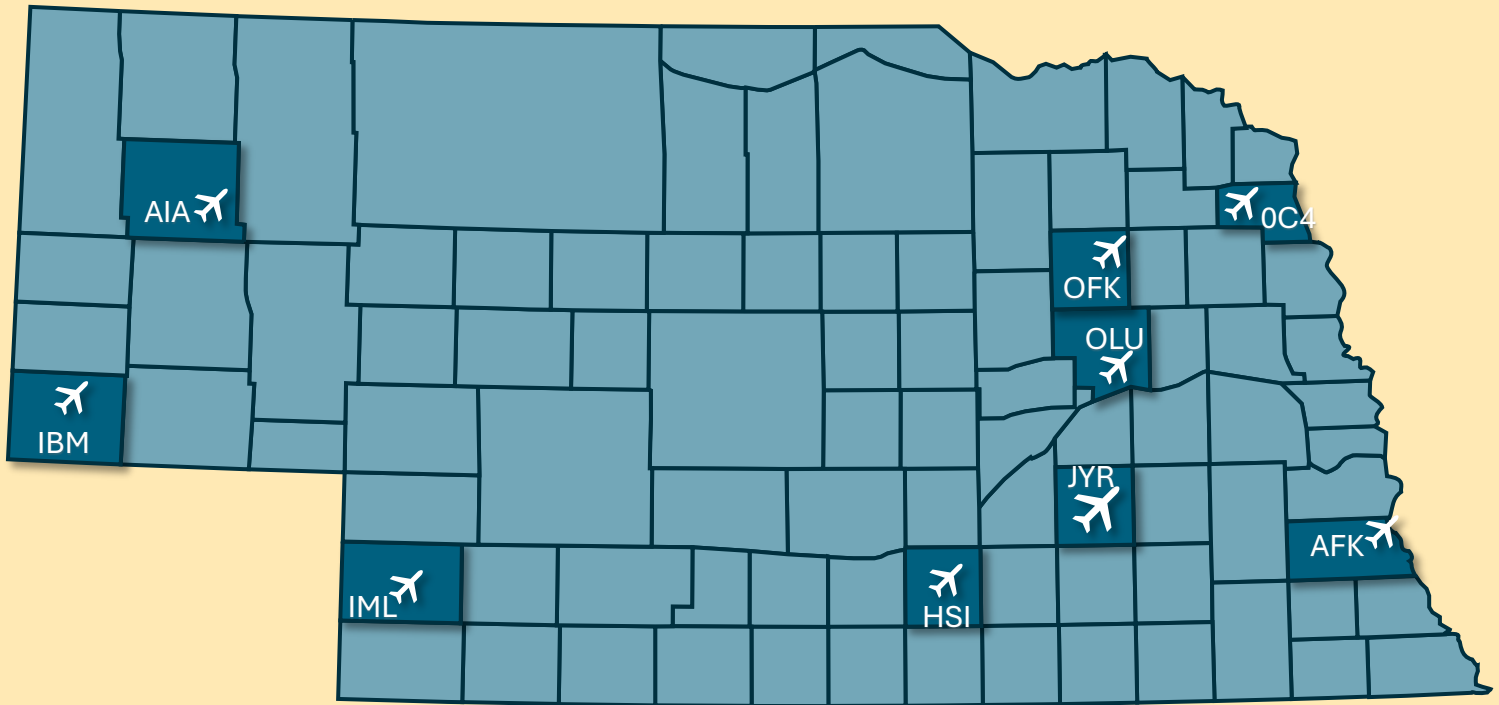


FY27 State Aid Grant Requests (Federal Match)



9 PUBLIC-USE AIRPORTS REQUESTED STATE AID FEDERAL MATCHING GRANTS FOR FY27 PROJECTS

- Alliance (AIA)
- Columbus (OLU)
- Hastings (HSI)
- Imperial (IML)
- Kimball (IBM)
- Nebraska City (AFK)
- Norfolk (OFK)
- Pender (0C4)
- York (JYR)

NDOT DIVISION OF AERONAUTICS PROJECT PRIORITIZATION MATRIX

B	C	D	E	F	G	H	I	J	K	L	
Indicates FAA component	Airport			Project						Total	PRIORITY
Project	Compliance	NPIAS/Non-NPIAS	Airport Code	Purpose	Component	Type	Self-funding	Alignment with SASP	Special Considerations		
Maximum Point Values →	30	20	20	100	90	100	10	25	40		
OFK (R08) Rehabilitate Rwy 14/32	30	10	18	70	90	100	0	25	20	183	1
JYR (R05 R06) Reconstruct Rwy 17/35 and Associated Airfield Improvements	30	10	16	75	90	100	0	25	20	182	2
IML (G03 G04) Rwy 13/31 and Taxiway Lighting; PAPIs, Beacon, and Vault	30	10	16	75	90	62	0	25	20	176	3
OC4 (M06) Displace Runway 15 Threshold 100', Replace Runway Lights, PAPI's, Beacon, Wind Cone w/ Segmented Circle, and Marking	30	10	16	100	90	62	0	25	15	175	4
AFK (X08 G05) Construct Partial Parallel Taxiway, Apron Expansion and Airfield Lighting	30	10	14	68	70	100	0	25	20	170	5
OLU (G02) Replace Runway and Taxiway Lighting; REILs, Guidance Signs and Windcone Lighting	30	10	18	75	90	62	0	25	5	163	6
HSI (G05 G06 G07) Runway and Taxiway Lighting, REILs, Guidance Signs and Vault	25	10	16	70	90	62	0	25	10	158	7
AIA (G06 G07 G08) Reconstruct Rwy 30 MALSR, Taxiway Lighting and Guidance Signs	30	10	16	75	70	62	0	25	10	156	8
IBM (P01) ALP Update	30	10	14	65	60	100	0	25	0	144	9

NEBRASKA AERONAUTICS COMMISSION

October 16, 2026

FY27 State Aid Project Requests (Matching Grants)

Airport		Scope	Total	State Funding Request	Priority
Alliance	1	G06/G07 Reconstruct Rwy 30 MALSR, Taxiway /G08 Lighting and Guidance Signs	8,400,000	200,000	8
Columbus	2	G08 Replace Runway and Taxiway Lighting; REILs, Guidance Signs and Windcone	1,364,000	68,200	6
Hastings	3	G05/G06/ Runway and Taxiway Lighting, REILs, G07 Guidance Signs and Vault	4,649,250	107,015	7
Imperial	4	G03/G04 Rwy 13/31 and Taxiway Lighting; PAPIs, Beacon, and Vault	1,600,000	80,000	3
Kimball	5	P01 ALP Update	360,000	18,000	9
Nebraska City	6	X08/G05 Construct Partial Parallel Taxiway, Apron Expansion and Airfield Lighting	4,900,000	200,000	5
Norfolk	7	R08 Rehabilitate Rwy 14/32	5,910,000	200,000	1
Pender	8	M06 Displace Runway 15 Threshold 100', Replace Runway Lights, PAPI's, Beacon, Wind Cone w/ Segmented Circle, and	1,040,000	41,200	4
York	9	R05/R06 Reconstruct Rwy 17/35 and Associated Airfield Improvements	9,790,000	200,000	2
Total Amount Requested:			\$38,013,250	\$1,218,200	

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Alliance Municipal Airport (AIA)

SCOPE: (G06/G07/G08) Reconstruct Rwy 30 MALSR, Taxiway Lighting and Guidance Signs

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$6,523,000.00
Engineering & Administration: \$1,037,000.00
Flight Check: \$800,000.00
Total: \$8,360,000.00

ROUNDED: \$8,400,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$420,000	\$420,000	\$7,560,000	\$8,400,000
5%	5%	90%	Ideal Request
\$200,000	\$640,000	\$7,560,000	\$8,400,000
2%	8%	90%	Capped Request

Note: Federal Matching Grants are capped at \$200,000

PROJECT STATUS

FAA approved scope of services on 10/02/2026.

LAST PROJECT

Project No. 3-31-0003-2029 ALP, In process.

AIRPORT FACILITY DATA

Based Aircraft: 56

Runway Design Code (RDC): Runway 12/30: B-II
Runway 8/26: B-II
Runway 17/35: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Part 139 Airport Inspected by the FAA.

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.

Pavement condition, 2025 PCI:

Runways: Very Poor to Good

Taxiways: Good

Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Alliance Municipal Airport

Address: 5631 Sarpy Road
Alliance, NE 69301

PROJECT DETAILS:

Project Title: New MITL, Guidance Signage, Grading/Runway 30 MALSR Reconstruction

Project Description:

The project aims to comprehensively enhance Alliance Municipal Airport's lighting and navigational systems, ensuring improved reliability during aircraft operations. This includes replacing outdated airfield and navigation aid (NAVAIDs) lighting systems with Medium Intensity Taxiway Lighting (MITL) for associated taxiways, alongside replacing the Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR) for Runway End 30. Furthermore, the project includes the removal of abandoned concrete remnants from previous taxiway width adjustments to mitigate Foreign Object Debris (FOD) risks.

The airport's lighting systems have surpassed their 10-year life expectancies, leading to ongoing struggles for the City and experienced airport electricians to maintain functionality. As a former WWII base, the airport's infrastructure has aged, necessitating comprehensive rehabilitation efforts. The City has undertaken pavement rehabilitation projects for both the runways and taxiways/aprons, which was completed in fall of 2024. Notably, the main runway, spanning 9,203 feet, stands as Nebraska's longest runway outside of Lincoln and Omaha. However, the current state of the taxiway lighting system, encased in dilapidated concrete, poses Foreign Object Debris (FOD) risks, requiring removal and conversion to turf shoulders.

Project Cost Estimate:	\$8,400,000	Requested State Funds:	\$200,000
------------------------	--------------------	------------------------	------------------

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The lighting and NAVAIDs supporting instrument approaches are essential for the smooth operation of the airport's commercial services. Recent FAA safety inspections conducted under 14 CFR Part 139 have flagged concerns regarding deteriorating concrete, posing risks of Foreign Object Debris (FOD). To prioritize safety, reliability, and cost efficiency, we are transitioning to LED lighting systems to minimize maintenance costs and improve visibility. Finally, the aging MALSR system presents maintenance challenges.

It is important to highlight this airport's unique features. As a Single Engine Air Tanker (SEAT) base, trustworthy instrument approaches are critical, especially during adverse weather conditions and low visibility, given the region's susceptibility to wildfires. As an Essential Air Service (EAS) airport, Alliance is guaranteed scheduled airline services, underscoring the necessity of dependable instrument approaches to ensure uninterrupted connectivity and accessibility for passengers and businesses.

Consultant selected for this project: M.C. Schaff & Associates

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The Alliance Airport has commercial air service (Denver Air Connection), air freight carrier operations, air ambulance operations, corporate air operations, and ag aviation operations. The airport also serves as one of five Single Engine Air Tanker (SEAT) bases in Nebraska for aerial wildfire operations. According to the 2019 NE Aviation Economic Impact Study these operations provide over twenty-million dollars in economic impact to the City of Alliance. This project will provide an additional eight million in construction activities, local wages, and infrastructure development to the community. The proposed enhancements to the airport's lighting and navigational systems represent a crucial step towards ensuring the safety, reliability, and efficiency of aircraft operations. By replacing outdated systems with modern technology and addressing infrastructure challenges, not only are current safety standards met but also position the airport for sustainable growth and resilience in the future. The use of LED lighting systems reflect our commitment to prioritizing safety and cost efficiency. Ultimately, these enhancements will not only benefit the airport and its users but also contribute to the overall connectivity and accessibility of the region.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

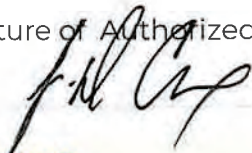
Name: J.D. Cox

Title: City Manager

Email: jdc Cox@cityofalliance.net

Phone: 308-762-5400

Signature of Authorized Representative:



Date:

8/31/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

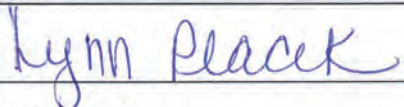
*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for **October 16, 2026**, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)

AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Alliance Municipal Airport (AIA), Alliance, NE		
AIP Project Type:	New MITL, Guidance Signage, Grading		
Local Priority:	1 - Very High	Federal Share:	\$ 4,085,000.00
FFY Requested:	2027	State Share:	\$0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		Local Share:	\$215,000.00
		Total Project Cost:	\$ 4,300,000.00
The existing TW A/B/C/D taxiway edge lights were installed in 2001 and are due to be replaced. The airport has experienced numerous power problems and lighting malfunctions over the past several years with the taxiway lights. The airport needs to install new MITL, conduit, power cable, regulator, and grounding systems for Taxiways A, B, C, and D. The shoulders of the taxiways (20-ft) consist of old taxiway pavement from the original pavement section width of 75-ft (current pavement taxiway width section is 35-ft) that was constructed in 1943. Part 139 safety inspections have noted that these paved shoulders are raveling and causing FOD problems for the existing taxiway surface. As part of the project the airport needs to remove this pavement in the taxiway safety areas to prevent further FOD on the existing taxiway surface. The paved shoulders of Taxiways A, B, C, and D will be removed and replaced with soil, seed, and mulch.			
SPONSOR SIGNATURE BLOCK			
Signature:		Date:	12/2/2025
Printed Name:	Lynn Placek	Title:	Airport Manager
Phone Number:	308-762-4512	Email:	lplacek@cityofalliance.net

ALLIANCE MUNICIPAL AIRPORT (AIA)

NEW MITL, GUIDANCE SIGNAGE, GRADING

ENGINEER'S ESTIMATE OF PROBABLE COSTS 12/02/2025

FAA Item	Bid Item	Quantity		Description	Unit Cost			Extension
NEW MITL, GUIDANCE SIGNAGE, GRADING - TW A / B / C / D								
C-102	1	1.00	LS	Temporary Erosion Control	\$100,000.00	/	LS	\$100,000.00
C-105	2	1.00	LS	Mobilization	\$350,000.00	/	LS	\$350,000.00
P-151-4.1	3	45,000.00	SY	Pavment Removal	\$20.00	/	SY	\$900,000.00
P-151-4.2	4	200.00	EA	Taxiway Edge Light Removal	\$150.00	/	EA	\$30,000.00
P-151-4.2	5	15.00	EA	Guidance Sign Removal	\$500.00	/	EA	\$7,500.00
P-151-4.3	6	1.00	EA	Removal of CCR Regulator	\$500.00	/	EA	\$500.00
P-152-4.1	7	30,000.00	CY	Borrow Embankment	\$20.00	/	CY	\$600,000.00
P-610-5.1	8	100.00	CY	Structural Portland Cement Concrete	\$1,000.00	/	CY	\$100,000.00
T-901-5.1	9	20.00	ACRE	Seeding and Fertilizing	\$2,000.00	/	ACRE	\$40,000.00
T-908-5.1	10	20.00	ACRE	Mulching	\$8,000.00	/	ACRE	\$160,000.00
L-108-5.1	11	50,000.00	LF	No. 8 AWG Cable In Conduit	\$5.00	/	LF	\$250,000.00
L-108-5.2	12	35,000.00	LF	No. 6 AWG Counterpoise In Trench	\$4.00	/	LF	\$140,000.00
L-110-5.1	13	35,000.00	LF	2-Inch Schedule 40 PVC Duct in Trench	\$10.00	/	LF	\$350,000.00
L-110-5.2	14	1,000.00	LF	2-Inch Schedule 80 hdpe Duct Jacked/Bored	\$30.00	/	LF	\$30,000.00
L-115-5.1	15	40.00	EA	Electrical Junction Structure	\$1,000.00	/	EA	\$40,000.00
L-125-5.1	16	200.00	EA	L-861 MITL Edge Light	\$2,500.00	/	EA	\$500,000.00
L-125-5.2	17	1.00	EA	L-828 Regulator	\$30,000.00	/	EA	\$30,000.00
L-125-5.3	18	15.00	EA	L-858 Taxiway Guidance Sign	\$6,000.00	/	EA	\$90,000.00

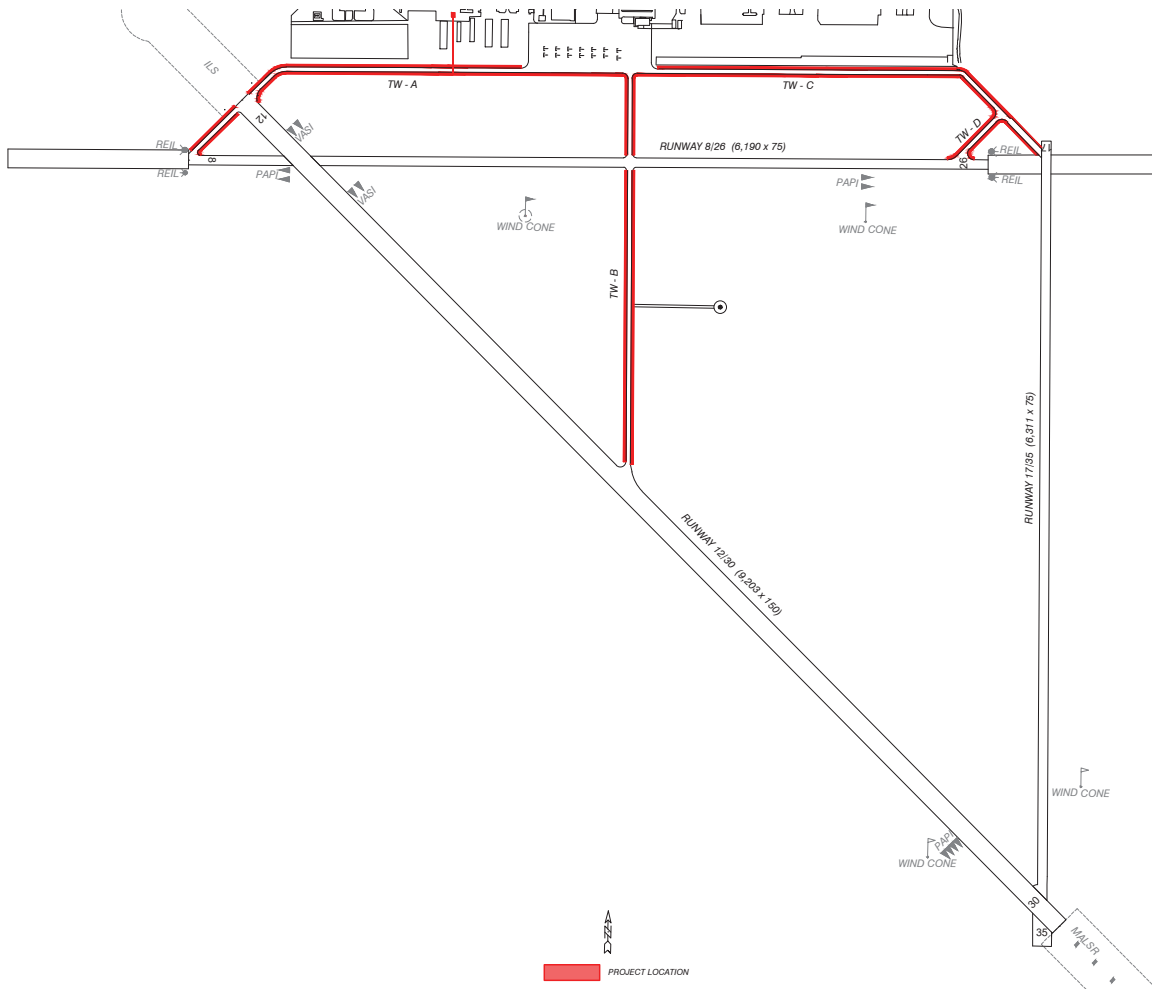
Total Estimated Construction Costs - MITL Taxiways = **\$3,718,000.00**

