

MINUTES
Nebraska Aeronautics Commission
October 7, 2005

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. Chairman Doug Vap called the meeting to order at 8:00 a.m. CDT. Commissioners Barry Colacurci, Steve Wooden, Doyle Hulme and Ken Risk were in attendance. Also present were Director Stuart MacTaggart, Project Management Division Manager Russ Gasper, Deputy Director and Legal Counsel Andre Aman, Flight Operations and Aviation Services Division Manager Bill Lyon and Planning/Programming Division Manager Anna Lannin.

UNO Aviation Institute Pilot Approval

Applicant, Robert H. Moser, was introduced to the Commission by Dr. Michael K. Larson with the UNO Aviation Institute. After a brief discussion, Commissioner Colacurci moved to approve Robert H. Moser to be employed as a pilot by the State of Nebraska. Second by Commissioner Hulme. All voted aye. Motion carried.

Approval of Minutes

Motion by Commissioner Risk to approve the minutes of the August 12, 2005, meeting as published. Second by Commissioner Hulme. All voted aye. Motion carried.

Report of State Funds Available

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

FINANCIAL INFORMATION
Nebraska Aeronautics Commission
October 7, 2005

<u>PROJECT GRANT FUND</u>	
Funds available July 31, 2005	\$187,862.11
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Commission Actions (8/12/05 meeting)	
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Closed Project - Albion 02	\$4,070.03
	\$17,273.2
Closed Project - Central city SA-6	5
	\$17,560.8
Closed Project - Grand Island 21/22	1
Closed Project - Hastings MALSAR	-\$1,518.10
Closed Project - Kearney PL	-\$25.27
Closed Project - Nebraska City LS	-\$803.88
Subtotal	\$36,556.84
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Other Actions	

None

New Money Available for Allocation \$450,000.00

Funds available September 30, 2005 \$674,418.95

Funds available October 2004: \$470,553.93

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available July 31, 2005 \$0.00

Commission Actions (8/12/05 meeting)

None

Funds available September 30, 2005 \$0.00

Funds available October 2004: \$17,836.52

SEAL COAT GRANT FUND

Funds available July 31, 2005 \$54,341.64

Commission Actions (8/12/05 meeting)

None

Other Actions (6/17/05 meeting)

None

Funds available September 30, 2005 \$54,341.64

Funds available October 2004: \$75,435.46

HANGAR REVOLVING LOAN FUND

Funds available July 31, 2005 \$397,701.03

Commission Actions (8/12/05 meeting)

Kearney adjusted based on actual costs \$5,500.00

Aurora adjusted based on actual costs \$6,580.56

Subtotal \$12,080.56

Receipts

\$36,009.8

August 2005 6

\$33,398.3

September 2005 0

Subtotal \$69,408.16

Funds available September 30, 2005 \$479,189.75

Funds available October 2004: \$243,762.04

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

FUEL STORAGE LOAN FUND

Funds available July 31, 2005		\$156,279.86
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Commission Actions (8/12/05 meeting)		
None		
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Receipts		
August 2005	\$4,002.60	
September 2005	\$3,734.95	
Subtotal		\$7,737.55
Funds available September 30, 2005		\$164,017.41

Funds available October 2004: \$150,747.72

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

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.

Chadron R-01

Scope: Grade Runway 2 Safety Area

Total Estimated Cost: \$27,500

The runway safety area needs to be graded to meet FAA standards. This problem was identified during the airport's Part 139 inspection.

Curtis 02

Scope: Lighted Wind Cone

Total Estimated Cost: \$13,500

The existing wind sock base is deteriorating and the direct-buried line is subject to rodent induced failure. A new lighted wind sock will increase flight safety and reliability of the wind/landing direction indicator at the airport. The wind sock will be added to the 06 project to install MIRL.

