

MINUTES
Nebraska Aeronautics Commission
October 17, 2003

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Ken Risk called the meeting to order at 8:30 a.m. CDT. Commissioners Doyle Hulme and Doug Vap were in attendance; Commissioners Steve Wooden and Barry Colacurci were absent. Also present were Director Kent Penney, Project Management Division Manager Russ Gasper, Planning/Programming Division Manager Anna Lannin, General Counsel Andre Aman, and Flight Operations and Aviation Services Division Manager Bill Lyon.

Fuel Loan Request

Norfolk F-23

Representative: Gerald Adams

Scope: Purchase new 15,000 gallon jet fuel tank

Total Estimated Cost: \$28,685

State Funds Requested: \$14,343

The Airport Authority requests an increase of their loan under the Fuel Storage Loan Program. Currently their 10,000 gallon tank will only draw fuel from about 18 inches off the bottom. That leaves 1,400+ gallons in the tank. The result is that you can get only 8,000 gallons in the tank. The airport sponsor pays for the 8,500 gallon delivery regardless. The tank can't be empty overnight because of the Life Flight helicopter stopping to refuel several times during the evening and through the night. The Authority believes they need a 15,000 gallon tank for Jet A fuel. The two 10,000 gallon tanks will get hooked together for 100 LL. The Authority owes \$27,583.40 on their current loan and is requesting the loan be increased to cover the addition of a large Jet A fuel tank.

Motion by Doyle Hulme to approve the fuel loan as requested. Seconded by Doug Vap. Motion carried.

Grant Requests

Auburn 01

Representative: Jay Hauserman, Garold Ulmer

Scope: Reimbursement for Land & ALP

Total Estimated Cost: \$84,200

State Funds Requested: \$2,526 (3%)

-\$39,463 Transfer from SA-4 and SA-6

-\$36,927 Return to Project Grant Fund

The ALP was updated in 1996 to meet FAA standards and to reflect the planned development. Land was purchased in fee and easement for the runway extension. The airport sponsor is requesting a 3% state grant to match the federal grant reimbursing the airport sponsor for the costs incurred.

Nebraska City SA

Representatives: Jeff Funke, Arlin Stutheit

Scope: Payment of District Court of Otoe County Judgment

Total Estimated Cost: \$90,670

State Funds: \$72,536 (80%)

The Airport Authority would like to request funding for the payment of financing obtained by the authority to satisfy the judgment and costs rendered against the airport authority in an inverse condemnation action for water damage to adjacent property of Mr. And Mrs. James Moyer. This matter was tried to a jury and the award appealed to the Nebraska Supreme Court; which sustained the award. The landowner complained that the surface water flow was created by improper engineering and construction of the airport both in 1991 when the airport was constructed, and in 1997 when the runway was extended. The judgment has been paid and the Authority is seeking reimbursement. They are also appealing to the FAA for use of their entitlement funds.

Beatrice AIP

Representatives: Diana Smith, Don Fitzwater, Garold Ulmer

Scope: Seal coat south portion of apron, overlay north portion of apron, & install lighted wind sock

Total Estimated Cost: \$202,000

State Funds Requested: \$6,060 (3%)

The east apron section was constructed in 1945 or 1961 and overlaid in 1974. Although this area has been maintained with annual crack sealing and two surface treatments, the asphalt has reached the end of its life expectancy and an asphalt overlay is planned. The pavement on the west apron section was overlaid in 1997 and a timely surface treatment will extend the pavement life. The existing wind cone is over 50 years old and is non-frangible. A new wind cone will increase safety and reliability of the wind indicator at the airport.

Lincoln SA-25

Representative: Jon Large

Scope: North Park Road

Total Estimated Cost: \$296,973

State Funds Requested: \$148,487

State funding is 50% of total costs, generally State funding is limited to \$100,000

The access road to the airport from the north and west, North Park Road, is deteriorating. This road was originally constructed in the early 1960's and overlaid, SA-11, in the early 80's. Although the Airport Authority has kept up a regular maintenance program on the road, they have been battling thermal cracking problems for years. These cracks are increasingly hard to maintain and can only be properly fixed with some more invasive technique. Also, after 20 years of service, the asphalt surface itself is dry and oxidized. The Airport Authority proposes a project to repair these large cracks and then apply an asphalt rejuvenator to the entire roadway surface. They feel that this will extend the life of the pavement by at least another 5-7 years before reconstruction of the road is required. At the same time North Park Road is worked on, they would like to make the same improvements to West Kearney Street, an access road to the east ramp, the north GA t-hangar area and one of our FBO's, Silverhawk Aviation. Estimated project cost is approximately \$290,000, of

which 50% is being requested. They realize it's more than the \$100,000 limit on state aid funds, but no state funds were requested last year.

