

MINUTES
Nebraska Aeronautics Commission
February 4, 2011

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Gerald Adams called the meeting to order at 1:00 p.m. CDT. Commissioners Ken Risk, Barry Colacurci, Dorothy Anderson, and Doug Vap were in attendance. Also present were Director Ronnie Mitchell, Project Management Division Manager Russ Gasper, Deputy Director Andre Aman, Flight Operations and Aviation Services Division Manager Bill Lyon and Planning/Programming Division Manager Anna Lannin.

Public Comment

None

Approval of Minutes

Motion by Commissioner Anderson to approve the minutes of the December 10, 2010 meeting as published. Second by Commissioner Vap. Roll call vote. All voted aye. Motion carried.

State Funds Available

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

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
February 4, 2011

PROJECT GRANT FUND

Funds available November 30, 2010	\$10,343.83
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Commission Actions (12/10/10 meeting)	
None	
Subtotal	\$0.00
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Other Actions	
None	
Subtotal	\$0.00
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Funds available January 31, 2011	\$10,343.83

Funds available February 2010: \$49,430.93

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available November 30, 2010 \$0.00

Commission Actions (12/10/10 meeting)

None

Funds available January 31, 2011 \$0.00

Funds available February 2010: \$0

SEAL COAT GRANT FUND

Funds available November 30, 2010 \$132,953.31

Commission Actions (12/10/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available January 31, 2011 \$132,953.31

Funds available February 2010: \$132,953.31

HANGAR REVOLVING LOAN FUND

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

Commission Actions (12/10/10 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Receipts

December 2010 \$30,555.0

0

January 2011 \$31,913.0

0

Subtotal	\$62,468.00
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Funds available January 31, 2011	<u>\$1,134,692.81</u>
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Funds available February 2010: \$1,182,197.81

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

FUEL STORAGE LOAN FUND

Funds available November 30, 2010	\$191,485.29
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Commission Actions (12/10/10 meeting)

None

Subtotal	\$0.00
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Other Actions

None

Subtotal	\$0.00
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Receipts

December 2010	\$2,310.83
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January 2011	\$2,310.83
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Subtotal	\$4,621.66
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Funds available January 31, 2011	<u>\$196,106.95</u>
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Funds available February 2010: \$167,235.08

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

NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM

Funds available November 30, 2010	\$2,930.00
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Funds Disbursed

Subtotal	<u>\$0.00</u>
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Funds available January 31, 2011	<u>\$2,930.00</u>
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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.

Bassett X01

Scope: Construct Parallel Taxiway

Total Estimated Cost: \$1,345,000

This parallel taxiway will provide safe passage from the apron to Runway end 31. Currently, aircraft must back-taxi on the runway.

Bassett G02

Scope: Light Parallel Taxiway

Estimated Cost: \$195,000

New base-mounted medium intensity taxiway lights will be installed along the new parallel taxiway. The electrical vault will be evaluated and updated with new regulator and electrical requirements for the additional lights.

Burwell B02

Scope: 6-Place T-Hangar with Taxilanes

Estimated Cost: \$630,000

The airport is in need of an additional 6 place hangar for aircraft storage. The t-hangars north of the apron are in poor condition and the new hangar will serve as a replacement for one of these. The north hangar nearest to the runway is within the Part 77 transitional surface and is ultimately planned to be removed.

Burwell M02

Scope: Construct Fuel System

Estimated Cost: \$260,000

The proposed project will install a credit card fuel system to provide fuel 24 hours a day.

Cambridge D01

Scope: Reconstruct Access Road and Parking Lot

Estimated Cost: \$270,000

The asphalt pavement is more than 20 years old and has reached the end of its useful life, with numerous potholes and large transverse cracks. The asphalt will be removed and replaced with concrete. The parking lot will also be paved to provide all-weather access to the airport.

Chadron A01

Scope: Rehabilitate Apron (Crack & Joint Seal)

Estimated Cost: \$42,000

The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement.

