

MINUTES
Nebraska Aeronautics Commission
October 1, 2004

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Commissioner Ken Risk called the meeting to order at 9:00 a.m. CDT. (Chairman Steve Wooden as delayed due to enroute flying weather.) Commissioners Barry Colacurci, Doyle Hulme and Doug Vap were in attendance. Also present were Director Stuart MacTaggart, Deputy Director Andre Aman, Project Management Division Manager Russ Gasper, Planning/Programming Division Manager Anna Lannin and Flight Operations and Aviation Services Division Manager Bill Lyon. At 9:15 meeting stopped and Commissioner Risk and Anna Lannin excused from meeting, returned at 9:20 and meeting resumed. Commissioner Wooden joined meeting at 10:20.

Federal Projects

Anna Lannin presented the following projects. The airport sponsors are requesting approval for the use of federal funds. No state funds are requested at this time.

Ainsworth E01

Scope: Snow Removal Equipment (SRE)
Total Estimated Cost: \$115,500

The airport currently has old equipment which requires constant maintenance. The Airport Authority wishes to purchase new, more reliable snow removal equipment.

Cozad R01

Scope: Extend Runway 13 (500' x 75'), construct turnaround for 13 extension, repair runway end 31 (300' x 75')
Total Estimated Cost: \$608,000

The current design aircraft is a B-II, which requires a 4,700' runway at Cozad's elevation and temperature. The existing runway is only 4,200' long. The Airport Authority plans to extend the runway to 5,000', with the additional 300' to be paid with local funds only. A turnaround at the new runway end will provide a safe place for aircraft runup and turning around. The existing runway end 31 pavement has a number of slabs with longitudinal cracks and some slabs are shattered. Some of the longitudinal cracks have more than a one-inch fault. The Airport Authority proposes to remove and replace the base and pavement.

Fairbury M01

Scope: Remove and replace airport parking lot
Total Estimated Cost: \$29,178

The existing parking lot pavement is deteriorating and has outlived its useful life. The Airport Authority proposes to replace it with new concrete pavement.

NDA M01

Scope: Obstruction Surveys

Total Estimated Cost: \$100,000

Obstruction surveys are needed at various airports for the development of standard instrument approaches.

Nebraska City X01

Scope: Construct parking lot

Total Estimated Cost: \$60,000

A paved parking area will provide cleaner, safer, more efficient and reliable parking for airport users. A paved access road will be constructed concurrently.

Norfolk M01

Scope: Install four lighted supplemental wind cones; Airport guidance sign and marking plan

Total Estimated Cost: \$61,500

As a result of the most current airport inspection, the airport has been notified that revision of 14 CFR 139 requires wind cones to be installed at the end of runways visible to the pilot on final approach and prior to take off. The revision of 14 CFR 139 also requires the airport to submit a color sign and marking plan as part of their airport certification manual.

Lincoln M01

Representative: Jon Large

Scope: Part 139 safety improvements; terminal skywalk renovations, and Geographic Information System development for Part 150 purposes

Total Estimated Cost: \$678,445

Existing wind cones are in the runway 17/35 Runway Safety Area, new lighted wind cones to replace the existing wind cones will be installed out of the RSA. A new segmented circle will be installed to meet FAA requirements. Some sign faces are faded, hard to read and are becoming a safety issue. Wig wag lights will be installed at the hold line location for Runway 17/35 on November Taxiway west of runway 17/35. Vertical distance along November Taxiway makes the hold line difficult to see and is a safety concern. The Lincoln Airport utilizes a second level skywalk over its terminal road for the movement of passengers and baggage between the terminal building and the parking garage. The existing skywalk glazing system is leaking and needs renovation. A life cycle cost analysis of all alternatives was done with the replacement with vertical glass having the lowest life cycle costs.

Establish a Geographic Information System (GIS) is in response to an approved Part 150 Program

Management recommendation. By developing the GIS system, the Sponsor can integrate noise contour information into city-wide information systems used by the public as well as facilitate direct publication of noise information for public use.

Grant Requests

The following state grant requests are in addition to those heard during the September 29, 2004 meeting.

Lincoln SA

Representative: Jon Large

Scope: Provide additional General Aviation Parking

Total Estimated Cost: \$280,000

State Funds Requested: \$100,000 (50% up to maximum)

The project would develop a parking area south of Silverhawk Aviation and north of HillAero. The project will increase safety and security. By providing parking in more accessible locations they can reduce the number of personally owned vehicles inside the fence, driving on the general aviation ramp and so reduce the number of vehicle/aircraft interactions.

