

NEBRASKA

Good Life. Great Destinations.

DEPARTMENT OF AERONAUTICS



Pete Ricketts, Governor

2016 ANNUAL REPORT DEPARTMENT OF AERONAUTICS

3431 Aviation Road, Suite 150
Lincoln, Nebraska 68524
Phone: 402-471-2371, FAX: 402-471-2906
www.aero.nebraska.gov

This Page Intentionally Left Blank

2016 ANNUAL REPORT NEBRASKA DEPARTMENT OF AERONAUTICS



Mission:

Encourage and Facilitate
the Development and
Use of Aviation in
Nebraska

Brand:

Good Life. Great Destinations.

This report provides an overview of Nebraska Department of Aeronautics activities. Aviation touches our lives in many ways. It is the Department's hope that this report will be a great source of information and a tool for understanding both aviation in Nebraska and the Department. Many thanks to the Department's professional staff for their efforts in putting this report together. For additional information about the services of the Nebraska Department of Aeronautics please visit our home page at www.aero.nebraska.gov.

NEBRASKA DEPARTMENT OF AERONAUTICS
3431 Aviation Road, Suite 150
Lincoln, Nebraska 68524
Phone: 402-471-2371, FAX: 402-471-2906

2016

ANNUAL REPORT

This Page Intentionally Left Blank

2016

ANNUAL REPORT TABLE OF CONTENTS

From the Director	1
Aeronautics Commission	2
Organizational Chart	3
Agency Mission & Goals	5
Agency Structure	7
Agency Financials	11
Agency Accomplishments	15
Airport Funding Needs	25
Agency Recognition	31
Nebraska Airport Information	37
Nebraska Airport Survey	47

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT FROM THE DIRECTOR

Ronnie Mitchell



During this year, we have been looking at airport improvement projects for our 79 land based airports here in Nebraska. Federal funds for airport improvements are received through the Federal Airport Improvement Program (AIP) and eligible airports can receive grants to cover up to 90% of the project costs.

Airport projects are being delayed or abandoned because some of the local airport sponsors could not meet the 10% federal grant match for the project costs. It is important we continue to improve our airport's infrastructure as they are a vital contributor to the economic vitality of our state.

Safety of flight was greatly enhanced by the addition of 10 new and advanced ceilometers for our Automated Weather Observation Systems (AWOS) located at NE airports. The ceilometers were installed by our Navigational Aids Division FAA certified technicians located at Kearney's Regional Airport.

The city of Auburn and the Auburn Airport Authority took a giant step into the future on October 21 with the Grand Opening of a new 3750' X 60' concrete runway, with taxiway, and a new large hangar building. Lieutenant Governor Mike Foley pointed out in his opening remarks that "it will enable new economic developments across the board from agriculture to manufacturing". It will attract aerial applicators, for instance; it will be attractive to manufacturing. Citing the famous truism of past FAA Administrator Marion Blakey, "When economic opportunity comes to town, it doesn't get off at the bus station." A town's airport is the town's main street.

Scribner State Airfield (a former WWII Army Air Force training field) is one of three airfields which our department manages and maintains. As the concrete surface for runway 17/35 was over 70 years old and deteriorating, a contract was let for reconstruction. Work began in early spring and was completed late this fall. No federal or state tax money was used to do the reconstruction but only funds generated by operations of the three state owned airfields and interest income from our Aviation Trust account.

Congress was unable to pass a budget for 2017 but just prior to the Christmas recess they did pass a Continuing Resolution to fund the government until April 28, 2017. As a new administration will be sworn in on January 20, President Elect Trump will have an opportunity to develop his own budget. In his speeches he has stated he plans to rebuild the country's infrastructure, such as roads, bridges, airports and railroads.

The year 2016 was a good year for our airports and it will be interesting to see developments in 2017. They will be carefully watched to see what direction the Airport Improvement Program will take and exactly how airport infrastructure may be improved. Presently, the Pavement Condition Index (PCI) for our airport system has a rating of 87 on a scale of 0 to 100. This is the best PCI we have ever experienced in the state and I am encouraged by the progress we have made.

We cannot rest on our laurels but must continue to strive for improvement each and every day.

ANNUAL REPORT AERONAUTICS COMMISSION

The Nebraska Aeronautics Commission was originally established in 1935. It is a five-member commission appointed by the Governor with each member serving for five years. One commission member is appointed or reappointed each year in March. The members of the commission receive no salary but are reimbursed for their actual expenses related to agency functions. Per Nebraska Revised Statutes Section 3-104, the commission's primary functions are:

- ➔ allocate State funds and approve the use of Federal funds to be spent for the construction or maintenance of airport projects,
- ➔ designate the location, and approve the sites of airports,
- ➔ arrange and authorize the purchase of aircraft on behalf of the State,
- ➔ select and approve pilots to be employed by State agencies, and
- ➔ assist the Director in formulating the regulations and policies to be carried out by the department under the terms of the State Aeronautics Department Act.

Aeronautics Commissioners:

Dorothy Anderson, Chairperson
Holdrege, Nebraska
2018*

Michael Cook
Bellevue, Nebraska
2017*

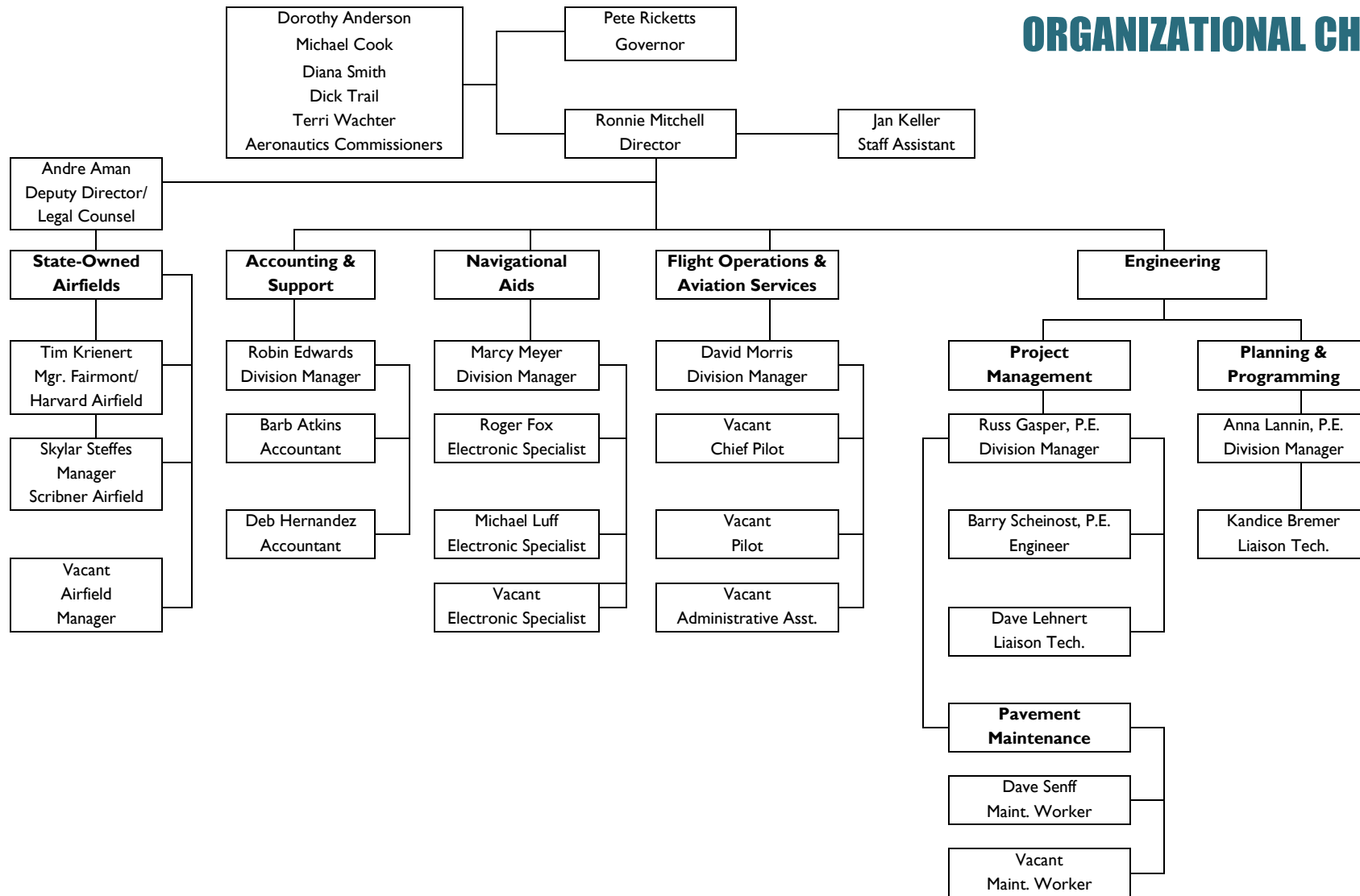
Diana Smith
Beatrice, Nebraska
2019*

Dick Trail
McCook, Nebraska
2021*

Terri Wachter,
Pierce, Nebraska
2020*

*Indicates year term expires

ANNUAL REPORT ORGANIZATIONAL CHART



2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT AGENCY MISSION & GOALS

MISSION:

Encourage and Facilitate the Development and Use of Aviation in Nebraska

BRAND:

Good Life. Great Destinations.

The Nebraska Department of Aeronautics (NDA) is a service agency created in 1945 under Nebraska Revised Statutes, Chapter 3, for the purpose of furthering public interest and aeronautical progress within the state. NDA is dedicated to carrying out the Nebraska Aviation System Plan to aid in ensuring a safe, viable, and sustainable air transportation system that enhances the state's economy and quality of life; and provide safe, reliable and efficient air transportation with aviation services to support all state governmental entities. NDA is committed to the development of strategic plans, problem-solving processes that address statewide aviation issues, coordinating and managing aviation-related legislative issues, participating in multi-modal transportation coordination, and providing outreach to aviation constituents and airport sponsors and users throughout the State of Nebraska.