Fairbury 05

Representatives: Sandi Decker, Garold Ulmer

Scope: Construct Access Road

Total Estimated Cost: \$103,000

State Funds Requested: \$3,090 (3%)

The existing access road is partially paved with asphalt with the remainder of the road gravel. The asphalt pavement is deteriorated and is near the end of its useful life. The project involves removing the existing deteriorated pavement and paving the entire access road to the airport. Construction is currently underway.

Omaha

Representative: Ralph Holtmann, David Roth

Scope: Upgrade Runway 14L/32R from 5,000 to 7,000 feet (Phase III)

Total Estimated Cost: \$5,881,114

State Funds Requested: \$100,000 (3% up to \$100,000 maximum)

Upgrade of Runway 14L/32R including extension of Taxiways T, L, D, K and S. Additional air carrier runway is required to increase capacity of the airport. Upgraded Runway is 7,000 ft. by 150 feet plus 6,000 ft. x 75 ft. of Taxiways all with paved shoulders, marking and lighting. The project includes an ILS approach from the south.

Millard

Representative: Ralph Holtmann, David Roth

Scope: PAPI installation to replace PLASI & VASI

Total Estimated Cost: \$70,575

State Funds Requested: \$2,117 (3%)

The project will provide two box precision approach path indicator (PAPI) systems at both ends of Runway 12/30. The current VASI and PLASI systems are outdated and in need of replacement. Parts for the VASI are difficult to obtain because the units are no longer manufactured.

York AIP

Representative: Jack Vavra, Garold Ulmer

Scope: Purchase Land (Fee Simple)

Total Estimated Cost: \$108,900

State Funds Requested: \$3,267 (3%)

Land acquisition (fee simple) to the 35' building restriction line will be required prior to improving the safety area to the north of Runway 17. Land acquisition (fee simple) along Runway 17/35 will protect the 35' building restriction line in accordance with AC 150/5300-13.

Norfolk AIP

Representative: Gerald Adams, Tom Trumble

Scope: Seal coat Runway 1/19 & Taxiway B

Total Estimated Cost: \$225,000

State Funds Requested: \$6,750 (3%)

The runway was reconstructed in 2000 and a seal coat at this time will extend the pavement life.

David City 02

Representative: Jim McDonald, Stephen Smith, Garold Ulmer

Scope: Reimbursement for Land & ALP

Total Estimated Cost: \$87,885

State Funds Requested: \$2,637 (3%)

- \$48,993 Transfer from S2 and SA-2

- \$46,356 Return to Project Grant Fund

The Airport Layout Plan was updated in 1996 to meet FAA standards and to reflect the planned development. Land in fee simple title was required to extend the runway and control the Runway Protection Zone (RPZ). These projects were completed with State Aid grants that are being reimbursed with a federal grant. The airport sponsor is requesting a 3% matching state grant to their federal grant.

Wahoo 03

Representative: Mert Oden, Tom Trumble

Scope: Reimbursement for ALP; land acquisition

Total Estimated Cost: \$240,000

State Funds Requested: \$7,200 (3%)

- \$24,000 Transfer from SA-9

- \$18,900 Return to Project Grant Fund

The ALP update incorporated new revisions to AC 150/5300-13. The update provided guidance to long-term development for the airport, establish schedules, forecast, and development phasing. Land acquisition (fee simple) along Runway 2/20 will protect the 35' building restriction line in accordance with AC 150/5300-13. The land acquisition is required by the FAA prior to constructing the parallel taxiway or installing an AWOS.

Wayne 05

Representative: Nance Braden, Clay Bode, Garold Ulmer

Scope: Construct new Primary Access Road

Total Estimated Cost: \$133,334

State Funds Requested: \$4,000 (3%)

Nebraska State Highway 35 is being reconstructed. A new paved access road will provide cleaner, safer, more efficient and reliable access to the airport from the highway. The existing road provides access to a public city park. Airport access at that highway entry point will be closed (gate & lock for emergency access only). The airport parking lot will be delineated to show that it is not intended

for city park parking.

