

MINUTES
Nebraska Aeronautics Commission
February 9, 2007

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Doyle Hulme called the meeting to order at 1:00 p.m. CST. Commissioners Steve Wooden, Doug Vap, Ken Risk and Barry Colacurci were in attendance. Also present were Director Stuart MacTaggart, Project Management Division Manager Russ Gasper, Deputy Director Andre Aman, Flight Operations and Aviation Services Division Manager Bill Lyon. Planning/ Programming Division Manager Anna Lannin was out on maternity leave.

Approval of Minutes

Motion by Commissioner Wooden to approve the minutes of the December 8, 2006 meeting as published. Second by Commissioner Vap. All voted aye. Motion carried.

* A correction was noted by Chairman Doyle Hulme, page 5, correction made.

Public Comment

NONE

Report of State Funds

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

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
February 9, 2007

<u>PROJECT GRANT FUND</u>	
Funds available November 30, 2006	\$312,089.81
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Commission Actions (12/08/06 meeting)	
	\$15,625.5
Closed Project - North Omaha SA-5	<u>0</u>
Subtotal	\$15,625.50
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Other Actions	
None	
Subtotal	\$0.00
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Funds available January 31, 2007	\$327,715.31
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<i>Funds available February 2006: \$295,564.74</i>	

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available November 30, 2006	\$0.00
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Commission Actions(12/08/06 meeting)

None

Funds available January 31, 2007	\$0.00
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*Funds available February 2006: \$0***SEAL COAT GRANT FUND**

Funds available November 30, 2006	\$162,811.01
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Commission Actions (12/08/06 meeting)

None

Subtotal	\$0.00
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Other Actions

None

Subtotal	\$0.00
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Funds available January 31, 2007	\$162,811.01
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*Funds available February 2006: \$62,811.01***HANGAR REVOLVING LOAN FUND**

Funds available November 30, 2006	\$46,572.70
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Commission Actions (12/08/06 meeting)

None

Subtotal	\$0.00
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Other Actions

\$31,757.7

Building complete - North Omaha Loan #6809	5
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Subtotal	\$31,757.75
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Receipts

\$38,083.3

December 2006	0
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\$44,073.5

January 2007	5
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Subtotal	\$82,156.85
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Funds available January 31, 2007	\$160,487.30
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*Funds available February 2006: \$634,791.70**Total amount in Hangar Loan fund: \$3,768,360*

FUEL STORAGE LOAN FUND

Funds available November 30, 2006		\$100,849.06
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Commission Actions (12/08/06 meeting)		
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None		
Subtotal		\$0.00
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Other Actions		
<hr/>		
None		
Subtotal		\$0.00
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Receipts		
<hr/>		
December 2006	\$3,577.95	
January 2007	\$3,577.95	
Subtotal		\$7,155.90
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Funds available January 31, 2007		\$108,004.96

Funds available February 2006: \$164,412.56

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

Hangar Loan Requests

NONE

Federal Projects

Russ Gasper 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 the channel act in state statues. The FAA considers the requests for future federal funding as funds become available. No state funds are requested at this time.

Cambridge (CSB-LO1)

Scope: Acquire Land in Fee and Easement

Total Estimated Costs: \$64,000

Additional Land is needed to meet FAA standards, which require the airport to own areas under the Part 77 imaginary surfaces to a height of 35' above the primary surface.

Cozad Municipal Airport (AO1)

Scope: Reconstruct Access Road

Expand Apron (5,700 SY)

Total Estimated Costs: \$730,000

Access Road: The existing asphalt road is in poor condition and has reached the end of its useful life. The Airport Authority proposes to reconstruct the road with Portland cement

concrete.

Expand Apron: Most of the existing aircraft tiedown area does not meet FAA obstruction clearance standards. Therefore, the Airport Authority proposes to pave additional apron as shown on the ALP. Due to site constraints, the apron expansion will require the removal of two older hangars and the parking lot. The parking lot relocation will force the removal and replacement of the electrical vault building and beacon. To keep the airport operational, all items must be accomplished as one project.

