

MINUTES  
Nebraska Aeronautics Commission  
October 8, 2003

The Nebraska Aeronautics Commission held their regular meeting at the Thomas County Airport, Thedford, Nebraska. Chairman Ken Risk called the meeting to order at 10:52 a.m. CDT. Commissioners Barry Colacurci, Doyle Hulme, and Doug Vap were in attendance; Commissioner Steve Wooden was 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.

**Approval of Minutes**

Motion by Commissioner Vap to approve the minutes of the August 15, 2003 meeting as published. Second by Commissioner Colacurci. All voted aye. Motion carried.

**State Requests**

A written report of state funds available was presented by Andre Aman and summarized as follows:

Project Grant Fund	\$715,769.46
State Owned Airfields Diversion Grant Fund	\$ 17,836.52
Seal Coat Grant Fund	\$ 48,400.90
Hangar Revolving Loan Fund	\$ 47,648.44
Fuel Storage Loan Fund	\$132,723.97

**Report of 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.

**Atkinson**

Scope: Reconstruct Apron & Connecting Taxiway  
Total Estimated Cost: \$260,000

The original 1981 pavement was a 3” Cold Mix on an 8”-12” gravel base. The apron and taxiway were slurry sealed in August 1998. The existing asphalt pavement is in poor condition and must be reconstructed. The NDA 7/10/2003 pavement survey gave it a PCI rating of 58-60 in the “good” range. The pavement exhibited high severity signs of cracking, weathering and raveling. Reconstruction is warranted now before a precipitous decline in pavement condition occurs.

**Greeley**

Scope: Feasibility, Site Selection & Airport Layout Plan  
Total Estimated Cost: \$80,000

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.

### Hartington

Scope: Partial Parallel Taxiway

Total Estimated Cost: \$598,000

The current approved airport layout plan identifies a planned parallel taxiway. This improvement will enhance safety at the airport.

### Hastings

Scope: Relocate ASOS

Total Estimated Cost: \$42,400

Relocate ASOS; remove facility from near terminal to more appropriate location on site; improve functionality of airport terminal area.

### Lexington

Scope: Construct Snow Removal Equipment Building

Total Estimated Cost: \$342,000

The Airport Authority requires a building to store and maintain their existing snow removal equipment. The Airport Authority is requesting a new SRE Storage Building.

### Norfolk

Scope: Seal Coat Runway 1/19 and Taxiway B

Total Estimated Cost: \$225,000

The runway was reconstructed in 1999 and a seal coat at this time will extend the pavement life.

### Pender

Scope: Construct Access Road

Total Estimated Cost: \$114,000

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.

### Superior

Scope: Reconstruct Taxiway and Apron; widen taxiway to 35'

Total Estimated Cost: \$560,988

The existing asphalt is well over 25 years old and is past its useful life. The pavement is failing structurally in many locations.

Motion by Commissioner Colacurci to approve for federal funding. Second by Commissioner Doyle Hulme. Motion carried.

## **Scope Change**

### **NDA 03/04**

NDA 03 Scope: 5010 Inspections

Total Estimated Cost: \$34,830

State Funds Requested: \$3,483

NDA 04 Scope: PCI Inspections

Total Estimated Cost: \$26,170

State Funds Requested: \$2,617

Project NDA 03 was allocated funds during the October 11, 2002 Commission meeting. The project has been broken into two separate AIP grants and we are requesting a change in scope to move the PCI inspections and associated funds into a separate grant.

Motion by Commissioner Colacurci to approve the project scope change as recommended above. Second by Commissioner Vap. All voted aye. Motion carried.

## **State Grant Requests**

### **Theford 01**

Representatives: Allan Jameson, J. R. Giles, Tim Maseberg

Scope: Construct AWOS III P/T

Total Estimated Cost: \$95,556

State Funds Requested: \$2,867

Local weather is not available in the Thomas County area. The nearest weather reports are from Valentine, located 64 miles north, or from North Platte, 67 miles to the south. Due to the geographical uniqueness of the sandhill area, the weather in either of those places is not representative of the actual conditions in Thomas County.

The Airport Sponsor is requesting funding to install an AWOS to allow the public to utilize their airport. Safety is enhanced with accurate, local weather reporting.

### **Grant 02**

Representatives: Greg Wolford, Tom Werblow

Scope: Automated weather observation system (AWOS III)

Total Estimated Cost: \$ 93,500

State Funds Requested: \$ 2,805

The Airport Sponsor is requesting funding to install an AWOS to allow the public to utilize their airport. Safety is enhanced with accurate, local weather reporting. AWOS location to be determined after ALP update.

### Ogallala Land

Representatives: Karl Elmshaeuser

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

Total Estimated Cost: \$225,000

State Funds Requested: \$ 6,750

The purchase of additional land is required to meet FAA standards outlined in Advisory Circular 150/5300-13. Land will be acquired in fee or easement in the runway visibility zone, runway protection zone, and to the 35' BRL.