Fremont AIP

Representative: Clark Boschult, Tom Trumble

Scope: Repair Apron Area

Total Estimated Cost: \$49,208

State Funds Requested: \$1,476 (3%)

The runway was overlaid in 1982 and seal coated in 1998. Asphalt repair and sealcoat will be required to prolong the life of the asphalt.

Blair 05

Representative: Thomas Van Slyke, Rod Storm

Scope: Construct Runway 13/31 (Phase II), includes land acquisition & easements

Total Estimated Cost: \$6,025,236

State Funds Requested: \$100,000 (3%)

(3% grant = \$180,757)

Property acquisition is needed to allow for reconstruction of airport pavements, facilities and allow for control of required object free areas, protection zones, and building restriction lines. Runway 13/31 is to be reconstructed in new location for the runway to meet B-II classification as shown on the ALP. A considerable amount of grading is required for the runway and free areas to meet the required grades. Also included in this construction will be the encasement of the gas line through the runway safety area and the relocation of an existing county road. The runway lighting will be medium intensity runway lights (MIRL's).

Airport Layout Plans

Scope: Update Airport Layout Plan (ALP)

Stuart-Atkinson 04

Total Estimated Cost: \$51,000

State Funds Requested: \$1,530 (3%)

Curtis 01

Total Estimated Cost: \$47,000

State Funds Requested: \$1,410 (3%)

Auburn 02

Total Estimated Cost: \$45,000

State Funds Requested: \$1,350 (3%)

David City 01

Total Estimated Cost: \$20,000

State Funds Requested: \$600 (3%)

Aurora 03

Total Estimated Cost: \$51,000

State Funds Requested: \$1,530 (3%)

Grant 02

Total Estimated Cost: \$20,000

State Funds Requested: \$600 (3%)

Bassett 01

Total Estimated Cost: \$53,000

State Funds Requested: \$1,590 (3%)

Greeley AIP

Scope: Feasibility; Site Selection, and ALP

Total Estimated Cost: \$80,000

State Funds Requested: \$2,400 (3%)

Burwell 02

Total Estimated Cost: \$46,000
State Funds Requested: \$1,380 (3%)

Loup City 01

Total Estimated Cost: \$51,000
State Funds Requested: \$1,530 (3%)

Cozad 01

Total Estimated Cost: \$55,000
State Funds Requested: \$1,650 (3%)

O'Neill 01

Total Estimated Cost: \$36,000
State Funds Requested: \$1,080 (3%)

Creighton 01

Total Estimated Cost: \$65,000
State Funds Requested: \$1,950 (3%)

Tecumseh 03

Total Estimated Cost: \$47,000
State Funds Requested: \$1,410 (3%)

Crete 04

Total Estimated Cost: \$29,000
State Funds Requested: \$870 (3%)

York 07

Total Estimated Cost: \$27,000
State Funds Requested: \$810 (3%)

The airport sponsors are requesting ALP updates to reflect the current aviation needs of the surrounding community and to meet FAA standards. The new ALPs will provide guidance for current and future airport development and bring the airports up to current Airport Design Standards as per AC 150/5300-13 chg. 7. Also, a current ALP is needed for an airport to obtain a new approach.

At Greeley, the existing airport has numerous safety violations because the Airport Authority doesn't own enough land. The Authority wishes to explore the possible relocation of the airport before they invest significant funds to improve the current location. Since the airport has few facilities, their replacement might be financially feasible.

Grand Island AIP

Representatives: Bill Stovall, Annette Rademacher-Schimmer
Scope: Reconstruct Runway 17/35 and Portions of Taxiways B, D, E, & G
Total Estimated Cost: \$7,486,277
State Funds Requested: \$100,000 (3% maximum)

Runway 17/35 surface consists of P-401 asphalt pavement over a variable thickness of concrete and asphalt. The surface on the existing runway is in poor condition. For the past several years, the existing asphalt pavement has been deteriorating at an increasing rate even with regular maintenance. In order to maintain the integrity of Runway 17/35, selected full depth repair, joint and crack repair, and 11" unbonded PCC overlay is needed. In addition, the first and last 1,000' of the runway is suffering from noticeable D-cracking. These areas need to be removed and replaced with 12" of PCC on 10" of recycled base course.

