

MINUTES
Nebraska Aeronautics Commission
February 22, 2013

The Nebraska Aeronautics Commission held an emergency meeting at the department's offices, Lincoln, Nebraska. Commissioner Cook called the meeting to order at 1:02 p.m. CDT. Commissioner Dorothy Anderson was present in person and Commissioner Terri Wachter was present via telephone. Commissioners Ken Risk and Doug Vap were absent. Also present were Project Management Division Manager Russ Gasper, Deputy Director Andre Aman, Planning/Programming Division Manager Anna Lannin, and Director Ronnie Mitchell. There were no members of the general public in attendance at this meeting.

This was a regularly scheduled and advertised meeting, however, due to a significant snowstorm, we were unable to have a quorum present in Lincoln. Therefore, Commissioner Wachter was present via telephone and an emergency was declared.

The emergency declaration was necessary because approval of the CIP Data Sheets (Item C on the agenda) had to occur no later than February 22, 2013 as per the department's agreement with the FAA. Item C was the only item on the agenda covered during this meeting.

Federal Projects (Agenda Item C)

Anna Lannin presented the following projects. The airport sponsors are requesting Commission approval for the CIP data sheets to be forwarded to the FAA, as required by state statutes. The FAA considers the requests for future federal funding as funds become available. No state funds are requested at this time.

Stuart-Atkinson X03

Scope: Pave & Light Partial Parallel Taxiway
Total Estimated Cost: \$430,000

A partial parallel taxiway will be constructed to improve access to Runway 11/29. This will improve safety by reducing taxi times on the runway.

Cozad B01

Scope: Construct Snow Removal Equipment (SRE) Building
Total Estimated Cost: \$370,000

Currently there is no facility to house and maintain snow removal equipment.

Crete M03

Scope: Replace Parking Lot; Rehabilitate Access Road
Total Estimated Cost: \$385,000

The existing access road and parking lot pavement is in poor condition and is in need of rehabilitation. Pavement drainage issues within the parking lot will also be addressed.

David City C01

Scope: Seal Coat Runway 14/32, Taxiway, Apron

Total Estimated Cost: \$346,000

The asphalt runway was widened, extended, and seal coated in 2008. The asphalt taxiway and asphalt apron were also seal coated in 2008. Surface treatments are recommended every 5-8 years, to preserve and rehabilitate the pavement. Larger cracks will be repaired prior to the surface treatment.

Falls City P01

Scope: Airport Layout Plan Update

Total Estimated Cost: \$180,000

This project will update the airport's Airport Layout Plan (ALP).

Grand Island E04

Scope: Purchase Runway Snow Blower

Total Estimated Cost: \$850,000

The existing airport snow blower is at the end of its useful life and requires replacement.

Hartington A01

Scope: Apron Expansion, Joint & Crack Sealing and Marking

Total Estimated Cost: \$700,000

Apron expansion is shown on the approved ALP. The joint sealant is in need of removal and replacement to provide extended protection to the existing pavement. In addition, a small number of panels have cracked and are in need of replacement.

Hartington G02

Scope: Replace Runway Lights

Total Estimated Cost: \$185,000

The condition of the lights is deteriorating and they need to be replaced. New lights will be base-mounted and the cable will be placed in duct.

Hastings G04

Scope: Replace VASI with PAPI; Replace Rotating Beacon; Terminal Area Lighting

Total Estimated Cost: \$99,038

The project will consist of removing the existing VASI system and replacing it with a PAPI system. It will also replace the existing rotating beacon with a new rotating beacon.

Hastings R01

Scope: Pavement Maintenance: Panel Replacement, Joint Seal, Grinding & Remarkings

Total Estimated Cost: \$568,375

This project will consist of removing and replacing damaged pavement panels, grinding runway, sealing of existing joints and pavement markings for select areas of the airport pavement.

Kearney A01

Scope: Partial Apron Reconstruction

Total Estimated Cost: \$2,127,200

The existing apron pavement section is old military base concrete with an asphalt overlay. The pavement section is at the end of its useful life and reconstruction of the most critical portions of the apron will be completed.