David City (R-02)

Scope: Seal Coat Runway

Total Estimated Costs: \$24,750

Seal Coat Runway: The Asphalt Runway needs a rejuvenator seal coat to maintain the asphalt and extend the life of the pavement.

Fairbury (FBY-G01)

Scope: Install Runway 17/35 2-Box PAPI's

Total Estimated Costs: \$102,261

Install Runway: Construction of PAPIs on Runway 17 and 35 will provide a visual glide slope for pilots thus making landings safer.

Fairbury (FBY-G02)

Scope: Install MITL for Parallel Taxiway

Total Estimated Costs: \$306,875

Install Medium Intensity Taxiway Lights (MITL) for Parallel Taxiway: Construction of Taxiway lighting will provide a visual guide for pilots thus making taxiing safer.

Fairbury (FBY-R02)

Scope: Threshold Marking Update

Total Estimated Costs: \$29,835

Threshold Marking Update: The airport needs to change threshold layout from Configuration A markings to Configuration B markings to meet FAA Advisory Circular 150/5340-1J requirements.

Fairbury (FBY-X02)

Scope: Grade and Pave Partial Parallel Taxiway

Total Estimated Costs: \$778,950

Grade and Pave Partial Parallel Taxiway: Construction of a partial parallel taxiway will increase the safety of operations on the airfield.

Fremont Municipal (FET-L01)

Scope: Buy Six (6) Houses
Total Estimated Costs: \$2,000,000

Buying six (6) houses: There are 6 houses occupying the Runway Protection Zone for Runway 31. The proposed project will relocate the current residents and remove the houses. The removal of these houses and the relocation of the current residents will enhance the safety of the residents in the area as well as aircraft operations by removing occupied structures from the Runway Protection Zone for Runway 31.

Fremont Municipal (FET-G01)

Scope: Replace MIRL (Rwy 13/31 and Connector Txwy)
Total Estimated Costs: \$301,500

Replace medium intensity lighting (Runway 13/31 and Connector Taxiway): The existing MIRLs on Runway 13/31 and the adjacent taxiway are direct bury and are reaching the age where replacement will be necessary. The MIRLs will be replaced, and all electrical wires will be installed in conduits. The objective of the project is to maintain the lighting system in good working order and to bring the system up to current electrical code. The existing connector taxiway is 50' wide. The MITL need to be installed for a 35' wide taxiway to meet the ARC of B-11.

Fremont Municipal (FET-R03)

Scope: Extend Runway 13/31 850' with Parallel Taxiway
Total Estimated Costs: \$997,800

Extend Runway 13/31 850 feet with parallel taxiway: The displaced threshold on Runway 31 reduced the take-off run available to 4,650'. The objective of extending the runway is to provide 5,500' of take-off run available. The addition of the parallel taxiway will eliminate back-taxiing on the runway extension, thus increasing the safety on the runway. The addition of the parallel taxiway between Runway 18/36 and the existing taxiway will reduce the need to taxi on Runway 18/36 for aircraft landing on Runway 13.

Fremont Municipal (FET-R02)

Scope: Rehabilitate the Asphalt Runway and Asphalt Overlay
Total Estimated Costs: \$2,618,600

Rehabilitate the asphalt runway with patchwork and asphalt overlay: The existing asphalt surface on Runway 13/31 has deteriorated and is reaching the end of its useful life. The concrete portion of the runway is also showing signs of deterioration. The objective of the project is to keep the pavement in good condition and extend the life of the pavement. The project will consist of milling the asphalt portion of the runway, repairing deteriorated areas in both the concrete and asphalt portions of the runway, and installing an asphalt overlay. The project will benefit the airport by prolonging the life of the runway.

Gordon Municipal (GRN-B01)

Scope: 8 Place T-Hangar Full Floor

Total Estimated Costs: \$508,929

8-Place T-Hangar Full Floor: Existing airport hangars are old and require constant maintenance. The airport would like to construct new.