Hebron 01

Representative: Clarence McGhghy
Scope: Construct AWOS III P/T
Total Estimated Cost: \$95,556
State Funds Requested: \$2,867 (3%)

Construction of the AWOS III P/T will provide altimeter setting, ceiling, visibility, wind speed and direction, precipitation type and accumulation and lightning/thunderstorm information for the flying and 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 and use. Part 135 Air Taxi operators will be able to use the airport. Letters of support from the community were presented to the commission.

Albion 01

Representatives: Ron Levander, Sam McMillan

Scope: AWOS III, Obstruction Removal

Total Estimated Cost: \$190,000

State Funds Requested: \$5,700 (3%)

Numerous trees surrounding the airport penetrate the 7:1 transition of the Part 77 surfaces. These trees are considered obstructions and will be removed or trimmed. An AWOS will provide 24-hour weather reporting at the Albion Municipal Airport. Local medical services and other businesses rely on personnel and supplies brought to Albion by aircraft. The AWOS will provide the local weather information necessary to allow operations to continue during conditions when flights are currently being cancelled.

Central City 01

Representatives: Don Shorney, Dawn Danley

Scope: Update Airport Layout Plan (ALP); Acquire land for rwy extension & 35' BRL

Total Estimated Cost: \$182,940

State Funds Requested: \$5,488 (3%)

An ALP update was necessary to meet FAA standards. The costs associated with the ALP will be reimbursed as part of the project. Land in fee simple title is required for a future phased runway extension and to protect the 35' building restriction line in accordance with FAA AC 150/5300-13

Pender 02

Representatives: Leonard Janke

Scope: Construct Access Road

Total Estimated Cost: \$114,000

State Funds Requested: \$3,420 (3%)

A Portland Cement Concrete access road will provide cleaner, safer, more efficient and reliable access to the airport from State Highway 16 and a county road.

Hastings ASOS

Representatives: Dave Wacker

Scope: Relocate ASOS

Total Estimated Cost: \$42,400

State Funds Requested: \$1,272 (3%)

Relocate ASOS; remove projection in front of terminal to more appropriate location on site; improve safety of location of equipment.

Discussion

The commission discussed not funding any of the access road projects and concurred with the Department of Aeronautics that there was no responsibility on the part of the NDA or the Commission to grant funds to Nebraska City for the judgement. The Commission also concurred to limit the grant for any one airport to \$100,000.

The Commission also expressed concerns regarding future development needs at Auburn, Bassett, Burwell and Greeley which are outlined in note 1 below the grant allocations.

General Motion

The State Aid Program, first adopted on October 26, 2001, is hereby ratified for continued use until amended by the Aeronautics Commission.

The FAA currently has no legal authorization for the AIP. Recognizing that we do not know how the forthcoming AIP will be structured, all allocations of state money to AIP projects executed after September 30, 2003 assume the percentage participation of the FAA in those projects to be 90%. Should that percentage increase, matching state money allocations, currently at a maximum of 3%, may be withdrawn in whole or in part.

Allocations of state funds are approved as maximums. The maximum allocation to any one airport for this fiscal year shall be \$200,000 for state-aid runway construction projects and \$100,000 for all other projects, with exceptions as noted in the individual allocations.

All allocations of state funds are subject to available aviation fuel tax funds, as appropriated by the Nebraska Legislature.

Each sponsor shall provide funds for the balance of the project costs not furnished by federal aid, state aid or both. The use of federal funds on the AIP projects listed below is hereby approved.

All airports approved for state aid are designated as the site of an airport.

The sum of \$20,000 is hereby moved from the Project Grant Fund to the Seal Coat Grant Fund.

Motion by Commissioner Vap to approve the General Motion and project allocations listed below. Seconded by Commissioner Hulme. All voted aye. Motion carried.