The NDA's goals include:

- ➔ developing aviation as an integral part of Nebraska's transportation system,
- ➔ encouraging aviation-related economic development that links the state, country, and world as a significant mode of transportation,
- ➔ creating and implementing strategies to protect and improve the State's aviation system,
- ➔ supporting the efficient modernization of Nebraska's airport system, emphasizing operational safety and security,
- ➔ maintaining a system of navigational aids that supplement the federal system,
- ➔ assisting eligible public-use airports to preserve and maintain paved airport surfaces through maintenance and rehabilitation,
- ➔ upgrading and maintaining the state-owned aircraft fleet,
- ➔ supporting aviation education, and
- ➔ providing safe and efficient air transportation for all branches of state government.

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT

AGENCY STRUCTURE

The Nebraska Department of Aeronautics serves all public-use airports in the state and the general public regarding aviation related issues with a staff of 19 professionals. The agency is comprised of the director, his staff assistant, and deputy director/legal counsel in addition to five divisions, which are discussed below.

The **Director, Deputy Director/Legal Counsel, and Staff Assistant** along with the **Accounting and Support Division** provide essential operational services and support to the agency as a whole, as well as to the Nebraska Aeronautics Commission. The division is responsible for:

- office and personnel management,
- procurement, budget, and finance management,
- legal support,
- accounting services/support including payroll and billing,
- fixed asset management,
- legislative coordination,
- public outreach and relations,
- administrative rule coordination, and
- policy direction and implementation.

Three **State-Owned Airfields** are managed, maintained, and operated by NDA as active airports. The airfields were deeded to NDA as World War II surplus property. The locations of the State-Owned Airfields are:

- Fairmont, Nebraska - Fairmont State Airfield,
- Harvard, Nebraska - Harvard State Airfield, and
- Scribner, Nebraska - Scribner State Airfield.

NDA also manages land at the site of the former Bruning State Airfield, Bruning, Nebraska. The Bruning State Airfield was closed in 1976.

The **Navigational Aids Division** is located at the Kearney Municipal Airport for efficient centralized deployment of technical staff throughout the State of Nebraska. The technical staff maintains navigational facilities and systems in accordance with Federal Aviation Administration (FAA) Standards for the support of the National Airspace System. The division is responsible for:

- installation, maintenance, and operation of the state-owned navigational aids,
- the majority of Automated Weather Observation Systems (AWOS's) in Nebraska and their dissemination into the FAA's National Data Interchange Network (NADIN), and
- manage registration of all radio frequencies on both the navigational aids and the AWOS sites they maintain.

The **Operations Division** is an active participant within the aviation community in Nebraska and provides air transportation for state government. The division is responsible for:

- operating and managing state owned aircraft,
- renting and chartering aircraft for state use,
- publishing the State Airport Directory and bi-monthly PIREPS newsletter,
- participating in the annual American Legion Cornhusker Boys' State and American Legion Auxiliary Cornhusker Girls' State,
- organizing an annual youth aviation art contest and judging for state winners, and
- participating in youth career fairs.

The **Engineering Division** is comprised of the Planning and Project Management Sections. The Planning and Project Management Sections work in harmony with each other in order to sustain the vitality of Nebraska's statewide aviation system; therefore, the duties and responsibilities of these sections blend together to include:

- coordinating with 80 airport sponsors to develop 20-year capital improvement plans,
- reviewing airport improvements for fiscal responsibility and value,
- conducting airport inspections to identify discrepancies with safety and airport licensing standards,
- issuing building permits for structures over 150-ft in height,
- maintaining a searchable database regarding meteorological evaluation tower locations,
- administering public-use airport Disadvantaged Business Enterprise programs,
- processing state and federal grant payments,
- coordinating and reviewing land acquisition projects,
- coordinating consultant selection activities for airport sponsors,
- preparing and reviewing airport hazard area zoning documents,
- administering state Hangar and Fuel Loan Programs,
- inspecting/evaluating airport pavements, as required by federal agreements,
- preparing pavement preservation/maintenance plans, as required by federal agreements,
- acting as agent for airport sponsors, and
- completing environmental assessments to comply with National Environmental Protection Act (NEPA).

The pavement maintenance program operates within the engineering division and provides cost-effective services to enhance safety and maintenance of airport pavement. All public-use airports have access to the pavement maintenance program, which aids in extending the useful life of pavement and protecting the initial investment of pavement construction. Specifically, the services provided are:

- pavement marking,
- crack and joint sealing, and
- seal coats and pavement rehabilitation.

Many of the duties and responsibilities listed above are provided to public-use airports by the engineering division through a contractual agreement (i.e., Agency Agreement). The Agency Agreement is in accordance with, and for the purpose of complying with, the laws of the State of Nebraska, Sections 3-124 and 3-329.

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT AGENCY FINANCIALS

Robin Edwards

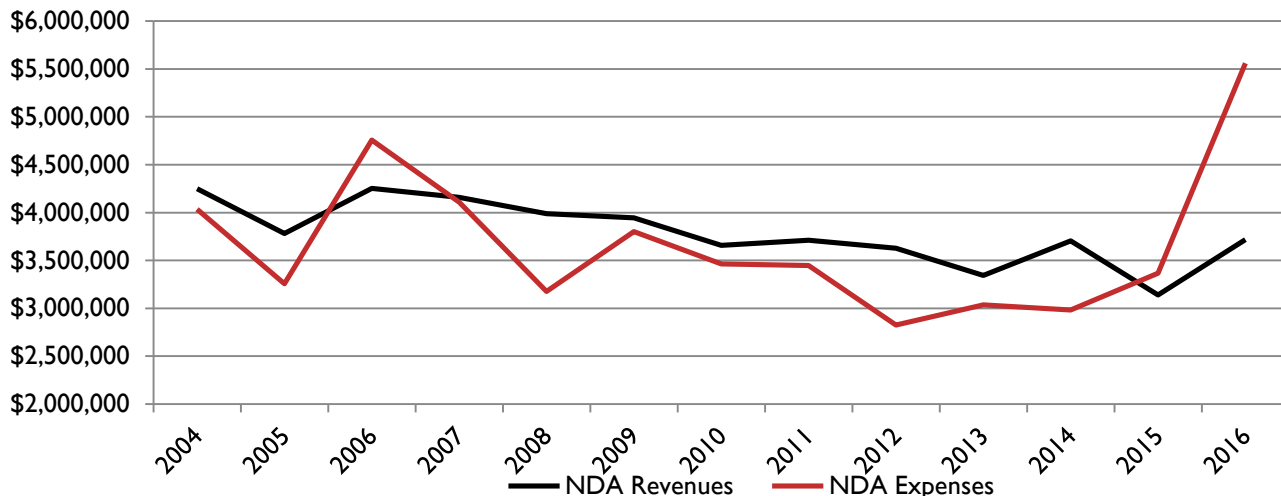
NDA Revenue

In 2016, NDA received revenue from the following:

- ➔ **Aviation Gasoline (avgas) and Jet Fuel.** These excise taxes are restricted revenue and the primary funding sources of the Department of Aeronautics. The tax consists of five (5) cents and three (3) cents per gallon on each taxable gallon of avgas and jet fuel, respectively, sold in Nebraska. These funds are deposited into the Department of Aeronautics' cash fund to be used to operate the NDA and provide programs, grants, and loans to Nebraska airports.
- ➔ **Federal AIP.** Nebraska statutes require federal funds to be channeled through the NDA as agent for public-use airports. The NDA distributes the federal funds as directed by the Federal Aviation Administration (FAA) through federal grants that are issued to airports for improvement projects.
- ➔ **Aviation Trust.** These are restricted funds derived from the sale of excess land at the state-owned airfields. Income from the trust is used to support operation of the state-owned airfields. After all airfield needs are met and upon application to the FAA, income from the trust and the state-owned airfields may be used to support the Navigational Aids Division and state grants to eligible airports.
- ➔ **Additional Sources.** This revenue includes that derived from the operations of state-owned-airfields (restricted for use on the state-owned airfields), reimbursement from the FAA and airports for work done on AIP projects, reimbursement from other state agencies and officials for use of the state aircraft, sale of surplus property, interest earned on NDA cash fund, reimbursement from Nebraska airports for navigational aids maintenance, and repayment of hangar and fuel storage loans.

NDA Expenses vs. NDA Revenues*

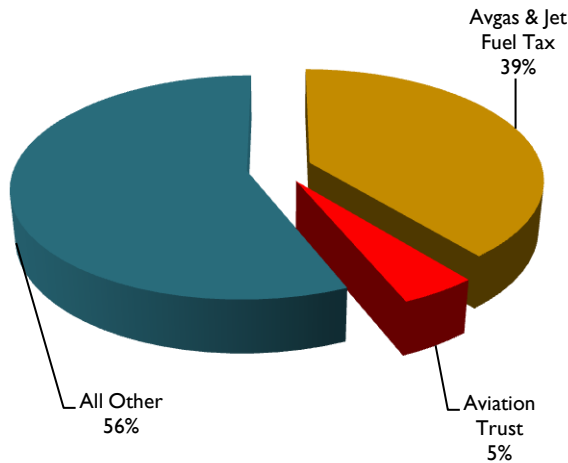
*Federal AIP pass through monies are excluded from this chart



NOTE: The substantial increase in 2016 expenses is due to the cost of reconstructing the runway at the Scribner State Airfield (Total Cost in 2016 was \$2,696,962). It took over a decade to accumulate sufficient funds in the state-owned airfields account to accomplish this project.

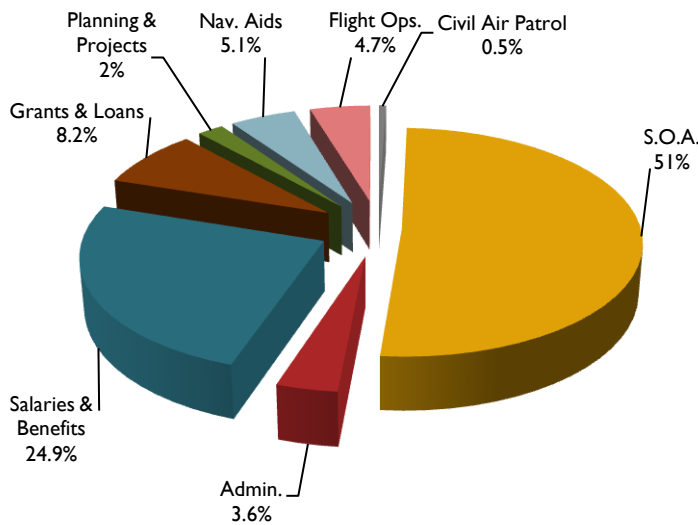
Summary of 2016 calendar year revenues and expenditures without Federal AIP Pass Through.

