the minimum required length for a C-II airport. The Master Plan completed in 1990 projected the need for this development. The activity at the airport has increased substantially since the last project to justify the increased length at this time.

New lighting needs to be installed when the runway is extended. The current lighting system has a parallel circuit, which is unable to handle the increased runway length. Also, the current system is hard to maintain and the Airport Authority is having difficulty finding replacement parts.

State grant requests are typically presented only in October. Plattsmouth was anticipating a 2005 grant and was planning to present their request in October 2004; however, they have been designated the 2004 "dump" project (i.e., federal funds not used in 2004, due to bids being less than anticipated, will be given to this project) and are preparing for a grant this fiscal year. It is anticipated that this project could bid and have a construction contract by September 2004. In addition, it is cost effective to install the PAPI's at the same time as the new MIRL. Allocating funds at this time will allow the PAPI system to be designed at the same time as the runway lights, improving efficiency and reducing costs. Plattsmouth has \$98,633 in the bank for Sponsors portion of funding.

Motion by Commissioner Hulme to approve the Plattsmouth project requests as presented below. Second by Commissioner Vap. All voted aye. Motion carried.

Plattsmouth

R01 Scope: Extend Runway 16/34 to 5,500'; extend parallel taxiway to meet extended runway end, runway lights, move REIL

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$65,755	\$98,633	\$3,123,363	\$3,287,750
	(2%)	(3%)	(95%)	

SA-4 Scope: Installation of PAPI System

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$87,446	\$9,716	\$0	\$97,162
	(90%)	(10%)	(0%)	

HANGAR LOAN REQUESTS

Kearney H-04

Representatives: Colin English, Eric Johnson

Scope: Purchase an existing 10-place T-hangar

Total Estimated Cost: \$86,000

State Funds Requested: \$43,000

The City of Kearney wants to purchase an existing 10-place multi-unit T-hangar building versus the cost of new. The structure, although older (1964), is in excellent condition and originally constructed of the highest quality materials. The building meets FAA-BRL requirements and NDAs H-40 specs. Currently eight aircraft owners occupy the T-hangar units, the other two are in transition. This is a rare opportunity to acquire T-hangars already constructed and in existence.

Kearney anticipates that seller may reduce asking price. They need to have purchase agreement in place within 6 months. The terms of the loan are for 5 year repayment period.

Motion by Commissioner Hulme to approve the Kearney hangar purchase request as presented below. Second by Commissioner Vap. All voted aye. Motion carried.

Kearney H-04

Scope: Purchase an existing 10-place T-hangar

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Total</u>
	\$43,000	\$43,000	\$86,000
	(50% of total up to \$43,000)	(50%)	

Central City H-06/SA-5

Representatives: Dawn Danley, Chris Andersen

Scope: 6-place "T" Hangar. Bids for the hangar were higher than expected. The City is requesting an additional \$22,000 in the Hangar Loan amount.

Total Estimated Cost: \$195,800

State Funds Requested: \$22,060

In August the Commission granted Central City a loan of \$115,000 (70% State Share) to construct a six-unit T-hangar building. Of the six units, two units have 42' wide doors and the

other two units have 48' wide doors. The project went out for bids in January and the Hangar Complex Total Construction Cost is \$189,388. Including Engineering (\$195,588), the project is currently \$31,302 over budget with the Hangar Loan Funds.

The City also received a State Grant for the Taxiway system, which is approximately \$21,775 UNDER budget. This grant money will not be used by Central City and will be available for another airport project.

The City of Central City would like to build this project and feel the cost of the Hangar Complex is within reason and close to the previous estimate of \$200,000. All of the new units have been rented out. The renters for the Corporate Hangars will be installing the Infra-Red Heating Systems and building insulation as well. The City does not want to miss the opportunity to build this structure at this cost and requests the additional loan funds to complete the project.

The amount approved in August 2003 was less than 70% of the total cost due to insufficient funds. The total additional funds requested should be \$22,060 and not \$22,000.

Motion by Commissioner Hulme to approve the Central City hangar request as presented below. Second by Commissioner Vap. All voted aye. Motion carried.

Central City H-06/SA-5

Scope: 6-place "T" Hangar

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Total</u>
August 2003	\$115,000	\$65,000	\$180,000
Feb 2004	<u>\$22,060</u>	<u>(\$6,260)</u>	<u>\$15,800</u>
February 2004	\$137,060	\$58,740	\$195,800
	(70% of total up to \$137,060)	(30% min.)	