Kearney R02

Scope: Runway 13/31 Shift and Rwy/Rwy Intersection Reconstruction

Total Estimated Cost: \$5,857,938

Due to an airfield hot spot identified by the FAA RSAT Team, Runway 13 End will be extended 1,200ø to the northwest. The project will include removal of Taxiway E and the realignment of Parallel Taxiway A. Parallel Taxiway A will connect to the new Runway 13 end along with intersecting Runway 18 at a 90 degree angle. As part of the Runway 13/31 shift, 600ø will be removed from the Runway 31 end. A new connecting taxiway will be constructed at the new Runway 31 end. A portion of Runway 18/36 (RW/RW Intersection) will be reconstructed with the project to eliminate the need to shutdown Runway 13/31 in the near future when Runway 18/36 is rehabilitated.

Kearney M05

Scope: Wildlife Assessment

Total Estimated Cost: \$70,000

Observe wildlife species near the airport and identify wildlife hazards to air carrier services.

Kimball B02

Scope: Hangar

Total Estimated Cost: \$600,000

The airport is currently out of aviation hangar space and needs to construct a new hangar for additional storage.

Lincoln

Scope: Terminal Service Road Rehabilitation

Total Estimated Cost: \$150,000

The remaining, older portion of the Terminal Service Road is beginning to fail and will need to be replaced and/or rebuilt soon. This road is critical for (amongst other things) carrying out refueling operations of commercial Air Carriers.

Lincoln

Scope: Acquire Snow Removal Equipment ó Rotary Plow

Total Estimated Cost: \$750,000

Lincoln's current inventory of snow removal equipment includes 3 rotary plows. Based on the results of the FAA Snow Removal Equipment Calculation spreadsheet, Lincoln could be eligible for up to 5 rotary plows. Adding an additional rotary as proposed would reduce overall snow removal times and provide flexibility in the event one of the rotarys is out of service.

Lincoln

Scope: GPU Replacement

Total Estimated Cost: \$200,000

The GPU's are located at each of the four Jetways at the Lincoln Terminal Building. They provide clean, uninterrupted power to parked commercial aircraft. Each of the four units is 13 years old and is beginning to reach their end of life. The GPU replacements are necessary to ensure the continuation of Commercial Air Operations at the Lincoln Airport in an environmentally responsible manner.

Lincoln

Scope: Security System Replacement and Enhancements

Total Estimated Cost: \$600,000

Replacement of aging and failing security equipment. Necessary infrastructure upgrades to ensure continued secure operations of Air Carriers at the Lincoln Airport.

Loup City B01

Scope: 6-Place T-Hangar with Taxilanes

Total Estimated Cost: \$700,000

The airport is in need of a new hangar for aircraft storage.

Loup City G01

Scope: Install PAPI-2, Beacon, Wind Cone and Segmented Circle

Total Estimated Cost: \$270,000

It is recommended that Precision Approach Path Indicators (PAPIs) be installed on both ends of Runway 16/34. The PAPIs will improve safety by providing additional guidance to pilots. The beacon is nearing the end of its useful life. A new wind cone and segmented circle are proposed to provide sufficient visual wind indication for pilots.

McCook B02

Scope: Construct 8-Place Hangar with 45øDoors

Total Estimated Cost: \$711,360

There is a current demand to construct a new 8-place Hangar.

McCook B03

Scope: Construct 4-Place Hangar with 45 Doors

Total Estimated Cost: \$340,800

There is a current demand to add existing 4-place Hangar.

NDA (FY14 PCI)

Scope: PCI Inspections

Total Estimated Cost: \$75,000

The Department of Aeronautics proposes to inspect airports to determine the pavement conditions in 2015. These airports were last inspected in 2012 and it is generally recommended that Pavement Condition Index (PCI) inspections be conducted every three years. The results of the pavement inspections will be incorporated into the Department's Capital Improvement Plan and will provide recommendations for federal funding of future rehabilitation projects.

NDA

Scope: System Planning

Total Estimated Cost: \$30,000

The Department of Aeronautics acts as a channeling state for the general aviation airports in Nebraska. The AIP grant funds are drawn-down by NDA and distributed to the airports. Last year the FAA activated the Delphi system. The NDA proposes to update their ASM to provide better flow of grant funds with the new system.

Norfolk L02

Scope: Environmental Assessment Study, Aeronautical Survey and Replace Airfield Signs

Total Estimated Cost: \$200,000

Occupied structures that are off airport property are located within the runway protection zone of Runway 19. A study will be completed soon to recommend ways to mitigate this deficiency and prevent future encroachment. Land acquisition and changes to the runway threshold will be planned as a result of this study. An environmental assessment is required by FAA prior to the land acquisition. The environmental study will also include wetland delineation on the airport's existing and proposed property.