Total Estimated Engineering Costs = \$577,000.00

Total Estimated Administration Costs = \$5,000.00

Total Estimated Project Costs = **\$4,300,000.00**

ALLIANCE MUNICIPAL AIRPORT **NEW MITL, GUIDANCE SIGNAGE, & SHOULDER REHABILITATION**



M. C. SCHAFF AND ASSOCIATES, INC.
818 SOUTH BELTLINE HIGHWAY EAST
SCOTTSBLUFF, NEBRASKA 69361

ENGINEERS ♦ PLANNERS ♦ DESIGNERS ♦ LAND SURVEYORS
 PH: 308-635-1926 FAX: 308-635-7807 INTERNET: WWW.MCSCHAFF.COM



FEDERAL AVIATION ADMINISTRATION**CIP DATA SHEET**

CAPITAL IMPROVEMENT PROGRAM (CIP)

AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Alliance Municipal Airport (AIA), Alliance, NE		
AIP Project Type:	New MALSR for Runway 30		
Local Priority:	1 - Very High	Federal Share:	\$ 3,690,000.00
FFY Requested:	2027	State Share:	\$0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		Local Share:	\$410,000.00
		Total Project Cost:	\$ 4,100,000.00
The existing medium intensity approach light system with runway alignment indicator lights (MALSR) for RW-30 was installed in 2003. The airport can no longer purchase replacement parts for the MALSR due to the age of the system. The Airport needs to install a new MALSR on RW-30 to support the existing ILS system on RW 12/30.			
SPONSOR SIGNATURE BLOCK			
Signature:		Date:	5/12/2026
Printed Name:	Lynn Placek	Title:	Airport Manager
Phone Number:	308-762-4512	Email:	lplacek@cityofalliance.net

ALLIANCE MUNICIPAL AIRPORT (AIA)
NEW MEDIUM INTENSITY APPROACH LIGHTING SYSTEM (MALS-R)
ENGINEER'S ESTIMATE OF PROBABLE COSTS 5/12/2026

FAA Item	Bid Item	Quantity		Description	Unit Cost			Extension
NEW MALSR - RUNWAY 30								
C-102	1	1.00	LS	Temporary Erosion Control	\$50,000.00	/	LS	\$50,000.00
C-105	2	1.00	LS	Mobilization	\$200,000.00	/	LS	\$200,000.00
P-151-4.1	3	1.00	LS	Removals	\$100,000.00	/	LS	\$100,000.00
P-151-4.2	4	100.00	CY	Grading	\$500.00	/	CY	\$50,000.00
P-151-4.2	5	5,400.00	SY	Gravel Surfacing	\$25.00	/	SY	\$135,000.00
P-610-5.1	6	100.00	CY	Structural Portland Cement Concrete	\$1,000.00	/	CY	\$100,000.00
T-901-5.1	7	4.00	ACRE	Seeding and Fertilizing	\$10,000.00	/	ACRE	\$40,000.00
T-908-5.1	8	4.00	ACRE	Mulching	\$10,000.00	/	ACRE	\$40,000.00
L-108-5.1	9	40,000.00	LF	No. 8 AWG Cable In Conduit	\$10.00	/	LF	\$400,000.00
L-108-5.2	10	10,000.00	LF	No. 6 AWG Counterpoise In Trench	\$10.00	/	LF	\$100,000.00
L-110-5.1	11	10,000.00	LF	3-Inch Schedule 40 PVC Duct in Trench	\$30.00	/	LF	\$300,000.00
L-115-5.1	12	20.00	EA	Electrical Junction Structure	\$2,500.00	/	EA	\$50,000.00
L-125-5.1	13	18.00	EA	Threshold Light	\$5,000.00	/	EA	\$90,000.00
L-125-5.2	14	1.00	LS	MALSR	\$1,000,000.00	/	LS	\$1,000,000.00
L-125-5.3	15	1.00	LS	Electrical Service and Disconnects	\$150,000.00	/	LS	\$150,000.00

Total Estimated Construction Costs - MALSR - RW-30	=	\$2,805,000.00
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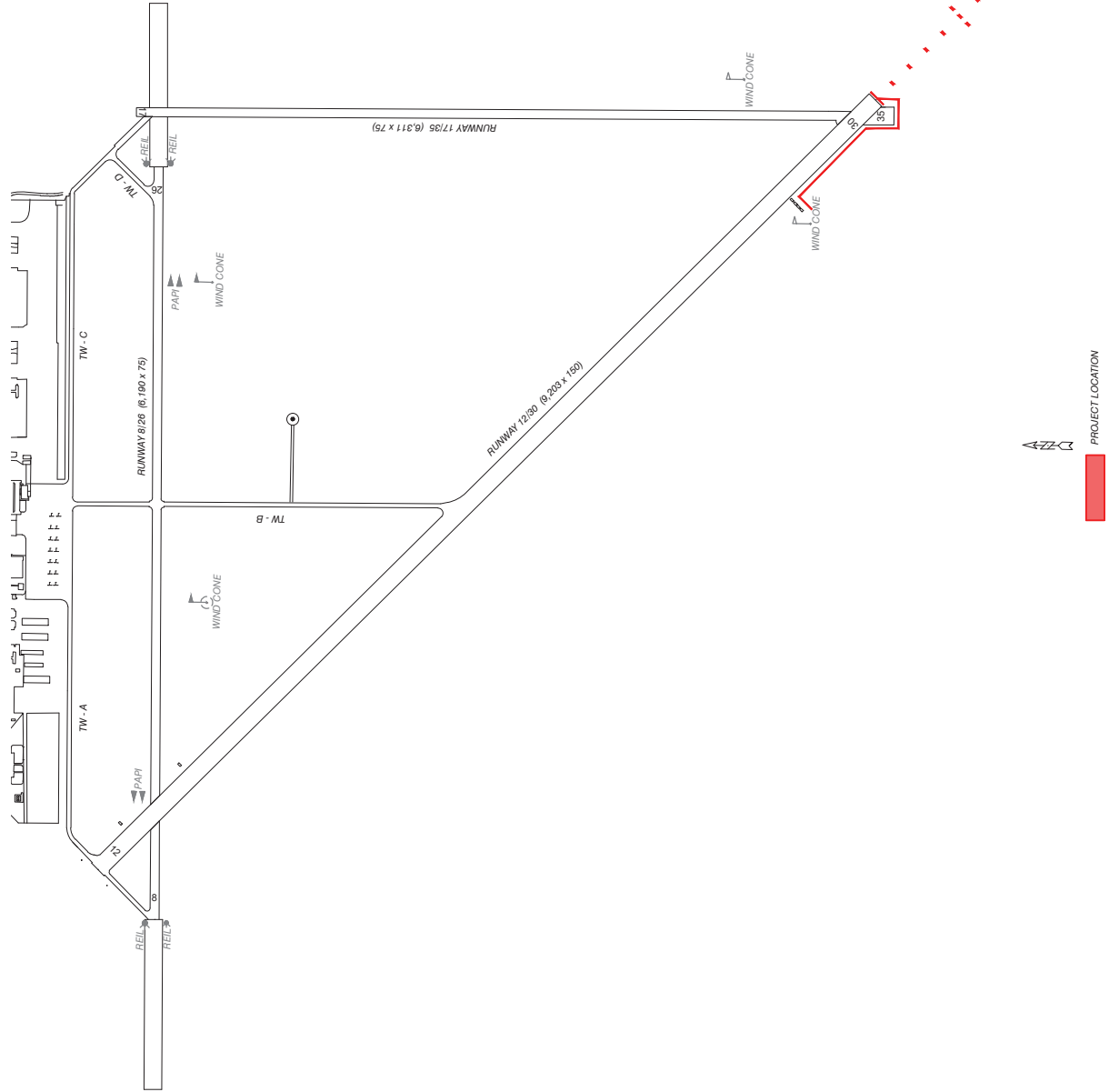
Total Estimated Engineering Costs = \$450,000.00

Total Estimated FAA Flight Check Costs = \$800,000.00

Total Estimated Administration Costs = \$5,000.00

Total Estimated Project Costs =	\$4,060,000.00
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**ALLIANCE MUNICIPAL AIRPORT
NEW MEDIUM INTENSITY APPROACH LIGHTING SYSTEM (MALS) RW - 30**





Building the Best Hometown in America®

RE: State Grant Request
Alliance Airport (AIA)

Nebraska Aeronautics Commission:

The City of Alliance and Alliance Municipal Airport respectfully request consideration of an additional \$220,000 in State Aid, representing the full 5% state match toward the total cost of our current airport improvement project. This request is being submitted as part of the Airport's State Aid Grant application.

We do not make this request lightly. Alliance Municipal Airport has historically been conservative in its funding requests and has not previously sought this level of additional State assistance. However, several consecutive years of major capital improvement projects have placed significant pressure on the Airport's ability to provide the local match required for federally funded projects.

Alliance Municipal Airport is an important regional transportation and economic asset. As a commercial service airport with scheduled flights to and from Denver, Colorado, it provides critical connectivity for western Nebraska and the surrounding region. The Airport also supports two full-time aerial applicators, daily freight operations, local businesses and tourism, regional health care, air ambulance services, general aviation, and aircraft utilizing Alliance as a fuel stop.

The City of Alliance remains strongly committed to maintaining the Airport as a certificated commercial service facility meeting applicable FAA regulations and TSA security requirements. Maintaining that certification reflects the City's commitment to ensuring that safety, reliability, and regional air access remain priorities.

That commitment has also required substantial investment. In recent years, major projects have included rehabilitation of runways, taxiways, and apron surfaces. The current project involves significant electrical improvements to the airfield, including replacement of runway lighting and signage. In conjunction with this work, the City of Alliance Electric Department invested more than \$77,000 to replace and upgrade primary electrical infrastructure serving the Airport. Coordinating that work with the current project allowed the City to address aging infrastructure efficiently while the larger airfield improvements were underway.

We are extremely appreciative of the investment made in Alliance Municipal Airport through the FAA, NDOT Aeronautics State Aid, and federal congressional funding. Even with that assistance, however, the Airport must provide the required local share of project costs. For smaller projects, the Airport has historically accumulated revenues over time to meet those obligations. For larger projects, the City has sometimes been required to borrow funds or provide additional financial support.

The Airport works diligently to generate its own revenue. As a former Army airfield, the property includes substantial land and warehouse facilities outside the active airfield operations area. Lease revenues from those properties, together with aviation fuel sales, hangar rentals, and other airport revenues, help support operations and capital needs. Nevertheless, the scale and frequency of recent capital projects have made it increasingly difficult to absorb the required local match solely through Airport resources.



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City of Alliance ~ P.O. Box D ~ Alliance, NE 69301 ~ 308-762-5400
www.CityOfAlliance.net



These investments also produce benefits well beyond the Airport itself. Contractors working on airport projects purchase fuel, meals, lodging, materials, and services within Alliance. Capital investment at the Airport therefore circulates through the local economy while improving infrastructure that supports commerce, transportation, health care, agriculture, tourism, and regional connectivity.

The City of Alliance greatly values its partnership with the Nebraska Department of Transportation – Aeronautics Division and the Nebraska Aeronautics Commission. State Aid grants make a meaningful difference in the ability of communities such as Alliance to maintain safe, modern, and economically important aviation infrastructure.

For these reasons, we respectfully ask the Commission to approve the additional \$220,000 request and provide the full 5% state match for this project.

Thank you for your continued support of Alliance Municipal Airport and Nebraska aviation. Please feel free to contact me at 308-762-4512 with any questions or if additional information would be helpful.

Sincerely,



Lynn Placek
Airport Director
City of Alliance, Nebraska



French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-1549

French.Thompson@BNSF.com

April 1, 2024

Senator Deb Fischer
448 Russell Senate Office Building
Washington, DC 20510

Subject: BNSF Letter of Support – Alliance Municipal Airport

Dear Senator Fischer,

BNSF Railway supports efforts by the Nebraska Department of Transportation to secure Congressional funding for the Alliance, Nebraska Municipal Airport. If the requested funding is secured, it will help with the installation of multiple improvements for the airport.

The requested funding will go towards the installation of new lights for Runway 12/30 and 8/26, respectively, and all taxiways. It will also help with the installation of three new navigational aid systems for pilots along with guidance signs.

BNSF values our working relationship with both the Nebraska Department of Transportation and the City of Alliance and is prepared to work with all involved project stakeholders. BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with the Nebraska Department of Transportation and the City of Alliance through this important project.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized loop followed by a horizontal line and a small mark at the end.

French Thompson
General Director – Public Infrastructure & Investments



BOX BUTTE DEVELOPMENT CORPORATION

308-762-1800

502 Box Butte Ave
Alliance, NE 69301

boxbuttedevelopment.com

Senator Fischer
Senate Appropriations Committee

RE: Congressionally Directed Spending Request - Alliance Airport (AIA)

Dear Senator Fischer,

The Alliance Airport is a critical piece of our City's and County's infrastructure. The airport is a reliable source of economic sustainability and wraps into the success and safety of the aviation system of our state and nation. The Box Butte Development Corporation continues to support the airport in every way possible and thanks the FAA and NDOT Aeronautics for continually doing the same.

While the airport is vital to our small community, it can be cumbersome to fund the necessary improvements and routine maintenance because of the small size of our community. For this reason, we appreciate your consideration of helping fund the much-needed electrical improvements at our airport through Congressionally Directed Spending. Having and maintaining the lighting and NAVAIDS helps ensure the airport is open and available for all users of the aviation system, including commercial users, which ensures safety and economic viability for our community.

The Box Butte Development Corporation sees this improvement in safety and viability as an important tool to support our mission to maintain and grow a diverse economy in Box Butte County. Current local businesses rely on a safe airport to maintain operations. Additionally, this improvement in safety will ensure that commercial service can be accomplished through the Alliance Airport. These are services that could be a deciding factor in business relocation or attraction. As stated previously, Alliance is a small community, if a local business cannot operate to full capacity or decides not to choose our community because of a lack of commercial flight capability, it can have a large negative impact that is felt across the region.

This project would not only have a direct impact on the safety and success of the Alliance Airport, but it could also have a direct impact on the economy of the surrounding area.

Thank you for your support with this project and others in our community. Should you have any questions concerning this letter, please reach out.

Sincerely,

Hannah Robinson
Executive Director of Box Butte Development Corporation

For the City of Alliance



BOX BUTTE GENERAL HOSPITAL

2101 Box Butte Avenue • PO Box 810 • Alliance Nebraska 69301
Phone 308.762.6660 • Fax 308.762.1923 • www.bbgh.org

Great Things Are Happening Here!

March 28, 2025

Senator Fischer
Senate Appropriations Committee

RE: Congressionally Directed Spending Request
 Alliance Airport (AIA)

Senator Fischer:

The Alliance Airport plays a critical role not only for the economic sustainability of the City of Alliance but for the success in the safety of the overall aviation system for our nation. At Box Butte General Hospital, we continue to support the airport in every way possible, while they serve us for emergent patient needs, and thank the FAA and NDOT Aeronautics for continually doing the same.

As I am sure you are aware, funding the necessary improvements and routine maintenance for an airport like ours, becomes quite cumbersome for a community of our size. For this reason, we appreciate your consideration of helping fund the much-needed electrical improvements at our airport through Congressionally Directed Spending. Having and maintaining our lighting and NAVAIDS helps us ensure that the airport is open and available for all users of the aviation system, which again, improves the safety and viability for all.

As I mentioned, the use of patient transport models such as fixed wing, greatly improves the response to medical transfers in a patient's time of need. Our airport also allows us to bring in surgical specialists to serve our patients so they may receive big city and system hospital-like care at home. Continuity of care and safety are impacted through use of a well-maintained airport.

Thank you again for all of your support with this project and others in our community. Please feel free to contact me with any questions or concerns.

Regards,

Lori Mazanec, MHA
Chief Executive Officer



Building the Best Hometown in America ®

Senator Fischer
Senate Appropriations Committee
448 Russell Senate Office Building
Washington, DC 20510

John McGhehey, Mayor
324 Laramie Avenue
Alliance, NE 69301

RE: Congressionally Directed Spending Request
 Alliance Airport (AIA)

Senator Fischer:

The Alliance City Airport plays a critical role not only for the economic sustainability of the region but also as a link in the national aviation system. The City of Alliance continues to support the airport in every way possible and we wish to thank the FAA and NDOT Aeronautics for doing the same.

Funding improvements and routine maintenance for a facility like ours, in a community of our size, is an ongoing challenge. We greatly appreciate your consideration to largely fund much-needed electrical improvements at AIA through Congressionally Directed Spending. The electrical system is vital to maintaining our lighting and NAVAIDS, both which help ensure that the airport is open, safe, and available for all users of the aviation system.

Our airport has been experiencing increased year-over-year enplanements with reliable air service provided by Denver Air Connection. The airport currently homes two aerial sprayers, a S.E.A.T. base, and 57 general aviation aircraft. Having reliable air service to and from our community is a priority for the city as many of our local manufacturers, companies and organizations use air travel for out-of-state business ventures. Local institutions use our air service to bring personnel, specialists, and consultants to the Box Butte County area. Both scenarios require a functional electrical system to provide the services our local economy has come to rely on - a system which can only be successfully maintained with your support.

Thank you for your time, support, and consideration in this matter. Please feel free to contact me at 308- 762-5400 with any questions or concerns.

Sincerely,


John McGhehey, Mayor
City of Alliance, Nebraska



Building the Best Hometown in America®
City of Alliance ~ P.O. Box D ~ Alliance, NE 69301 ~ 308-762-5400
www.CityOfAlliance.net



**Alliance Public Schools
Administration Office
1604 Sweetwater
Alliance, NE 69301**

Dr. Troy L. Unzicker, Superintendent of Schools
Sandra Morava, Director of Business Services
Kristin Zochol, Director of Instructional Services
Phone: (308) 762-5475 Fax: (308) 762-8249

APS Mission: "To develop in all students the individual skills, the desire for knowledge, and the personal commitment essential for a successful future."