FEDERAL PROJECT REQUESTS

Russ Gasper presented the following projects. The airports sponsors are requesting approval for the use of federal funds. No state funds are requested at this time.

Alliance

Scope: Wildlife Fence

Total Estimated Cost: \$810,511

Deer and other wildlife endanger aircraft operation safety due to their presence in the runway/taxiway area. Fencing will also improve airport security.

Alliance

Scope: Snow Removal Equipment Building

Total Estimated Cost: \$333,300

The Airport Authority requires a building to store and maintain their existing snow removal equipment (SRE). The Airport Authority is requesting a new SRE storage building.

Aurora

Scope: Replace Hangar Ramp (210' X 27.5')

Total Estimated Cost: \$40,000

The hangar ramp is asphalt, constructed in 1974. After 30 years, the asphalt is in poor shape and needs to be replaced. Concrete is the preferred replacement material. It is anticipated that this work will be completed in conjunction with the snow removal equipment building and other hangar improvements.

Aurora

Scope: Replace Hangar Ramp (200' X 27.5')

Total Estimated Cost: \$45,000

The hangar ramps were constructed in 1969. After 35 years, the pavement is in poor shape and needs to be replaced. It is anticipated that this work will be completed in conjunction with the snow removal equipment building and other hangar area improvements.

Aurora

Scope: Water System/Fire Protection

Total Estimated Cost: \$228,000

To provide water for fire protection and increase water pressure of domestic system in areas of anticipated airport expansion.

Aurora

Scope: Pave Hangar Taxiway (195' X 20')

Total Estimated Cost: \$47,000

Increased activity in the hangar area has led to traffic congestion. The proposed taxiway area currently has a rock surface and is already used as a by-pass taxiway. Paving this area will reduce FOD and improve traffic flow. It is anticipated that this work will be completed in conjunction with the snow removal equipment building and other hangar area improvements.

Broken Bow

Scope: Update Airport Layout Plan (ALP)

Total Estimated Cost: \$26,323.71

The Airport Layout Plan was updated to meet FAA Standards and to reflect the planned development. The ALP was approved by the FAA on January 15, 2003. This project was completed with a State Aid grant (SA-4).

Crete

Scope: Construct Snow Removal Equipment Building

Total Estimated Cost: \$306,000

The airport currently does not have a building for storage of its snow removal equipment. A snow removal equipment building will increase the useful life of the equipment and allow it to be maintained and ready for use during all inclement weather.

Crete

Scope: Purchase Land for Partial parallel taxiway, and RPZ for 35

Total Estimated Cost: \$168,000

According to the most current 5010 forms, Crete has over 20,000 annual operations. Within the 20-year planning period, they are forecast to exceed 32,000 annual operations. The proposed taxiway will provide a big operational safety factor for this large number of annual operations.

Lincoln

Scope: Runway 14/32 Surface Treatment

Total Estimated Cost: \$517,687.50

Existing Asphalt Pavement Overlay on Runway 14/32 is approximately 3 years old. A Surface Treatment and Pavement Repair will extend the life of the pavement.

Lincoln

Scope: Runway 17/35 & Alpha Taxiway Surface Treatment

Total Estimated Cost: \$346,375.00

Existing Asphalt Pavement Overlay on Runway 17/35 and Alpha Taxiway was constructed in 1993. The Asphalt Pavement is exhibiting general cracking due to age and oxidation. A Surface Treatment Application after Pavement Repair and Sealing Crack and Joints will extend the life of the pavement.

Lincoln

Scope: Juliet Taxiway Surface Treatment

Total Estimated Cost: \$85,696.88

Existing Asphalt Pavement Overlay on Juliet Taxiway was constructed in 1988. The Asphalt Pavement is exhibiting general cracking due to age and oxidation. A Surface Treatment Application after Pavement Repair and sealing Cracks and Joints will extend the life of the pavement.

Lincoln

Scope: Golf Taxiway Surface Treatment

Total Estimated Cost: \$227,015.63

Existing Asphalt Pavement Overlay on Golf Taxiway was constructed in 1992. The Asphalt Pavement in exhibiting general cracking due to age and oxidation. A Surface Treatment Application after Pavement Repair and sealing Cracks and Joints will extend the life of the pavement.

Lincoln

Scope: New Delta/Echo Connecting Taxiway

Total Estimated Cost: \$520,175.00

Taxiing Aircraft Using Runway 18 now are required to Taxi onto Runway 14/32 to use Delta Taxiway from Echo Taxiway. A Connecting Taxiway from Taxiway Delta to Taxiway Echo will eliminate the need to interfere with Runway 14/32 Operations and Enhance the Safety of Airport Operations.