Albion

Scope: AWOS III, Obstruction Removal

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$5,700	\$13,300	\$171,000	\$190,000
	(3%)	(7%)	(90%)	

Stuart Atkinson 01

Scope: Reconstruct Apron & connecting Twy

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$7,800	\$18,200	\$234,000	\$260,000
	(3%)	(7%)	(90%)	

Stuart Atkinson 04

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,530	\$3,570	\$45,900	\$51,000
	(3%)	(7%)	(90%)	

Auburn

Scope: reimbursement for Land and ALP

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,526	\$5,894	\$75,780	\$84,200
	(3%)	(7%)	(90%)	

Auburn

Scope: Airport Layout Plan (see note 1)

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,350	\$3,150	\$40,500	\$45,000
	(3%)	(7%)	(90%)	

Aurora

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,530	\$3,570	\$45,900	\$51,000
	(3%)	(7%)	(90%)	

Bassett 01

Scope: Airport Layout Plan (see note 1)

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,590	\$3,710	\$47,700	\$53,000
	(3%)	(7%)	(90%)	

Beatrice

Scope: Seal coat south portion of Apron, Overlay north portion of Apron, install lighted wind sock

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$6,060	\$14,140	\$181,800	\$202,000
	(3%)	(7%)	(90%)	

Blair

Scope: Construct Ry 13/31 (Phase II), includes land acquisition & easements

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$100,000	\$502,524	\$5,422,712	\$6,025,236
	(3% up to max.)	(10% less state)	(90%)	

Burwell

Scope: Airport Layout Plan (see note 1)

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,380	\$3,220	\$41,400	\$46,000
	(3%)	(7%)	(90%)	

Central City

Scope: Update ALP, acquire land for Ry extension & 35' BRL

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$5,488	\$12,806	\$164,646	\$182,940
	(3%)	(7%)	(90%)	

Cozad

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,650	\$3,850	\$49,500	\$55,000
	(3%)	(7%)	(90%)	

Creighton

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,950	\$4,550	\$58,500	\$65,000
	(3%)	(7%)	(90%)	

Crete

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$870	\$2,030	\$26,100	\$29,000
	(3%)	(7%)	(90%)	

Curtis

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,410	\$3,290	\$42,300	\$47,000
	(3%)	(7%)	(90%)	

David City

Scope: Reimbursement for Land & ALP

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,637	\$6,152	\$79,099	\$87,888
	(3%)	(7%)	(90%)	

David City

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$600	\$1,400	\$18,000	\$20,000
	(3%)	(7%)	(90%)	

Fremont

Scope: Repair Apron area

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,476	\$3,445	\$44,287	\$49,208
	(3%)	(7%)	(90%)	

Grand Island

Scope: Reconstruct Ry 17/35 and portions of Twy B, D, E & G

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$100,000	\$648,628	\$6,737,649	\$7,486,277
	(3% up to max.)	(10% less state)	(90%)	

Grant

Scope: AWOS III

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,805	\$6,545	\$84,150	\$93,500
	(3%)	(7%)	(90%)	

Grant

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$600	\$1,400	\$18,000	\$20,000
	(3%)	(7%)	(90%)	

Greeley

Scope: Feasibility, Site Selection, and ALP (see note 1)

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,400	\$5,600	\$72,000	\$80,000
	(3%)	(7%)	(90%)	

Hastings

Scope: Relocate ASOS

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,272	\$2,968	\$38,160	\$42,400
	(3%)	(7%)	(90%)	

Hebron

Scope: Construct AWOS III P/T

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,867	\$6,689	\$86,000	\$95,556
	(3%)	(7%)	(90%)	

Lexington

Scope: PAPI installation to replace VASI

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$60,000	\$15,000	\$0	\$75,000
	(80%)	(20%)	(0%)	

Lincoln

Scope: North Park Rd

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$100,000	\$196,973	\$0	\$296,973
	(50% up to max.)	(100% less state)	(0%)	

Loup City

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,530	\$3,570	\$45,900	\$51,000
	(3%)	(7%)	(90%)	

Nebraska Department of Aeronautics 03 & 04

Scope: 5010 & PCI Inspections

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
5010	\$3,483		\$31,347	\$34,830
PCI	\$2,617		\$23,553	\$26,170
	(10%)		(90%)	

Norfolk

Scope: Seal coat Ry 1/19 and Twy B

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$6,750	\$15,750	\$202,500	\$225,000
	(3%)	(7%)	(90%)	

North Platte

Scope: Replace HIRL for Ry 12/30

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$4,500	\$10,500	\$135,000	\$150,000
	(3%)	(7%)	(90%)	

Ogallala

Scope: Acquire land for Ry visibility zone, RPZ & 35' BRL

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$6,750	\$15,750	\$202,500	\$225,000
	(3%)	(7%)	(90%)	