Senator Fischer
Senate Appropriations Committee
RE: Congressionally Directed Spending Request
Alliance Airport (AIA)

Senator Fischer:

The Alliance Airport plays a critical role not only for the economic sustainability of the City of Alliance but for the success in the safety of the overall aviation system for our nation. We continue to support the airport in every way possible and thank the FAA and NDOT Aeronautics for continually doing the same.

As I am sure you are aware, funding the necessary improvements and routine maintenance for a facility like ours, becomes quite cumbersome for a community of our size. For this reason, we appreciate your consideration of helping fund our much-needed electrical improvements at our airport through Congressionally Directed Spending. Having and maintaining our lighting and NAVAIDS helps us ensure that the airport is open and available for all users of the aviation system, which again, improves the safety and viability for all.

Thank you again for all of your support with this project and others in our community. Please feel free to contact me with any questions or concerns.

Regards,



Troy L. Unzicker
Superintendent
Alliance Public Schools



April 11, 2025

Senator Fischer
Senate Appropriations Committee

RE: Congressionally Directed Spending Request
 Alliance Airport (AIA)

Senator Fischer:

The Alliance Airport plays a critical role not only for the economic sustainability of the City of Alliance but for the success in the safety of the overall aviation system for our nation. We, as the City, continue to support the airport in every way possible and thank the FAA and NDOT Aeronautics for continually doing the same.

As I am sure you are aware, funding the necessary improvements and routine maintenance for a facility like ours, becomes quite cumbersome for a community of our size. For this reason, we appreciate your consideration of helping fund our much-needed electrical improvements at our airport through Congressionally Directed Spending. Having and maintaining our lighting and NAVAIDS helps us ensure that the airport is open and available for all users of the aviation system, which again, improves the safety and viability for all.

Thank you again for all of your support with this project and others in our community. Please feel free to contact me with any questions or concerns.

Regards,

David W. Briggs
WESTCO President & CEO
For the City of Alliance



Western Nebraska
Community College

April 10, 2025

Scottsbluff Campus

1601 E. 27th Street
Scottsbluff, NE 69361
p 308.635.3606
p 800.348.4435
f 308.635.6100

Sidney Campus

371 College Drive
Sidney, NE 69162
p 308.254.5450
p 800.222.9682
f 308.254.7444

Alliance Campus

1750 Sweetwater Avenue
Alliance, NE 69301
p 308.763.2000
p 888.559.9622
f 308.763.2012

wncc.edu

c/o Senator Fischer
Senate Appropriations Committee

RE: Congressionally Directed Funding Grant Request
Alliance Municipal Airport

Dear Senator Fischer,

I am writing to express my support for the Alliance Municipal Airport's grant application for Congressionally Directed Funding. As the Director of Western Nebraska Community College in Alliance, I recognize how vital the airport is to the growth, accessibility, and safety of our region. Being a native of Western Nebraska, I understand the significance of having access to air travel, especially for rural communities, as it is crucial for our economic development, public safety initiatives, and connecting our students with valuable opportunities.

Through your support, the airport will be able to replace all taxiway lighting, guidance signs, and the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). This is essential to further enhancing the safety of air traffic, particularly during low visibility conditions and nighttime operations.

These updates are crucial for the airport to handle an increasing volume of air traffic both safely and efficiently. Recently, our city council and airport recommended to the Department of Transportation an airline bid that will facilitate more flights and permit the operation of larger aircraft on the airfield. This funding will directly contribute to the essential safety improvements and infrastructure expansion needed to enhance operational safety, bolster regional connectivity, and support economic growth in the area.

I appreciate your time and consideration of the Alliance Municipal Airport's request for grant funding for this essential project. Thank you for your investment in our community and for your continued advocacy on behalf of our region. Please feel free to contact me with any questions or concerns.

Sincerely,

Misty Curtis
Alliance Campus Director
Western Nebraska Community College
308-763-2000

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Columbus Municipal Airport (OLU)

SCOPE: (G08) Replace Runway and Taxiway Lighting; REILs, Guidance Signs and Windcone Lighting

COST ESTIMATE:

DATE OF ESTIMATE: 20-Aug-26

Construction: \$1,114,000.00
Engineering: \$250,000.00
Administration: \$0.00
Total: \$1,364,000.00

ROUNDED: \$1,364,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$68,200	\$68,200	\$1,227,600	\$1,364,000
5%	5%	90%	

PROJECT STATUS

Consultant selected.

LAST PROJECT

Project No. 3-31-0019-017 T-Hangar, pending financial closeout.

AIRPORT FACILITY DATA

Based Aircraft: 32

Runway Design Code (RDC): Runway 14/32: C-II
Runway 2/20: A-I (Utility)

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/12/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Good
Taxiways: Satisfactory to Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Columbus Municipal Airport

Address: P.O. Box 1677
Columbus, NE 68602

PROJECT DETAILS:

Project Title: Columbus Airport Runway-Taxiway Lighting

Project Description:

The project will consist of the removal and replacement of existing runway and taxiway lighting, REILs, airfield signage, and wind cone at OLU.

Project Cost Estimate:	\$1,364,000	Requested State Funds:	\$68,200
------------------------	--------------------	------------------------	-----------------

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The proposed airfield lighting improvements will enhance the safety and reliability of airport operations by improving visibility during nighttime and low-visibility conditions while maintaining compliance with FAA lighting requirements. The existing lighting system is more than 32 years old and has experienced increasing reliability issues, resulting in higher maintenance costs and ongoing repair needs. Much of the taxiway lighting consists of stake-mounted fixtures with direct-buried cables and transformers, making maintenance and troubleshooting more difficult and costly. In addition, the existing mandatory airfield signs are obsolete and in need of replacement.

The project will modernize the airport's lighting and signage systems, reduce ongoing maintenance needs and costs, improve operational reliability, and provide a safer airfield environment for pilots and airport users for years to come. Additional project funding will be provided through federal AIP/IIJA grants and local funds.

Consultant selected for this project: Kirkham, Michael & Associates, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The proposed runway and taxiway lighting improvements will enhance the safety, reliability, and efficiency of airport operations by replacing aging and outdated lighting with a modern system. Improved lighting will increase pilot situational awareness during nighttime and low-visibility conditions, providing clearer guidance throughout the airfield. Replacing the existing system will also reduce maintenance needs and improve long-term reliability. These improvements will support safe, dependable access to the airport for general aviation, business aviation, and emergency aircraft operations, ensuring the airport can continue to effectively serve the community and its users for years to come.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name:	<u>Rick Bogus</u>	Title:	<u>City Engineer</u>
Email:	<u>rick.bogus@columbusne.us</u>	Phone:	<u>402.562.4309</u>
Signature of Authorized Representative:		Date:	
<u></u>		<u>10/1/26</u>	

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov
or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



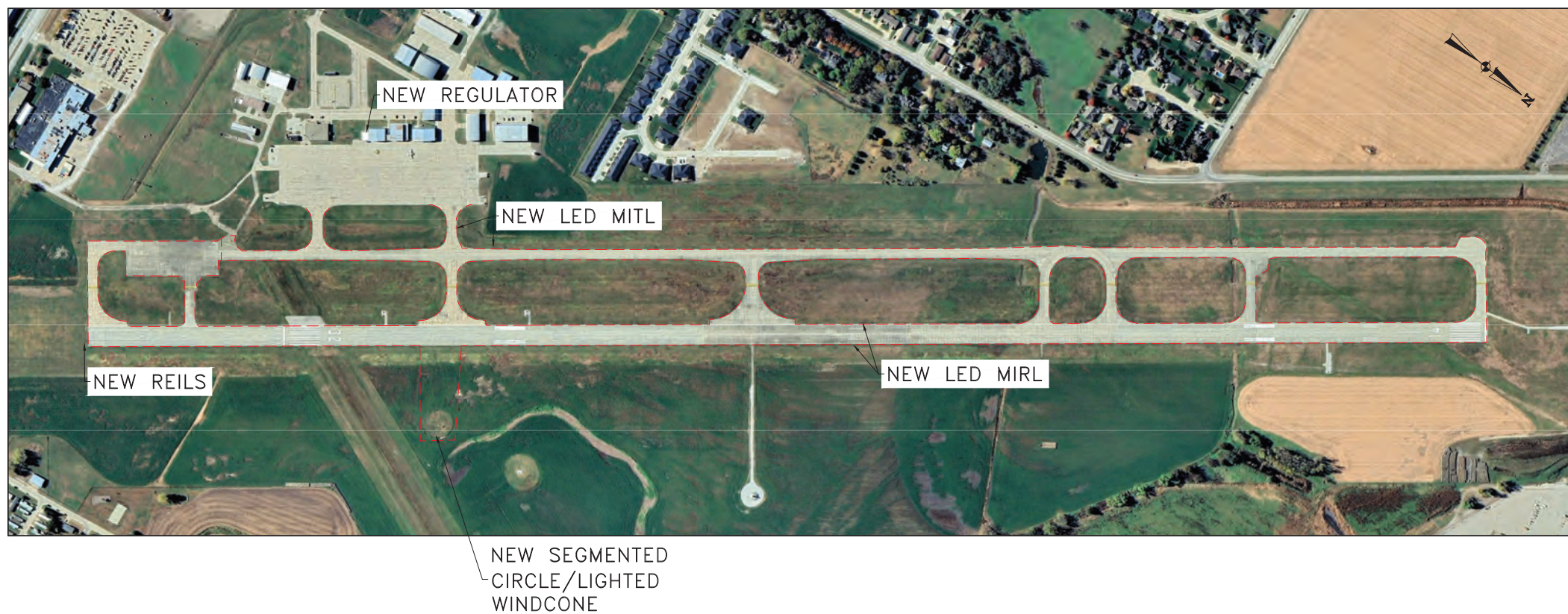
Above are two Lear 45, Falcon 2000, Citation 680, and King Air 350 adding to the jet operations at OLU.

A few of the existing lights around the airport.





A CIP Data Sheet Sketch
Columbus Municipal Airport (OLU)
Columbus, Nebraska
2027 Airfield Lighting



ENGINEER'S PRELIMINARY COST ESTIMATE COLUMBUS NEW RUNWAY AND TAXIWAY LIGHTS					
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	SUBTOTAL
1	Mobilization	LS	1	\$ 95,000.00	\$ 95,000.00
2	Construction Safety Plan and Traffic Control	LS	1	\$ 20,000.00	\$ 20,000.00
3	Remove Existing Runway/Taxiway Lights	EA	344	\$ 200.00	\$ 68,800.00
4	Remove Threshold Lights	EA	16	\$ 200.00	\$ 3,200.00
5	Remove Windcone	EA	1	\$ 5,000.00	\$ 5,000.00
6	Remove and Replace Runway End Identifier Lights (REIL), Including Foundation	SET	1	\$ 15,000.00	\$ 15,000.00
7	Remove Runway Sign	EA	8	\$ 500.00	\$ 4,000.00
8	2" PVC Conduit Sch 80 Directionally Bored	LF	700	\$ 30.00	\$ 21,000.00
9	2" PVC Conduit Sch 40	LF	32,000	\$ 5.00	\$ 160,000.00
10	#8 5kv Cable	LF	35,000	\$ 3.00	\$ 105,000.00
11	MITL Taxiway Lights Base Mount	EA	278	\$ 1,250.00	\$ 347,500.00
12	MIRL Runway Lights Base Mount	EA	66	\$ 1,250.00	\$ 82,500.00
13	Threshold Lights Base Mount	EA	16	\$ 1,500.00	\$ 24,000.00
14	#6 Counterpoise Wire	LF	32,000	\$ 3.00	\$ 96,000.00
15	New Runway Sign	EA	8	\$ 1,500.00	\$ 12,000.00
16	New Regulator	EA	1	\$ 25,000.00	\$ 25,000.00
17	Segmented Circle Lighted Windcone	EA	1	\$ 10,000.00	\$ 10,000.00
18	Seeding and Mulching	LS	1	\$ 20,000.00	\$ 20,000.00
				Construction Total Estimate =	\$1,114,000.00
				Engineering Total Estimate =	\$250,000.00
				Project Total =	\$1,364,000.00

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Hastings Municipal Airport (HSI)

SCOPE: (G05/G06/G07) Runway and Taxiway Lighting, REILs, Guidance Signs and Vault

COST ESTIMATE:

DATE OF ESTIMATE: 26-Aug-26

Construction: \$3,939,250.00
Engineering & Administration: \$650,000.00
Flight Check: \$60,000.00
Total: \$4,649,250.00

ROUNDED: \$4,649,250.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL		
\$232,463	\$232,463	\$4,184,325	\$4,649,250	Ideal Request	Note: Federal Matching Grants are capped at \$200,000.
5%	5%	90%			
\$200,000	\$264,925	\$4,184,325	\$4,649,250	Capped Request	Note: Project was allocated \$92,985 at the October 2025 meeting.
4%	6%	90%			
\$200,000 (capped) less \$92,985 (FY26 State Grant) =					
\$107,015	\$264,925	\$4,184,325	\$4,649,250	Adjusted Request	
				To Account for FY26 State Grant	

PROJECT STATUS

90% plans and specifications submitted on 9/18/2026.

LAST PROJECT

Project No. 3-31-0040-022-2025 Apron Rehab, under construction

AIRPORT FACILITY DATA

Based Aircraft: 39

Runway Design Code (RDC): Runway 14/32: C-II
Runway 4/22: B-II

Critical Aircraft: C-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/10/2025
Violations Corrected

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Fair to Good
Taxiways: Fair to Good
Aprons: Serious to Satisfactory - Apron rehabilitation project in process



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Hastings Municipal Airport Hastings Municipal Airport

Address: 3300 W 12th Street

Hastings, NE 68901

PROJECT DETAILS:

Project Title: Airfield Lighting Rehabilitation

Project Description:

Rehabilitate airfield lighting and signage, REILs, and electrical vault equipment for Runway 14/32, Runway 4/22, and all airfield taxiways.

Project Cost
Estimate: 4,649,250

Requested State
Funds: ~~232,490~~ \$200,000

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The existing airfield lighting systems have exceeded their design life and are experiencing regular failures to lighting and vault equipment creating safety issues to air traffic. Runway lighting has turned off on multiple aircraft on short final, REILs have experienced sequencing issues, and temporary circuit jumpers are required to keep the circuit active. The project will include replacing runway and taxiway edge lighting, airfield signs, REILs, and electrical vault equipment.

Consultant selected for this project: Garver

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The proposed lighting upgrades for both runways and the taxiways at Hastings Municipal Airport will deliver critical safety, economic, and community benefits:

Safety & Infrastructure: Replacing outdated lighting systems with modern, energy-efficient fixtures will improve visibility, reduce outages, and enhance operational reliability.

Economic Impact: The project supports local contractors and job creation, while improving the airport's appeal to business and cargo aviation.

Community & Access: Enhanced lighting ensures safer access for emergency services, medical transport, and general aviation, especially during adverse weather and nighttime operations.

Regional Growth: Improved infrastructure strengthens Hastings' role as a regional aviation hub, supporting tourism and future investment.

Sustainability: Aligns with FAA lifecycle standards and re

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Matthew Kuhr

Title: Airport Manager

Email: mkuhr@cityofhastings.org

Phone: 402-984-5223

Signature of Authorized Representative:



Date:

Aug 26, 2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Capital Improvement Program (CIP) Data Sheet

See the instructions section for information on completing this FAA Central Region form.

Airport Name, LOCID, City, State:	Hastings Municipal Airport, HSI, Hastings, Nebraska		
AIP Project Type:	Airfield Marking, Signage and Lighting - Install Runway 4-22 Lighting		
Local Priority:	1 - Very high	Federal Share:	\$ 806,740
Federal FY Requested:	2026	State Share:	\$ 16,984
		Local Share:	\$ 25,476
		Total Project Cost:	\$ 849,200

Provide detailed project scope and justification below. You must attach on a *separate* sheet or PDF a sketch/drawing that clearly depicts the scope of the project.

The existing Runway 4-22 lighting system has exceeded it's design life and is experiencing regular failures to lighting and vault equipment creating safety issues to air traffic. The project will include replacing runway edge lighting, signs, REILs and vault equipment.

ALP: Runway lighting is depicted on the ALP.

Environmental Determination: Project is expected to be categorically excluded under Order 1050.1F Section 5-6.3, establishment, installation, upgrade, or relocation of airfield lighting systems and visual approach aids.



Sponsor Signature Block

Signature:		Date:	08/27/2025
Printed Name:	Matt Kuhr	Title:	Airport Manager
Phone Number:	402-984-5223	Email:	MKuhr@cityofhastings.org

**HASTINGS MUNICIPAL AIRPORT (HSI)
RW 4-22 LIGHTING REHABILITATION**

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	Engineer's Estimate of Probable Cost	
				UNIT PRICE	AMOUNT
1	Mobilization & Safety Measures	LS	1	\$137,000.00	\$137,000.00
2	Lockout/Tagout and Constant Current Regulator Calibration Procedures	LS	1	\$5,000.00	\$5,000.00
3	Electrical Vault Modifications	LS	1	\$20,000.00	\$20,000.00
4	No. 8 AWG, 5 kV, L-824, Type C Cable, Installed in Trench, Duct Bank or Conduit	LF	13,400	\$3.00	\$40,200.00
5	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench, Including Connections/Terminations	LF	12,200	\$4.00	\$48,800.00
6	Trenching for Direct-Buried Bare Counterpoise Wire, 8" Minimum Depth	LF	12,200	\$2.00	\$24,400.00
7	Non-Encased Electrical Conduit, 1W-2"C	LF	12,180	\$15.00	\$182,700.00
8	Electrical Conduit, 2W-2"C	LF	300	\$25.00	\$7,500.00
9	Electrical Junction Structure Plaza, Two L-867 Class 1, Size 16" Diameter By 24" Depth Junction Cans	LS	4	\$2,500.00	\$10,000.00
10	Base Mounted Guidance Sign, Installed	EA	6	\$7,000.00	\$42,000.00
11	Existing Base Mounted Sign, Removed	EA	6	\$1,000.00	\$6,000.00
12	L-861(L) Base Mounted Runway Edge Light, Installed	EA	44	\$1,800.00	\$79,200.00
13	L-861E(L) Base Mounted Runway Threshold Light, Installed	EA	16	\$1,800.00	\$28,800.00
14	Existing Base Mounted Edge Light, Removed	EA	58	\$200.00	\$11,600.00
15	Runway End Identification Lights System, Installed on Runway 4	LS	1	\$20,000.00	\$20,000.00
16	Runway End Identification Lights System, Installed on Runway 22	LS	1	\$20,000.00	\$20,000.00

Total Engineer's Estimate \$683,200.00

ENGINEERING (10%)	\$ 68,000.00
CONSTRUCTION PHASE SERVICES (10%)	\$ 68,000.00
FAA FLIGHT CHECK	\$ 30,000.00
TOTAL ESTIMATED PROJECT COST	\$849,200.00

Federal (95%)	\$ 806,740.00
State (2%)	\$ 16,984.00
Local (3%)	\$ 25,476.00





Capital Improvement Program (CIP) Data Sheet

See the instructions section for information on completing this FAA Central Region form.