Lincoln

Scope: Terminal Apron Repair & Subdrain System

Total Estimated Cost: \$846,125.00

Repairs and Subdrain System added to the Northwest Portion of the Apron in 1995 has dried up seepage through the joints and prolonged the life of the pavement. Seepage is still observed on the southeast Portion of the Terminal Apron that does not have Subdrains. Subdrains on the Portion will help drain ground water away and prolong the life of the pavement. Repair of spalled concrete and joint repair are also included.

Lincoln

Scope: Install ODALS of Runway 35

Total Estimated Cost: \$85,000

Pilots continue to line up and make their approaches to Taxiway A, rather than to Runway 35, despite several efforts. The sponsor would like to install ODALS on Runway 35 to make the runway end obvious and provide an obvious target.

Lincoln

Scope: High Speed Rotary Snowblower

Total Estimated Cost: \$350,000

This blower would replace a blower that was acquired in 1985. The blower to be replaced is the oldest blower in the fleet, has the greatest downtime and since its manufacturer is no longer in existence, we are experiencing significant difficulties in locating replacement parts. Major parts such as the transfer case and the engine have reached the end and beyond of their useful life.

Given the increasing downtime, decreasing reliability and what we see as the imminent failure of major components, we consider our snow removal effort severely hampered and would like to replace this piece of equipment with another of similar size and capacity.

Norfolk

Scope: Rehabilitate Aircraft Parking Aprons A1 and A2

Expand North Apron A2 (FBO Apron)

Total Estimated Cost: \$231,000

The concrete paving in the Apron areas A1 and A2 was constructed between 1969 and 1979 and

is showing deterioration. The project objective is to keep the pavement in good condition and provide parking for additional larger aircraft. There are a number of panels that have corner failures that should be repaired. The general condition of the joints is that they have opened up to dimensions in excess of ½". The sealing of these joints will require methods more sophisticated than what is accomplished in normal maintenance. Random cracking exists that requires sealant. The airport is constructing a large hangar with an 80' door on the north end of the FBO Apron (A2). Paving is required to adequately service this hangar. The project will benefit the airport by prolonging the life of the existing apron paving, and providing needed space for aircraft.

Norfolk

Scope: Rehabilitate Asphalt Paving, Taxiways A1 & C1

Total Estimated Cost: \$7,752

The asphalt pavement for Connector Taxiways A1 and C1 was constructed in 1983. The last Preservation Treatment was applied in 1999. A Rejuvenation Application is needed to preserve the paving. The Objective of this work is to extend the life of the asphalt paving by applying a Rejuvenator Seal Coat. The benefit to the airport is to extend the life of the pavement for Taxiway A1 and C1 with a minimal maintenance cost.

Plattsmouth

Scope: Construct AWOS III P/T

Total Estimated Cost: \$110,000

Construction of the AWOS III P/T will provide altimeter setting, ceiling, visibility, wind & direction, precipitation type & accumulation, and lightning/thunderstorm information for the flying & non-flying public. The NADIN will disseminate the weather information nationally and the data will be archived at the National Climatic Data Center (Asheville, NC). Climatic data will be available continuously on VHF and phone for planning & use. Part 135 Air Taxi operators will be able to use the airport.

Sargent

Scope: Update ALP

Total Estimated Cost: \$20,000

The ALP will be updated to meet FAA standards and to plan the necessary developments to meet the current and future aviation demands of the area.

Sargent

Scope: Land for Development

Total Estimated Cost: \$41,000

Additional land was needed for development. The ALP identified the need for a new primary runway, which required the purchase of land and easements. The land has been purchased in accordance with federal requirements and the airport is requesting reimbursement.

Western Nebraska Regional (Scottsbluff)

Scope: Replace Runway 12-30 High Intensity Runway Lights (HIRL)

Total Estimated Cost: \$390,000

Runway 12-30 HIRL were constructed in 1974, ADAP project #8-31-0072-03. Parts for the L-819 Crouse-Hinds fixtures are not available. Lightning strikes have damaged fixtures & cable. Not all cable was installed in duct. The system has gone beyond its useful life.