Chadron R02

Scope: Rehab Runways 2/20 & 11/29, Including Turnarounds (Crack & Joint Seal)

Estimated Cost: \$350,000

The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement. Pavement marking was submitted on a separate ACIP data sheet and would be accomplished after this work.

Chadron X01

Scope: Rehabilitate Taxiways A & B (Crack & Joint Seal)

Estimated Cost: \$36,000

The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement.

Columbus B01

Scope: Snow Removal Equipment Storage Building

Estimated Cost: \$530,000

Currently the airport has only one small garage stall for equipment storage. New equipment will be purchased in 2011 and there is no facility to house and maintain the new snow removal equipment.

Columbus G01

Scope: Runway Lighting Equipment and Electrical Vault Relocation

Estimated Cost: \$260,000

The airfield electrical equipment is currently located in a garage stall in the old A-frame building. This building is in very poor condition. In addition, the equipment is exposed to the weather in the garage stall and is not secure. The regulators are more than 30 years old and are in need of replacement. Under this project, new regulators and other equipment will be installed in the building that previously housed the Flight Service Station generator, and the old building will be demolished. The new all-brick building is weather-tight, secure and in good condition.

David City B03

Scope: 6-Place T-Hangar

Estimated Cost: \$625,000

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

Fairbury M03

Scope: Runway Marking

Estimated Cost: \$53,594

Due to current magnetic variation, the existing primary runway designation should be changed from Runway 17/35 to Runway 18/36. Since runway designators are being remarked, it is a good opportunity to update all runway markings so that all markings are on the same maintenance schedule. New runway markings will be more visible to pilots.

Grand Island R02

Scope: Design for Runway 17/35 Extension to 8,000' and associated improvements

Estimated Cost: \$600,000

Grand Island R02

Scope: Construction of Rwy 17/35 Extension to 8,000' & associated improvements

Estimated Cost: \$4,500,000

The extension to Runway 17/35 is being driven by the use of the MD-83 at Grand Island by Allegiant Airlines. Currently, the air carrier conducts approximately 450 operations annually on takeoff weight restriction. In addition, several other aircraft utilizing the airport require a longer runway to operate without restriction.

The extension is proposed for the Runway 35 end. As a result, existing navigation and visual aid facility relocations would be required. These relocations include: PAPIs, MALSR, and the glideslope. Modifications to the existing airfield lighting system, including regulator upgrades and a modification to the airfield lighting control system may be required. The existing airport maintenance road located approximately 1,000 feet south of Runway 35 would be required. No relocations to public roads or other infrastructure are anticipated, however. The extended runway, parallel taxiway, and relocated aids would occur exclusively on airport property.

Grand Island B01

Scope: Planning & Design for New Airport Terminal or Terminal Upgrade/ Expansion

Estimated Cost: \$500,000

The existing terminal facility does not provide adequate space to meet the peak hourly demand of enplaning passengers. The airport master plan identified ultimate terminal development of a 15,000 square foot facility, but actual activity levels require a 22,000 square-foot facility.

Both new terminal construction and terminal upgrade expansion efforts will be examined.

Grand Island B01

Scope: Construction and Construct Admin. of New Airport Terminal or Terminal Upgrade/Expansion

Estimated Cost: \$6,500,000

The existing airport terminal facility does not provide adequate space to meet the peak hourly demand of enplaning passengers. The airport master plan identified ultimate terminal development of a 15,000 square-foot facility, but actual activity levels require a 22,000 square foot facility.

Holdrege C02

Scope: Runway 18/36 Sealcoat, Miscellaneous Repairs, Marking

Estimated Cost: \$230,062

Portions of the Brewster Field Primary Runway 18/36 are asphalt pavement. Therefore, in order to extend the useful life of the ACC pavements, periodic maintenance (sealcoat, crack sealing, minor pavement repairs) should be completed. Since portions of the runway need to be re-marked as part of the sealcoat improvements, the entire runway should be remarked so that all markings are the same age and on same maintenance schedule. New markings will be more visible for pilots.