2016 DEPARTMENT REVENUE Without Federal AIP Pass Through



Avgas & Jet Fuel Excise Tax	\$1,452,769.12
Aviation Trust	\$169,933.18
Additional Sources	
All Other	\$2,095,638.92
Total Revenue	\$3,718,341.22

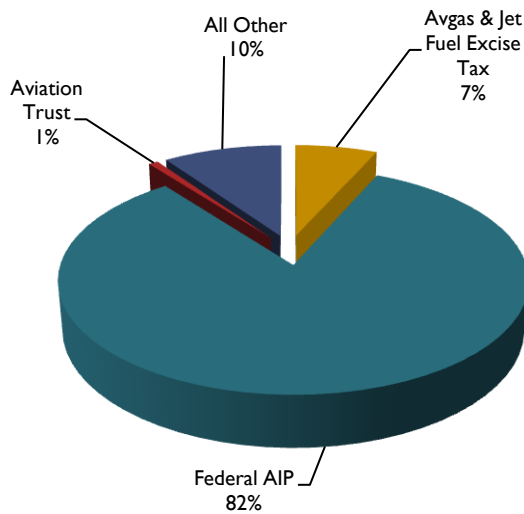
2016 DEPARTMENT EXPENDITURES Without Federal AIP Pass Through



Dept. Salaries & Benefits	\$1,385,154.29
Grants & Loans	
AIP Grant Match	\$89,896.27
State Grants	\$149,297.72
Fuel Loans	\$0.00
Hangar Loans	\$216,302.95
Pavement Preservation	\$0.00
Legal Fees NPE Transfer	\$767.50
Administration	\$201,024.27
Flight Operations	\$259,497.15
Navigational Aids	\$282,763.37
Planning & Projects	\$113,035.49
State-Owned Airfields	\$2,831,188.53
Civil Air Patrol Funding	\$30,820.63
Total Expenditure	\$5,559,748.17

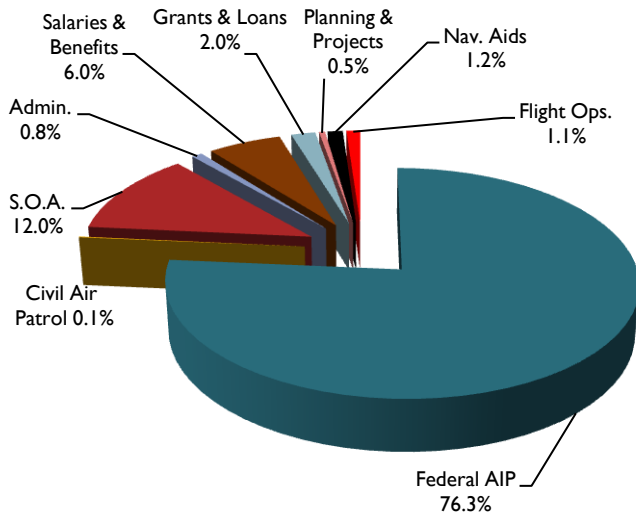
Summary of 2016 calendar year revenues and expenditures with Federal AIP Pass Through.

2016 DEPARTMENT REVENUE With Federal AIP Pass Through



Federal AIP Pass Through	\$17,980,323.00
Avgas & Jet Fuel Excise Tax	\$1,452,769.12
Aviation Trust	\$169,933.18
Additional Sources	
All Other	\$2,095,638.92
Total Revenue	\$21,698,644.22

2016 DEPARTMENT EXPENDITURES With Federal AIP Pass Through



Federal AIP Pass Through	\$17,965,685.00
Dept. Salaries & Benefits	\$1,385,154.29
Grants & Loans	
AIP Grant Match	\$89,896.27
State Grant	\$149,297.72
Fuel Loans	\$0.00
Hangar Loans	\$216,302.95
Pavement Preservation	\$0.00
Legal Fees NPE Transfer	\$767.50
Administration	\$201,024.27
Flight Operations	\$259,497.15
Navigational Aids	\$282,763.37
Planning & Projects	\$113,035.49
State-Owned Airfields	\$2,831,188.53
Civil Air Patrol Funding	\$30,820.63
Total Expenditure	\$23,525,433.17

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT AGENCY ACCOMPLISHMENTS

Airport Improvements

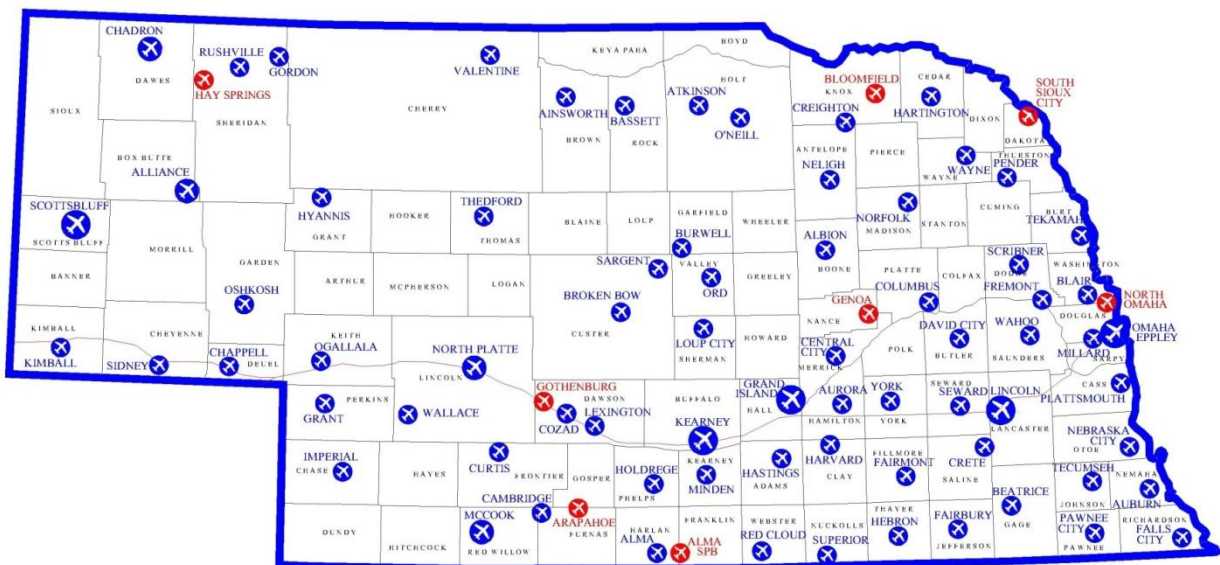
Anna Lannin

The NDA continues to assist airport sponsors in obtaining federal grants and complying with grant requirements. A majority of federal funds must pass through the NDA by state law. The Department also administers the state's grant and loan programs. The following tables illustrate the federal funding for airport improvement projects.

The majority of airport projects in Nebraska are completed with assistance from the federal Airport Improvement Program (AIP). To be eligible for funding through this program, several criteria must be met. They include:

- The airport must be open to the public and licensed by NDA,
- The airport must be included in the NPIAS (National Plan for Integrated Airport Systems),
- General aviation airports must be classified and have adequate based aircraft,
- The airport sponsor must agree to FAA Federal Grant Assurances,
- The project requested must be eligible and justified as determined by the FAA.

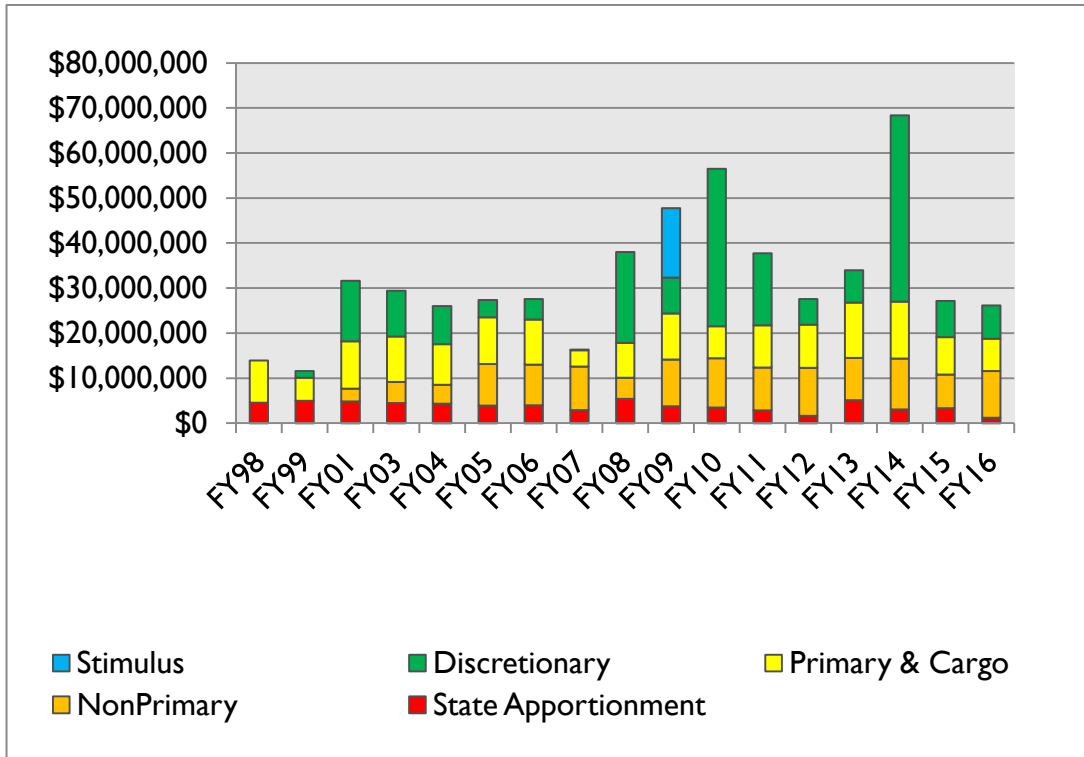
In Nebraska, 73 of the public-use airports qualify for funding through AIP.