Fairbury M-02

Scope: Upgrade Fueling System and add Credit Card Fueling; Airport Parking Improvement

Total Estimated Cost: \$107,965

The existing fuel pump, hose, reel and grounding cable are 15 years and in need of replacement. The credit card system will make 100LL fuel available 24/7 for local and itinerant pilots as well as

making record keeping easier and more accurate for the Airport Authority. The existing parking lot pavement is deteriorating and has outlived its useful life. The Airport Authority proposes to replace it with new concrete pavement.

Norfolk M-01

Scope: Rehabilitate Airport Storm Sewer Drainage System

Total Estimated Cost: \$1,939,688

The existing airport storm water drainage system was installed in the mid 1940's. The piping system is failing. Rehabilitating the storm water drainage system would be accomplished by removal and reconstruction of the storm water inlet and piping system. Grading and installation of under drains will be included to address deficiencies in the current system. This project will enhance safety and serve to prolong the integrity of the runway and taxiway paving systems. The project will eliminate pipe failures and sub standard inlet structures.

Ogallala M-01

Scope: Install PAPI on Runway 13/31

Total Estimated Cost: \$75,000

Installation of a PAPI on runway 31 was requested. In a past incident, a Piper Navajo struck the UP signal lines as it approached runway 31. This incident may have been avoided if glideslope guidance had been available to the pilot.

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

Fuel Loan Request

Beatrice F-28

Representative: Diana Smith

Scope: Add Credit Card System to 100LL Pump

Total Estimated Cost: \$17,500

The Beatrice Airport Authority respectfully requests an interest free loan from the Fuel Loan Program for a 100 LL self service pump to be installed at the Beatrice Municipal Airport.

Motion by Commissioner Steve Wooden to approve Beatrice's fuel loan request. Seconded by Commissioner Barry Colacurci. All voted aye. Motion carried.

State Grant Requests

Scottsbluff Apron

Representatives: Darwin Skelton (Scotts Bluff County Airport Authority), David Schaff (M.C. Schaff), Jeff Wolfe (M.C. Schaff)

Scope: White Top General Aviation Apron, Construct PAPI Runway 23, Construct MITL's, Repainting 12/30 and all Taxiway, Replace Rwy 12/30 HIRL's, Replace Rwy 5/23 MIRL's,

Construct Supplemental Lighted Wind Cones at each approach, Replace Runway and Taxiway Signs

Total Estimated Cost: \$2,441,480

State Funds Requested: \$48,810

The general aviation apron has problems with tar coming up through the asphalt and sticking to the bottoms of people's shoes and being carried onto the airplane. The airport has had numerous complaints from the flying public and this problem needs to be addressed. The general aviation apron is currently asphalt and sealed with a fuel proof, tar type sealant. The airport has proposed removing the existing surface and replacing it with concrete.

The runway and taxiways 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. Lightning strikes have damaged fixtures and cable. Not all cable was installed in duct.

Adding a PAPI to Runway 23 will improve the safety and usability of the runway. The Part 139 inspection has identified several items that must be addressed. Supplemental lighted wind cones are required for Part 139 airports. Existing runway signs were updated in 1992 and do not meet current illumination standards. The airport was informed that if the painting of Runway 12/30 and taxiways were not completed by the next inspection they may not receive a new certificate.

Ogallala 03/04

Representative: Karl Elmshaeuser (Airport Manager), Eric Johnson (KM)

Scope: Obstruction Removal, Rehab Runway 13/31, Widen Runway 10' to meet FAA standards, Install MIRL's on Runway 13/31, construct Turnaround on Runway 13, PAPI

Runway 13/31(2% matching grant)

Total Estimated Cost: \$1,310,000

State Funds Requested: \$39,300

PAPI (90% state grant request)

Total Estimate Cost: \$75,000

State Funds Requested: \$67,500

The existing runway 13/31 pavement was constructed in 1976 of asphalt. The pavement is past its 20 year life expectancy and has been identified in NDA's pavement management system as in need of rehabilitation. The runway will be widened to 10 feet on the westerly side to meet FAA minimum standards. The existing runway is only 50' wide and the FAA minimum standard is 60'. The existing MIRL will be removed when the runway is widened and new base-mounted lights will be installed. The existing lights are over 20 years old, the cable is direct buried, and the system is at the end of its expected life. A turnaround has been added to the project to provide a safe location for runup and turning around. Without a turnaround, a pilot may foolishly try to do the preflight on the end of the runway as other equally foolish aircraft pilots are attempting to land.