Imperial G02

Scope: Install REILs & Segmented Circle, Replace PAPIs & Wind Cone

Estimated Cost: \$314,000

The PAPI's have reached the end of their usable life and need to be replaced. The new REILs will improve safety for incoming pilots. The Wind Cone is in need of replacement and the Segmented Circle will improve visibility for pilots.

Kearney B03

Scope: ARFF Building

Estimated Cost: \$2,100,000

Operators of Part 139 Airports are required to provide Aircraft Rescue and Fire Fighting (ARFF) Services during air carriers operations that require a Part 139 Certificate. The airport plans to build an ARFF Facility to meet the requirements.

Kearney C02

Scope: Seal Coat Terminal Apron

Estimated Cost: \$461,000

The existing asphalt terminal ramp at the Kearney Regional Airport was last sealcoated/rejuvenated over 10 years ago. The project will include asphalt rejuvenator spray and marking of apron. Periodic maintenance of asphalt pavement helps extend the useful life of pavement.

Kearney G02

Scope: Runway 13/31 NAVAIDS (reused PAPI equipment, new LED REILs)

Estimated Cost: \$230,015

Reused 2-box PAPIs for Runway 13/31 will provide visual glide slopes for pilots making VFR landings and new LED REILs to Runway 13/31 to help pilots identify the end of runway from the air.

Kearney L01

Scope: Runway 31 Land Acquisition

Estimated Cost: \$301,500

Land needs to be acquired in fee and easement to protect ultimate Runway 31 RPZ's and BRL's. Land is to be purchased in fee out to the 35' BRL, which will allow the airport to protect the land inside the 35' BRL in accordance with AC 150/5300-13. RPZ's need to be controlled to ensure objectionable structures do not get built in the approaches to the runway ends.

Kearney M03

Scope: Mark Surface Painted Holding Position Signs (SPHPS)

Estimated Cost: \$17,800

The Kearney Regional Airport's Surface Painted Holding Positions Signs (SPHPS) need to be remarked for periodic maintenance and also to comply with current changes to Advisory Circular 150/5340-1K Requirements.

Kearney M04

Scope: Environmental Assessment (Following Master Plan)

Estimated Cost: \$90,000

An Airport Layout Plan (ALP) was recently updated and an environmental assessment needs to be completed to study the environmental impact of proposed improvements that were included in the ALP update.

Kearney R03

Scope: Runway 13/31 Marking & Miscellaneous Pavement/Joint Repairs

Estimated Cost: \$132,272

Crosswind Runway 13/31 needs to be remarked for periodic maintenance and visibility of the existing runway markings. Runway 13/31 has isolated deterioration areas that need to be maintained with pavement and/or joint repairs in order to eliminate potential FOD issues and/or safety issues for aircraft. Periodic maintenance will extend the useful life of the runway pavement.

Kearney R04

Scope: Runway 13/31 Extension (5,100' x 75' – RW w/30s, 38DW Pavement

Estimated Cost: \$4,316,278

The FAA recently identified the Runway/Runway Intersection as a safety "hot spot" for the airport. Then the latest Master Plan/ALP Update justified a new 5,100' x 75' Cross Wind Runway, along with the need to eliminate the RW/RW Intersection. Therefore, in order to remove the RW/RW Intersection and obtain 5,100' the entire runway will be shifted to the east (as shown above). New Parallel/Lead-In Taxiway Improvements, to the new threshold locations on each end, will be also constructed.

Kearney R05

Scope: Runway 18/36 Rehabilitation (7,094' x 100' w/48S 68.7DW Pavement

Estimated Cost: \$12,761,370

Primary Runway 18/36's Pavement/Base Course is at the end of its useful life. The last major rehab occurred in 1995 when an asphalt overlay was completed on the old original military concrete pavement. All pavement and base is to be removed and replaced with a new concrete runway on a drainable base course. The new runway will give the airport a 20-year pavement life for Runway

18/36.