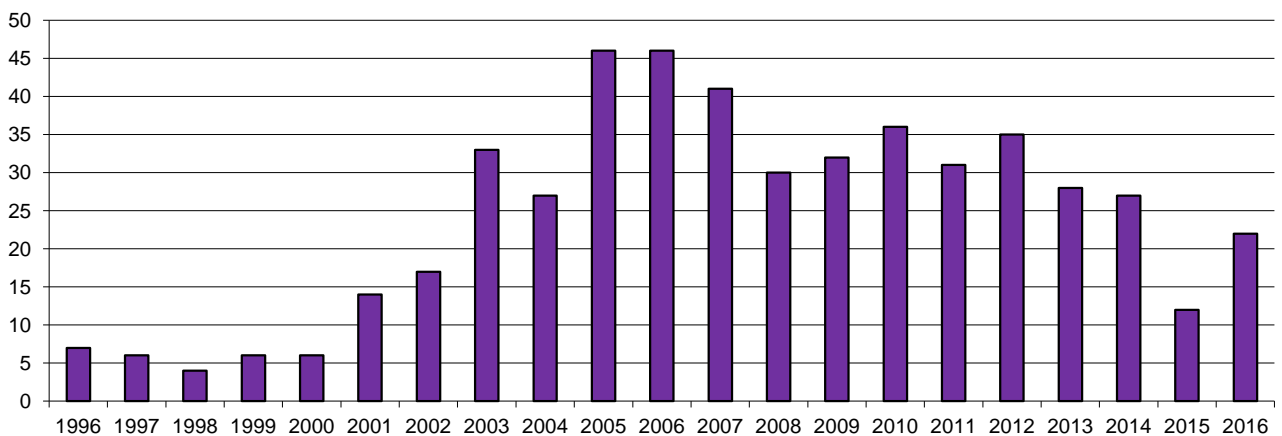
KEY: Blue Coded Airports eligible for AIP funds. The red coded airports must rely on state and local funds.

AGENCY ACCOMPLISHMENTS

FEDERAL FUNDING



GENERAL AVIATION FEDERAL AIP GRANTS ISSUED



AGENCY ACCOMPLISHMENTS

2016 FEDERAL AIP PROJECTS

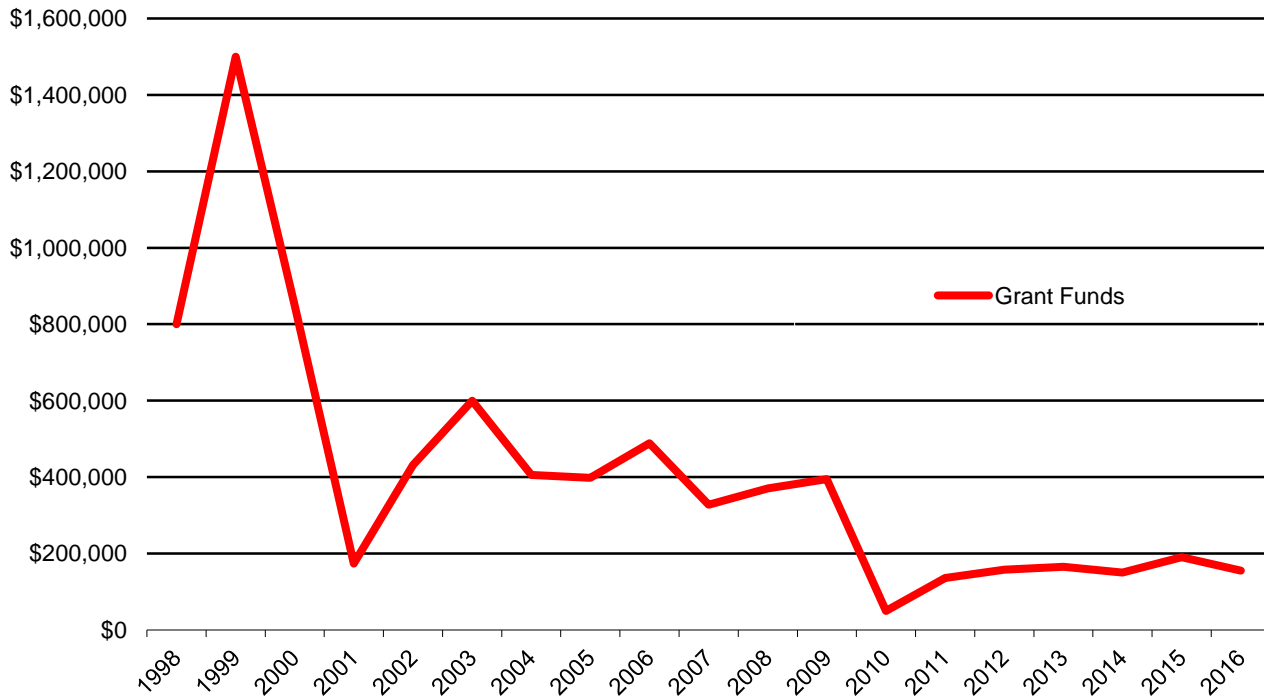
AIRPORT	FEDERAL GRANT AMOUNT	PROJECT DESCRIPTION
Alliance	\$736,000	Seal Coat Taxiway and Apron
Atkinson	\$600,000	Hangar
Blair	\$194,400	Airport Layout Plan
Central City	\$784,000	Hangar
Cozad	\$306,000	Hangar Rehabilitation
Falls City	\$156,000	Improve Fuel Facility
Grant	\$710,300	Hangar
Hastings	\$459,400	Replace VASI with PAPI, Joint Seal & Marking
Kearney	\$1,080,000	Runway Rehabilitation; Engineering Services Grant
Lincoln	\$1,827,709	Runway Lighting
Loup City	\$265,000	Install PAPI, Beacon, & Wind Cone
McCook	\$559,000	Hangar
NDA	\$57,600	Update to the Pavement Management System
Nebraska City	\$1,264,758	Pave Partial Parallel Taxiway
Norfolk	\$470,000	Storm Sewer Rehabilitation ; Engineering Services Grant
North Platte	\$381,232	Seal Coat Taxiway B
North Platte	\$533,645	Snow Removal Equipment
Ogallala	\$682,000	Hangar Rehabilitation and Parking Lot Improvements
Omaha – Eppley	\$12,700,000	Reconstruct Terminal Ramp, Phase 3
Plattsmouth	\$648,920	Partial Parallel Taxiway and Hangar Relocation, Engr. Services
Scottsbluff	\$457,250	Snow Removal Equipment Building Addition
Superior	\$205,900	Install PAPI, Beacon, and REIL
Valentine	\$663,000	Hangar Reimbursement
Total	\$26,163,269	

AGENCY ACCOMPLISHMENTS

2016 - STATE OF NEBRASKA AIRPORT FUNDING

State Grant Funds (Allocations)	Aurora – Taxilane Repairs	\$38,502
	Plattsmouth – Partial Parallel Taxiway & Hangar Relocation	\$116,404
	Total	\$154,906
Hangar Loan (Allocations)	Chadron – Shop Hangar	\$160,384
	Crete – 8-Place T-Hangar	\$145,268
	Hartington – 6-Place T-Hangar	\$297,156
	Hastings – 6-Place T-Hangar	\$376,424
	Holdrege – 3-Place Box Hangar	\$68,707
	Kearney – Hangar Rehabilitation	\$400,000
	Total	\$1,447,939
Fuel Loan (Allocations)	None	\$0
	Total	\$0

STATE GRANT ALLOCATIONS



AGENCY ACCOMPLISHMENTS

Aeronautics Branding – Good Life. Great Destinations.

Russ Gasper

On July 12, 2016, Governor Ricketts and the Nebraska Department of Economic Development unveiled the new State of Nebraska brand: “Good Life. Great Opportunities.”. As part of the brand unveiling, all state agencies were required to “BRAND” their agency. The guidance provided was to establish a brand that builds an image for the state and encourages growth.

The Nebraska Department of Aeronautics (NDA) embarked on the branding process by contacting aviation enthusiasts that value aviation as part of their life in Nebraska. NDA contacted approximately 150 individuals who included city/county officials, airport authority members, Federal Aviation Administration employees, aviation consultants and pilots. In addition, NDA requested input regarding brand development that would be a reflection of the services they provide toward the development of aviation in the State of Nebraska.

Approximately 75 individuals responded with some very good branding phrases. A few branding ideas that were provided are as follows:

- Good Life. Great Horizons.
- Good Life. Great Possibilities.
- Good Life. Great Landings.
- Good Life. Great Access.

The official brand adopted for the Nebraska Department of Aeronautics was:

“Good Life. Great Destinations.”

Crack/Joint Sealing and Marking Programs

Russ Gasper

Nebraska airports have access to crack/joint sealing and pavement marking. These programs were developed as a cost-effective service that enhances airport safety and extends pavement life. The NDA supplies two personnel, as well as the equipment and materials. The airport sponsor provides a minimum of one airport employee to assist with the work. The charge rate covers the actual costs. In addition, if time permits, the NDA provides these services to Nebraska State Parks through the Nebraska Department of Roads. The following is a summary of work completed during 2016.