Omaha 40

Representative: Ralph Holtmann, Dave Roth, (Omaha Airport Authority)

Scope: Upgrade Runway 14L/32R to 7,000 ft.

Total Estimated Cost: \$6,835,131

State Funds Requested: \$100,000 (Maximum)

The Federal Aviation Administration has been funding the upgrade of Runway 14L/32R via a Letter of Intent with funds provided in multiple grants over a seven-year period. This request is for State matching funds for the AIP-40 Grant issued in 2004.

Grand Island

Representative: Bill Stovall (Hall County Airport Executive Director)

Scope: Runway 17/35; reconstruct North Ramp (2006)

Total Estimated Cost: \$10,520,000

State Funds Requested: \$100,000 (amended at the meeting from a previous request of \$200,000)

Mr. Stovall gave a presentation on activities at the airport, current projects, and planned development. The airport sponsor is requesting matching fund for the current runway rehabilitation project and a future project to rehabilitate the north apron. The runway 17/35 surface consists of asphalt in poor condition. In order to maintain the integrity of the runway, an unbonded PCC overlay is being design. This project was funded with a FY 2004 federal grant. The north apron surface is 30 year old asphalt in poor condition. The apron provides parking and access to hangars. An asphalt overlay is planned in 2006.

NDA Runway Comments

In October 2003, funding was allocated for the runway project. This project is scheduled to begin in the spring of 2005 and none of the funds have been spent at this time. The State Aid Program sets the funding limit on federal projects at 2%. Funds are also limited to \$100,000 per project. This request is outside the program.

NDA Apron Comments

This project is not scheduled for construction until 2006. Any allocated funds will not be used until after the project has been bid.

Seward X01

Representative: Greg and Terri Whisler (Airport Managers), Eric Johnson (KM)

Scope: Pave Parallel Taxiway and Widen Connecting Taxiway

Total Estimated Cost: \$826,275

State Funds Requested: \$16,526

A parallel taxiway will allow for safe and orderly traffic movements on the airport. The taxiway will be paved under this project and a follow-up project will install the lighting. The existing connecting taxiway will be widened to 35' to meet FAA standards for a B-II airport.

Hartington x01

Representative: Roger Phillips (Airport Authority), Diane Hofer (OA)

Scope: Partial Parallel Taxiway

Total Estimated Cost: \$598,000

State Funds Requested: \$11,960

Traffic has increased greatly and this addition will improve operational safety and efficiency. The partial parallel taxiway will extend from the runway 31 end to the intersection of the taxiway and cross-wind runway. Included in the project is grading near runway 31 to meet Part 77 standards.

Blair 04/05/06

Representative: Rod Storm (Airport Manager), Tom Van Slyke (Airport Authority)

Scope: Land, road relocation, grading, pave runway, taxiway & apron

Total Estimated Cost: \$5,000,000

State Funds Requested: \$100,000

A current status of the airport development was given. The land has been acquired with the exception of one tract. This tract is located in the runway protection zone and construction can proceed without disturbing the property. If the property has not been acquired when the runway is ready to open, the runway 13 threshold will be displaced and the runway will open on schedule. The grading project has been awarded and construction is underway. Paving is scheduled to begin

next spring.

South Sioux City X01

Representative: Gene Martin (Airport Owner)

Scope: Taxiway Paving (Area 1 – Rehab; Area 2 – New)

Total Estimated Cost: \$84,000

State Funds Requested: \$75,600

An information packet was provided to the commissioners. The packet included photos of the new hangar and project area along with information about the proposed project and the airplanes that will be hangared. Aircraft owners had approached the airport about basing their airplanes at Martin Field. However, due to lack of available space, the airport was unable to meet the need. To facilitate development, the hangar stalls were financed by the aircraft owners at approximately \$16,000 per stall. Reception of this idea has been excellent and additional hangars will be constructed next year. The project request is for taxi lanes to support the new hangar.

North Omaha X01

Representative: Keith Edquist

Scope: Construct Taxiway and Apron

Total Estimated Cost: \$65,000

State Funds Requested: \$58,500

The total square footage of pavement will be 37,000 S.F. and the proposed hangars will be built at least 210' from the runway centerline. The height of the proposed hangars is 14' if the proposed hangars penetrate primary or transitional surfaces, he will move the hangars back from the runway centerline as far as necessary. Mr. Edquist indicated that the airport has 43 existing T-hangars and a couple of shop hangars. Currently, 50 aircraft are based at the airport. Mr. Edquist declined to provide aircraft "N" numbers. He intends to fill the new hangars with 3 aircraft from Millard, 1 aircraft from Wahoo, and 1 aircraft from Red Oak. Hangars currently rent for \$75 - \$100/month.