Lincoln M01

Scope: Development Safety Management System

Estimated Cost: \$200,000

In anticipation of a final rule which would require airports certificated under Part 139 to establish SMS for all airfield and ramp areas, the airport sponsor requests the project be programmed so that we are in a position to move forward to meet the requirements of the final rule.

Lincoln R01

Scope: Runway 17/35 Overlay

Estimated Cost: \$3,250,000

Runway 17/35, originally constructed in the mid-60's, was most recently overlaid in 1993 (AIP-15). After that the runway was sealcoated in 2005 (AIP-33) in order to extend the useful life of the pavement. By the time the proposed project is constructed the runway will be 22-23 years old and in need of replacement.

Lincoln C01

Scope: Sealcoat Runway 14/32, Taxiways K, N, P

Estimated Cost: \$800,000

Runway 14/32, along with Taxiways K, N and P were overlaid in 2001. A sealcoat was applied to these surfaces in 2006. We would propose to apply a second sealcoat in 2015 to extend the service life of these surfaces.

Lincoln E03

Scope: Acquire SRE – Runway Sweeper

Estimated Cost: \$500,000

Lincoln's current inventory of snow removal equipment is 3 brooms. Based on the results of the FAA Snow Removal Equipment Calculation spreadsheet, Lincoln could be eligible for up to 8 runway sweepers. Adding an additional sweeper as proposed would reduce overall sweeping times and provide flexibility in the event one of the brooms is out of service.

Norfolk L01

Scope: Acquire Land in Runway 19 RPZ

Estimated Cost: \$3,000,000

Land will be acquired in the Runway Protection Zone (RPZ) to protect it from incompatible uses and further encroachment.

North Platte A02

Scope: Rehabilitate West Apron

Estimated Cost: \$100,000

The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement. Pavement will be re-marked upon the completion of this work.

North Platte R04

Scope: Rehabilitate Runway 12/30 Joints

Estimated Cost: \$230,000

The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement. Pavement will be re-marked upon the completion of this work.

North Platte X04

Scope: Rehab Taxiway B

Estimated Cost: \$212,000

The taxiway is asphalt overlaid on 50+ year old concrete. The asphalt is in need of crack repair and a seal coat to extend its useful life.

O'Neill G03

Scope: Install REILs on Runway 13/31

Estimated Cost: \$86,000

The existing REIL on Runway end 13 is more than 20 years old and is in poor condition. This REIL is owned by the FAA and maintained by FAA Technical Operations. However, Tech. Ops. has been unable to budget funds for a replacement. The Authority proposes to install airport-owned equipment, which the airport will maintain. The REILs will increase safety and provide an additional pilot aid in locating the airport.

Ord A01

Scope: Apron Expansion

Estimated Cost: \$323,075

With the recent runway widening and extension, the airport is receiving additional and larger aircraft utilizing the airport. Due to the additional and larger aircraft the existing apron is not of sufficient size, and thus requiring additional apron space.

Ord B01

Scope: Construct Terminal Building

Estimated Cost: \$245,000

Provide a terminal building for transient and based pilots to utilize. The new building will be located just off the existing apron, and thus the existing terminal building which is in poor condition must be removed to provide space. Existing airfield lighting equipment in existing terminal building will be moved to new building.

Ord E02

Scope: Acquire Snow Removal Equipment: Bi-Directional Tractor

Estimated Cost: \$266,500

The airport currently has no equipment based at the airport. The airport wishes to purchase the snow removal equipment to complete the snow removal in house.

Ord G03

Scope: Install MITLs for Partial Parallel Taxiway

Estimated Cost: \$199,000

Taxiway Lights will be installed on the proposed partial parallel taxiway, to allow use at night and during inclement weather.

Ord X01

Scope: Construct Partial Parallel Taxiway

Estimated Cost: \$1,201,507

A partial parallel taxiway is recommended for the primary runway to eliminate back taxiing on the runway, which can be unsafe. A parallel taxiway will improve the overall safety at the airport, allowing for safe and orderly traffic movements around the airport.

