

MINUTES  
Nebraska Aeronautics Commission  
June 17, 2005

The Nebraska Aeronautics Commission held their regular meeting at the Beatrice Municipal Airport, Beatrice, Nebraska. Chairman Doug Vap called the meeting to order at 1:02 p.m. CDT and expressed his appreciation to the Beatrice Airport staff for hosting the meeting. Commissioners Barry Colacurci, Doyle Hulme, Ken Risk and Steve Wooden were in attendance. Also present were Director Stuart MacTaggart, Deputy Director Andre Aman, Engineering Division Project Engineer Barry Scheinost, and Intern Sarah Lucas. Division Manager Planning & Programming- Anna Lannin and Division Manager Project Management- Russ Gasper were absent.

Approval of Minutes

Motion by Commissioner Wooden to approve the minutes of the April 15, 2005, meeting as published. Second by Commissioner Risk. All voted aye. Motion carried.

Public Comments

There were no public comments.

Report of State Funds Available

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

**FINANCIAL INFORMATION**  
Nebraska Aeronautics Commission  
June 17, 2005

**PROJECT GRANT FUND**

---

	\$111,390.1
Funds available March 31, 2005	9
<u>Commission Actions (4/15/05 meeting)</u>	
Closed Project - Aurora 03	\$443.10
Closed Project - Blair 03	\$24,044.00
Closed Project - Cozad 01	\$159.46
Closed Project - Creighton 01	\$344.97
Closed Project - Falls City 03	\$1,554.90
Closed Project - Gothenburg SA-8	-\$77.52
Closed Project - Kearney 10	\$50.00
Closed Project - Millard 04	\$854.92
Closed Project - North Omaha SA-4	\$375.87

Closed Project - Plattsmouth 06	\$3,488.56	
Closed Project - Tecumseh 03	\$146.90	
Subtotal		\$31,385.16

Other Actions

---

None

\$142,775.3

5

Funds available May 31, 2005

*Funds available June 2004: \$223,141.67*

**STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND**

---

Funds available March 31, 2005 \$0.00

Commission Actions (4/15/05 meeting)

---

None

Funds available May 31, 2005 \$0.00

*Funds available June 2004: \$17,836.52*

**SEAL COAT GRANT FUND**

---

Funds available March 31, 2005 \$88,091.64

Commission Actions (4/15/05 meeting)

---

None

Other Actions (4/15/05 meeting)

---

-

Burwell SA-4P \$33,750.00

Subtotal -\$33,750.00

Funds available May 31, 2005 \$54,341.64

*Funds available June 2004: \$125,435.46*

**HANGAR REVOLVING LOAN FUND**

---

\$221,136.3

9

Funds available March 31, 2005

Commission Actions (4/15/05 meeting)

---

None

Receipts

---

April 2005 \$37,571.30

May 2005 \$36,889.30

Subtotal \$74,460.60

Funds available May 31, 2005 \$295,596.9

*Funds available June 2004: \$247,566.14*  
*Total amount in Hangar Loan fund: \$3,768,360*

**FUEL STORAGE LOAN FUND**

		\$164,740.0
Funds available March 31, 2005		6
<hr/>		
Commission Actions (4/15/05 meeting)		
None		
<hr/>		
Receipts		
April 2005	\$3,534.95	
May 2005	\$3,177.95	
Subtotal		\$6,712.90
		<hr/>
		\$171,452.9
Funds available May 31, 2005		6
<i>Funds available June 2004: \$134,445.52</i>		
<i>Total amount in Fuel Storage fund: \$336,500</i>		

**Fuel Storage Loan Request**

Scope: Rehabilitate Jet Fuel System  
 Total Estimated Cost: \$25,000

Diana Smith, Airport Manager, and Steve Bergmeier, Airport Superintendent, presented the project situation at the Beatrice Municipal Airport. The jet fuel system is old and deteriorated. It requires removal and replacement of piping from filter to meter and fuel return. It also requires removal and replacement of the meter, air trap, hose reel and the bonding cable. A temporary system is in place for jet fuel sales, but it is not a long term solution.

Motion by Commissioner Wooden to approve the request for fuel loan funds as presented above. Second by Commissioner Colacurci. All voted aye. None voted nay. Motion carried.

**Federal Projects**

Barry Scheinost was available for questions about the following projects. The airport sponsors are requesting approval for the use of federal funds. No state funds are requested at this time.

**Aurora L-01**

Scope: Acquire Land for 35' BRL; Fuel Pump and Credit Card Reader; Supplemental Wind Cones; Relocate Wind Cone and Segmented Circle  
 Total Estimated Cost: \$227,625

Land for the Building Restriction Line (BRL) is not all owned by the Airport. Purchase the required land to own all of the 35' BRL. The current fuel pump at the Airport is outdated and in need of constant repair. A new fuel pump would create less maintenance on the fueling system and fuel would be available at all times. With the addition of the Credit Card Reader, fuel would also be available 24 hours a day. Supplemental wind cones at each end of the runway are needed to provide pilots a continual visual indication of wind conditions near the runway ends during landing and takeoff operations. The wind cones will be located in accordance with Advisory Circular 150/5340-30, Figure 74 (page 167). The airport's primary source of wind information is a tetrahedron located within a segmented circle near the aircraft parking apron. The tetrahedron no longer works properly and needs to be replaced with a wind cone. The ALP shows the segmented circle and wind indicator to be moved so that they do not interfere with the future parallel taxiway relocation. The segmented circle relocation is included with the new wind cone so that the wind cone does not have to be moved when the taxiway is built.