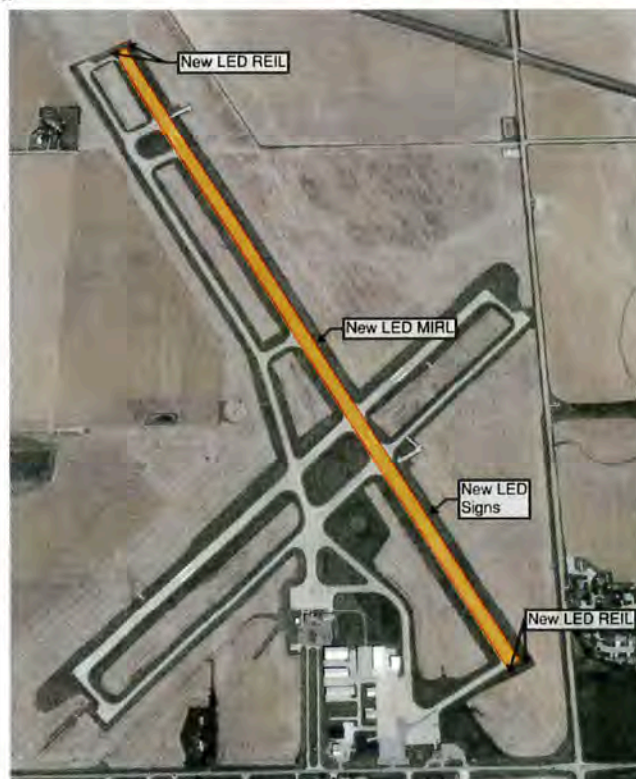
Airport Name, LOCID, City, State:	Hastings Municipal Airport, HSI, Hastings, Nebraska		
AIP Project Type:	Airfield Marking, Signage and Lighting - Install Runway 14-32 Lighting		
Local Priority:	1 - Very high	Federal Share:	\$ 1,160,757
Federal FY Requested:	2026	State Share:	\$ 24,437
		Local Share:	\$ 36,656
		Total Project Cost:	\$ 1221850

Provide detailed project scope and justification below. You must attach on a *separate* sheet or PDF a sketch/drawing that clearly depicts the scope of the project.

The existing Runway 14-32 lighting system has exceeded it's design life and is experiencing regular failures to lighting and vault equipment creating safety issues to air traffic. Runway lighting has turned off on multiple aircraft on short final, REILs have experienced sequencing issues, and temporary circuit jumpers are required to keep the circuit active. The project will include replacing runway edge lighting, signs, REILs, and vault equipment.

ALP: Runway lighting is depicted on the ALP.

Environmental Determination: Project is expected to be categorically excluded under Order 1050.1F Section 5-6.3, establishment, installation, upgrade, or relocation of airfield lighting systems and visual approach aids.



Sponsor Signature Block

Signature:		Date:	08/27/2025
Printed Name:	Matt Kuhr	Title:	Airport Manager
Phone Number:	402-984-5223	Email:	MKuhr@cityofhastings.org

**HASTINGS MUNICIPAL AIRPORT (HSI)
RW 14-32 LIGHTING REHABILITATION**

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	Engineer's Estimate of Probable Cost	
				UNIT PRICE	AMOUNT
1	Mobilization & Safety Measures	LS	1	\$199,000.00	\$199,000.00
2	Lockout/Tagout and Constant Current Regulator Calibration Procedures	LS	1	\$5,000.00	\$5,000.00
3	Electrical Vault Modifications	LS	1	\$50,000.00	\$50,000.00
4	No. 8 AWG, 5 kV, L-824, Type C Cable, Installed in Trench, Duct Bank or Conduit	LF	28,000	\$3.00	\$84,000.00
5	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench, Including Connections/Terminations	LF	16,775	\$4.00	\$67,100.00
6	Trenching for Direct-Buried Bare Counterpoise Wire, 8" Minimum Depth	LF	15,275	\$2.00	\$30,550.00
7	Non-Encased Electrical Conduit, 1W-2"C	LF	16,740	\$15.00	\$251,100.00
8	Electrical Conduit, 2W-2"C	LF	300	\$25.00	\$7,500.00
9	Electrical Junction Structure Plaza, Two L-867 Class 1, Size 16" Diameter By 24" Depth Junction Cans	LS	4	\$2,500.00	\$10,000.00
10	Base Mounted Guidance Sign, Installed	EA	8	\$7,000.00	\$56,000.00
11	Existing Base Mounted Sign, Removed	EA	8	\$1,000.00	\$8,000.00
12	L-861(L) Base Mounted Runway Edge Light, Installed	EA	64	\$1,800.00	\$115,200.00
13	L-861E(L) Base Mounted Runway Threshold Light, Installed	EA	24	\$1,800.00	\$43,200.00
14	L-849A(L) Runway End Identification Lights System, Installed on Runway 14	LS	1	\$20,000.00	\$20,000.00
15	L-849A(L) Runway End Identification Lights System, Installed on Runway 32	LS	1	\$20,000.00	\$20,000.00
16	Existing Base Mounted Edge Light, Removed	EA	86	\$200.00	\$17,200.00
17	Existing Runway End Identification Light System, Removed	EA	2	\$5,000.00	\$10,000.00

Total Engineer's Estimate \$993,850.00

ENGINEERING (10%)	\$ 99,000.00
CONSTRUCTION PHASE SERVICES (10%)	\$ 99,000.00
FAA FLIGHT CHECK	\$ 30,000.00
TOTAL ESTIMATED PROJECT COST	\$ 1,221,850.00

Federal (95%)	\$ 1,160,757.00
State (2%)	\$ 24,437.00
Local (3%)	\$ 36,656.00



Capital Improvement Program (CIP) Data Sheet

See the instructions section for information on completing this FAA Central Region form.

Airport Name, LOCID, City, State:	Hastings Municipal Airport, HSI, Hastings, Nebraska		
AIP Project Type:	Airfield Marking, Signage and Lighting - Install Taxiway Lighting		
Local Priority:	1 - Very high	Federal Share:	\$ 2,449,290
Federal FY Requested:	2026	State Share:	\$ 51,564
		Local Share:	\$ 77,346
		Total Project Cost:	\$ 2578200

Provide detailed project scope and justification below. You must attach on a *separate* sheet or PDF a sketch/drawing that clearly depicts the scope of the project.

The existing taxiway lighting system has exceeded it's design life and is experiencing regular failures to lighting and vault equipment creating safety issues. The project will include replacing taxiway edge lighting, signs, and vault equipment.

ALP: Taxiway lighting is depicted on the ALP.

Environmental Determination: Project is expected to be categorically excluded under Order 1050.1F Section 5-6.3, establishment, installation, upgrade, or relocation of airfield lighting systems and visual approach aids.



Sponsor Signature Block

Signature:		Date:	08/27/2025
Printed Name:	Matt Kuhr	Title:	Airport Manager
Phone Number:	402-984-5223	Email:	MKuhr@cityofhastings.org

**HASTINGS MUNICIPAL AIRPORT (HSI)
TAXIWAY LIGHTING REHABILITATION**

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	Engineer's Estimate of Probable Cost	
				UNIT PRICE	AMOUNT
1	Mobilization & Safety Measures	LS	1	\$453,000.00	\$453,000.00
2	Lockout/Tagout and Constant Current Regulator Calibration Procedures	LS	1	\$5,000.00	\$5,000.00
3	Electrical Vault Modifications	LS	1	\$20,000.00	\$20,000.00
4	No. 8 AWG, 5 kV, L-824, Type C Cable, Installed in Trench, Duct Bank or Conduit	LF	38,500	\$3.00	\$115,500.00
5	No. 6 AWG, Solid, Bare Copper Counterpoise Wire, Installed in Trench, Including Connections/Terminations	LF	34,050	\$4.00	\$136,200.00
6	Trenching for Direct-Buried Bare Counterpoise Wire, 8" Minimum Depth	LF	30,700	\$2.00	\$61,400.00
7	Electrical Conduit, 1W-2"C	LF	30,690	\$15.00	\$460,350.00
8	Electrical Duct Bank, 2W-2"C	EA	1,550	\$25.00	\$38,750.00
9	Base Mounted Guidance Sign, Installed	EA	18	\$7,000.00	\$126,000.00
10	L-861T(L) Base Mounted Taxiway Edge Light, Installed	EA	380	\$1,800.00	\$684,000.00
11	Electrical Junction Structure Plaza, Two L-867 Class 1, Size 16" Diameter By 24" Depth Junction Cans	LS	28	\$2,500.00	\$70,000.00
12	Existing Base Mounted Edge Light, Removed	EA	370	\$200.00	\$74,000.00
13	Existing Base Mounted Sign, Removed	EA	18	\$1,000.00	\$18,000.00

Total Engineer's Estimate \$2,262,200.00

ENGINEERING (7%)	\$ 158,000.00
CONSTRUCTION PHASE SERVICES (7%)	\$ 158,000.00
TOTAL ESTIMATED PROJECT COST	\$ 2,578,200.00

Federal (95%)	\$ 2,449,290.00
State (2%)	\$ 51,564.00
Local (3%)	\$ 77,346.00



FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Imperial Municipal Airport (IML)

SCOPE: (G03/G04) Rwy 13/31 and Taxiway Lighting; PAPIs, Beacon, and Vault

COST ESTIMATE:

DATE OF ESTIMATE: 25-Aug-26

Construction: \$1,250,950.00
Engineering & Administration: \$312,737.50
Flight Check: \$30,000.00
Total: \$1,593,687.50

ROUNDED: \$1,600,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$80,000	\$80,000	\$1,440,000	\$1,600,000
5%	5%	90%	

PROJECT STATUS

Received FAA authorization to execute the Engineering Agreement on 9/30/2026.

LAST PROJECT

Project No. 3-31-0044-018/019/020 Partial Parallel Taxiway, grant closed

AIRPORT FACILITY DATA

Based Aircraft: 19

Runway Design Code (RDC): Runway 13/31: B-II
Runway 3/21: A-I

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/22/2024
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Imperial Municipal Airport

Address: 171 Highway 81

Imperial, NE 69033

PROJECT DETAILS:

Project Title: Electrical Improvements Electrical Improvements

Project Description:

Electrical Improvements – Runway and Taxiway Lighting with Electrical Vault, PAPIs, and Beacon

Project Cost
Estimate: **\$1,600,000**

Requested State
Funds: **\$80,000**

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

See attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

See attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Josh Fries

Title: Chairman

Email: josh.fries@fcsamerica.com

Phone: 308-882-1645

Signature of Authorized Representative:

Date:

8/25/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: Imperial Municipal Airport

Address: 171 Highway 61, Imperial, NE 69033

PROJECT DETAILS

Project Title:

Electrical Improvements – Runway 13/31 MIRL, PAPIs, Taxiway Lighting, Rotating Beacon, and Electrical Vault

Project Description:

- Runway 13/31 Base-Mounted LED lights with conduit, wire, isolation transformers and cable.
- LED Taxiway Lights (Fixture only) to replace existing incandescent fixtures on north partial parallel taxiway and apron. Fixture only replacement will utilize existing base cans and conduit while providing new wire, transformers and LED fixtures.
- Base-Mounted LED Taxiway Lights on southern portion of the partial parallel taxiway that is not currently lit.
- Runway 13/31 LED PAPIs
- The removal and responsible disposal of the current beacon and tower, followed by the installation of a highly efficient LED rotating beacon atop a modern tip-down pole.
- Electrical Vault per current standards with all new equipment to provide power and controls to the overall airfield electrical system.

Project Justification and Additional Information (Safety, Longevity, etc.):

Existing Conditions

Runway 13/31 at the Imperial Municipal Airport is currently served by a combination of stake-mounted and base-mounted incandescent medium intensity runway lights. The north partial parallel taxiway and apron are served by base-mounted incandescent medium intensity taxiway lights. The south partial parallel taxiway constructed in 2025 currently has no lighting system.

Runway 13/31 PAPIs are incandescent installed in 2013. Runway 13/31 REILs are LED installed in 2013 and will be maintained as part of this project.

The current rotating beacon, which has reliably served the airfield for decades, is mounted on a fixed tower of considerable height and age. However, the beacon and its support structure have reached the end of their functional lifespan, requiring frequent maintenance and presenting increasing operational risks.

The current electrical vault is in the Frenchman Valley Coop Office southwest of the apron with a combination of equipment dating back to 1995.

LED Airfield Lighting Modernization

As the system continues to age, the airport is experiencing increased maintenance demands, reduced reliability, and greater difficulty obtaining replacement parts. Continued reliance on the existing system may result in higher maintenance costs and an increased risk of lighting outages or degraded performance.

The proposed project will address these deficiencies by replacing the incandescent fixtures, conduit, cable and isolation transformers with modern LED lighting equipment and new electrical components.

The LED beacon is designed to provide superior visibility for pilots, both local and transient, during night operations and inclement weather conditions. The tip-down pole will offer enhanced accessibility, allowing for easier maintenance and periodic inspection without the need for specialized climbing equipment or extensive safety measures required for fixed, elevated towers.

The new vault equipment will be modernized and sized to accommodate the required load of the proposed system. Controls will be designed specifically to the airport's needs.

Safety and Operational Reliability

Reliable airfield lighting is essential to safe aircraft operations during nighttime conditions and periods of reduced visibility. The proposed LED lighting system will provide improved fixture reliability, more consistent light output, and enhanced visual guidance for pilots on the airfield.

Key safety benefits include:

- Improved runway and taxiway visibility for pilots during takeoff, landing, and ground operations.
- Increased system reliability, reducing the potential for lighting outages or degraded lighting performance.
- More consistent visual guidance during nighttime and low-visibility conditions.
- Reduced maintenance-related disruptions that could impact airport operations.

These improvements will support safer and more dependable operations for based aircraft, transient users, emergency responders, medical transport, agricultural aviation, and other airport stakeholders.

System Longevity and Sustainability

Key longevity and sustainability benefits include:

- Extended fixture service life.
- Reduced maintenance and replacement costs.
- Improved operational reliability.
- Lower energy consumption and utility costs.
- Reduced environmental impact through decreased energy use and fewer replacement components.

Cost-Effective Use of Existing Infrastructure

The proposed project is exhausting its cost-effective approach by utilizing all existing components that will confidently uphold the new system.

Existing components utilized:

- Base cans and conduit for the fixture only Taxiway Light replacement
- Conduit for the PAPI circuit installation.
- Homerun conduit extended to new vault location.
- LED REILs to be maintained.

Justification Summary

Updating the existing electrical system is a necessary and timely investment in the Imperial Municipal Airport. This project will improve airfield safety, system reliability, reduce operating and maintenance costs, and extend the useful life of critical airport infrastructure.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

The project will reduce long-term operating and maintenance costs experienced by the airport in the past few years. LED technology will use less electricity, require fewer replacements, and reduce maintenance labor and material costs. These savings will allow the Airport Authority to better allocate limited resources toward future airport improvements, routine maintenance, and other operational needs.

Reliable airport infrastructure also supports local economic activity by helping maintain dependable access for business aviation, agricultural operations, emergency services, and visitors to the community.

Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, electrical installation, inspection, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related services and local businesses that rely on the airport for transportation, access, and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure and reduce the requirement of local forces to complete future maintenance. If required, local forces will be able to safely maintain the proposed system with the addition of a tip-down beacon pole, electrical vault up to current standards and code, and fixtures with readily available replacement parts.

Tourism Support

Improved lighting will enhance the airport's ability to serve visiting pilots, business travelers, recreational aviation users, and visitors traveling to Imperial and the surrounding area. Reliable lighting during nighttime and reduced-visibility conditions improve the airport's usability and supports access to local events, tourism-related activities, and community destinations.

Improved Access

The upgraded lighting system will improve the safety and dependability of all aircraft operations (general aviation, business travel, agricultural operations, emergency response, medical transport, etc.). The construction of a new vault building will also improve security to the critical controls of the airfield lighting system.

Community Benefits

The Imperial Municipal Airport is an important transportation asset for Imperial and the surrounding region. The project will improve airfield safety, reliability, and operational efficiency while reducing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, visitors, agricultural users, and emergency service providers.

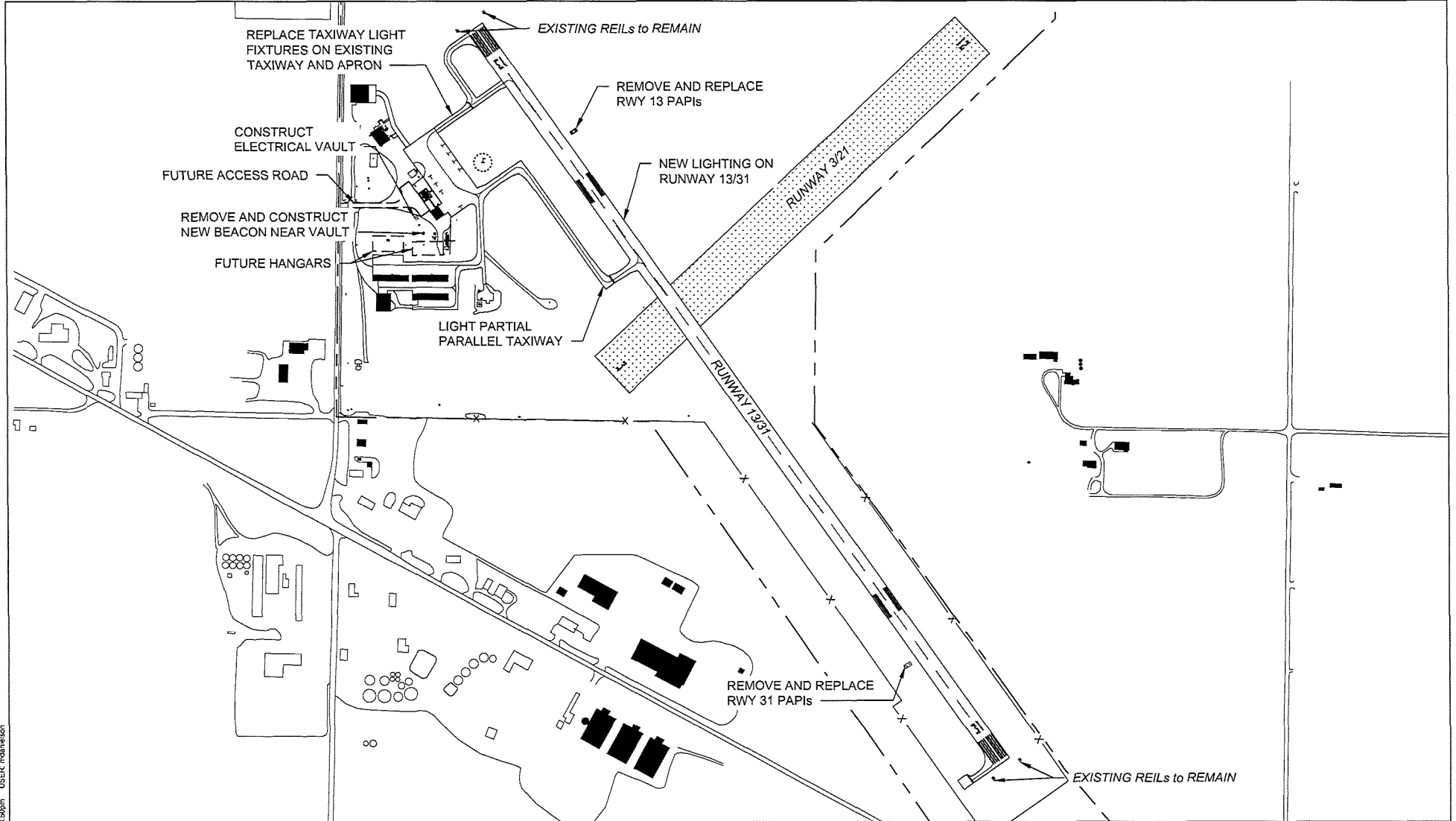
Regional Growth

Continued investment to modernize and upgrade the airport's infrastructure displays the effort in growing the region. Improved safety and reliability will bring comfort and confidence, thus expanding the reach of the airport.