Crack/Joints Sealed, feet	228,993
Airports Visited for Crack/Joint Sealing	12
State Parks Visited for Crack/Joint Sealing	0
Pavement Marking/Painted, square feet	113,580
Airports Visited for Marking	2

Crew consisted of one person and assistance from state airfield managers

Airport Pavement Inspections

Russ Gasper

Since 1985, the NDA regularly evaluates/inspects pavements at Nebraska public-use airports using the Pavement Condition Index (PCI) to describe/evaluate pavements on a scale of 1 to 100. Pavement inspections are a requirement of the Federal Aviation Administration (FAA) every three years for airports to be eligible for federal funds. The FAA reimburses the NDA for these services. The average PCI for primary pavements (i.e., main runways, taxiways, and aprons) in the state is 87.5. The value is constantly improving due to AIP paving projects. The following airports were inspected during 2016:

Alliance	Alma	Auburn	Bloomfield	Chappell	Creighton
Hartington	Harvard	Hastings	Kimball	Neligh	Lincoln
Norfolk	Oshkosh	Pender	Red Cloud	Sargent	Scottsbluff
Scribner	Sidney	South Sioux	Wayne		

AGENCY ACCOMPLISHMENTS

Navigation Aids

Marcy Meyer

The Navigational Aids Division (NAVAIDS), located at Kearney Regional Airport, is centrally located in Nebraska to provide effective and efficient customer focused response to the Nebraska airports we serve. The technical staff maintains navigational facilities and weather systems in accordance with Federal Aviation Administration (FAA) standards that support the National Airspace System. During 2016, the division maintained NDB's (18), VOR's (7) with DME's (5) collocated and AWOS (20).

In the spring of 2016, NAVAIDS completed installation of an AWOS at the Gordon Municipal Airport. This system was commissioned by the FAA in August and currently awaiting FAA Flight Check, which is scheduled March, 2017. The system will be fully operational and disseminated into the FAA's National Data Interchange Network (NADIN) upon completion of the Flight Check.

In addition, fifteen (15) ceilometer up-upgrades were completed on the AWOS's that are maintained throughout the state. The ceilometers measure cloud height and vertical visibility by detecting clouds, precipitation, and other obstructions to vision. These up-upgrades provide faster measurement and detection of thin cloud layers below a solid cloud base and greatly affect the decision making of a pilot during their approach procedure.

Airport Licensing

Russ Gasper

In accordance with Nebraska Administrative Code 17, the NDA provides licensing inspections for all public-use airports. Public-use airports are inspected at least every three (3) years, with a license being issued if the safety standards are met or exceeded. Inspections may be used by the airport to assist with local height restriction zoning and to review notices of construction that may conflict with airport zoning. The following airports were inspected during 2016:

Alma	Auburn	Bloomfield	Chappell	Creighton	Hartington
Harvard	Hastings	Hebron	Kimball	Neligh	Norfolk
North Omaha	Oshkosh	Pender	Red Cloud	Scribner	Sidney
South Sioux	Tecumseh	Wahoo	Wayne		

1-27-2017-Requested update from David; verify numbers and explain rental

Airport Directory

David Morris

The Nebraska Airport Directory was published and distributed in January 2015. The directory is published every other year; and will be published/distributed again in January 2017. Due to the continued strong demand for the directory, the number of directories printed was increased from 4,000 to 4,500.

Air Transportation

David Morris

During 2016, 15 Nebraska governmental State agencies utilized the state-owned aircraft for a total of 194.1 hours, which converts to 44,411 total statute miles. The Navajo was used primarily for aerial photo work conducted for the Nebraska Department of Roads (NDOR). Aerial photo flights consisted of one NDA crew member and one NDOR technician. Of the total, the Navajo was flown 54.9 hours, which covered approximately 9,333 statute miles. The King Air was used exclusively for personnel transport. The King Air was flown 139.2 hours, which converts to approximately 35,078 total statute miles. The rental aircraft is used for transport of personnel as well as low level survey flights for Game & Parks. Of the total hours flown for Rental Aircraft (67.3), 14.0 hours was for the purpose of low level survey flights and 53.3 hours was for the purpose of transporting personnel. During 2016, the Department began providing pilot services for the University of Nebraska's (UNL) Center for Advanced Land Management Information Technologies (CALMIT).

AGENCY ACCOMPLISHMENTS

This program is recognized as a center-of-excellence for education and research focused on Remote Sensing, Geographic Information Systems and Global Positioning Systems. The total hours flown for CALMIT (12.9) converts to approximately 1,806 statute miles. CALMIT flights consisted of one NDA crew member and one UNL technician. A summary of the aircraft operation hours are presented below.

Aircraft	Number	Hours
King Air	84NE	139.2*
Navajo	100NE	54.9*
UNL Owned	186CA	12.9
Rental	739BM	37.5
Rental	901DC	5.5
Rental	774KV	24.3

*Includes hours for aircraft maintenance/testing operations and pilot proficiency testing (i.e. 6.6 hours for King Air and 0 hours for Navajo).

Aviation Art Contest 2016

David Morris

Since 1986, the department has co-sponsored an aviation art contest for the benefit of Nebraska's youth. This contest is in conjunction with the Fédération Aéronautique Internationale (FAI), the National Association of State Aviation Officials (NASAO), the National Aeronautic Association (NAA), the Federal Aviation Administration (FAA), Embry-Riddle Aeronautical University, Prescott, Ken Cook Co. and the National Coalition for Aviation and Space Education (NCASE). The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math, and science. There are three categories of contestants, ranging from 6 –17 years of age. This year there were 137 participants with the theme of **“Air Sports and Nature in Harmony”**. This was an excellent opportunity for our youth to grab their favorite artist's tools and create a poster celebrating their thoughts about “Air Sports and Nature in Harmony”. After judging was completed at the state level, the contest was wrapped up with an awards ceremony on April 9 at the Nebraska Air National Guard Squadron Headquarters auditorium to recognize the winners for their accomplishments and showcase their art work.

The top three entries in the state competition, in each age group, are forwarded to Washington, D.C. to be judged in the national competition. The first, second and third place finishers at the national competition from each age group are forwarded to FAI headquarters in Lausanne, Switzerland for international judging. Winners of the international competition receive gold, silver or bronze medals. The following is the 2016 list of Nebraska winners and honorable mentions:

Finish	Category I Junior (Age 6-9)		Category II Intermediate (Age 10-13)		Category III Senior (Age 14-17)	
	Name	City	Name	City	Name	City
1st	Bailey Lauritsen	Gretna	McKinley Matlock	Omaha	Madisen Randa	Verdigre
2 nd	Kate Wegner	Gretna	Lauren Gieselman	Omaha	Emily Gonnella	Dawson
3 rd	Lucy Zabloudil	Gretna	Amba Raghavan	Elkhorn	Emily Bolz	Osmond

Honorable Mentions

Jake Detten - Gretna
Benjamin Holsing - Clatonia
Amelia Jackson - Gretna
Evelyn Kucera - Verdigre
Nora Kucera - Verdigre
Josilyn Miller - Verdigre
Allison Sucha - Verdigre

Joseph Timperley - Omaha
Emily Gieselman - Omaha
Hayden Hanneman - Omaha
Natalie Hueske - DeWitt
Natalie McNamara - Papillion
Cody Peterson - Gretna

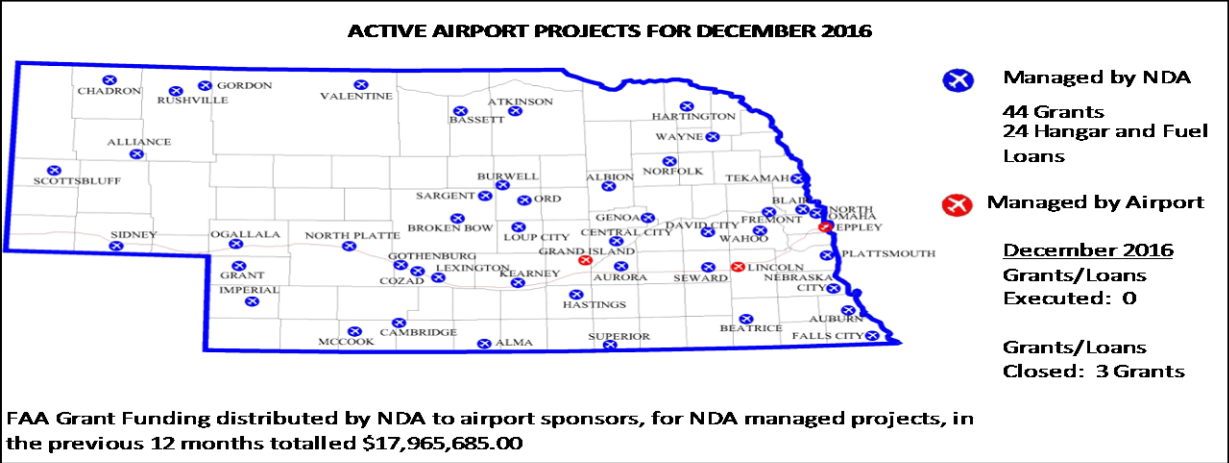
Madison Peterson - Gretna
Morgan Peterson - Enders
Megan Schmidt - Plymouth
Jazmin Schwickerath - Lincoln
Jackson Timperley - Omaha
Anthony Zaner - Gretna

Makayla Boyle - Osmond
Miranda Palmesano - Omaha
Brianna Ruiz - Osmond
Kelly Schuettler - Osmond
Erin Schultz - Osmond

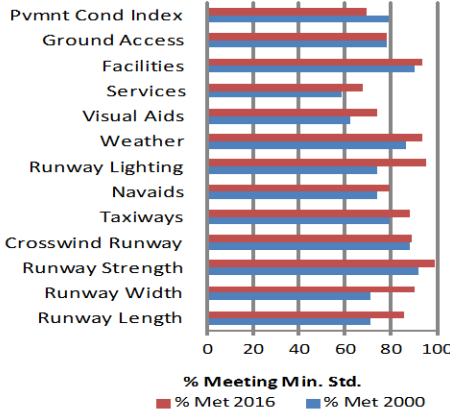
The following is the year end (December 2016) monthly dashboard



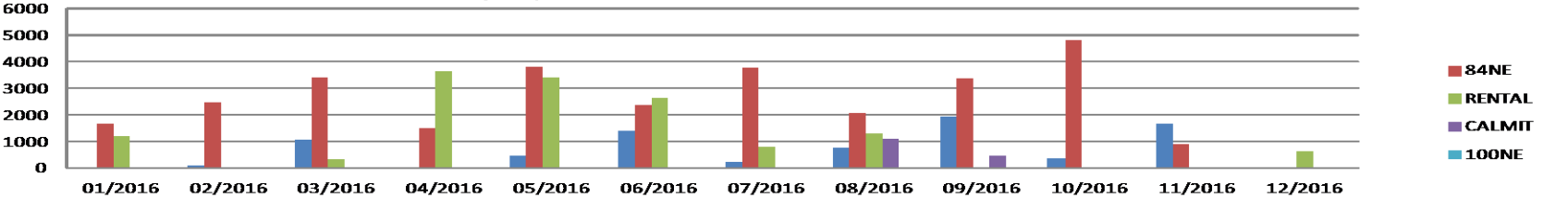
Department of Aeronautics - Monthly Report (December 2016)