Hebron Municipal (G01)

Scope: Replace runway lights

Total Estimated Costs: \$181,750

Replace existing Stake Mounted runway and taxiway lighting with new Base Mounted lighting system to include; new conduit, new 5kv cable, new regulator, and new counter poise wire: The existing lighting system is over 20 years in age, and is stake mounted, direct bury system. The typical life expectancy is 20 years of a system of this type. The Airport experiencing maintenance problems with the direct bury cable/lighting components.

Hebron Municipal (M01)

Scope: Obstruction Removal

Total Estimated Costs: \$45,500

Obstruction Removal to meet FAA and State airspace and design standards: The trees currently are an encroachment to FAA Part 77 Airspace surfaces, and the State of Nebraska Airport Licensing Standards.

Brewster Field, Holdrege (HDE-L01)

Scope: Acquire Easement

Total Estimated Costs: \$45,000

Acquire Easement for RPZ: The Airport does not have control over the Runway Protection Zones; the easements need to be acquired in order for the Airport to control the RPZ's.

Imperial Municipal (X01)

Scope: Rehab Taxiway and Hangar Ramp Pavement

Total Estimated Costs: \$510,000

Rehabilitate taxiway and hangar ramp pavement: The existing taxiways and ramps are in poor condition and need to be replaced. Some of the pavement has settled and drainage is poor. To ensure adequate drainage and to maintain a smooth transition from the hangar doors to the taxiway and beyond, all pavements needs to be removed and new pavement installed across the entire area.

Lexington (LXN-P01)

Scope: Update Airport Layout Plan

Total Estimated Costs: \$60,000

Airport Layout Plan: The existing Airport Layout Plan is more than 10 years old and does

not meet current FAA standards. The ALP drawings are not in electronic format. A new ALP will provide the airport with guidance for future improvements and development.

Lexington (LXN-A01)

Scope: Pave Taxiway and Aircraft Parking for new Terminal Bldg.
Total Estimated Costs: \$320,000

Pave taxiway and aircraft parking for new terminal building: The proposed pavement would provide aircraft access to the new terminal building from two directions. The proposed pavement will also be wide enough to allow aircraft parking on the west edge. This would provide aircraft parking close to the new building, which will be the primary departure and arrival point for most passengers.

Loup City Municipal Airport (L01)

Scope: Update Acquire easements
Total Estimated Costs: \$40,000

Acquire easements: The easements are needed to protect the RPZs and Part 77 transitional surfaces to a height of 35' for the proposed runway extensions. The easement areas are per FAA design standards and are depicted on the current Airport Layout Plan.

McCook Regional Airport (B01)

Scope: Construct 8 Place Hangar with 45' Doors
Total Estimated Costs: \$474,000

Construct eight (8) place hangars with 45' doors at McCook Regional Airport: Replace five deteriorated hangars and provide three new hangars to meet current demand.

Nebraska Dept. of Aeronautics (NDA PCI 2009 Inspections)

Scope: PCI inspection at 28 airports
Total Estimated Costs: \$42,900

PCI Inspections at 28 airports (See Attached List): The Department of Aeronautics proposes to inspect the pavement conditions at 28 airports in 2009. These airports were last inspected in 2006 and it is generally recommended that Pavement Condition Index (PCI) inspections be conducted every three years. The results of the pavement inspections will be incorporated into the Department's Capital Improvement Plan and will provide recommendations for federal funding of future rehabilitation projects.

Norfolk (OFK-P01)

Scope: Update Airport Layout Plan
Total Estimated Costs: \$75,000

Update the Airport Layout Plan to include proposed improvements to the airport: The Airport Layout Plan was last updated in 2003 to include recent construction projects. The Airport Master Plan has not been updated since 1995, and needs to be updated to current

design standards and updates to Aircraft activity.