Installation of a PAPI on runway 31 is request for safety reasons. An incident with a Piper Navajo illustrates the need as the plane struck the UP signal lines as it approached runway 31. This incident may have been avoided if a PAPI had been installed and working to guide the pilot.

Alliance 10

Representatives: David Schaff (M.C. Schaff), Jeff Wolfe (M.C. Schaff)

Scope: Seal Coat Apron & Taxiways, Replace Apron in Front of Terminal, Install Runway Signs for 12/30, Wildlife Fence, Lighted Wind Cones Runways 30 and 26

Total Estimated Cost: \$1,101,386

State Funds Requested: \$22,028

The apron and taxiway were overlaid in 2000 as part of AIP Project No. 3-31-0003-07. A seal coat will delay the onset of reflective cracking, preserve the surface, and extend the life of the pavement. The existing apron in front of the terminal has seen more stress over the years and has a lot of cracking and needs to be replaced to ensure the longevity of the apron as a whole. Additional Runway Signs (Hold Signs) at the runway intersections and supplemental wind cones will help to increase the safety of the airport and are required for Part 139 airports. Deer and other wildlife endanger aircraft operation safety due to their presence in the operations area. Fencing will control wildlife on the airport and also improve airport security.

Nebraska City G-01

Representatives: Steve Stehlik (Airport Authority), James Allen (FBO)

Scope: Install PAPI's on Runway 15/33.

Total Estimated Cost: \$75,000

State Funds Requested: \$67,500

The financial funding would assist in the acquisition of Precision Approach Path Indicators (PAPI's) for runways 15/33. In consideration for the amount of traffic operating in IMC conditions, this would enhance the safety of the non-precision approaches. As the light aircraft and jet traffic continues to increase, the airport feels this is a much needed and well-warranted feature.

Grand Island 27

Representatives: Larry Hobbs (Interim Airport Director)

Scope: Rehabilitate North Apron

Total Estimated Cost: \$2,863,676

State Funds Requested: \$57,274

The existing apron is asphalt overlaid on World War II era concrete and is in extremely poor condition. Much of the asphalt is 30 or more years old. While various surface treatments have been used to extend the life of the pavement, the asphalt clearly needs to be removed and replaced. The apron is needed to provide access to numerous hangars and to provide aircraft parking near the hangars. The pavement adjacent to the terminal apron and serving the largest hangars would be designated 110,000 and 90,000 lbs. respectively and the pavement farther to the north would be designated for 30,000 lb. aircraft.

Wahoo R-01

Representatives: Mert Oden (Airport Authority Chairman), Tom Trumble (JEO)

Scope: Extend/Light Runway & Parallel Taxiway, Apron Expansion, Rehab South Portion of Parallel Taxiway 35' Wide, Remove 200' of Runway, Airport Layout Plan Update

Total Estimated Cost: \$1,857,175

State Funds Requested: \$37,144

The pavement condition of a section of the existing taxiway is poor. The taxiway will be reconstructed in the correct location. At the same time, the taxiway will be extended to the north to complete the parallel taxiway. The complete taxiway will enhance flying safety by keeping the runway clear of taxi-back aircraft. The tie down area will be removed when the taxiway is reconstructed. Additional apron will be constructed to replace the tie downs.

Central City R-01

Representatives: Don Shorney (Airport Manager), Al Hottovy (Leo A. Daly)

Scope: Overlay Existing Runway, Widen Existing Runway to 60' and Extend by 800' to B-I, Construct New MIRL's, Overlay Existing Taxiways, Overlay Apron

Total Estimated Cost: \$1,225,000

State Funds Requested: \$24,500

The project will upgrade the airport from the existing A-I category to a B-I category, which is justified by the Airport Layout Plan Narrative Report. The existing pavement will be rehabilitated and the airport's consultant has recommended a concrete whitetop. The runway will be widened to 60' and extended to 3,700'.