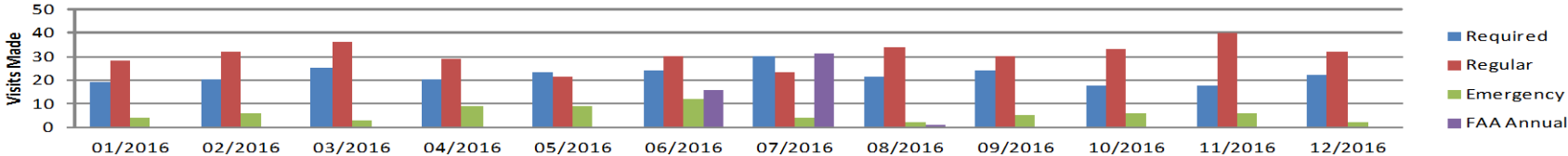
Airports Meeting Minimum NE Airport System Plan Standards



Flight Operations - Miles Each Aircraft Flown Per Month



FAA Required Site Visits for Nav aids Maintenance





Department of Aeronautics - Monthly Report (December 2016)



Accomplishments / Issues - December 2016

- Grand Opening of Auburn's new 3750' X 60' concrete runway.
- Production of the Nebraska Airport Directory 2017-2018 is 75% complete.
- Federal Aviation Administration (FAA) Aeronautical Studies are reviewed for local zoning violations affecting airports.
Issued: 124 NDA Reviewed: 124 (81 of which required action)
- Four (4) building permits were issued in December. The average time from receipt to issuance was 8 days.
- When NDA completed its value chain analysis on the FAA AIP project closure process in December 2015, the department set a goal for this process at a maximum of 230 days. Two projects were closed during the month of December, taking an average of
- Aviation fuel tax receipts, the department's single largest source of revenue, have remained stagnant or decreased over the last 20 years.
Current receipts are 20.2% less than when they were at their highest in FY 1999-2000.

Strategic/Priority Projects:

- Rehabilitate the main runway at Scribner State Airfield (contractual and regulatory obligation). The new runway was opened for daylight operations only until lighting is installed by department personnel in the Spring.
- Monitor FAA UAS (unmanned aerial systems or "drones") legislation and respond appropriately. Assist state agencies desiring to use UAS. Maintain up to date information on the agency website.
 - Hosting a State Government committee to develop policies and procedures for UAS use by state agencies
- Conduct an Economic Impact Study of Nebraska's 79 land-based public use airports; request was submitted to FAA for possible Federal funding in 2019.
- Explore revenue enhancement opportunities

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT AIRPORT FUNDING NEEDS

The Nebraska Department of Aeronautics compiled the following lists of airport projects to illustrate the current infrastructure and funding needs of the airports in our state. The airport sponsors were not contacted specifically for their current needs but rather the needs were gathered from the annual update of the Nebraska Airport Capital Improvement Plan and the continuous coordination needed for the federal grant program.

Federal funds for airport improvements are received through the Federal Airport Improvement Program. Eligible airports can receive grants to cover up to 90% of project costs. Federal projects are being delayed or abandoned because the local airport sponsor cannot finance 10% of the project costs.

Potential FY2015 Federal funded projects that were delayed because of limited matching funds

Dollar amounts shown are the estimated matching funds for the project.

1. Albion: pave the access road and construct parking for the new terminal building (\$10,900)
2. Stuart-Atkinson: partial parallel taxiway (\$43,000)
3. Central City: construct new T-hangar (\$59,975)
4. Curtis: apron and taxiway rehabilitation (\$65,350)
5. Fairbury: construct new shop hangar (\$185,500)
6. Hyannis (Grant County): airport layout plan (\$20,000)
7. Red Cloud: construct new T-hangar (\$54,200)
8. Superior: install navigational aids (PAPI, REIL, beacon)(\$23,000)

Additional Potential FY2016 Federal funded projects that are being delayed because of limited matching funds

Dollar amounts shown are the estimated matching funds for the project.

1. Aurora: pave the access road and construct parking (\$25,000)
2. Crete: replace T-hangar (\$270,000)
3. Hartington: construct hangar (\$100,000)
4. Garden County (Oshkosh): pavement maintenance (\$28,000)
5. Rushville: acquire snow removal equipment (\$26,550)
6. Thedford: construct T-hangar(\$180,000)
7. Wallace: airport layout plan (\$20,000)

This list may grow as we move into FY2017 and financial commitments must be made to keep the projects on schedule.

AIRPORT FUNDING NEEDS

To be eligible to receive federal funding, the airport must be listed in the National Plan of Integrated Airport Systems (NPIAS). There are currently 81 public-use airports in Nebraska of which 73 are listed in the NPIAS. The remaining airports are not eligible for federal funds and historically have depended on state funds for airport improvements. These airports include:

1. Arapahoe
2. Bloomfield
3. Genoa
4. Gothenburg
5. Hay Springs
6. North Omaha
7. South Sioux City
8. Trenton

As part of a new program implemented in 2015, general aviation airports must also be classified in the NPIAS in order to receive federal entitlement funds, which is the source of funds for this type of airport. In the current NPIAS, three Nebraska airports are unclassified.

1. Bassett, Rock County Airport
2. Chappell, Billy G Ray Field
3. Sargent

There are currently eleven Nebraska airports that are not in a position to receive federal funds.

Public-use airports can request state grant funds for airside improvements. These grants can also cover up to 90% of the project costs. Airport sponsors are aware of the limited amount of available funds and are no longer requesting state grants for their improvements. The Department of Aeronautics has seen a deterioration of the airport system and an increased need for reconstruction due to the delay of timely rehabilitation projects.

Current Unfunded Airport Needs as Identified by NDA (limited to projects expected to receive federal funding in the next five years)

Dollar amounts shown are the estimated project costs.

1. Ainsworth: parallel taxiway to runway 13/31
2. Ainsworth: replace VASI with PAPI
3. Alliance: parallel taxiway to runway 12/30
4. Alliance: access road and parking improvements
5. Alliance: terminal enhancements (as gateway to community)
6. Alma: parallel taxiway (pave: \$915,000; light: \$128,000)
7. Alma: T-hangar
8. Alma: construct spray apron

AIRPORT FUNDING NEEDS

9. Arapahoe: runway rehabilitation (reconstruction: \$1,091,100; overlay: \$747,000)
10. Arapahoe: install runway lights, beacon (\$113,460)
11. Arapahoe: runway extension to meet FAA minimum length standards
12. Auburn: taxilanes (\$280,000)
13. Auburn: hangar rehabilitation, replace doors
14. Auburn: snow removal equipment
15. Aurora: Taxiway & apron reconstruction (\$00,000 – may not have local match)
16. Beatrice: rehabilitate taxilanes to hangars A, B, C (\$407,500)
17. Beatrice: PAPI runway 18, NSP
18. Blair: taxilanes, apron expansion (\$200,000)
19. Blair: extend runway and taxiway to 5,500' (\$2,640,000)
20. Blair: T-hangar addition
21. Blair: Executive hangar
22. Bloomfield: runway rehabilitation (reconstruction: \$981,990; overlay: \$672,300)
23. Bloomfield: install runway lights, beacon (\$102,120)
24. Bloomfield: taxiway and taxilane reconstruction
25. Bloomfield: T-hangar rehabilitation/replacement
26. Broken Bow: apron expansion (\$284,250)
27. Cambridge: hangar rehabilitation
28. Central City: hangar rehabilitation
29. Central City: pave access road and parking lot
30. Chadron: parallel taxiway to runway 02/20, NSP (\$1,210,000; project could be broken into phases)
31. Chadron: apron expansion
32. Chadron: terminal building renovations/update
33. Chadron: extend runway 11/29 700', NSP
34. Chappell: runway rehabilitation (reconstruction: \$1,600,000)
35. Chappell: apron expansion (\$125,000)
36. Columbus: terminal building
37. Columbus: taxilanes and apron for hangar development
38. Columbus: pave crosswind runway, NSP
39. Cozad: Taxilane reconstruction & apron expansion (\$160,000)
40. Crete: Hangar taxilanes replacement and drainage improvements (\$1,100,000)
41. Crete: Parking lot and road rehabilitation (\$385,000)
42. Crete: hangar replacement
43. Fairmont: apron rehabilitation (overlay \$488,787)
44. Fairmont: PAPI on runway 17/35
45. Falls City: rehabilitate hangar approaches
46. Fremont: apron expansion and access to new hangar/terminal building (\$620,000)

AIRPORT FUNDING NEEDS

47. Gordon: runway 11/29, taxiway, apron reconstruction (runway: \$1,070,000; taxiway: \$440,000; apron: \$360,000; they do not have local matching funds)
48. Gothenburg: plan for new airport/new runway with lots of new land (\$150,000)
49. Grand Island: terminal parking lot and Loop Road (\$2,900,000)
50. Grand Island: taxilanes for new aircraft hangars (\$500,000)
51. Grand Island: utility upgrades (sewer)(\$1,500,000)
52. Grant: AWOS III P/T
53. Grant: parallel taxiway
54. Hartington: light parallel taxiway (\$275,000)
55. Harvard: taxiway rehabilitation (reconstruct: \$502,000; overlay: \$343,620)
56. Hastings: relocate ASOS
57. Hastings: install MALSR, NSP (not AIP eligible)
58. Holdrege: install water main
59. Hyannis: pavement rehabilitation (reconstruction: \$1,445,700)
60. Imperial: site development
61. Kearney: extend runway 13/31 200', NSP
62. Lexington: parallel taxiway
63. Lexington: rehab road and parking lot (\$366,000)
64. McCook: SRE and SRE building
65. McCook: hangar and/or hangar rehabilitation
66. McCook: extend runway 4/22, NSP
67. Nebraska City: parallel taxiway to runway 33 (\$1,268,955; includes federal ineligible section)
68. Nebraska Department of Aeronautics: PCI software update to include PCN values (\$80,000)
69. Nebraska Department of Aeronautics: Economic Impact Study
70. Neligh: AWOS III P/T
71. North Platte: relocate utilities (\$1,000,000)
72. North Omaha: correct licensing violations
73. North Omaha: pavement rehabilitation
74. O'Neill: runway 4/22 lights (\$290,000)
75. O'Neill: pave access road and parking (\$600,000)
76. O'Neill: complete parallel taxiway to runway 13
77. Ogallala: parallel taxiway (\$1,720,000; project could be broken into phases)
78. Ord: complete parallel taxiway to runway 13
79. Oshkosh: terminal building to meet ADA requirements
80. Plattsmouth: construct crosswind runway, NSP
81. Plattsmouth: install MALSR, NSP
82. Red Cloud: AWOS III P/T
83. Sargent: 200' runway extension and survey for approach eligibility (pavement: \$87,000 survey: \$120,00)