A study of the Runway 19 RPZ will be completed soon to recommend ways to meet the FAA standards for RPZ's and prevent future encroachment. Changes to the runway threshold will be planned as a result of this study, which will impact the existing instrument approach procedures (IAP). To obtain a revised IAP, an aeronautical survey is required approximately 2-3 years prior to the physical change to the runway threshold.

Norfolk M02

Scope: Replace Airfield Signs

Total Estimated Cost: \$675,000

The existing lighted airfield signs have faded and reached the end of their useful life. New LED signs will replace the existing signs at the airport.

North Platte B01

Scope: Expand Terminal Building

Total Estimated Cost: \$800,000

Additional space is needed to accommodate passengers and a larger secured area is needed after screening.

Ogallala G01

Scope: Beacon, Wind Cone & Electrical Vault

Total Estimated Cost: \$200,000

The existing beacon and wind cone have reached the end of their usable life and are in need of replacement. The regulators and other airfield lighting equipment are in the closet of a hangar, which is not easily accessible or secure. A separate building is proposed to house all airfield lighting equipment and provide a single power source.

Ogallala M02

Scope: Rehabilitate Airport Access Road

Total Estimated Cost: \$650,000

The current access road is asphalt pavement and in poor condition. It is in need of replacement. The terminal area parking lot is not paved and an all-weather surface is needed. Drainage improvements will be made as part of the paving project.

Red Cloud G03

Scope: Install AWOS-III

Total Estimated Cost: \$200,000

The airport currently has no weather reporting equipment on site. An AWOS-III would increase safety by providing pilots with up to date weather conditions at the airport.

Scottsbluff C03

Scope: Seal Coat Runway 12/30, Runway 5/23 & Taxiways

Total Estimated Cost: \$2,000,000

The airport needs to seal coat the runways and taxiways as part of the approved pavement maintenance program.

Seward A02

Scope: Pave Apron Expansion (Part A)

Total Estimated Cost: \$625,000

The apron size calculation is attached.

Seward A01

Scope: Pave Apron Expansion (Part B)

Total Estimated Cost: \$575,000

The apron size calculation is attached.

Tecumseh M02

Scope: PAPIs, REILs, Wind Cone, Segmented Circle

Total Estimated Cost: \$345,000

The airport currently has no vertical/visual guidance systems. The new PAPIs and REILs systems will increase safety by providing vertical and visual guidance to pilots landing on Runway 15/33. The existing wind cone penetrates the transitional airspace of planned Runway 4/22.

Tekamah X03

Scope: Reconstruct Hangar Taxilanes, Reconstruct Apron and Relocate Connector Taxiway

Total Estimated Cost: \$1,500,000

The existing taxilanes and north section of apron are in poor condition and are in need of rehabilitation. The entire area between the taxilane and the hangars will be paved to help with drainage issues. The existing connector taxiway does not meet current standards and needs to be relocated to improve safety.

Tekamah R02

Scope: Runway Joint Sealing and Marking

Total Estimated Cost: \$300,000

The existing runway joints are dried out and need to be sawed and resealed. The runway will also be repainted as part of this project.

Wahoo X04

Scope: Construct Taxilane & New Beacon

Total Estimated Cost: \$275,000

The existing taxilane is too narrow and does not meet design standards. The new taxilane will provide a safe way to access the hangar area. The existing beacon penetrates the airspace.

Commissioner Wachter had questions regarding pavement maintenance at Hartington and asked how the panels at Hastings were damaged. Anna Lannin explained the panels were 60 years old and the cracking was expected. It was also noted by Commissioner Wachter that the CIP Data Sheets for some projects were not signed. Ms Lannin stated she was in possession of the signed data sheets and several

airports got those to her after the book of meeting information was sent to the Commissioners.

Ms. Lannin also explained that equipment purchases require engineering work due to certain procedures and certifications required by the FAA. Hangar requests do not impact the department's Revolving Hangar Loan Program. These hangar requests will use non-primary entitlement funds only.

Commissioner Cook asked if Kearney's project is extending runway 13/31. Ms. Lannin responded that it will but is more of a shift than an extension. This shift is driven by an FAA safety issue.

Motion by Commissioner Anderson to approve the CIP data sheets and forward them to the FAA. Second by Commissioner Wachter. Roll call vote. All voted aye. Motion carried.

The meeting was adjourned at 1:28 p.m.

Submitted by,

Ronnie Mitchell
Director