Benefits and Impacts Summary

This project will modernize the airport's lighting and infrastructure, reduce long-term operating, maintenance, and energy costs while improving safety, reliability, and security. The upgrades will support local and regional economic activity by maintaining dependable access for general aviation, business aviation, agriculture, emergency services and medical transport. Construction and ongoing airport investment will create employment opportunities and help sustain aviation-related businesses and services in the region. Overall, the project will enhance community connectivity, support regional growth, and provide a more dependable airport for residents, businesses, and travelers.

C:\Users\T\Documents\Imperial Airport\Drawings\Electrical\Imperial Airport\Drawings\Electrical\Drawings\IML - Sketch - Electrical.dwg
DATE: Jun 23, 2026 8:50pm USER: mldan



PROJECT NO:	XX
DRAWN BY:	MLD
DATE:	06.23.2026

**ELECTRICAL IMPROVEMENTS
IMPERIAL MUNICIPAL AIRPORT (IML)**

olsson

601 P Street, Suite 200
P.O. Box 94608
Lincoln, NE 68508
olsson.com
TEL 402.474.6311
Olsson - Engineering
Nebraska COA #CA-0638

EXHIBIT

1

Opinion of Probable Cost

Electrical Improvements - Runway and Taxiway Lighting with Electrical Vault, PAPIs, and Beacon

Imperial Municipal Airport
Imperial, Nebraska

August, 2026

					Runway Lighting and Vault		Taxiway Lighting		PAPIs		Beacon	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-102	Erosion Control Blanket	LS	Varies	1	\$10,000.00			1	\$15,000.00		
2	C-105	Mobilization	LS	Varies	1	\$66,000.00	1	\$23,000.00	1	\$18,000.00	1	\$8,000.00
3	P-152	Unclassified Excavation	LS	Varies	1	\$10,000.00			1	\$20,000.00		
4	L-101	Airport Beacon Removal	LS	\$ 2,000.00							1	\$2,000.00
5	L-101	Airport Rotating Beacon, In Place	LS	\$ 12,000.00							1	\$18,000.00
6	L-103	Beacon Tower Removal	LS	\$ 4,000.00							1	\$4,000.00
7	L-103	Tip-Down Beacon Tower and Foundation, In Place	LS	\$ 50,000.00							1	\$50,000.00
8	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$ 4.00	12,550	\$50,200.00	8,000	\$32,000.00	4,500	\$18,000.00		
9	L-108	2/c #6 600V Cables with #8 Ground	LF	\$ 6.00							100	\$600.00
10	L-108	No. 6 AWG Solid Bare Copper Counterpoise Wire, Installed Above Duct Bank or Conduit, Including Connections/Terminations	LF	\$ 5.00	11,500	\$57,500.00	3,200	\$16,000.00	300	\$1,500.00		
11	L-109	7.5 kW 3-Step Regulator	LS	\$ 18,000.00	1	\$18,000.00						
12	L-109	4 kW 3-Step Regulator	LS	\$ 18,000.00			1	\$18,000.00	1	\$18,000.00		
13	L-109	Vault Work	LS	Varies	1	\$25,000.00	1	\$5,000.00	1	\$5,000.00	1	\$5,000.00
14	L-109	Electrical Vault	LS	\$ 150,000.00	1	\$150,000.00						
15	L-109	Electrical Service to Vault	LS	\$ 20,000.00	1	\$20,000.00						
16	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$ 8.00	11,000	\$88,000.00	3,000	\$24,000.00	300	\$2,400.00	50	\$400.00
17	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$ 40.00	500	\$20,000.00	200	\$8,000.00				
18	L-115	Electrical Junction Structure (L-867B)	EA	\$ 1,200.00	8	\$9,600.00	4	\$4,800.00	4	\$4,800.00	1	\$1,200.00
19	L-125	Light Removal	EA	\$ 200.00	81	\$16,200.00	64	\$12,800.00				
20	L-125	RWY 13 PAPI Removal	EA	\$ 5,000.00					1	\$5,000.00		
21	L-125	RWY 31 PAPI Removal	EA	\$ 5,000.00					1	\$5,000.00		
22	L-125	L-861 Base-Mounted Runway Light	EA	\$ 1,600.00	48	\$76,800.00						
23	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	\$ 1,800.00	16	\$28,800.00	47	\$84,600.00				
24	L-125	L-861T(L) Taxiway Light - Fixture Only	EA	\$ 250.00			53	\$13,250.00				
25	L-125	L-861SE(L) Base-Mounted Threshold Light	EA	\$ 2,000.00	16	\$32,000.00						
26	L-125	RWY 13 L-881(L) PAPI System	EA	\$ 25,000.00					1	\$35,000.00		
27	L-125	RWY 31 L-881(L) PAPI System	EA	\$ 25,000.00					1	\$35,000.00		
28	T-901	Seeding	LS	\$ 3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$5,000.00		
29	Olsson 100	Construction Layout and Stakes	LS	Varies	1	\$10,000.00	1	\$5,000.00	1	\$5,000.00	1	\$1,000.00
30	Olsson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	\$30,000.00	1	\$5,000.00	1	\$5,000.00	1	\$2,500.00
* Assumes all work is completed as one project					Total Construction	\$721,100.00		\$254,450.00		\$182,700.00		\$92,700.00
					Engineering & Administration*	\$180,275.00		\$63,612.50		\$45,675.00		\$23,175.00
					FAA Flight Check	\$0.00		\$0.00		\$30,000.00		\$0.00
					Total (Rounded)	\$900,000.00		\$320,000.00		\$260,000.00		\$120,000.00
					Federal (90%)	\$810,000.00		\$288,000.00		\$234,000.00		\$108,000.00
					Local (5%)	\$45,000.00		\$16,000.00		\$13,000.00		\$6,000.00
					State Aid (5%)	\$45,000.00		\$16,000.00		\$13,000.00		\$6,000.00
					GRAND TOTAL					\$1,600,000.00		
					Federal (90%)					\$1,440,000.00		
					Local (5%)					\$80,000.00		
					State Aid (5%)					\$80,000.00		

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Robert E. Arraj Field (IBM)

SCOPE: (P01) ALP Update

COST ESTIMATE:

DATE OF ESTIMATE: 2-Sep-26

Construction: \$0.00
Engineering: \$360,000.00
Administration: \$0.00
Total: \$360,000.00

ROUNDED: \$360,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$18,000	\$18,000	\$324,000	\$360,000
5%	5%	90%	

PROJECT STATUS

Consultant has been selected.

LAST PROJECT

Project No. 3-31-0047-013/014 Taxiway & Apron Rehabilitation, construction to start Spring 2027.

AIRPORT FACILITY DATA

Based Aircraft: 12

Runway Design Code (RDC): Runway 10/28: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/16/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Good
Taxiways: Fair to Good
Aprons: Satisfactory



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Kimball Municipal Airport, IBM, Kimball, Nebraska

Address: 3925 Rd 28s
Kimball, NE 69145

PROJECT DETAILS:

Project Title: ALP Update

Project Description:

An ALP Update with Narrative Report, AGIS, and Exhibit A to evaluate the airport's future needs and update to current FAA standards.

Project Cost Estimate:	\$360,000	Requested State Funds:	\$18,000
------------------------	------------------	------------------------	-----------------

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The last update to the original ALP was completed on June 30, 2025. This project will update the ALP to current FAA advisory circular requirements and standards.

Airport Layout Plan (ALP) Date: September 16, 1999.

Environmental (NEPA) Determination: Categorically excluded per Section 5-6.4e FAA Order 1050.1F

The ALP update will analyze the approach and departure surfaces for obstructions

As depicted on the current Exhibit A Property Map dated 6/06/97, and under AIP Grant No.

3-31-0047-03

Consultant selected for this project: Consultant selection in process

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

We need to keep up to date with our ALP to make sure we are in compliance.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Ryan T. McElroy

Title: Chairman

Email: ryan.mcelroy@grisk.com

Phone: 308-249-2649

Signature of Authorized Representative:

Ryan T. McElroy

 Digitally signed by Ryan T. McElroy
Date: 2026.09.03 20:23:21 -06'00'

Date:

9/2/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Nebraska City Municipal Airport (AFK)

SCOPE: (X08/G05) Construct Partial Parallel Taxiway, Apron Expansion and Airfield Lighting

COST ESTIMATE:

DATE OF ESTIMATE: 26-Aug-26

Construction: \$3,968,415.00
Engineering & Administration: \$901,000.00
Flight Check: \$30,000.00
Total: \$4,899,415.00

ROUNDED: \$4,900,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$245,000	\$245,000	\$4,410,000	\$4,900,000
5%	5%	90%	Ideal Request
\$200,000	\$290,000	\$4,410,000	\$4,900,000
4%	6%	90%	Capped Request

Note: Federal Matching Grants are capped at \$200,000

PROJECT STATUS

90% plans and specifications are due January 2027.

LAST PROJECT

Project No. 3-31-0056-018/020/022/023 Fuel System, closeout. Waiting grant amendment.

AIRPORT FACILITY DATA

Based Aircraft: 11

Runway Design Code (RDC): Runway 15/33: B-II
Runway 5/23 (Turf): A-I Small

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/16/25
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025. PCI:
Runways: Good
Taxiways: Good
Aprons: Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Nebraska City Municipal Airport (AFK)

Address: 972 S. 64th Road

Nebraska City, Nebraska 68410

PROJECT DETAILS:

Project Title: Construct Partial Parallel Taxiway, Apron Expansion and Airfield Lighting

Project Description:

The proposed project has been selected for FY 2027 Congressional Directed Spending and State Apportionment funding. The project includes construction of the remaining segment of the partial parallel taxiway, extending from the apron connector taxiway to the Runway 15/33 end, approximately 35 feet wide by 1,500 feet long. The project will also expand the apron by approximately 200 feet by 500 feet to provide additional aircraft parking capacity.

In addition, the project will complete the airport's airfield lighting infrastructure, including installation of new Runway 15/33 edge lighting, taxiway lighting, PAPIs, REILs, a rotating beacon and beacon tower, wind cone, segmented circle, and a new electrical vault. This comprehensive development will significantly enhance airfield safety, operational efficiency, and airport capacity.

Project Cost Estimate:	\$4,900,000	Requested State Funds:	\$200,000
------------------------	--------------------	------------------------	------------------

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The proposed project will improve airfield safety and operational efficiency by completing the southern segment of the parallel taxiway adjacent to Runway 15/33. Currently, aircraft must back-taxi on the runway due to the absence of a full-length parallel taxiway. Construction of the remaining taxiway segment will eliminate this condition, enhancing both safety and airfield capacity. The project will also expand the existing apron, which is currently undersized, to provide adequate aircraft parking clearances and improve overall apron operations.

Additionally, the project will replace critical airfield lighting infrastructure that has exceeded its useful life as identified in the AIP Handbook. Existing runway lighting, PAPIs, the rotating beacon, wind cone with segmented circle, and the electrical vault are all more than 20 years old and require frequent maintenance due to their deteriorating condition. The project will also install the airport's first taxiway lighting system, significantly enhancing airfield safety and operational reliability for both daytime and nighttime operations.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

This proposed grant will assist the sponsor in the local share for their federal project and reduce amount of funds bonded by the sponsor.

Job Opportunities

The installation project will create short-term employment opportunities for contractors, electricians, and support staff involved in site preparation, removal, and new beacon installation. Long-term, the improved infrastructure could contribute to increased airport activity, indirectly supporting aviation-related businesses such as maintenance shops and hospitality services

Local Infrastructure and Tourism

This proposed project will expand the apron to allow more parking area for the local community attractions of Nebraska City. Completion of the parallel taxiway will providing local traffic, tourists, and visiting pilots safer operations with removing the need for back taxi upon landing on the Runway 33 End.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the Nebraska City Municipal Airport and surrounding communities. The airport serves as a gateway, providing essential connectivity for business (including agricultural), recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth. Enhanced airport facilities are often a prerequisite for attracting new companies, supporting expansion of agricultural and industrial operations, and encouraging talent retention in the region.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Neal Deremer

Title: Chairman

Email: njderemer@gmail.com

Phone: 402-297-3430

Signature of Authorized Representative:

Neal J. Deremer

 Digitally signed by Neal J. Deremer
Date: 2026.08.26 16:19:08 -05'00'

Date:

8/26/26

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

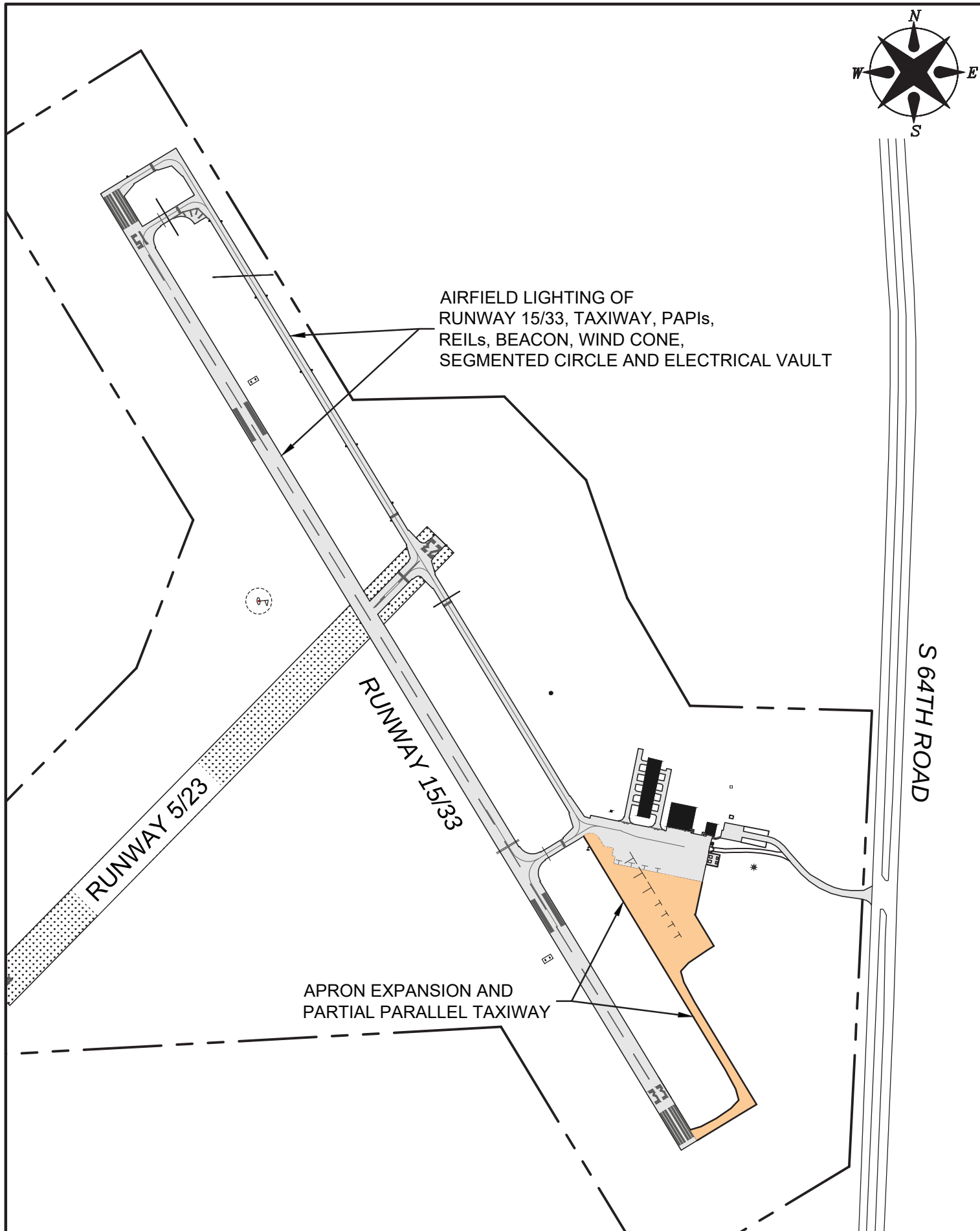
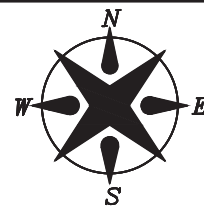
ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: 026-01111

DRAWN BY: CPC

DATE: 07/2026

PROPOSED PROJECT
NEBRASKA CITY MUNICIPAL AIRPORT

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

EXHIBIT

1

Construct South Parallel Taxiway and Apron Expansion with Airfield Lighting Improvements Nebraska City Municipal Airport (AFK)

Preliminary Project Budget Summary - February 2026

	Engineering	Construction Estimate	2027 Construction (add 10%)	Total Construction	Flight Check	TOTAL
Construct Taxiway	\$626,000	\$2,504,900	\$250,490	\$2,755,390		\$3,381,390
Runway and Taxiway Lighting	\$219,000	\$875,250	\$87,525	\$962,775		\$1,181,775
Wind Cone & Beacon	\$56,000	\$227,500	\$22,750	\$250,250	\$30,000	\$336,250
Totals	\$901,000	\$3,607,650	\$360,765	\$3,968,415	\$30,000	\$4,899,415
					FAA 90%	\$4,409,473.00
					Sponsor 10%	\$489,942.00