North Platte Regional (LBF-P01)

Scope: Update Master Plan

Total Estimated Costs: \$75,000

Update Master Plan: The existing Master Plan was approved in 1995 and does not meet current FAA standards. The forecasts need to be updated to reflect recent trends. The development costs are out of date and do not show the current airport needs accurately.

O'Neill Municipal Airport (ONL-R01)

Scope: Grade Cross-Wind Runway

Total Estimated Costs: \$180,313

Grade Cross-Wind Runway: Grade the Cross-Wind runway to prepare for paving.

Omaha (OMA-X01)

Scope: Reconstruct Taxiway A and Connecting Taxiways B, K and H:

Grading, Drainage, Paving, Lighting, Marking, and Seeding

Total Estimated Costs: \$12,580,000

Reconstruction of Taxiway A and Connecting Taxiways B, K, and H: Grading, Drainage, Paving, Lighting, Marking, and Seeding: Taxiway A is one of the primary SMGCS routes used by commercial aircraft. The concrete pavement has been partially overlaid with asphalt. 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 A and connecting taxiways will restore these taxiways for commercial aircraft. The reconstruction includes 4200' by 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.

Evelyn Sharp Field - Ord (R01)

Scope: Widen Runway to 75' (PCC)

Extend Runway 220' to 4720' (PCC)

Reconstruct Asphalt Section of Apron to PCC

Construct Partial Parallel Taxiway to Runway 31

Install Medium Intensity Runway Lights (MIRL)

Total Estimated Costs: \$1,180,786

Install Medium Intensity Runway Lights (MIRL): The current runway lights are old and require constant maintenance, the runway lighting will be replaced with new base mounted medium intensity runway lights (MIRL's).

Construct partial parallel taxiway to Runway 31: Constructing a parallel taxiway to runway 31 will increase the safety of the airport to taxi on the taxiway instead of back-taxing on the

runway.

Reconstruct asphalt section of apron to PCC: The current asphalt portion of the apron is in very poor condition, it is the most used portion of the apron as it sets in front of the fueling area, and needs replaced. Replacing the asphalt portion of the apron with PCC will make the entire airport PCC pavement.

Extend Runway 220' to 4720' (PCC): Extend Runway 13/31 220', current runway length is 4500'; the new length will be 4720' and allow for larger aircraft to access the field.

Widen Runway to 75' (PCC): Widen Runway to 75' (PCC) to meet B-1 standards.

Pender Municipal (G-01)

Scope: Replace Runway 15/33 lights (MIRL)

Install PAPIs on Runway 15/33

Total Estimated Costs: \$290,000

Replace Runway 15/33 lights (MIRL): The existing medium intensity runway lights (MIRL) were installed in 1984 and are stake-mounted with direct-bury cable. A few taxiway lights may be on the same circuit. The lights have reached the end their useful life and are in poor shape. The Airport Authority proposes to replace the existing lights with new base-mounted lights and new cable in conduit.

Install PAPIs on Runway 15/33: The installation of Precision Approach Path Indicators (PAPIs) would provide pilots visual guidance on their approach to the airport, which would improve safety.

Stuart-Atkinson (R01)

Scope: Reconstruct & Widen Runway 11/29 (3,200' x 60')

Light Runway 11/29 (3,200' MIRL)

Total Estimated Costs: \$1,376,000

Reconstruct & Widen Runway 11/29 (3,200' x 60'): The existing runway is only 50' wide, is in poor condition and needs to be replaced as soon as possible. The new runway will be 60' wide to meet FAA standards. The 3,200' length will serve 75% of aircraft weighing less than 12,500 lbs. The ultimate runway length will be paved in the future when funding allows.

Light Runway 11/29 (3,200' MIRL): The existing low intensity runway lights are 30 years old and in very poor condition. The cable is direct-buried and has become a high maintenance item. When the runway is widened to 60', these lights will be removed. New medium intensity lights are proposed in their place.