#### Blair L-01

Scope: Runway 13/31 Phase IV – Land ; Fuel System; 5 Hangars; 10-Place T-Hangar

Total Estimated Cost: \$2,569,530

Land required for runway 13 approach and relocation of residence. The current fuel pump at the airport is outdated and in need of constant repair. A new fuel pump would create less maintenance on the fueling system and fuel would be available at all times. With the addition of the Credit Card Reader, fuel would also be available 24 hours a day. If self-serve (credit card) 100LL & Jet A were available on a 24 hour basis, transient & local aircraft would have much better service. Record keeping would be better also. A new fuel storage facility and containment area would also be necessary. EPA regulations require a Spill Prevention, Containment & Countermeasures (SPCC) Plan along with offload containment. Another EPA requirement is the Industrial Storm Water Permit which needs a Storm Water Pollution Prevention (SWPP) Plan. An engineering firm is required for the planning & construction. The current hangars at the airport are full. With the construction of a new runway there is a demand for more hangar space at the airport. Also with the construction of a new runway larger aircrafts, such as King Airs, are anticipated. There is a need for larger hangars to be able to store these aircraft with wing spans of up to 55'. Individual shop style hangars will best serve this need. A 10-place T-hangar will serve the airport best to accommodate more aircraft.

#### Burwell A-01

Scope: Rehabilitate Apron & Taxiway

Total Estimated Cost: \$247,750

The Airport has a 20' wide taxiway. The design aircraft dictates a taxiway width of 25'. The taxiway is deteriorating condition and needs to be reconstructed. The airport has a 4,400 SY apron, however, due to the FAA Central Region Apron Calculator spreadsheet and based on a 20-year forecast, only a 3,640 SY apron can be justified. The apron is in deteriorating condition and needs to be reconstructed.

#### Cambridge P-01

Scope: Update Airport Layout Plan

Total Estimated Cost: \$60,000

The existing Airport Layout Plan is over 19 years old and needs to be updated to current FAA standards.

#### Grant E-01

Scope: New Snow Removal Equipment

Total Estimated Cost: \$170,000

The airport currently has no snow removal equipment and relies on city assistance, which comes after the city's needs are met. The airport needs its own equipment so that the airport manager can remove snow immediately or as needed for inbound flights.

#### Gordon B-01

Scope: New 6-Place Nested T-Hangar

Total Estimated Cost: \$290,000

Existing airport hangars are old and require constant maintenance. The airport would like to construct new.

#### Hebron P-01

Scope: Update Airport Layout Plan (ALP)

Total Estimated Cost: \$40,000

The current approved ALP was prepared by Henningson, Durham, & Richardson, Inc. In 1979 with revisions for 5-31-0041-01 in 1981. The latest approval was on November 2, 1981. The plan needs to be updated to comply with current FAA standards and be in a digital format.

#### Lincoln M-03

Scope: Upgrade/Replace Runway Condition Sensor System

Total Estimated Cost: \$30,000

Since 1991 the Lincoln Airport has operated a runway surface sensor system to monitor pavement temperature and the presence of moisture. This system has allowed us to accurately predict pavement conditions and has been an important supplement to our snow removal plan. Over the last two years the system has become increasingly unstable due to communications issues brought on by moisture and the age of certain field-installed components of the system. In order to improve the stability and reliability of the existing runway sensor system, this project proposes to replace the existing remote processing units and radio modems with new units utilizing the latest technology. In order to operate with new communications protocols and operating systems, system software and hardware will also be replaced. This will increase the reliability and stability of the system, allowing us to more accurately predict runway conditions, apply appropriate snow removal efforts and increase operational safety.

#### Millard M-01

Scope: Pavement/Drainage Improvements at Hangars D, C and E

Total Estimated Cost: \$431,000

Replace pavement, correct drainage, prevent ice build up, improve aircraft operations and eliminate the source of the Foreign Object Damage to aircraft caused by debris being introduced on the ramps from grassed areas.

#### NDA M-02

Scope: Nebraska System Plan Review and Update

Total Estimated Cost: \$290,000

The Nebraska Airport System Plan was last published in its entirety in 2002 under project 3-31-3100-S6. A new project is proposed to review and update the data, forecasts, and conclusions from the 2002 plan. GIS for Nebraska airports as well as the locations of NGS survey points at airfields around the state would also be part of this project.

#### Norfolk E-01

Scope: New Snow Removal Equipment

Total Estimated Cost: \$125,000

The Airport Authority currently has one piece of snow removal equipment, purchased with Federal funds in 2005. The Authority requires additional equipment and plans to purchase a bi-directional tractor and attachments.