ACIP Cost Estimate

Pave South Partial Parallel Taxiway and Apron

Nebraska City Municipal Airport

Nebraska City, Nebraska

2/12/2026

					Parallel Taxiway and Apron	
Item No.	Spec	Description	Unit	Unit Price*	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$25,000.00	1	\$25,000.00
2	C-102	Temporary seeding and mulching	AC	\$3,000.00	7	\$21,000.00
3	C-102	Installation and Removal of Silt Fence	LF	\$5.00	7,000	\$35,000.00
4	C-102	Erosion Control Blanket	SY	\$5.00	5,000	\$25,000.00
5	C-102	Installation and Removal of Wattle Barrier	LF	\$10.00	1,350	\$13,500.00
6	C-105	Mobilization	LS	\$185,367.50	1	\$185,367.50
7	P-101	Concrete Pavement Removal	SY	\$7.00	1,810	\$12,670.00
8	P-101	Reinforced Concrete Pipe (RCP) Removal	LF	\$20.00	160	\$3,200.00
9	P-152	Embankment in Place	CY	\$9.00	55,000	\$495,000.00
10	P-209	6" Crushed Aggregate Base Course	SY	\$18.00	14,900	\$268,200.00
11	P-501	6" Concrete Pavement	SY	\$75.00	15,500	\$1,162,500.00
12	P-620	Marking with Reflective Media	SF	\$2.00	1,150	\$2,300.00
13	P-620	Marking w/o Reflective Media	SF	\$1.75	2,100	\$3,675.00
14	P-620	Temporary Marking	SF	\$1.75	1,150	\$2,012.50
15	D-701	36" Class V Reinforced Concrete Pipe (RCP)	LF	\$150.00	125	\$18,750.00
16	D-701	36" Class III RCP Flared End Section	EA	\$1,500.00	2	\$3,000.00
17	D-705	Edge Drain Riser	EA	\$1,500.00	14	\$21,000.00
18	D-705	4" Perforated Underdrain Pipe	LF	\$35.00	2,075	\$72,625.00
19	D-705	4" Non-Perforated SCH 40 Underdrain Pipe	LF	\$35.00	520	\$18,200.00
20	D-705	Edge Drain Outlet Structure	EA	\$1,100.00	7	\$7,700.00
21	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.00	400	\$1,200.00
22	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	\$3.00	400	\$1,200.00
23	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$9.00	200	\$1,800.00
24	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$15.00	200	\$3,000.00
25	T-901	Seeding	AC	\$3,000.00	7	\$21,000.00
26	T-908	Mulching	AC	\$3,000.00	7	\$21,000.00
27	OLSSON-100	Construction Layout and Stakes	LS	\$25,000.00	1	\$25,000.00
28	OLSSON-101	Temporary Safety and Phasing Procedures	LS	\$35,000.00	1	\$35,000.00

* Assumes all work is completed as one project

Total Construction \$2,504,900.00
Engineering & Administration* \$626,000.00
Total (Rounded) \$3,130,000.00

ACIP Cost Estimate

Remove and Replace Runway Lighting and PAPIs, Install REILs, Install Taxiway Lighting, Remove and Replace Beacon, Remove and Replace Wind Con

Nebraska City Municipal Airport
Nebraska City, Nebraska

2/12/2026

Item No.	Spec	Description	Unit	Unit Price	Runway Lighting Including PAPIs and REILs		Taxiway Lighting		Beacon		Wind Cone	
					Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$35,000.00	1	\$22,000.00	1	\$9,000.00	1	\$10,000.00
2	L-101	Airport Beacon Removal	LS	\$2,000.00	0	\$0.00	0	\$0.00	1	\$2,000.00	0	\$0.00
3	L-101	Airport Rotating Beacon, In Place	LS	\$8,000.00	0	\$0.00	0	\$0.00	1	\$8,000.00	0	\$0.00
4	L-103	Beacon Tower Removal	LS	\$3,000.00	0	\$0.00	0	\$0.00	1	\$3,000.00	0	\$0.00
5	L-103	Tip-Down Beacon Tower and Foundation, In Place	LS	\$55,000.00	0	\$0.00	0	\$0.00	1	\$55,000.00	0	\$0.00
6	L-107	LED Wind Cone and Foundation, In Place	EA	\$10,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$10,000.00
7	L-107	Segmented Circle Marker System	EA	\$50,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$50,000.00
8	L-107	Wind Cone Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$2,500.00
9	L-107	Segmented Circle Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$2,500.00
10	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.00	13,100	\$39,300.00	13,100	\$39,300.00	0	\$0.00	0	\$0.00
11	L-108	2/c #6 600V Cables with #8 Ground	LF	\$6.00	0	\$0.00	0	\$0.00	850	\$5,100.00	2,700	\$16,200.00
12	L-108	No. 6 AWG Solid Bare Copper Counterpoise Wire, Installed Above Duct Bank or Conduit, Including Connections/Terminations	LF	\$3.00	11,500	\$34,500.00	11,750	\$35,250.00	0	\$0.00	0	\$0.00
13	L-109	Vault Work	LS	Varies	1	\$5,000.00	1	\$5,000.00	1	\$2,500.00	1	\$2,500.00
14	L-109	7.5 kW 3-Step Regulator in Existing Vault, in Place	LS	\$15,000.00	1	\$15,000.00	1	\$15,000.00	0	\$0.00	0	\$0.00
15	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$8.00	10,750	\$86,000.00	11,150	\$89,200.00	700	\$5,600.00	2,450	\$19,600.00
16	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$40.00	755	\$30,200.00	620	\$24,800.00	150	\$6,000.00	250	\$10,000.00
17	L-115	Electrical Junction Structure (L-867B)	EA	\$800.00	10	\$8,000.00	8	\$6,400.00	2	\$1,600.00	8	\$6,400.00
18	L-125	Base-Mounted Light Removal	EA	\$350.00	58	\$20,300.00	16	\$5,600.00	0	\$0.00	0	\$0.00
19	L-125	Retroreflective Guidance Sign	EA	\$2,500.00	5	\$12,500.00	0	\$0.00	0	\$0.00	0	\$0.00
20	L-125	L-861(L) Base-Mounted Runway Light	EA	\$1,100.00	42	\$46,200.00	0	\$0.00	0	\$0.00	0	\$0.00
21	L-125	L-861 SE Base-Mounted Threshold Light	EA	\$1,200.00	16	\$19,200.00	0	\$0.00	0	\$0.00	0	\$0.00
22	L-125	L-861(T)L Base-Mounted Taxiway Light	EA	\$1,100.00	0	\$0.00	165	\$181,500.00	0	\$0.00	0	\$0.00
23	L-125	RWY 15 (Type L-849I, Style E) REIL System	EA	\$20,000.00	1	\$20,000.00	0	\$0.00	0	\$0.00	0	\$0.00
24	L-125	RWY 33 (Type L-849I, Style E) REIL System	EA	\$20,000.00	1	\$20,000.00	0	\$0.00	0	\$0.00	0	\$0.00
25	L-125	RWY 15 PAPI	EA	\$30,000.00	1	\$30,000.00	0	\$0.00	0	\$0.00	0	\$0.00
26	L-125	RWY 33 PAPI	EA	\$30,000.00	1	\$30,000.00	0	\$0.00	0	\$0.00	0	\$0.00
27	T-901	Seeding	LS	Varies	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
28	T-908	Mulching	LS	Varies	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
29	Olsson-100	Construction Layout and Stakes*	LS	Varies	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
30	Olsson-101	Temporary Safety and Phasing Procedures*	LS	Varies	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
Total Construction						\$451,200.00		\$424,050.00		\$97,800.00		\$129,700.00
Engineering & Administration*						\$113,000.00		\$106,000.00		\$24,000.00		\$32,000.00
Total (Rounded)						\$560,000.00		\$530,000.00		\$120,000.00		\$160,000.00

* Assumes all work is completed as one project

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Norfolk Regional Airport/Karl Stefan Memorial Field (OFK)

SCOPE: (R08) Rehabilitate Rwy 14/32

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$5,128,300.00
Engineering: \$769,245.00
Administration: \$10,000.00
Total: \$5,907,545.00

ROUNDED: \$5,910,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$295,500	\$295,500	\$5,319,000	\$5,910,000 Ideal Request
5%	5%	90%	
\$200,000	\$391,000	\$3,906,000	\$4,340,000 Capped Request
3.4%	6.6%	90%	

Note: Federal Matching Grants are capped at \$200,000

PROJECT STATUS

Scope of services is undergoing an independent cost analysis.

LAST PROJECT

Project No. 3-31-0058-030-2026 Hangar, under construction

AIRPORT FACILITY DATA

Based Aircraft: 47

Runway Design Code (RDC): Runway 14/32: B-II
Runway 1/19: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/05/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Fair to Good
Taxiways: Poor to Good
Aprons: Fair to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Norfolk Regional Airport (OFK), Norfolk, NE

Address: P.O. Box 1343, Norfolk, NE 68702

PROJECT DETAILS:

Project Title: Rehabilitate Runway 14/32 (Asphalt Mill/Overlay)

Project Description:

REHABILITATE RUNWAY 14/32 (ASPHALT MILL/OVERLAY): The Existing Asphalt Pavement On Runway 14/32 Was Last Overlaid +15 Years Ago, Then Two P-629 Micro-Surfacings Have Been Applied Since On The Previous Asphalt Overlay. The Existing Micro-Surfacing Is Exhibiting Distresses And Peeling Throughout And Will Be Removed And Replaced With An Asphalt Mill/Overlay. The Existing Asphalt Overlay Is Experiencing Various Levels Of Random Cracking, Which Will Be Remedied With Full Depth And Partial Depth Asphalt Pavement Repair And Slurry Seal Prior To Overlay. Runway 14/32 Will Receive New Pavement Markings After The Mill/Overlay Is Completed. No Electrical And Drainage Upgrades Are Included In The Project Scope.

Project Cost Estimate:	\$5,910,000	Requested State Funds:	\$200,000
------------------------	--------------------	------------------------	------------------

Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

This project at Norfolk Regional Airport serves a dual purpose: enhancing operational safety through improved Foreign Object Debris (FOD) control and extending the longevity of the airport's runway pavement infrastructure.

The existing asphalt overlay on OFK's Runway 14/32 has previously received two separate Flex Seal microsurfacings since the last rehabilitation/mill & overlay. The existing microsurfacing is peeling throughout the runway and several large transverse and longitudinal cracks are opening to a width and depth beyond crack seal repair. The existing asphalt pavement mill and overlay rehabilitation on Runway 14/32 will restore pavement integrity, extending the life of the asphalt pavement section for the next 10 years. It is noted that approximately 50% of the G.A. traffic at OFK utilizes Runway 13/32 over the primary runway. FAA and NDOT-A have already concurred with the pavement rehabilitation approach and federally funding assistance is already anticipated to support 90% of the costs of the project.

The project scope includes both engineering and construction phases. Design work will be completed in Fall 2026 by the airport's consultant, Benesch, with a bid opening scheduled for early 2027. Construction is planned for the 2027 season.

Consultant selected for this project: Benesch

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

- Stimulates local spending through construction activities, material procurement, and professional services.
- Enhances the airport's operational reliability, supporting business/private travel operations that contribute to regional commerce.
- Improves infrastructure that supports long-term economic development by attracting aviation-related businesses.

Job Opportunities

- Creates short-term employment during the design and construction phases, including engineering, contracting, and labor roles.
- Supports long-term job growth by improving airport facilities, which can attract new tenants, increase air traffic, and expand airport operations.

Local Infrastructure

- Upgrades aging pavement systems, improving the durability and safety of airport surfaces.
- Reduces maintenance costs and emergency repairs, allowing the Airport Authority and City to allocate resources more efficiently.
- Enhances the airport's ability to support local airport businesses and tenants.

Tourism Support

- Improves the airport's appeal and accessibility for tourists visiting Norfolk and surrounding areas.
- Supports regional events and attractions by ensuring reliable air service and a positive first impression for visitors.

Improved Access

- Enhances the airport's usability for general aviation, itinerant flights, and emergency services.
- Ensures safer and more efficient aircraft operations, reducing delays and improving travel times.

Community Benefits

- Strengthens the airport's role as a community asset, supporting emergency response, medical transport, and educational programs.
- Demonstrates investment in public infrastructure, reinforcing civic pride and confidence in local governance.

Regional Growth

- Encourages investment and development in surrounding areas by improving access and infrastructure reliability.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Justin Martin

Title: Airport Manager

Email: justin@norfolkneairport.com

Phone: 402-841-5130

Signature of Authorized Representative:

Date:

Justin Martin

Digitally signed by Justin Martin
DN: cn=Justin Martin, email=justin@norfolkneairport.com, o=Norfolk Airport Authority, ou=Airport Manager, c=US
Reason: I am the author of this document
Date: 2026.08.31 12:22 PM
PDF GENERATED BY

8/31/2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



Capital Improvement Program (CIP) Data Sheet

See the instructions section for information on completing this FAA Central Region form.

Airport Name, LOCID, City, State:	Norfolk Regional Airport (EAR), Norfolk, NE		
AIP Project Type:	Rehabilitate Runway 14/32 (Asphalt Mill/Overlay)		
Local Priority:	2 - High	Federal Share:	\$ 5,319,000
Federal FY Requested:	2027	State Share:	\$ 295,500
		Local Share:	\$ 295,500
		Total Project Cost:	\$ 5910000

Provide detailed project scope and justification below. You must attach on a *separate* sheet or PDF a sketch/drawing that clearly depicts the scope of the project.

REHABILITATE RUNWAY 14/32 (ASPHALT MILL/OVERLAY): The Existing Asphalt Pavement On Runway 14/32 Was Last Overlaid +15 Years Ago, Then Two P-629 Micro-Surfacings Have Been Applied Since On The Previous Asphalt Overlay. The Existing Micro-Surfacing Is Exhibiting Distresses And Peeling Throughout And Will Be Removed And Replaced With An Asphalt Mill/Overlay. The Existing Asphalt Overlay Is Experiencing Various Levels Of Random Cracking, Which Will Be Remedied With Full Depth And Partial Depth Asphalt Pavement Repair, Slurry Seal And Interlayer Crack Mitigating Fabric Prior To Overlay. Runway 14/32 Will Receive New Pavement Markings After The Mill/Overlay Is Completed. No Electrical And Drainage Upgrades Are Included In The Project Scope.



Sponsor Signature Block

Signature:	Justin Martin Digitally signed by Justin Martin DN: c=US, E=justin@norfolkneairport.com, O=Norfolk Airport Authority, OU=Airport Manager, CN=Justin Martin Reason: I am the author of this document Date: 10/05/2026 10:30 AM PDFgear Version: 2.1.13	Date:	10/05/2026
Printed Name:	Justin Martin	Title:	Airport Manager
Phone Number:	(402) 841-5130	Email:	justin@norfolkneairport.com

PRELIMINARY COST ESTIMATE
(BASED ON OPINION OF PROBABLE COST)
Norfolk Regional Airport

Project: Runway 14/32 Rehabilitation (5,806'x100')

Item	Quant.	Unit	Unit Price	Amount
Site Prep/Mobilization (N.T.E. 10%)	1	L.S.	\$ 350,000.00	\$ 350,000.00
Airport Safety Measures	1	L.S.	\$ 150,000.00	\$ 150,000.00
Staking/Survey	1	L.S.	\$ 75,000.00	\$ 75,000.00
Erosion Control Measures (Silt Fence, Straw Wattles)	1	L.S.	\$ 25,000.00	\$ 25,000.00
Contractor Quality Control Program (CQCP)	1	L.S.	\$ 150,000.00	\$ 150,000.00
Cold Milling (2 Inch Nominal Profile Mill)	63,000	S.Y.	\$ 8.00	\$ 504,000.00
Partial Depth Asphalt Pavement Repair	7,500	S.F.	\$ 15.00	\$ 112,500.00
Slurry Seal	35,000	L.F.	\$ 6.00	\$ 210,000.00
Full Depth Patch Crack Mitigating Fabric	6,500	S.F.	\$ 12.00	\$ 78,000.00
Runway & Taxiway Crack Mitigating Fabric	63,000	S.Y.	\$ 8.00	\$ 504,000.00
Bituminous Tack Coat	6,300	GAL	\$ 8.00	\$ 50,400.00
P-401 Asphalt Surface Course (3 Inches)	11,700	TON	\$ 230.00	\$ 2,691,000.00
Runway Marking (White), With Reflective Media	38,000	S.F.	\$ 4.50	\$ 171,000.00
Taxiway Marking (Yellow), With Reflective Media	2,200	S.F.	\$ 4.50	\$ 9,900.00
Marking (Black), Without Reflective Media	12,000	S.F.	\$ 2.50	\$ 30,000.00
Airport Seeding & Mulching	5	Acre	\$ 3,500.00	\$ 17,500.00
TOTAL CONSTRUCTION COST:				\$ 5,128,300.00

ADMINISTRATION (NDOT-A and OFK): \$ 10,000.00

ENGINEERING (15%): \$ 769,245.00

TOTAL PROJECT COST: \$ 5,907,545.00

CALL IT: \$ 5,910,000.00

90% Federal: \$ 5,319,000.00

5% State Aid: \$ 295,500.00

5% Local: \$ 295,500.00

Note: Assumes No Electrical And Drainage Upgrades Included In Project Scope.

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: Pender Municipal Airport (0C4)

SCOPE: (G03) Displace Runway 15 Threshold 100', Replace runway lights, PAPI's, segmented circle and marking

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$758,225.00
Engineering & Administration: \$189,556.25
Utilitys & Flight Check: \$85,000.00
Total: \$1,032,781.25

ROUNDED: \$1,040,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL		
\$52,000	\$52,000	\$936,000	\$1,040,000	Total Request	Note: Project was allocated \$10,800 at the October 2025 meeting.
5%	5%	90%			
\$52,000 less \$10,800 (FY26 State Grant) =					
\$41,200	\$52,000	\$936,000	\$1,040,000	Adjusted Request	
				To Account for FY26 State Grant	

PROJECT STATUS

Waiting for the ALP to be airspaced by the FAA.