Western Nebraska Regional (Scottsbluff)

Scope: Replace Runway 5-23 Medium Intensity Runway Lights (MIRL)

Total Estimated Cost: \$345,000

Runway 5-23 MIRL were constructed in 1974, ADAP project #8-31-0072-03. Parts for the L-802 Crouse-Hinds fixtures are not easily obtained. Lightning strikes have damaged fixtures & cable. The system has reached its useful life.

Western Nebraska Regional (Scottsbluff)

Scope: Replace Runway & Taxiway Signs

Total Estimated Cost: \$175,000

Existing runway signs were updated in 1992, AIP project #3-31-0072-12 (SV), with new panels only/new signs/new signs on remodeled bases. The existing signs are dim, difficult to read and are a continuing maintenance problem. The new signs shall be on remodeled bases.

Western Nebraska Regional (Scottsbluff)

Scope: Partial Parallel & Connector Taxiways (35' wide) for Runway 23

Total Estimated Cost: \$1,550,000

The additional taxiway from Runway 12/30 to the approach end of Runway 23 will complete a full parallel taxiway. The partial parallel & connector taxiways will increase flight safety and efficiency of aircraft operations by reducing aircraft exposure time on Runway 23.

Western Nebraska Regional (Scottsbluff)

Scope: Medium Intensity Taxiway Lights (MITL) & signs for the new Partial Parallel & Connector Taxiways to Runway 23

Total Estimated Cost: \$227,000

The new parallel & connector taxiways require lights & signs for Part 139 operations.

Superior

Scope: Update Airport Layout Plan (ALP)

Total Estimated Cost: \$40,000

The current ALP was approved in 1972/1973 with the latest revision on January 15, 1976. The plan needs to be updated to comply with current FAA standards and be in a digital format. Reimbursement for the State Aid Project 4, SA-4 SUP is requested.

Wahoo

Scope: Extend/light runway 20 (75' X 200') & parallel taxiway (2,500' X 35')
Total Estimated cost: \$980,000

Extending Runway 20 by 200' will provide a full 4,100' Landing Distance Available for Runway 2, which is the primary runway direction. Extending the parallel taxiway will enhance flying safety by keeping the runway clear of taxi-back aircraft for visual and instrument operations.

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

**Closed Projects
February 13, 2004**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
So. Sioux City SA-2 (Rehab runway)	\$ 250,000.00	\$ 0.00	\$ 150.34
York 05/06 (Parallel taxiway to Rwy 17/35 Phase I & II)	\$ 65,067.00	\$ 0.00	\$ 26,008.52
Totals	\$ 315,067.00	\$ 0.00	\$ 26,158.86

Net Decrease Total - \$26,158.86

Department Report

Mr. Penney presented information to the commission on a number of subject areas. The first area was the new revisions to FAR Part 139 implemented by the FAA on February 10th. This revision increases safety regulations for operating airports with airline service and would significantly impact Alliance, Chadron, Grand Island, Kearney, McCook, Norfolk, North Platte and Scottsbluff and to a lesser extent would impact Lincoln and Omaha which already meet higher safety standards for airport operation.

The end of January was the deadline for Essential Air Service proposals to serve Grand Island, Kearney, McCook, Norfolk and North Platte (some of the proposals even included Alliance and Chadron but these communities are handled by separate proposals already). There are currently 59 proposals including all communities in a variety of routes, destinations and aircraft size. The communities need to respond regarding their preferred option and then U.S. DOT will negotiate a final EAS subsidy arrangement.

Also potentially impacting airports with EAS subsidize airlines was the President's proposed budget which included cuts in three different ways for communities. 1) no EAS funding for airports within 100 miles of a hub airport (50% funding for surface transportation), 2) 75% EAS funding for communities between 100 and 250 miles from a hub airport (Grand Island, Kearney and Norfolk), and 3) 90% EAS funding for communities beyond 250 miles from a hub airport (Alliance, Chadron, McCook, North Platte and Scottsbluff). Within the EAS program Omaha, Kansas City, Denver and Minneapolis are considered hubs.

The Transportation Task Force report was discussed and Mr. Penney recommended it would not be worthwhile to comment on the inadequacy of the report to address aviation concerns. The task force process was very helpful on behalf of aviation and all those who participated were well informed of the role and importance of aviation within Nebraska's transportation systems. The report itself in the manner in which it was prepared just did not effectively represent aviation's needs.

Information items as outlined by Chairman Wooden would be brought up at future meetings.

The next meeting is scheduled for Friday, April 16, 2004, 8:30 a.m. CDT in the Lincoln offices.

The meeting was adjourned at 3:30 p.m.

Respectfully submitted,

Kent Penney
Secretary