#### North Platte C-01

Scope: Surface Treat Runway 17/35, Surface Treat Twys A & B, Rehab. Apron, Expand Apron,  
Install Subdrains on Rwy 17/35, Rehab. Twy A, Construct Parallel Twy to Rwy 17/35

Total Estimated Cost: \$5,290,000

The runway was overlaid in 2001 (south portion) and 2003 (north portion). A surface treatment is recommended on Runway 17/35 and Taxiways A & B to repair minor distresses and to extend the life of the pavement. Larger cracks will be repaired prior to the surface treatment. The existing asphalt surface is more than 25 years old and is in poor condition. Some areas were repaired in 2000 under AIP Project -16. The remaining areas are now in need of milling and asphalt replacement. More apron space is needed due to increases in aircraft activity and in the size of aircraft parking at the airport. Freezing and thawing moisture under Runway 17/35 has caused pavement cracking and deterioration. Subdrains will help remove water from under the pavement, which will extend the life of the pavement and lower maintenance costs. The existing asphalt surface on Taxiway A is more than 30 years old and is in poor condition. A new parallel taxiway to runway 17/35 is needed to eliminate back taxiing on the runway. The taxiway will include three connectors, including one at Runway end 35. Lighting, signs, drainage, marking and other associated work will be included in the project.

#### O'Neill L-01

Scope: Acquire Land for 35' BRL and Crosswind Runway

Total Estimated Cost: \$180,000

Land for the Building Restriction Line (BRL) is not all owned by the Airport. Purchase the required land to own all of the 35' BRL. Also purchase additional land to acquire all land that is needed for crosswind runway.

Scottsbluff A-01

Scope: White Top General Aviation Apron, Install MITL, Construct PAPI – Runway 23 – FAA Maintain

Total Estimated Cost: \$1,372,480

The general aviation apron is currently PC concrete overlaid with asphalt and sealed with a fuel proof, tar type sealant. The sealant was placed approximately 10-years ago with an FAA approved product. The joints have been sealed a number of times since the product was installed. The apron is in need of being replaced with a surface that will not track tar, causing damage to the interior of aircraft. The taxiway lights have been in place for nearly 30 years, exceeding their 20-year life expectancy. It is becoming increasingly difficult to find replacement parts for these lights and there are safety concerns in regards to the intensity levels of the existing lights. Adding a PAPI to runway 23 will improve the safety and usability of the runway.

Valentine C-01

Scope: Seal Coat Runway 14/32

Total Estimated Cost: \$162,729

Seal Coat Runway 14/32 to preserve and extend the life cycle of the pavement. If the pavement is allowed to continue without treatment, the pavement will reach a stage beyond repair without total reconstruction.

Motion by Commissioner Wooden to approve the request for federal funds as presented above. Second by Commissioner Hulme. All voted aye. None voted nay. Motion carried.

Closed Projects

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

**Closed Projects  
June 17, 2005**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Bassett 03</b> (ALP)	\$ 1,590.00	\$ 0.00	\$ 155.33
<b>Hebron 02</b> (SRE)	\$ 0.00	\$ 0.00	\$ 0.00



<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Imperial 04</b> (SRE; SRE building)	\$ 0.00	\$ 0.00	\$ 0.00
<b>North Platte 18</b> (Reconstruct north portion of RW 17/35)	\$ 46,509.00	\$ 0.00	\$ 20,426.34
<b>Scottsbluff 22</b> (ARFF vehicle; fire station addition; land; PFC on RW 5/23; fence; Access roads)	\$ 87,892.00	\$ 0.00	\$ 19,252.44
<b>Seward SA-7</b> (Taxiway to new hangar)	\$ 25,360.00	\$ 0.00	\$ 4,863.51
<b>Theadford 01</b> (AWOS)	\$ 2,867.00	\$ 0.00	\$ 389.14
Totals	\$ 164,218.00	\$ 0.00	\$ 45,086.76
Net Decrease Total - \$45,086.76			

#### Department Report

Director MacTaggart introduced Intern Sarah Lucas and her husband, Parker. The director mentioned that federal funding for the FAA and the Airport Improvement Program (AIP) appears favorable for the next fiscal year. He mentioned that there is a July meeting in Colorado to determine how to decrease AWOS annual service bills (especially NADIN interface/Z-link or long line reporting service-presently being supplied by sole source CLH, Inc. of St. Paul, MN.) The commissioners asked the director to consider a Department of Aeronautics website service for airports to share fuel load costs. The director mentioned that the Columbus Automated Flight Service Station (OLU AFSS) will eventually be closed when Lockheed-Martin takes over. Their services will be for both VFR and IFR pilots. Deputy Director Aman presented the proposed Rules and Regulations changes for this year. There was brief discussion regarding the status of Westward Airways.

The next meeting was tentatively set for Friday, August 12, 2005 at Eppley Airfield, Omaha, Nebraska.

The meeting was adjourned at 2:18 p.m.

Respectfully submitted,

Stuart MacTaggart  
Secretary