Pender X03

Scope: Construct South Parallel Taxiway

Estimated Cost: \$674,000

A partial parallel taxiway will be constructed to connect the existing apron to Runway end 33. Currently aircraft are required to back taxi on Runway 33 to reach the end. The construction of this section of the parallel taxiway will provide a safe route for aircraft to access Runway 33.

Pender G02

Scope: Light Parallel Taxiway

Estimated Cost: \$220,000

The taxiway lights will complement the existing runway lighting system. New base-mounted medium intensity taxiway lights will be installed along the new parallel taxiway. The electrical vault will be evaluated and updated with new regulator and electrical requirements for the additional lights.

Rushville B01

Scope: Construct 6 Place T-Hangar

Estimated Cost: 653,369

A 6-place T-Hangar with 48' bi-fold doors is proposed to meet current and future demand for

aircraft storage. Taxilane construction is included to provide paved access to all doors.

Rushville B02

Scope: Construct 80' x 80' Shop Hangar

Estimated Cost: \$547,749

A shop hangar will provide for a facility to store itinerates and based aircraft.

Rushville E01

Scope: Acquire Snow Removal Equipment – Bi-Directional Tractor

Estimated Cost: \$266,500

The airport currently has no equipment based at the airport. The airport wishes to purchase the snow removal equipment to complete the snow removal in house.

Rushville X01

Scope: Construct Partial Parallel Taxiway (south section)

Estimated Cost: \$406,200

A partial parallel taxiway is recommended for the primary runway to eliminate back taxiing on the runway, which can be unsafe. A parallel taxiway will improve the overall safety at the airport, allowing safe and orderly movements around the airport.

Rushville X02

Scope: Construct Partial Parallel Taxiway (north section)

Estimated Cost: \$750,975

A partial parallel taxiway is recommended for the primary runway to eliminate back taxiing on the runway, which can be unsafe. A parallel taxiway will improve the overall safety at the airport, allowing safe and orderly movements around the airport.

Rushville G02

Scope: Install MITL Along Parallel Taxiway

Estimated Cost: \$299,800

Taxiway lights will be installed on the proposed partial parallel taxiway to allow use at night and during inclement weather.

Sargent B02

Scope: 6-Place Nested T-Hangar

Estimated Cost: \$630,000

The airport is in need of a new hangar for aircraft storage.

Seward A01

Scope: GA Apron Expansion

Estimated Cost: \$278,850

This project will increase the airport's apron area to increase the parking capacity at the airport and maneuverability of airplanes during operations. The apron expansion is shown on the approved Airport Layout Plan.

Seward B02

Scope: Administrative Building Addition

Estimated Cost: \$43,500

This project will increase the size of the existing airport administrative airport administrative building which is currently insufficient. The addition is shown on the approved Airport Layout Plan.

Seward B03

Scope: Additions to T-Hangars

Estimated Cost: \$429,800

The new addition to the T-Hangar will increase the airport's storage capacity of airplanes.

Seward B04

Scope: Construct 10-Place T-Hangar

Estimated Cost: \$466,000

The new T-Hangar will increase the airport's storage capacity of airplanes.

Seward P01

Scope: Update Airport Layout Plan

Estimated Cost: \$175,000

This project will update the current Airport Layout Plan (ALP) to show the most current attributes of the airport and change the documents to comply with the current FAA AGIS procedures.

Tecumseh M03

Scope: Install AvGas – Dispensing and Storage Fuel System

Estimated Cost: \$285,500

Construct credit card fuel system to provide fuel 24 hours a day. The airport does not have a functional fuel system.

Valentine C02

Scope: Seal Coat Runway 3/21

Estimated Cost: \$228,200

Regular maintenance (sealcoat) of Runway 3/21 will extend the life of the existing pavement.

Wahoo A01

Scope: Apron Expansion

Estimated Cost: \$380,000

The apron expansion is shown on the approved ALP.