LAST PROJECT

Project No. 3-31-0066-016 ALP, waiting FAA review

AIRPORT FACILITY DATA

Based Aircraft: 15

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 5/06/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:
Runways: Good
Taxiways: Satisfactory to Good
Aprons: Satisfactory to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Pender Municipal Airport (0C4) **Pender Municipal Airport**

Address: 1117 Airport Road, Pender, NE, 68047

PROJECT DETAILS:

Project Title: Displace Runway 15 Threshold 100'; Replace Runway Lights, PAPIs, Beacon, Wind Cone & Segmented Circle; Install Taxiway Lights, with Marking

Project Description: [See attached for legibility.](#)

The Airport Authority has been reserving its AIP and ILJA funding for a major airfield lighting improvement project to address the aging runway lighting and NAVAID systems. However, the recent identification of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach required the airport to first update its Airport Layout Plan (ALP) to evaluate and identify an appropriate solution. The ALP update determined that a displaced threshold and the burial of the existing power line are required. Implementation of the displaced threshold will also require modifications to the runway lighting and visual navigational aids. For several years, the Airport Authority has maintained the existing electrical system through incremental repairs and replacement of failing components. However, aging infrastructure, increasing maintenance demands, and limited availability of replacement parts have made continued maintenance increasingly difficult. The existing runway lighting system and PAPIs were installed in 2008. Due to the age of the system, the airport is experiencing increasing maintenance requirements, limited availability of replacement parts, and reduced reliability of the existing equipment. In addition, the airport installed a new beacon and wind cone in 2008, both of which have reached the end of their useful service lives and have become increasingly difficult to maintain.

The displaced threshold project will require new pavement markings along the entire runway. As part of the pavement marking removal process, the existing joint sealant will also be removed and replaced.

The proposed project will replace the existing incandescent runway lights, PAPIs, beacon, and wind cone with new LED equipment. These upgrades will improve system reliability, reduce energy consumption, lower long-term maintenance costs, and enhance overall airfield safety. The displaced threshold improvements will also mitigate the impacts of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach.

Project Cost Estimate:	\$1,040,000.00	Requested State Funds:	\$52,000
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Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Safety Improvements

The displaced threshold will address Highway 16 as obstruction along with the requirement of burying the power line at the runway end. The airfield lighting is essential for maintaining safe aircraft operations during nighttime hours and periods of reduced visibility. The proposed LED lighting system will provide improved illumination, enhanced fixture reliability, and more consistent light output compared to the existing incandescent system.

These improvements will enhance operational safety for based aircraft, transient users, emergency responders, and other airport stakeholders.

Longevity and Sustainability

LED airfield lighting systems have significantly longer service lives than traditional incandescent fixtures, reducing the frequency of lamp replacements and maintenance activities. The proposed improvements will provide a modern lighting system capable of supporting airport operations for many years while lowering long-term maintenance demands.

Project Need and Justification

Addressing the Highway 16 obstruction and the power poles will address safety standards for all users of the airport and the public utilizing the highway. The lighting improvements associated with the project will modernize a nearly 18-year-old airfield lighting system that has reached the end of its useful life. The upgrade to LED technology will improve safety, reliability, and operational efficiency while reducing long-term maintenance and energy costs.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures. LED technology consumes less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate resources toward future airport improvements and operational needs.

Job Opportunities

The project will support local and regional employment opportunities through engineering, pavement marking, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and NAVAIDs that are at the end of their useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

Improved lighting and NAVAIDs will enhance the airport's ability to serve visiting pilots, business travelers, and recreational aviation users. Increased reliability during nighttime and reduced-visibility conditions improves access to the Wayne area and supports local tourism, events, and business activity.

Improved Access

The displaced threshold and lighting improvements will improve the safety and reliability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, ensuring continued access to the community when air transportation is needed most.

Community Benefits

The project will improve airfield safety, reliability, and operational efficiency while minimizing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, and emergency services.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

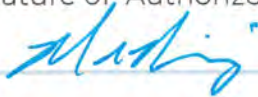
Name: Mark Kinning

Title: Chairman

Email: mark@penroconstruction.com

Phone: (402)922-0783

Signature of Authorized Representative:



Date:

8-31-2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Added for legibility

Project Description:

The Airport Authority has been receiving its AP and IJA funding for a major airfield lighting improvement project to address the aging runway lighting and NAVAID systems. However, the recent identification of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach required the airport to first update its Airport Layout Plan (ALP) to evaluate and identify an appropriate solution. The ALP update determined that a displaced threshold and the burial of the existing power line are required. Implementation of the displaced threshold will also require modifications to the runway lighting and visual navigational aids. For several years, the Airport Authority has maintained the existing electrical system through incremental repairs and replacement of failing components. However, aging infrastructure, increasing maintenance demands, and limited availability of replacement parts have made continued maintenance increasingly difficult. The existing runway lighting system and PAPIs were installed in 2008. Due to the age of the system, the airport is experiencing increasing maintenance requirements, limited availability of replacement parts, and reduced reliability of the existing equipment. In addition, the airport installed a new beacon and wind cone in 2008, both of which have reached the end of their useful service lives and have become increasingly difficult to maintain.

The displaced threshold project will require new pavement markings along the entire runway. As part of the pavement marking removal process, the existing joint sealant will also be removed and replaced.

The proposed project will replace the existing incandescent runway lights, PAPIs, beacon, and wind cone with new LED equipment. These upgrades will improve system reliability, reduce energy consumption, lower long-term maintenance costs, and enhance overall airfield safety. The displaced threshold improvements will also mitigate the impacts of Highway 16 and adjacent power poles as obstructions to the Runway 15 approach.

Project Justification and Additional Information (safety, longevity, etc.):

Safety Improvements

The displaced threshold will address Highway 16 as an obstruction along with the requirement of burying the power line at the runway end. The airfield lighting is essential for maintaining safe aircraft operations during nighttime hours and periods of reduced visibility. The proposed LED lighting system will provide improved illumination, enhanced

fixture reliability, and more consistent light output compared to the existing incandescent system.

These improvements will enhance operational safety for based aircraft, transient users, emergency responders, and other airport stakeholders.

Longevity and Sustainability

LED airfield lighting systems have significantly longer service lives than traditional incandescent fixtures, reducing the frequency of lamp replacements and maintenance activities. The proposed improvements will provide a modern lighting system capable of supporting airport operations for many years while lowering long-term maintenance demands.

Project Need and Justification

Addressing the Highway 16 obstruction and the power poles will address safety standards for all users of the airport and the public utilizing the highway. The lighting improvements associated with the project will modernize a nearly 18-year-old airfield lighting system that has reached the end of its useful life. The upgrade to LED technology will improve safety, reliability, and operational efficiency while reducing long-term maintenance and energy costs.

Explanation of the project benefits and impacts:

Economic Benefits

The project will reduce long-term operating and maintenance costs by replacing aging incandescent airfield lighting with energy-efficient LED fixtures. LED technology consumes less electricity, requires fewer replacements, and reduces maintenance labor and material costs. These savings will allow the Airport Authority to better allocate resources toward future airport improvements and operational needs.

Job Opportunities

The project will support local and regional employment opportunities through engineering, pavement marking, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure

This project will modernize critical airfield infrastructure by replacing a runway and NAVAIDs that are at the end of their useful life. The improvements will enhance reliability, reduce maintenance requirements, and ensure the airport can continue to safely support aviation operations.

Tourism Support

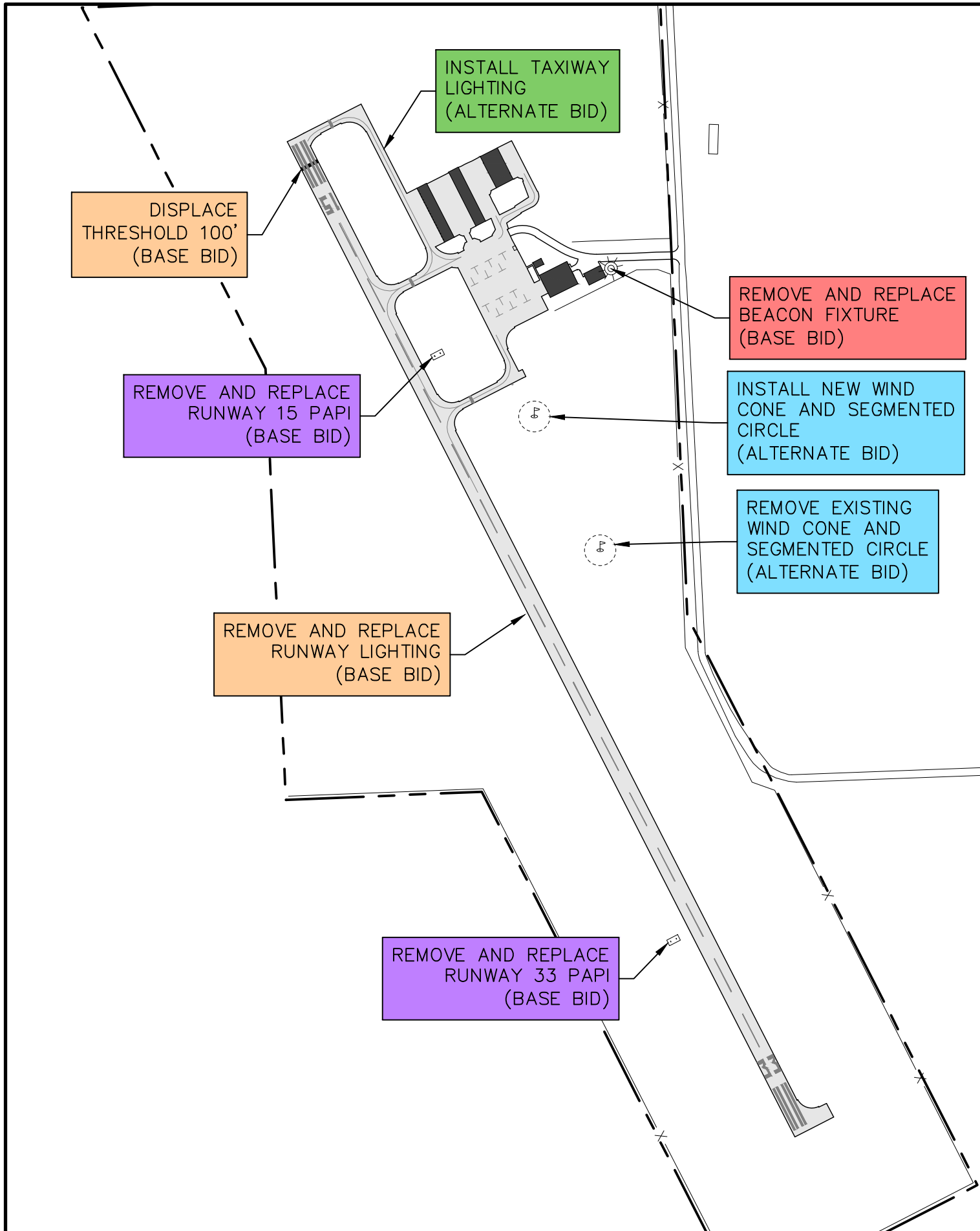
Improved lighting and NAVAIDs will enhance the airport's ability to serve visiting pilots, business travelers, and recreational aviation users. Increased reliability during nighttime and reduced-visibility conditions improves access to the Wayne area and supports local tourism, events, and business activity.

Improved Access

The displaced threshold and lighting improvements will improve the safety and reliability of aircraft operations during nighttime and adverse weather conditions. Enhanced airfield lighting supports general aviation users, business travel, agricultural operations, emergency response flights, and medical transport services, ensuring continued access to the community when air transportation is needed most.

Community Benefits

The project will improve airfield safety, reliability, and operational efficiency while minimizing future maintenance disruptions. Completion of the project will provide the community with a more dependable airport facility capable of serving local residents, businesses, and emergency services.



ACIP Cost Estimate

Displace Runway 15 Threshold 100'; Replace Runway Lights, PAPIs, Beacon, Wind Cone & Segmented Circle; Install Taxiway Lights, with Marking

Pender Municipal Airport

Pender, Nebraska

July, 2026

Runway Lighting / Displaced Threshold with Marking (FY27 Base Bid)					Taxway Lighting (FY27 Alt Bid)		PAPIs (FY27 Base Bid)		Wind Cone and Segmented Circle (FY27 Alt Bid)		Beacon (FY27 Base Bid)	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$44,000.00	1	\$14,000.00	1	\$7,000.00	1	\$9,000.00
2	P-101	Marking Removal	SF	\$2.00	15,600	\$31,200.00	0	\$0.00	0	\$0.00	0	\$0.00
3	P-620	Marking with Reflective Media	SF	\$2.25	12,000	\$27,000.00	0	\$0.00	0	\$0.00	0	\$0.00
4	P-620	Marking w/o Reflective Media	SF	\$2.00	3,600	\$7,200.00	0	\$0.00	0	\$0.00	0	\$0.00
5	P-620	Temporary Marking	SF	\$1.75	12,000	\$21,000.00	0	\$0.00	0	\$0.00	0	\$0.00
6	L-101	Airport Beacon Removal	LS	\$500.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00
7	L-101	Airport Rotating Beacon, In Place	LS	\$26,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$500.00
8	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.50	8,600	\$30,100.00	2,350	\$8,225.00	450	\$1,575.00	1	\$25,000.00
9	L-108	2/c #6 600V Cables with #6 Ground	LF	\$3.50	0	\$0.00	0	\$0.00	0	\$0.00	750	\$2,625.00
10	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed in Trench, Including Connections/Terminations	LF	\$3.50	7,900	\$27,650.00	1,700	\$5,950.00	0	\$0.00	0	\$0.00
11	L-109	Vault Work	LS	\$2,500.00	1	\$2,500.00	1	\$2,500.00	0	\$0.00	0	\$0.00
12	L-109	4.0 kW 3-Step Regulator in Existing Vault, in Place	LS	\$18,000.00	1	\$18,000.00	1	\$18,000.00	0	\$0.00	0	\$0.00
13	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$9.00	7,700	\$69,300.00	1,600	\$14,400.00	250	\$2,250.00	300	\$2,700.00
14	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$40.00	200	\$8,000.00	100	\$4,000.00	0	\$0.00	400	\$16,000.00
15	L-115	Electrical Junction Structure (L-867B)	EA	\$800.00	6	\$4,800.00	4	\$3,200.00	4	\$3,200.00	0	\$0.00
16	L-125	Base-Mounted Light Removal	EA	\$250.00	86	\$21,500.00	0	\$0.00	0	\$0.00	0	\$0.00
17	L-125	Retroreflective Marker Removal	EA	\$100.00	0	\$0.00	27	\$2,700.00	0	\$0.00	0	\$0.00
18	L-125	RWY 15 PAPI Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	1	\$2,500.00	0	\$0.00
19	L-125	RWY 33 PAPI Removal	EA	\$2,500.00	0	\$0.00	0	\$0.00	1	\$2,500.00	0	\$0.00
20	L-125	Base-Mounted Runway Light	EA	\$1,100.00	38	\$41,800.00	0	\$0.00	0	\$0.00	0	\$0.00
21	L-125	Base-Mounted Runway Threshold Light	EA	\$1,200.00	24	\$28,800.00	0	\$0.00	0	\$0.00	0	\$0.00
22	L-125	Base-Mounted Taxiway Light	EA	\$1,300.00	0	\$0.00	64	\$83,200.00	0	\$0.00	0	\$0.00
23	L-125	RWY 15 PAPI System	EA	\$25,000.00	0	\$0.00	0	\$0.00	1	\$25,000.00	0	\$0.00
24	L-125	RWY 33 PAPI System	EA	\$25,000.00	0	\$0.00	0	\$0.00	1	\$25,000.00	0	\$0.00
25	L-107	LED Wind Cone and Foundation, In Place	EA	\$12,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$12,000.00
26	L-107	Segmented Circle Marker System	EA	\$50,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$50,000.00
27	L-107	Wind Cone Removal	EA	\$2,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$2,000.00
28	L-107	Segmented Circle Removal	EA	\$3,000.00	0	\$0.00	0	\$0.00	0	\$0.00	1	\$3,000.00
29	T-901	Seeding	LS	\$1,000.00	1	\$1,000.00	1	\$1,000.00	1	\$1,000.00	0	\$0.00
30	T-908	Mulching	LS	\$800.00	1	\$800.00	1	\$800.00	1	\$800.00	0	\$0.00
31	Olson 100	Construction Layout and Stakes	LS	Varies	1	\$2,500.00	1	\$1,000.00	1	\$1,500.00	1	\$750.00
32	Olson 101	Temporary Safety and Phasing Procedures	LS	Varies	1	\$5,000.00	1	\$2,500.00	1	\$2,500.00	0	\$0.00
Total Construction						\$392,150.00		\$161,475.00		\$74,825.00		\$101,275.00
Engineering & Administration*						\$98,037.50		\$40,368.75		\$18,706.25		\$25,318.75
Utility Agreement - Remove Poles						\$60,000.00		\$0.00		\$0.00		\$0.00
FAA Flight Check						\$0.00		\$0.00		\$25,000.00		\$0.00
Total (Rounded)						\$550,000.00		\$200,000.00		\$120,000.00		\$130,000.00
Federal (90%)						\$495,000.00		\$180,000.00		\$108,000.00		\$36,000.00
Local (10%)						\$55,000.00		\$20,000.00		\$12,000.00		\$4,000.00

*Assumes all work is completed as one project.

FY27 Base Bid		FY27 Alt Bid		Totals
GRAND TOTAL	\$710,000	\$330,000	\$1,040,000	
Federal (90%)	\$639,000	\$297,000	\$936,000	
Local (10%)	\$71,000	\$33,000	\$104,000	

*Assumes all work is completed as one project.

FY27 State Aid Project Request (Matching Grant)

PROJECT

AIRPORT: York Municipal Airport (JYR)

SCOPE: (R05/R06) Reconstruct Rwy 17/35 and Associated Airfield Improvements

COST ESTIMATE:

DATE OF ESTIMATE: 31-Aug-26

Construction: \$9,079,382.00
Engineering: \$707,586.74
Administration: \$0.00
Total: \$9,786,968.74

ROUNDED: \$9,790,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
\$489,500	\$489,500	\$8,811,000	\$9,790,000 Ideal Request
5%	5%	90%	
\$200,000	\$779,000	\$8,811,000	\$9,790,000 Capped Request
2%	8%	90%	

Note: Federal Matching Grants are capped at \$200,000

PROJECT STATUS

90% plans and specifications are due end of January 2027.

LAST PROJECT

Project No. 3-31-0104-019 ALP Update, in process.

AIRPORT FACILITY DATA

Based Aircraft: 25

Runway Design Code (RDC): Runway 17/35: B-II
Runway 5/23: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: In process of verification

OBSTRUCTION/SAFETY:

Last Inspection date: 6/23/26
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2026 PCI:
Runways: Fair to Good
Taxiways: Poor to Good
Aprons: Satisfactory to Good



REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2027 Projects

APPLICANT INFORMATION:

Airport: York Municipal Airport (JYR) **York Municipal Airport**

Address: 1112 HWY 34 (City of York: 100 E. 4th Street)

York, NE 68467

PROJECT DETAILS:

Project Title: Reconstruct Runway 17/35 and Associated Airfield Improvements

Project Description:

The project will reconstruct Runway 17/35 at York Municipal Airport to address documented ASR-related concrete deterioration and preserve the airport's primary paved runway. The work includes reconstruction to approximately 5,500 feet by 75 feet, along with associated taxiway, drainage, lighting, visual-aid, electrical, grading, and marking improvements.