AIRPORT FUNDING NEEDS

84. Scottsbluff: pave west access road to airport (\$1,951,260)
85. Scottsbluff: parallel taxiway to runway 23 (pave: \$2,822,400; light: \$454,860)
86. Scribner: PAPI
87. Seward: apron (\$625,000)
88. Sidney: pave runway 3/21, NSP
89. Sidney: install MALSR, NSP
90. South Sioux City: runway rehabilitation (reconstruction: \$1,208,600)
91. Tecumseh: Reconstruct T-hangar
92. Thedford: PAPI
93. Valentine: extend/widen runway 1432 to C-II, NSP
94. Valentine: full parallel taxiway
95. Valentine: install MALSR, NSP (not AIP eligible)
96. Wahoo: construct taxilane (\$275,000)
97. Wahoo: entrance road and parking lot (\$350,000)
98. Wallace: runway rehabilitation (reconstruction: \$1,018,000)
99. York: pave runway 5/23, NSP
100. York: install MALSR, NSP

NSP: projects needed to meet minimum standards identified in the Nebraska Aviation System Plan. Only National category airports needs from the NSP are included.

Additional Note: Fuel systems are not currently eligible for funding through the State Grant Program. Airport sponsors can request an interest-free loan from the department to work on their fuel systems. While fuel systems are eligible under the current FAA program, eligibility restrictions do not allow upgrades or rehabilitation of existing systems. The following airport need fuel systems.

1. Stuart-Atkinson
2. Arapahoe
3. Auburn
4. Bloomfield
5. Burwell
6. Cambridge
7. Falls City
8. Hartington (installed card reader)
9. Hebron
10. Holdrege (add Jet A)
11. Minden
12. Nebraska City
13. Pender
14. Sidney (self-fueling)

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT AGENCY RECOGNITION

NDA Manager of the Year

Ronnie Mitchell

As Project Manager for the Department of Aeronautics' Engineering Division, Russ Gasper has an exceptional work ethic coupled with management skills that inspire his fellow employees. The Engineering Division has a reduced staff, with an increasing work load due to requirements of the Federal Aviation Administration's Airport Improvement Program. Consequently, he focuses on efficiency of services and the manner in which they are provided to become more effective. In addition to ensuring his division produces top quality work in a timely and customer focused manner, Russ took the time to research and write a paper on the benefits of aerial application in agriculture, which has been published in several trade journals. He has also volunteered to produce the department's annual report, producing an outstanding document.



NDA Employee of the Year

Ronnie Mitchell

Tim Krienert (picture not available) is an extremely valuable employee. He doubled his work load by taking on management of the Harvard State Airfield, while also managing his primary airfield of Fairmont. Costs have been reduced, resulting in both State Airfields being in top notch condition with dramatically improved tenant relations. Tim also trained our new manager at Scribner State Airfield, bringing him up to speed on airport facilities management. Additionally, he taught the department's Pavement Maintenance and Marking Program worker the proper way to seal and mark airport pavement. This instruction saved money on materials, resulting in a better final product with increased customer satisfaction. Directly due to his dedication and incredible work ethic the three state owned airfields are in the best possible condition with superb customer/tenant relations.

Barry Scheinost

Project of the Year

Many of the 2016 projects were worthy of the award. However, NDA tries to look at the project that really stood out as the best project. In general, the best project is a project that was completed on-time (this includes all phases of the project from engineer selection through completion of construction), under budget with no major change orders, and was good quality work. This was a team effort by the Airport Sponsor, NDA, FAA, Consultant and the Contractor.



Auburn Municipal Airport

The 2016 winner was

- AIP Project 07 Airport Paving & Lighting for Farington Field, Auburn, Nebraska
- Auburn Airport Authority: J.C. Hauserman, Chairman; Steve Schulte, Vice Chair; Mike Zaruba, Treasurer; Rory Mason, Member; and Kendall Neiman, Secretary and Airport Manager.
- Olsson Associates: Tom Trumble & Marek Kubesa (Project Engineers)
- Hawkins Construction Company: Kurt Peyton, V.P. (Project Manager), Tyler Fehringer (Project Manager) and Tony Valla (Project Foreman)

This project:

- Has approximately 30,474 SY of concrete pavement for the runway and taxiway
- Had only one major change order that increased the total length of the runway, from 3,400' to 3,750' and widened taxiways from 25' to 35' (to accommodate B-II aircraft)
- with a total construction cost of approximately \$2.3 million

The City of Auburn and the Auburn Airport Authority took a giant step into the future October 21 with the Grand



Auburn Municipal Airport Ribbon Cutting October 21, 2016

Opening of their new 3750' X 60' concrete runway, with taxiway, and a large new hangar building. Lieutenant Governor Mike Foley pointed out in his remarks that it will enable new economic developments across the board from agriculture to manufacturing. It will attract aerial applicators, for instance; it will be attractive to manufacturing, citing the famous truism of past FAA Administrator Marion Blakey "When economic opportunity comes to town, it doesn't get off at the bus station." A town's airport is the town's Main Street.

The giant step was the product of a long-range view. There were several steps along the way to the giant step culmination.

AGENCY RECOGNITION



L-R: Anna Lannin (NDA), Kendall Neiman (Auburn Airport Authority), Edi Bickford (Aviation Enthusiast), Tyler Fehringer (Hawkins Construction), Harold Bickford (Aviation Enthusiast), Tony Valla (Hawkins Construction), Tom Trumble (Olsson Associates)

Some landmarks along the way: The City of Auburn's first grant request about an airport was filed in 1983! In 1990, grading was funded for (ultimately) a 4,000 foot strip. There was an unsuccessful grant request in 1992. The planning/redesign to bring the Airport Layout Plan up to new FAA standards started in 2003. The terminal building was completed in 2010. With the Grand Opening, Auburn's far-sighted dreams were 35 years in the making!

Pat Pope, CEO of the Nebraska Public Power District (NPPD), pointed out that NPPD needs the longer runway. Any part needed for the nearby Cooper Station cannot be found at the local hardware store! Even a bolt has to be nuclear power certified, and one day's downtime is a 30 million dollar setback. Parts delivery is by corporate aircraft. Auburn Mayor Scott Kudrna recounted that when the NPPD CEO learned of the 3,400 feet long runway project, he replied in effect "we need the longest runway we can get" and then came up with the additional funding to help construct the runway to a length of 3,750'. Total cost for the project was approximately \$3 million dollars. The Auburn Airport Authority used grant funding from the: FAA, Nebraska Department of Aeronautics, and NPPD to keep the local share of the cost to approximately \$250,000.

Airport of the Year

The NE Airport of the Year for 2016 was awarded to Beatrice Municipal Airport. Manager Diana Smith has been proactive in promoting the airport and as some would say, “Your airport is the main street of your town as industry, business and money fly into your local airport, they don’t come on a bus”. Beatrice Municipal Airport is a show place with an excellent Administration building combining a flight planning room, pilot lounge and offices. Full service fuel is available with a FAA certified aviation maintenance technician on the field. Completion of runway 18/36 reconstruction took place in 2016 with the addition of new and improved runway LED lighting while reconstruction of runway 14/32 is in planning

for 2018. EAA Young Eagle rides are frequently given at the airport and the airport manager often gives presentations to school groups promoting aviation. Beatrice Municipal Airport was the first general aviation airport in NE to receive this award in 1992 and certainly is deserving of the award in 2016.

David Morris/Ronnie Mitchell



L-R: Ronnie Mitchell (NDA), Beatrice Airport Authority, Diana Smith, Joe Hawkins and Steve Bergmeier

State Fly-In

David Morris/Ronnie Mitchell

The weather in Cozad, Nebraska was not a factor at the two day fly-in unless you took into account the temperature, it was a warm 96F both days and you had to keep hydrated. Young Eagle rides started early Friday and continued well after the prime rib dinner began at 6:30pm. Tandem parachute rides were in full swing all day, and Stephany and Spencer Hunt from Omaha were just two of the people experiencing the thrill of free flight followed by a parachute descent to the ground.

Over 250 people attended the evening dinner featuring ham, prime rib, scalloped potatoes and green beans. The social hour prior to the meal seemed to make folks congenial and there was good conversation by all. There was also a three piece band playing during the meal and singing a lot of those good “oldie” songs we all enjoyed.

Saturday morning started off with exhibitors, meal stands and a climbing wall for the kids to try out their skills. First off was a KCI35 NE ANG fly-by with the refueling boom extended. Of course there were many airplanes flying in and a large number on display from the previous day, including a restored Fagan B25 bomber from WWII. For some of the younger children there was an airplane ride with room for the “pilot” and four passengers. Delbert Gitchel was the “pilot” ensuring all were strapped in and twirling their propellers! Everyone seemed to be having a great time.

Meanwhile Reggie Schmidt from Grand Island was up on the scissors lift overseeing all the air traffic. Air Boss, Dale Byrkit was busy coordinating the aerobatic activities and working closely with Reggie to ensure this would be a safe, accident free air show day.

Just prior to the air show, Diane Bartels, NE Aviation Council State Fly-In Coordinator, presented a plaque to Allison Donner, who planned all the activities, which took place Friday and Saturday. Standing with Allison was her good friend Stacey Darling who had worked alongside Allison helping make arrangements for the fly-in.