Cozad R-01

Representatives: Rod Donner (Airport Manager), Leland Spanjer (Airport Authority), Neil Gibbins (Airport Authority), Diane Hofer (OA)

Scope: Extend Runway 13 (500' x 75'), Repair Runway End 31 (300' x 75'), Construct Turnaround for New Runway 13 Extension.

Extend Runway to 4,700' (2% match)

Total Estimated Cost: \$758,000

State Funds Requested: \$15,160

Extend Runway additional 300' to 5,000' (50% grant request)

Total Estimated Cost: \$150,000

State Funds Requested: \$75,000

The current design aircraft is a B-II, which by FAA standards requires a 4,700' runway at Cozad's elevation and temperature. The Airport Authority plans to extend the runway to 5,000', with the additional 300' to be paid with local funds only. A turnaround will be constructed at the new

runway end to provide a safe place for aircraft runup and turning around. The project also includes that repair of the runway 31 end. Numerous slabs have crack and shattered with vertical displacement creating a hazardous situation.

Gothenburg X-01

Scope: Replace Taxiways Around Hangars

Total Estimated Cost: \$64,240

State Funds Requested: \$57,816

The Airport Authority feels this is long overdue as the present taxiways are in real bad condition. Some areas are so bad that it is too hazardous for traffic to be using.

Thedford R-01

Scope: Widen Runway 11/29 to 60', Extend Runway to 4,400'; Light Runway MIRL's; Land for Development; Airport Layout Plan

Total Estimated Cost: \$850,000

State Funds Requested: \$17,000

The runway will be widened 10 feet and extended 800' to meet FAA's minimum standards for a B-I airport. The ALP shows the widening on the west side of the runway. Also, the hold lines will be remarked to meet the new requirement for double size markings at GA airports and the side slopes will be graded to meet Part 77 Standards for a non-precision runway.

Valentine 02/03

Representatives: Richard Blecker (City Manager), Eric Johnson (KM)

Scope: Reimburse Airport Layout Plan; Acquire Land in Fee & Easement; Extend and Widen Runway 3/21

Total Estimated Cost: \$1,252,046

Previous State Allocation: \$17,889

New State Funds Requested: \$7,152

Runway 3/21 at Miller Field is currently under construction to rehabilitate the pavement, widen the runway to 60', and extend to 3,400'. The project includes the relocation of the runway 21 threshold to meet FAA runway protection zone requirements. The airport previously requested a state matching grant but project costs have increased and the airport is asking for additional funding to fully fund the matching grant.

Seal Coat Fund

NDA has selected the Hyannis and Chappell Airports for participation in the seal coat program in 2006. Currently, these airports have not been approached or agreed to enter into an agreement. The costs for Hyannis are higher than the Chappell estimate because additional crack repair is required. Hyannis has been asked to participate in the program in previous years but the airport has declined due to lack of local funds. The Department voiced frustration in this situation and does not believe

the airport will ever maintain their pavement and it will deteriorate until the airport is unusable. The Department anticipates execution of the proposed agreements in the spring of 2006.

AIRPORT	SCOPE	STATE	SPONSOR	TOTAL
Hyannis	All eligible areas	\$120,000	\$40,000	\$160,000
Chappell	All eligible areas	\$21,2911	\$7,097	\$28,388
	TOTALS	\$141,291	\$47,097	\$188,388

Actual Funds available as of October 2005 = \$54,341.64

The Department requests \$87,000 be moved from the Project Grant Fund to the Seal Coat Grant Fund.

Discussion and Motions

It was noted that the project grant fund contains sufficient funds to grant all of the project requests. However, the commission decided to continue to use the same goals and priorities set up during previous allocations.

A motion by Commissioner Wooden was made to approve the state aid requests with the following exceptions reserved for additional discussion: Cozad (additional 300'), Gothenburg, Ogallala (PAPI), and the Seal Coat Fund. Second by Commissioner Hulme. Motion carried.