### Sargent 01

Representatives: Joe Meyer

Scope: Update Airport Layout Plan & Reimburse for Land Acquisition

Total Estimated Cost: \$71,000

State Funds Requested: \$ 2,130

The current ALP was prepared by Tagge Engineering Consultants in January 1992 as a State-Aid project (SA-1 SAR) with As-Built revisions in 1999 and 2001. It was approved on April 2, 2001 at the state level by Diane Hofer, P.E., State Airport Engineer. The plan needs to be updated to comply with current FAA standards. Reimbursement of the state-funded ALP is requested. The Nebraska Department of Aeronautics, Engineering Division, will submit a Force Account Agreement to complete the ALP update. The ALP identified the need for a new primary runway, which required the purchase of land and easements. The land has been purchased in accordance with federal requirements and the airport is requesting reimbursement.

### North Platte

Representatives: Garold Ulmer

Scope: Replace HIRL System for Runway 12/30

Total Estimated Cost: \$150,000

State Funds Requested: \$4,500

The HIRL Lighting System for Runway 12/30 was installed in 1988 and has outlived its useful life. The system continues to breakdown and has considerable down time. The project proposes to replace the cable and the lights and regulator. The existing duct system and light bases will remain in place and will be utilized.

### Valentine 02

Representatives: Norma Jean New, Eric Johnson

Scope: ALP update; Land; Widen, Extend & Light Runway 3/21 to 3,400' x 60'

Total Estimated Cost: \$1,144,444

State Funds Requested: \$34,333

The ALP was updated to meet the current FAA standards, requirements, and regulations as outlined in AC 150-5300-13. Currently trailer homes exist in the runway 21 runway protection zone. It was determined that it will be more beneficial to relocate the runway threshold and extend the runway 3 threshold rather than purchase the homes.

Additional land is required to extend the runway to meet B-I standards after the threshold has been relocated. The land purchased will include both the RPZ and the 35' building restriction line. The existing runway pavement has developed numerous cracks and is raveling. The pavement consists of 2" of asphalt laid in 1974 over an existing asphalt treated base. This pavement has reached the end of its life expectancy and to ensure safe operations, a pavement rehabilitation project is required at this time.

The runway 21 threshold will be relocated 1,090 feet to bring the runway protection zone onto airport property. The Runway 3/21 will be widened 10 feet to meet FAA minimum standards. The proposed runway will be 60 feet wide. The recommended runway length for a B-I runway at this location is 3,400 feet. After the runway 21 threshold has been relocated, the existing runway length of 1,710 feet is well below the B-I standard. The runway will be extended 1,690' for a total runway length of 3,400 feet. New lights will be required after the runway was been widened and extended. The existing lights were salvaged from another runway and require constant maintenance.

### Rushville

Representatives: Garold Ulmer

Scope: Reconstruct Apron

Total Estimated Cost: \$171,375

State Funds Requested: \$5,141

The existing asphalt pavement was constructed in 1974 and has reached the end of its useful life. Pavement rehabilitation is the best use of available resources. Project to included as part of Runway rehabilitation.

### Stuart-Atkinson 01

Representatives: Diane Hofer, Jack Flannery

Scope: Reconstruct Apron & connecting taxiway

Total Estimated Cost: \$260,000

State Funds Requested: \$7,800

The original 1981 pavement was a 3" Cold Mix on an 8"-12" gravel base. The taxiway and apron were slurry sealed in August 1998. The existing asphalt taxiway is in poor condition and must be reconstructed. The NDA 7/10/2003 pavement survey gave it a Pavement Condition Index (PCI) rating of 58-60 in good range. There were low to high severity of longitudinal and transverse cracking, low severity alligator and block cracking and low to high severity weathering and raveling. Reconstruction is warranted now before a precipitous decline in pavement condition occurs.

### Scottsbluff 22 & 23

Representatives: Darwin Skelton, Gene Acklie

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

Construct Commercial Service Terminal

Total Estimated Cost: \$6,643,322

State Funds Requested: \$100,000

### Lexington

Scope: PAPI Installation to Replace VASI  
Total Estimated Cost: \$75,000  
State Funds Requested: \$60,000

The VASI lights have served well at the airport, however, they have become failure prone. The VASI lights on Runway 14 have become inoperative apparently due to rodent damage. Richard's Electric has evaluated the existing system and recommends the VASI system be replaced with a PAPI system. Repair parts for the existing system are very difficult to obtain and very costly due to the age of the system. It would be more cost effective to replace the VASI system at this time since the present failure appears to be due to aged system wiring which will have to be replaced whether a new system is installed or not.

#### Gothenburg

Representatives: Roger Tederman, Rodney Aden, Tom Werblow  
Scope: Replace Taxiways around hangars  
Total Estimated Cost: \$48,280  
State Funds Requested: \$38,624

The Airport Authority would like funding for partial replacement of the taxiways around the hangars on Quinn Field. They feel it is very much needed as the taxiways are all in bad shape. The cement is broken up and separated in most places and in some places is unsafe to taxi an aircraft. The Airport Authority feels that it needs attention right now to improve the safety at the airport.

The next meeting is set for Friday, October 17, 2003, at 8:30 a.m. CDT in the Lincoln offices.

The meeting was adjourned at 2:45 p.m.

Respectfully submitted,

Kent Penney  
Secretary