Omaha – Eppley

Scope: Upgrade 14L/32R from 5,000 to 7,000 ft. (Phase III)

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$100,000	\$1,644,334	\$5,293,003	\$7,057,337
	(3% up to max.)	(25% less State)	(75%)	

Omaha – Millard

Scope: PAPI installation to replace PLASI & VASI

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,117	\$4,940	\$63,518	\$70,575
	(3%)	(7%)	(90%)	

O'Neill

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,080	\$2,520	\$32,400	\$36,000
	(3%)	(7%)	(90%)	

Rushville

Scope: Reconstruct Apron

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$5,141	\$11,996	\$154,238	\$171,375
	(3%)	(7%)	(90%)	

Sargent

Scope: Update ALP and reimburse for land acquisition

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,130	\$4,970	\$63,900	\$71,000
	(3%)	(7%)	(90%)	

Scottsbluff

Scope: ARFF vehicle, Fire Station Building Extension, Runway 5/23 PFC, Wildlife Fence;
Construct Commercial Service Terminal

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
PFC	\$35,930	\$83,836	\$1,077,896	\$1,197,662
Land Acquisition	\$3,494	\$8,152	\$104,810	\$116,456
	(3%)	(7%)	(90%)	
Wildlife Fence	\$13,401	\$87,739	\$910,267	\$1,011,407
	(3% up to max)(10% less state)		(90%)	

Tecumseh

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$1,410	\$3,290	\$42,300	\$47,000
	(3%)	(7%)	(90%)	

Theford

Scope: AWOS III P/T

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$2,867	\$6,689	\$86,000	\$95,556
	(3%)	(7%)	(90%)	

Valentine 02

Scope: Update ALP, land acquisition, widen, extend & light Ry 3/21 to 3400' x 60'

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$29,333	\$85,111	\$1,030,000	\$1,144,444
	(3%)	(7%)	(90%)	

Wahoo

Scope: Reimburse for ALP, land acquisition

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$7,200	\$16,800	\$216,000	\$240,000
	(3%)	(7%)	(90%)	

York

Scope: Land acquisition

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$3,267	\$7,623	\$98,010	\$108,900
	(3%)	(7%)	(90%)	

York

Scope: Airport Layout Plan

Funds:	<u>State</u>	<u>Sponsor</u>	<u>Federal</u>	<u>Total</u>
	\$810	\$1,890	\$24,300	\$27,000
	(3%)	(7%)	(90%)	

Note 1: The Nebraska Aeronautics Commission, in concurrence the Department of Aeronautics, wish to express their concern with the future airport development needs that might be identified as a part of the Airport Layout Plan process in Auburn, Bassett, Burwell and Greeley. The proximity of these airports to nearby airports, and the very limited use of these airports brings into serious question the proper steps that need to be taken to serve aviation needs in their respective communities. Therefore, it has been determined that, in any future request for funding before the Aeronautics Commission, these Airport Sponsors must provide substantial justification for the airport needs identified in the ALP and show how those needs are not being met by nearby airport facilities.

Closed Projects

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

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Lincoln 25 (North Hangar area expansion)	\$ 0.00	\$ 0.00	\$ 0.00
Loup City SA-6P (Seal Coat)	\$ 20,000.00	\$ 0.00	\$ 8,036.56
NDA S6 (State System Plan Update)	\$ 27,650.00	\$ 0.00	\$ 317.09
NDA S7 (AIS Software; PCI & testing)	\$ 15,000.00	\$ 276.19	\$ 0.00
NDA S8 (Airport Inspections)	\$ 3,700.00	\$ 0.00	\$ 1,845.96
Totals	\$ 66,350.00	\$ 276.19	\$10,199.61

Net Decrease Total - \$1,886.86 – Project Grant Fund

Net Decrease Total - \$8,036.56 – Seal Coat Fund

State Patrol Pilot Approval. The Commission considered the request of the Nebraska State Patrol to approve Brian Petersen and Frank Peck as Class I pilots for the State of Nebraska. Motion by Commissioner Vap to approve the pilots as requested. Second by Commissioner Hulme. All voted aye. Motion carried.

The next meeting is scheduled for Friday, December 19, 2003, 1:00 p.m. CDT in the Lincoln offices. The meeting was adjourned at 3:00 p.m.

Respectfully submitted,

Kent Penney
Secretary