See attached for additional details.

Project Cost Estimate:	\$9,790,000	Requested State Funds:	\$200,000
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Type of request: ☐ State Aid Only Grant ☒ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

Runway 17/35 is the primary paved runway at York Municipal Airport and provides critical access for business, agricultural, medical, emergency, and general aviation users. Pavement investigations confirmed significant ASR-related concrete deterioration and failing pavement conditions that cannot be effectively corrected through continued maintenance. Reconstruction is necessary to preserve safe operations, maintain instrument approach capability, protect a critical regional transportation asset, and support the airport's long-term development plan.

See attached for additional details.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

The project will improve safety and reliability by reconstructing the airport's primary paved runway and upgrading associated airfield infrastructure. These improvements will preserve critical access for business, agricultural, medical, emergency, and general aviation users, support economic development and future aviation growth, and maintain York Municipal Airport's important role in Nebraska's statewide aviation system.

See attached for additional details.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: James Paul

Title: Director of Public Works

Email: jpaul@cityofyork.ne.gov

Phone: (402) 363-9383

Signature of Authorized Representative:

Date:

8/31/2026

APPLICATION SUBMITTAL:

Return Completed Application via Email to:

ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to:

NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM FY 2027 Projects

APPLICANT INFORMATION

Airport: York Municipal Airport (JYR)

Address: 1112 Highway 34, York, NE 68467 (City of York: 100 E. 4th Street, York, NE 68467)

PROJECT DETAILS

Project Title:

Reconstruct Runway 17/35 and Associated Airfield Improvements

Project Description:

The City of York is requesting Nebraska Department of Transportation, Division of Aeronautics State Aid Federal Matching Grant assistance for reconstruction of Runway 17/35 at York Municipal Airport. The federally funded project is identified as AIP Project Nos. 3-31-0104-020/021. The selected Airport Layout Plan development concept reconstructs the existing 5,900-foot by 100-foot concrete runway to a 5,500-foot physical pavement length by 75-foot width. Associated work includes taxiway reconstruction and relocation, edge drainage, MIRL and MITL improvements, guidance signs, PAPIs, REILs, electrical vault equipment, grading, pavement markings, and other improvements required for a complete and operational project.

The project advances the preferred airside alternative documented in the Airport Layout Plan update. That alternative was selected to preserve runway length needed by the airport's existing B-II aircraft fleet, improve conformity with FAA safety and geometry standards, and eliminate non-standard direct runway access.

Scope of Work

- Reconstruct Runway 17/35 to the final FAA-approved geometry, currently anticipated as approximately 5,500 feet by 75 feet.
- Remove existing Taxiway A1 and relocate it to the proposed Airport Layout Plan location at the Runway 35 end.

- Reconstruct Taxiway A5 and the turnaround serving the Runway 17 end, including the connection to the existing parallel taxiway.
- Partially reconstruct Taxiways A2, A3, and A4 to the Runway Object Free Zone limits.
- Install edge drains along Runway 17/35 and reconstructed taxiway pavement areas.
- Install new medium intensity runway lights and relocate or replace affected medium intensity taxiway lights and guidance signs.
- Replace PAPIs and REILs serving both runway ends.
- Replace the Runway 17/35 regulator and install associated electrical equipment in the electrical vault.
- Regrade runway object free areas associated with reconstructed pavement and install compliant pavement markings.

Project Justification and Additional Information (Safety, Longevity, etc.):

Runway 17/35 is York Municipal Airport's primary and only paved runway. The original approximately 4,100-foot by 75-foot section was paved in 1985. In 1994, the runway was extended approximately 1,800 feet and widened by 12.5 feet on each side, producing the existing approximately 5,900-foot by 100-foot configuration. The pavement generally consists of six inches of Portland cement concrete over six inches of cement-treated base. Because the runway supports the airport's instrument approaches and principal business, agricultural, medical, emergency, public-service, and general aviation activity, continued reliability of this pavement is essential.

The preliminary investigation documented deterioration across the runway, with the most advanced distress in the 1994 extension and widened pavement. Visual inspections identified cracking and deterioration consistent with alkali-silica reaction (ASR). Seven runway cores and one taxiway/turnaround core were obtained. Two cores from the runway extension deteriorated during extraction and could not be analyzed. Each of the five cores analyzed exhibited ASR. One core was classified as minor, Stage III-IV, and four cores were classified as severe, Stage V-VI. These results confirm that the deterioration is not a localized surface issue and that continued spot repair will not provide a durable correction.

The 2024 statewide pavement condition assessment provides additional evidence of need. The runway extension had a Pavement Condition Index of 67, and the widened edge sections had a PCI of 68. Both ratings are within the "fair" category. The ALP narrative identifies approximately 1,800 feet of runway pavement as failing and states that, without reconstruction, the usable paved runway length could effectively be reduced from approximately 5,900 feet to approximately 4,100 feet. That reduction would materially limit the airport's ability to accommodate business and turbine aircraft.

Reconstruction is necessary to address documented material failure, preserve the airport's primary operational capability, and implement the preferred ALP configuration. The City has continued maintaining the runway to the extent practical while advancing FAA and NDOT coordination, engineering design, and funding. Deferring reconstruction would increase exposure to progressive concrete distress, recurring maintenance, operational restrictions, and loss of dependable regional air access.

Safety Reliability, and Longevity

Reconstruction will replace aging concrete affected by ASR with a pavement system designed for the airport's current fleet and long-term operational needs. The work will restore a uniform, reliable runway surface; reduce exposure to progressive cracking, loose material, and localized pavement failure; and improve drainage at pavement edges. New runway and taxiway lighting, PAPIs, REILs, electrical equipment, guidance signs, and markings will improve nighttime and reduced-visibility usability while reducing dependence on aging systems.

The preferred ALP configuration improves operational safety beyond the pavement itself. Relocation and reconstruction of connecting taxiways will address non-standard direct access from the apron to the runway, improve pilot situational awareness, and align taxiway connections with the reconstructed runway. Regrading and drainage improvements will support runway safety and object-free areas, while the revised Runway 35 threshold and declared distances will optimize available runway length.

The project preserves non-precision instrument approaches to both runway ends with visibility minimums as low as 3/4 mile. Modern MIRL, affected MITL, PAPIs, REILs, signs, markings, and vault equipment will provide a coordinated visual and electrical system rather than isolated replacements. Completing these elements with the pavement reconstruction provides a more reliable and maintainable airfield improvement.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Airport System Role and Improved Access

York Municipal Airport is a public-use, NPIAS general aviation airport serving York County and the surrounding region. Runway 17/35 is the airport's primary and only paved runway, provides instrument approach capability with visibility minimums as low as 3/4 mile, and is more than 1,500 feet longer than any other runway within the identified 30-nautical-mile service area. Reconstruction will preserve dependable access for business, general aviation, medical, emergency, agricultural, and public-service users.

Economic Development and Business Growth

The 2019 Nebraska Aviation Counts study attributed 40 jobs, approximately \$1.522 million in payroll, and approximately \$3.788 million in total annual economic impact to York Municipal Airport. The airport is positioned between Interstate 80 and State Highway 34 with access from U.S. Highway 81 and nearby BNSF rail service. The City has also acquired approximately 200 acres for industrial development near the airport. Reliable runway infrastructure supports existing employers, corporate travel, business recruitment, and industrial investment.

Emergency, Agricultural, and Community Benefits

The airport supports air ambulance and other medical activity, emergency and disaster response, agricultural aviation, public agencies, and time-sensitive transportation. A safe and reliable paved runway helps ensure those services remain available to residents, businesses, visitors, and surrounding communities.

Regional Connectivity and System Resiliency

York Municipal Airport's long paved runway, 3/4-mile instrument approaches, full parallel taxiway, fuel, hangars, and maintenance services make the airport a regional access point for aircraft and missions that cannot be served as effectively by shorter nearby runways. Preserving this facility strengthens Nebraska's statewide aviation network.

Long-Term Infrastructure Preservation and Value

Reconstruction addresses the underlying ASR-related material deterioration rather than continuing recurring localized repairs. Coordinating pavement, geometry, drainage, taxiways, lighting, visual aids, signs, vault equipment, grading, and markings in one integrated program will reduce the risk of incompatible or duplicative future work and protect a major public asset.

Construction Period Benefits and Job Opportunities

The project will support local and regional employment opportunities through engineering, construction, electrical installation, and material supply activities. Continued investment in airport infrastructure also helps sustain aviation-related businesses that rely on the airport for transportation and commerce.

Local Infrastructure and Improved Access

Runway 17/35 is York Municipal Airport's principal paved runway and supports business, general aviation, medical, emergency, agricultural, and public-service activity. Reconstructing the runway will preserve dependable air access to York and the surrounding region and avoid forcing users to airports farther from their destinations.

Emergency and Community Benefits

A safe, reliable runway supports medical transport, emergency response, disaster assistance, and other time-sensitive aviation activity. The project preserves an important public asset serving residents, businesses, visitors, and public agencies.

Conclusion

The Runway 17/35 reconstruction is an exceptional candidate for Nebraska State Aid because it combines an immediate documented pavement need with substantial statewide, regional, and local benefits. The existing concrete has confirmed ASR-related deterioration, including severe findings in four of the five analyzed cores, and the ALP documentation identifies approximately 1,800 feet of failing pavement. Continued repair cannot correct the underlying material distress or provide a durable long-term solution.

The project will preserve York Municipal Airport's primary and only paved runway, maintain instrument access with visibility minimums as low as 3/4 mile, and protect a capability that is not

duplicated by nearby airports. It will implement the preferred ALP configuration, improve taxiway geometry and safety areas, modernize lighting and visual aids, and support the region's needs.

State matching assistance will leverage a significant federal investment, reduce the local burden on the City of York, and protect an airport that currently supports approximately 40 jobs, \$1.522 million in payroll, and \$3.788 million in annual economic impact. The project will sustain access for businesses, medical and emergency users, agricultural operators, public agencies, and general aviation while supporting the Airport's masterplan forecast growth.

For these reasons, the project strongly aligns with the State Aid Grant Program's emphasis on safety, infrastructure preservation, economic benefit, improved access, community benefit, and regional growth. Funding this request will help ensure that York and Nebraska retain a safe, reliable, and strategically located aviation facility for decades to come.

ACIP Cost Estimate

Reconstruct Runway 17/35 (5,898' x 100')

York Municipal Airport
York, Nebraska

January, 2024

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-100	Contractor Quality Control Program (CQCP)	LS	\$25,000.00	1	\$25,000.00
2	C-102	Temporary Seeding	AC	\$1,800.00	7	\$12,600.00
3	C-102	Installation and Removal of Silt Fence	LF	\$5.00	800	\$4,000.00
4	C-102	Installation and Removal of Wattle Barrier	LF	\$10.00	250	\$2,500.00
5	C-105	Mobilization	LS	\$500,000.00	1	\$500,000.00
6	P-101	Concrete Pavement Removal	SY	\$15.00	76,485	\$1,147,275.00
7	P-101	36" Reinforced Concrete Pipe (RCP) Removal	LF	\$15.00	725	\$10,875.00
8	P-101	24" Reinforced Concrete Pipe (RCP) Removal	LF	\$15.00	425	\$6,375.00
9	P-152	Embankment in Place	CY	\$27.00	40,000	\$1,080,000.00
10	P-209	6" Crushed Aggregate Base Course	SY	\$17.00	60,976	\$1,036,592.00
11	P-501	6" Portland Cement Concrete	SY	\$65.00	59,253	\$3,851,445.00
12	P-501	Concrete Mix Design	LS	\$15,000.00	1	\$15,000.00
13	P-620	Permanent Pavement Marking with Reflective Media	SF	\$2.25	36,000	\$81,000.00
14	P-620	Permanent Pavement Marking w/o Reflective Media	SF	\$2.00	15,000	\$30,000.00
15	P-620	Temporary Pavement Marking	SF	\$1.00	36,000	\$36,000.00
16	D-701	36" Class IV Reinforced Concrete Pipe (RCP)	LF	\$200.00	725	\$145,000.00
17	D-701	36" Class IV RCP Flared End Section	EA	\$3,500.00	2	\$7,000.00
18	D-701	24" Class IV Reinforced Concrete Pipe (RCP)	LF	\$160.00	425	\$68,000.00
19	D-701	24" Class IV RCP Flared End Section	EA	\$3,500.00	2	\$7,000.00
20	D-705	Edge Drain Riser	EA	\$730.00	24	\$17,520.00
21	D-705	4" Perforated Underdrain Pipe	LF	\$30.00	11,800	\$354,000.00
22	D-705	4" Non-Perforated SCH 40 Underdrain Pipe	LF	\$30.00	2,400	\$72,000.00
23	D-705	Edge Drain Outlet Structure	EA	\$1,500.00	12	\$18,000.00
24	T-901	Seeding	AC	\$3,000.00	7	\$21,000.00
25	T-908	Bonded Fiber Matrix	AC	\$3,000.00	7	\$21,000.00
26	Olsson 100	Construction Layout and Stakes	LS	\$15,000.00	1	\$15,000.00
27	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$15,000.00	1	\$15,000.00

Total Construction	\$8,599,182.00
Engineering & Administration	<u>\$601,942.74</u>
Total (Rounded)	\$9,200,000.00
Federal (90%)	\$8,280,000.00
Local (10%)	\$920,000.00

ACIP Cost Estimate

Remove and Replace Runway 17/35 Lighting

York Municipal Airport

York, Nebraska

December, 2023

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	C-105	Mobilization	LS	\$43,000.00	1	\$43,000.00
2	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	\$3.00	14,600	\$43,800.00
3	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	\$4.00	13,600	\$54,400.00
4	L-109	3-Step Regulator in Existing Vault, in Place	LS	\$1.00	20,000	\$20,000.00
5	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	\$9.00	12,300	\$110,700.00
6	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit, Minimum 24" Cover	LF	\$40.00	1,300	\$52,000.00
7	L-115	Electrical Junction Structure (L-867B)	EA	\$800.00	10	\$8,000.00
8	L-125	Base-Mounted Light Removal	EA	\$300.00	79	\$23,700.00
9	L-125	L-861(L) Base-Mounted Runway Light	EA	\$1,200.00	55	\$66,000.00
10	L-125	L-861SE Base-Mounted Threshold Light	EA	\$1,400.00	24	\$33,600.00
11	T-901	Seeding	LS	\$3,000.00	1	\$3,000.00
12	T-908	Mulching	LS	\$2,000.00	1	\$2,000.00
13	Olsson 100	Construction Layout and Stakes	LS	\$5,000.00	1	\$5,000.00
14	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$15,000.00	1	\$15,000.00

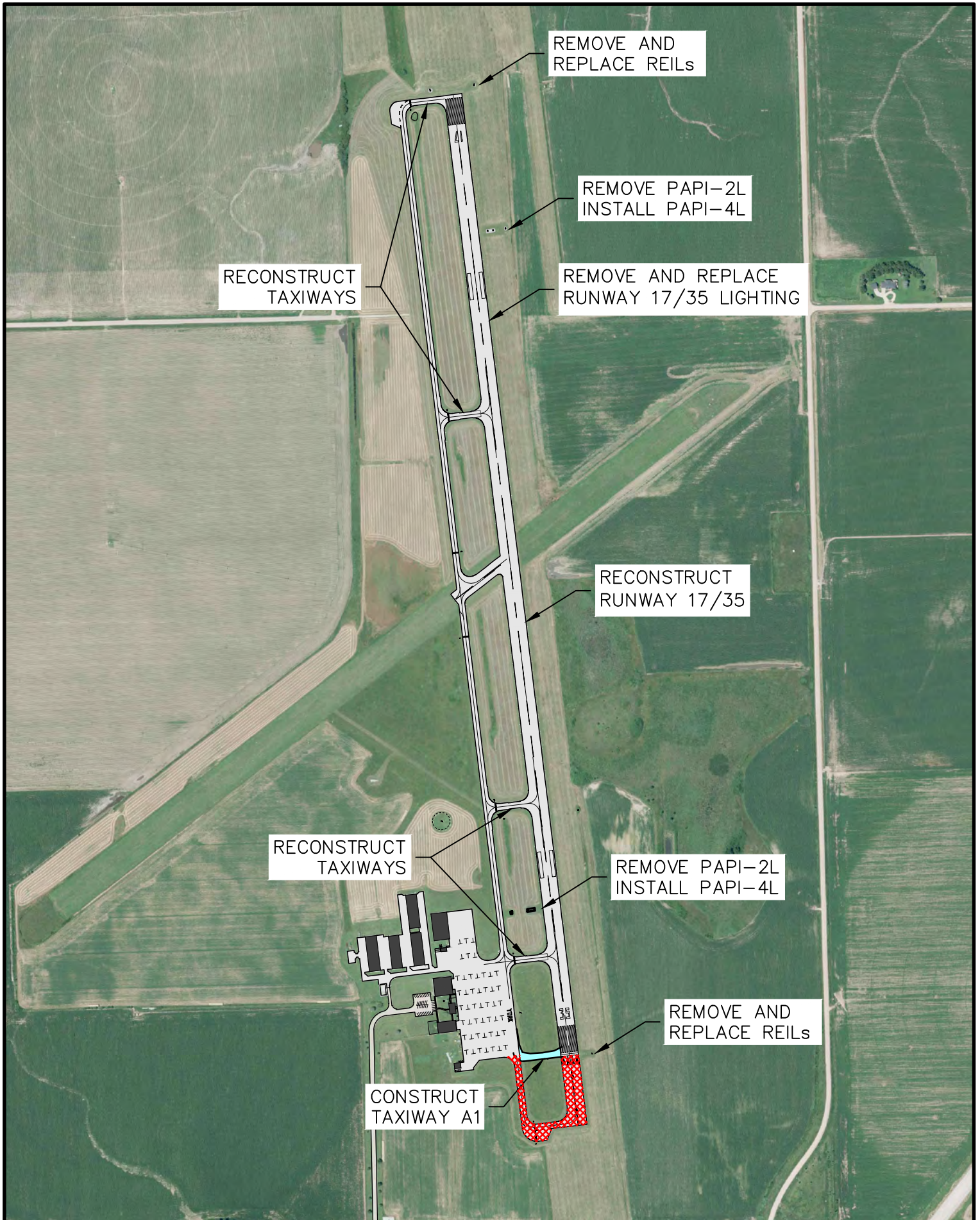
Total Construction **\$480,200.00**

Engineering & Administration **\$105,644.00**

Total (Rounded) **\$590,000.00**

Federal (90%) **\$531,000.00**

Local (10%) **\$59,000.00**



PROJECT NO: -	PROPOSED PROJECT YORK MUNICIPAL AIRPORT		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: JTO				1
DATE: 08/25/2026				