Tekamah Municipal (TQE X01)

Scope: Light Partial Parallel and Connecting Txwy

Construct Partial Parallel Txwy and Widen Connecting Txwy

Total Estimated Costs: \$462,000

Construct partial parallel taxiway and widen connecting taxiway: This final portion of the parallel taxiway will provide safe passage from the apron and FBO to Runway end 14. Currently, aircraft must use the t-hangar taxiway, which does not provide an adequate Object Free Area. Larger aircraft must back-taxi on the runway. In addition, the existing connecting taxiway at Runway end 14 will be widened to 35' to meet FAA standards.

Light partial parallel and connecting taxiway: Medium intensity taxiway lights are proposed for the final portion of the parallel taxiway, as well as the north connecting taxiway and the hangar taxiway. The connecting and hangar taxiways have existing low intensity lights. Most of the existing lights will be removed as part of the paving project. All of the existing lights are in poor condition and need to be replaced. The new lights will be LED to match the lights on the existing parallel taxiway.

Wahoo Municipal Airport (AHQ-B01)

Scope: Construct 6 Place T-Hangars, 45' x 144 doors

Construct Concrete Taxi Lane Paving for 6 Place T-Hangars

Total Estimated Costs: \$460,450

Construct 6 Place T-Hangar, 45' x 14' Doors: The airport currently has a waiting list with enough potential aircraft to fill a 6-place T-Hangar. All existing hangars are occupied.

Construct Concrete Taxi Lane Paving for 6 Place T-Hangar: The airport has proposed construction of a 6-place T-Hangar. 6' thick x 20' wide taxi lane paving is required to provide access to this building.

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

Closed Projects

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

**Closed Projects
February 9, 2007**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Cozad 02 (Land)	\$ 0.00	\$ 0.00	\$ 0.00

Crete 04

(ALP)	\$ 870.00	\$ 0.00	\$ 114.70
Crete 05 (SRE Building)	\$ 0.00	\$ 0.00	\$ 0.00
Fremont 06 (Sealcoat airport; ALP reimbursement)	\$ 10,285.00	\$ 0.00	\$ 3,702.70

Grant 03 (SRE)	\$ 0.00	\$ 0.00	\$ 0.00
Hebron 03 (SRE Building)	\$ 0.00	\$ 0.00	\$ 0.00
Holdrege 05 (SRE)	\$ 0.00	\$ 0.00	\$ 0.00
Neligh 02 (Partial parl txway; apron expansion)	\$ 0.00	\$ 0.00	\$ 0.00
Sidney 02 (Pave parl txway; install lights;MITL)	\$ 18,640.00	\$ 0.00	\$ 0.00
Totals	\$ 29,795.00	\$ 0.00	\$ 3,817.40

Net Decrease Total - \$3,817.40

Department Report

Nebraska Aeronautics Commission Tentative 2007 Meeting Schedule:

February 9 (Fri) – Hangar Loans, Federal Projects
 April 13 (Fri) – Capital Improvement Plan
 June 15 (Fri)
 August 31 (Fri) – Hangar Loans
 October 17 (Wed) – State Aid Requests – Western Nebraska
 October 19 (Fri) – State Aid Requests – Lincoln
 December 7 (Fri) – Elect Chairperson

Mr. MacTaggart stated that the Administration’s budget proposal had been released to the state Directors through NASAO. FAA Administrator Marion Blakey referred to this as the “transition” year. In general terms FAA’s proposal consisted of establishing “user fees” for the airlines, and increasing federal fuel taxes for general aviation to 70 cents per gallon. The General Aviation airport entitlement program would be restructured to a tiered system, based on the number of based aircraft. And, Passenger Facility Charge limits would be increased from \$4.50 to \$6.00. Some additional fees would be set for various FAA services such as the

issuing of various certificates and licenses. At this point the various general aviation groups (NASAO, NBAA, EAA, AOPA) have expressed opposition, while airline lobbies have supported the proposal.

The next meeting was tentatively set for April 13, 2007, 1:00 p.m. CST in the Lincoln offices.

The meeting was adjourned at 1:50 p.m.

Submitted by,

Stuart MacTaggart
Secretary