NDA Comments The airport owner was requested to provide information illustrating the need for additional hangar space. This information has not been received by NDA. Also, there are concerns about the proposed hangar violating the state licensing standards. To continue to be licensed as a public-use airport, the airport must not allow additional construction in violation of these standards.

Gothenburg X01

Representatives: Roger Tederman, Rodney Aden

Scope: Replace taxiways around hangars

Total Estimated Cost: \$55,190

State Funds Requested: \$49,671

The present taxiways are in real bad condition. Some areas are so bad that it is too hazardous for traffic to be using. The Airport Authority feels this would be a great asset for the airport and

increase safety.

Pawnee City SA

Representatives: Allan Thomas, Ronald Thomas (Airport Authority Members)

Scope: Airport Layout Plan

Total Estimated Cost: \$60,000

State Funds Requested: \$54,000

Last summer, NDA was invited to the airport and met with member of the Airport Authority and the community to discuss the future of the airport. The Authority sees a need to develop the airport to meet the aviation demands of the area. It was decided that pursuing an airport layout plan update was the best means to identify the needs of the area and develop a plan on how to meet those needs. The approved Airport Layout Plan was completed in 1985 and does not meet current FAA standards.

The airport is eligible to receive FAA funding and future reimbursement of the state funds was discussed.

Red Cloud G-01

Representative: Anna Lannin on behalf of the Red Cloud Airport Authority

Scope: Install PAPI's

Total Estimated Cost: \$70,000

State Funds Requested: \$63,000

The airport completed the upgrade of our runway lights to medium intensity last year, and would like to finish this project by adding the PAPI system for local and transit planes.

Discussion

As shown in the financial report and the project request summary, there were more funds requested than funds available to allocate. Therefore, before the allocation discussion began, the commission discussed their priorities and mission. They decided the Commission's goals and priorities are promotion of aviation, access to aviation and economic development for communities; and their funding decisions should reflect this intent.

Each of the project requests were discussed with the following points.

Grand Island The runway project had received a prior funding allocation and the apron project is not scheduled for construction until 2006. Current funding was denied.

Lincoln Due to the limited funds available, the commission did not feel they could fund the project. The scope did not include any airside (apron) developments.

Scottsbluff The pavement evaluation will most likely indicate a problem that is currently known to

exist and will most likely indicate that the solution is to remove and replace. FAA will probably be in favor of fixing with airport entitlement. The commission was not in favor of funding a PAPI on a cross wind Runway.

Sidney The project was funded as originally requested. The airport’s request for additional funding was denied.

North Omaha The funding request was incomplete and therefore funding was denied.

Red Cloud Commissioner Risk had flown into the airport and stated that he did not feel that a PAPI was necessary. Others agreed and funding was denied.

Gothenburg Commission discussed the number of aircraft that would be effected by the money spent. It was determined that only the aircraft in the hangars would benefit from the project.

Funds were allocated as follow:

PROJECT	SCOPE	STATE %	NEW STATE FUNDS	LOCAL FUNDS	FEDERAL FUNDS	PROJECT COSTS
Blair	Land, Road relocation, Grading, Pave runway, taxiway & apron	2%	\$100,000	\$150,000	\$4,750,000	\$5,000,000
Chappell	Displace Threshold	90%	\$4,565	\$507		\$5,072
Hartington	Parallel Taxiway	2%	\$11,960	\$17,940	\$568,100	\$598,000
Kimball	Rehab. Taxiway	2%	\$13,000	\$19,500	\$617,500	\$650,000
Omaha - Eppley	LOI	2%	\$100,000	\$1,608,783	\$5,126,348	\$6,835,131
Oshkosh	Parallel Taxiway	2%	\$11,200	\$16,800	\$532,000	\$560,000
Pawnee City	ALP	90%	\$54,000	\$6,000		\$60,000
Seward	Parallel Taxiway	2%	\$16,526	\$24,788	\$784,961	\$826,275
Sidney	Parallel Taxiway	2%	\$18,640	\$27,960	\$885,400	\$932,000
South Sioux	Rehab. Taxiway & Apron	90%	\$75,600	\$8,400		\$84,000
GRAND TOTALS			\$405,491	\$1,880,678	\$13,264,310	\$15,550,479

A motion by Commissioner Wooden to approve the state aid requested as discussed. Second by Commissioner Risk. Motion carried.

The next meeting was tentatively set for Friday, December 17, 2004, 1:00 p.m. CDT in the Lincoln offices.

The meeting was adjourned at 1:20 p.m.

Submitted by,

Stuart MacTaggart

Secretary