Wahoo G02

Scope: Replace Runway 2/20 Lights, Install New REILs and Beacon

Estimated Cost: \$320,000

Installation of REILs to Runway 2/20 will increase the visibility of the runway. The existing runway lighting will be removed and replaced due to the poor condition. Runway lighting cable will be installed in conduit. The electrical vault will be evaluated and updated with new regulator and electrical requirements for the additional lights.

Wayne B01

Scope: Build Storage Hangar

Estimated Cost: \$570,000

A hangar is needed to meet current and future demand for aircraft storage at the airport.

Wayne G03

Scope: Replace Beacon & Tower

Estimated Cost: \$83,700

The existing beacon and tower are in poor condition and need to be replaced. Replacement of these items will improve safety by making it easier for pilots to locate the airport. The new beacon will be located in the location shown on the ALP. New cable and conduit will also be placed for the power supply.

Wayne X04

Scope: Construct Parallel Taxiway for 18/36, Install MITLs

Estimated Cost: \$1,720,161

A partial parallel taxiway is recommended for the primary runway to eliminate back taxiing on the runway, which can be unsafe. A parallel taxiway will also improve access to Runway 23. This will allow for safe and orderly traffic movements around the airport.

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

Closed Projects

Closed Projects February 4, 2011

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Blair 10 (Land)	\$ 0.00	\$ 0.00	\$ 0.00
David City 04 (Extend/widen/light Runway [Design])	\$ 1,210.00	\$ 0.00	\$ 29.64
Gothenburg SA-8 (Runway repair)	\$ 2,184.00	\$ 0.00	\$ 0.00
Norfolk 15 (Update ALP)	\$ 0.00	\$ 0.00	\$ 0.00
Totals	\$ 3,394.00	\$ 0.00	\$ 29.64

Net Decrease - \$29.64

Department Report

It is very difficult to do long range planning based upon short term Continuing Resolutions for the Airport Improvement Program funding. The Airport Improvement Program (AIP) has been on a series of these Continuing Resolutions and is vital to Nebraska's rural economy and general aviation. The AIP enhances agriculture, medical outreach, and the movement of people and cargo in many Nebraska communities. The AIP program expired in September 2007 and the FAA is forced to operate the program under this series of short-term continuing resolutions. The current resolution expires March 31, 2011. According to an FAA conference call last month, we do not expect to receive grants until July or August. For FY2011, over \$22M in grants for 40 projects has been programmed for Nebraska airports.

The FAA has requested that projects be designed and bid prior to AIP funds being available in order to receive a grant in FY 2011. In these tight economic times, it is difficult for airport sponsors to expend the necessary funds to prepare for a grant without a stable funding source or an authorized program.

Another issue which concerns the Department is Anemometer or Meteorological towers which are built prior to the construction of a wind turbine farm and capture historical wind data. These towers fall just under the 200 foot height at which the FAA requires markings. As a result they are unmarked, built almost overnight--usually in agricultural areas, and blend in well with the surrounding skyline, making them almost impossible to see by a low flying aircraft. The aerial applicators in Nebraska, (160 aerial applicators represented through the NE Aviation Trades Association) including those in many other states have pressed the FAA to make markings for these towers mandatory. As a result the FAA has submitted criteria for marking of Meteorological towers in the Federal Register for comments due not later than February 4, 2011. The Department's comments for marking of these towers was sent on January 31st to include: from the base of the guy wire up 16 foot with high visibility sleeves, a 51cm aviation orange ball midway up on the guy wire, alternating aviation orange and white strips the length of the tower and either strobe or LED lighting.

The avionics upgrade is complete on our 1982 Piper Cheyenne IIXL and Silverhawk is working some issues on the interface between the autopilot and the Garmin G600 electronics. We are confident these issues will be resolved shortly. The aircraft will be state of the art with the new instrument panels.

The next meeting was tentatively set for Friday, May 6, at 1:00 p.m. CDT in the Lincoln offices.

The meeting was adjourned at 1:38 p.m.

Submitted by

Ronnie Mitchell
Director