The requests for Cozad and Gothenburg were then discussed. The airports are located within 10 miles of each other. The Gothenburg airport has requested this project previously and state funds have been denied. It was felt that the proposed project should be completed with local funds as the main beneficiaries will be the hangar tenants. The Commission discussed the justification for a 5,000 runway at Cozad. They felt the airport sufficiently supported their project with specific aircraft and financial commitment.

A motion by Commissioner Wooden was made to approve the state funding request for Cozad. Second by Commissioner Colacuri. Motion carried.

The Commission decided to continue not to support a PAPI on a crosswind runway. There are currently airports that do not have a PAPI on their main runway. In the incident described in the project request, an aircraft was below the approach and hit a UP signal line. Commissioner Wooden asked if the Union Pacific signal line could be buried. He also questioned if the UP would participate in the funding the project. Neither questioned could be answered during the discussion.

The request for funds to be transferred from the project fund to the seal coat funds was then discussed. The Commission was reluctant to transfer funds until the airports had committed to the project. The decision was made to table the request until after the airports had been contacted and agreed to the proposal.

Allocations of state funds are approved as maximums.

All allocations of state funds are subject to the availability of 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 hereby designated as the site of an airport.

Funds were allocated as follows:

PROJECT	SCOPE	%	NEW STATE FUNDS	PREVIOUS STATE FUNDS	LOCAL FUNDS	FEDERAL FUNDS	PROJECT COSTS
Alliance (10)	Seal coats, Fence, Signs, Wind sock, Apron	2%	\$22,028		\$33,042	\$1,046,317	\$1,101,386
Central City	Widen, Extend Runway	2%	\$24,500		\$36,750	\$1,163,750	\$1,225,000
Cozad	Extend Runway to 4700'	2%	\$15,160		\$22,740	\$720,100	\$758,000
Cozad	Extend Runway additional 300' to 5000'	50%	\$75,000		\$75,000		\$150,000
Grand Island (27)	Rehab. North Apron	2%	\$57,274		\$85,910	\$2,720,492	\$2,863,676
Nebraska City	PAPI	90%	\$67,500		\$7,500		\$75,000
Ogallala (03/04)	Rehab. Runway 13/31	2%	\$26,200		\$39,300	\$1,244,500	\$1,310,000
Scottsbluff	HIRL, MIRL, MITL, signs, apron, marking, etc.	2%	\$48,810		\$73,214	\$2,318,456	\$2,440,480
Theftord	Widen, Extend Runway	2%	\$17,000		\$25,500	\$807,500	\$850,000
Valentine (02/03)	Rehab. Runway 3/21	2%	\$7,152	\$17,889	\$55,450	\$1,189,444	\$1,252,046
Wahoo	Rehab., Extend Parallel Taxiway, Apron	2%	\$37,144		\$55,715	\$1,764,316	\$1,857,175
GRAND TOTALS			\$397,768	\$17,889	\$510,121	\$12,974,875	\$13,882,763

Closed Projects

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

Closed Projects October 7, 2005

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
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Norfolk 10
(Rebuild runway)

and taxiways)	\$ 100,000.00	\$ 0.00	\$ 13,099.02
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<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
North Platte 19 (Replace runway and taxiway lights)	\$ 0.00	\$ 0.00	\$ 0.00
Pender 02 (Access road; wind cone)	\$ 0.00	\$ 0.00	\$ 0.00
Totals	\$ 100,000.00	\$ 0.00	\$13,099.02

Net Decrease Total - \$13,099.02

Department Report:

Mr. MacTaggart thanked the Commissioners for their attendance at the Nebraska Association of Airport Officials (NAAO) conference held that week. The open, question and answer session with the Commission was an excellent platform to enhance communication with smaller, general aviation airports.

The next meeting was tentatively set for Friday, December 16, 2005 at 1:00PM CST in the Lincoln NDA offices.

The meeting was adjourned at 12:30 PM.

Respectfully submitted,

Stuart MacTaggart
Secretary