The air show began at 1pm with a member of the NE Skydiving School coming in streaming our US flag while American Legion members stood at attention and the P51 Mustang, Gunfighter, flew by. Heather Wellman from Cozad sang our National Anthem.

It was a great start for an air show, and then Harry Barr in his Piper Cub entertained the crowd with a strong woman, Haylee Selton from Gothenburg, attempting to hold back the Cub. Somehow her dress was ripped away and she couldn't keep the Cub from moving!



Next up, Harry landed on the Midwest's Shortest Runway, a converted Chevy Suburban, and then took off from the same platform.

Jessy Panzer started the aerobatics show flying her purple Pitts Special and performing some amazing stunts that we all enjoyed watching. After the air show, Jessy flew to Reno, NV to do training for the Reno Air Races held in September.

AGENCY RECOGNITION

Doug Roth always does a fantastic low level aerobatic show in his Staudacher and it is amazing to watch him perform. Other demonstrations were the RV7s flown by the “Rocky Mountain Renegades” and formation flying by the CJ6 (YAK) pilots Keith Harbor, Kurt Muhle and Terry Callaway. It was a great two day State Fly in and one we all enjoyed.

ANNUAL REPORT NEBRASKA AIRPORT INFORMATION

Nebraska Airport Information

Russ Gasper

There are 80 public-use airports in Nebraska. These airports are required to have a license issued by the NDA. The airports, as shown below, are inspected every three years and must meet minimum licensing standards as established by the NDA. The public-use airports in Nebraska account for over 892,809 aircraft operations (i.e., landings and takeoffs) and base approximately 2,008 aircraft. It should be noted that nine (9) airports have commercial air service (Omaha, Lincoln, Grand Island, Kearney, North Platte, McCook, Scottsbluff, Alliance and Chadron), with the remaining 72 airports having general aviation activities. All Nebraska public-use airports are publicly-owned facilities except for North Omaha and South Sioux City, which are privately owned.

Nebraska airports generate economic benefits for the State of Nebraska, but also provide medical outreach to rural communities and support for the agriculture industry. In addition, many non-aviation employers rely on the Nebraska Airport System to support their daily business activities, which also contribute to building the State's economy.

The following maps and tables provide information regarding airport operations, based aircraft, airport classification (i.e., in accordance with the Nebraska Aviation System Plan), airport navigational aids, and approach procedure data.



NEBRASKA AIRPORT INFORMATION

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
AINSWORTH	AINSWORTH REGIONAL AIRPORT	16	4,000
ALBION	ALBION MUNICIPAL AIRPORT	14	5,100
ALLIANCE	ALLIANCE MUNICIPAL AIRPORT	70	13,212
ALMA	ALMA MUNICIPAL AIRPORT	11	1,750
ALMA	HARLAN COUNTY LAKE (Seaplane Base)	0	300
ARAPAHOE	ARAPAHOE MUNICIPAL AIRPORT	3	3,750
ATKINSON	STUART-ATKINSON MUNICIPAL AIRPORT	14	2,900
AUBURN	FARINGTON FIELD	7	1,976
AURORA	AURORA MUNICIPAL AIRPORT	29	15,950
BASSETT	ROCK COUNTY AIRPORT	9	2,000
BEATRICE	BEATRICE MUNICIPAL AIRPORT	36	10,175
BLAIR	BLAIR MUNICIPAL AIRPORT	56	15,500
BLOOMFIELD	BLOOMFIELD MUNICIPAL AIRPORT	5	4,050
BROKEN BOW	BROKEN BOW MUNICIPAL AIRPORT	21	10,850
BURWELL	CRAM FIELD	10	900
CAMBRIDGE	CAMBRIDGE MUNICIPAL AIRPORT	14	7,000
CENTRAL CITY	CENTRAL CITY MUNICIPAL AIRPORT	21	5,610
CHADRON	CHADRON MUNICIPAL AIRPORT	17	7,665
CHAPPELL	BILLY G RAY FIELD	5	3,645
COLUMBUS	COLUMBUS MUNICIPAL AIRPORT	48	5,280
COZAD	COZAD MUNICIPAL AIRPORT	15	13,000
CREIGHTON	CREIGHTON MUNICIPAL AIRPORT	11	2,320
CRETE	CRETE MUNICIPAL AIRPORT	40	23,420
CURTIS	CURTIS MUNICIPAL AIRPORT	5	6,280
DAVID CITY	DAVID CITY MUNICIPAL AIRPORT	10	3,400
FAIRBURY	FAIRBURY MUNICIPAL AIRPORT	14	6,400
FAIRMONT	FAIRMONT STATE AIRFIELD	19	1,625
FALLS CITY	BRENNER FIELD	19	4,470
FREMONT	FREMONT MUNICIPAL AIRPORT	58	22,300
GENOA	GENOA MUNICIPAL AIRPORT	3	1,050
GORDON	GORDON MUNICIPAL AIRPORT	11	5,120
GOTHENBURG	GOTHENBURG MUNICIPAL AIRPORT	18	7,420
GRAND ISLAND	CENTRAL NEBRASKA REGIONAL AIRPORT	42	25,242
GRANT	GRANT MUNICIPAL AIRPORT	26	9,600
HARTINGTON	HARTINGTON MUNICIPAL AIRPORT/BUD BECKER FIELD	24	6,350
HARVARD	HARVARD STATE AIRFIELD	9	5,000
HASTINGS	HASTINGS MUNICIPAL AIRPORT	23	17,000
HAY SPRINGS	HAY SPRINGS MUNICIPAL AIRPORT	3	400
HEBRON	HEBRON MUNICIPAL AIRPORT	12	4,220
HOLDREGE	BREVSTER FIELD	37	10,100
HYANNIS	GRANT COUNTY AIRPORT	5	1,825
IMPERIAL	IMPERIAL MUNICIPAL AIRPORT	16	9,700
KEARNEY	KEARNEY REGIONAL AIRPORT	42	30,040
KIMBALL	ROBERT E ARRAJ FIELD	11	4,940
LEXINGTON	JIM KELLY FIELD	31	10,640
LINCOLN	LINCOLN AIRPORT	176	62,7701
LOUP CITY	LOUP CITY MUNICIPAL AIRPORT	10	1,500

NEBRASKA AIRPORT INFORMATION

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
MCCOOK	MCCOOK BEN NELSON REGIONAL AIRPORT	33	16,900
MINDEN	PIONEER VILLAGE FIELD	19	7,000
NEBRASKA CITY	NEBRASKA CITY MUNICIPAL AIRPORT	12	5,300
NELIGH	ANTELOPE COUNTY AIRPORT	10	7,600
NORFOLK	NORFOLK REGIONAL (KARL STEFAN MEMORIAL FIELD)	42	11,074
NORTH PLATTE	NORTH PLATTE REGIONAL AIRPORT	53	37,814
OGALLALA	SEARLE FIELD	15	4,930
OMAHA	EPPLEY AIRFIELD	118	94,966
OMAHA	MILLARD AIRPORT	95	72,300
OMAHA	NORTH OMAHA AIRPORT	57	14,250
O'NEILL	THE O'NEILL MUNICIPAL AIRPORT - JOHN L BAKER FIELD	22	7,440
ORD	EVELYN SHARP FIELD	10	7,300
OSHKOSH	GARDEN COUNTY AIRPORT	9	6,270
PAWNEE CITY	PAWNEE CITY MUNICIPAL AIRPORT	10	844
PENDER	PENDER MUNICIPAL AIRPORT	12	2,700
PLATTSMOUTH	PLATTSMOUTH MUNICIPAL AIRPORT	43	20,500
RED CLOUD	RED CLOUD MUNICIPAL AIRPORT	10	5,160
RUSHVILLE	MODISSETT FIELD	12	3,250
SARGENT	SARGENT MUNICIPAL AIRPORT	6	5,000
SCOTTSBLUFF	WESTERN NEBR. REGIONAL AIRPORT/WILLIAM B. HEILIG FIELD	42	30,216
SCRIBNER	SCRIBNER STATE AIRFIELD	12	2,550
SEWARD	SEWARD MUNICIPAL AIRPORT	45	12,650
SIDNEY	SIDNEY MUNICIPAL AIRPORT	23	4,100
SOUTH SIOUX CITY	MARTIN FIELD	36	5,500
SUPERIOR	SUPERIOR MUNICIPAL AIRPORT	11	12,500
TECUMSEH	TECUMSEH MUNICIPAL AIRPORT	10	5,480
TEKAMAH	TEKAMAH MUNICIPAL AIRPORT	28	23,785
THEDFORD	THOMAS COUNTY AIRPORT	5	2,025
VALENTINE	MILLER FIELD	30	4,900
WAHOO	WAHOO MUNICIPAL AIRPORT	32	16,350
WALLACE	WALLACE MUNICIPAL AIRPORT	12	2,675
WAYNE	WAYNE MUNICIPAL AIRPORT/STAN MORRIS FIELD	17	7,980
YORK	YORK MUNICIPAL AIRPORT	22	10,500
		TOTALS: 2,008	892,899
		2015 TOTALS: 1,859	885,981

*Based Aircraft and Annual Operations values obtained from the FAA 5010 Database

NEBRASKA AIRPORT INFORMATION

Airports Classifications

Nebraska Aviation System Plan

Nebraska Public-Use Airports are classified in accordance with the Nebraska Aviation System Plan as National, Regional, Local or Limited Airports. Many factors, including serving population centers, accommodating medical needs, serving economic/trade centers, and general aviation coverage, were considered when classifying airports. A summary of the airports in each classification with the minimum standards is presented as follows.

NATIONAL AIRPORTS – Maintain a consistent and contributing role in enabling the local, regional, and statewide economy to have access to and from the national and worldwide economy.

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Alliance	Alliance Municipal Airport
Beatrice	Beatrice Municipal Airport
Chadron	Chadron Municipal Airport
Columbus	Columbus Municipal Airport
Fremont	Fremont Municipal Airport
Grand Island	Central Nebraska Regional Airport
Hastings	Hastings Municipal Airport
Kearney	Kearney Regional Airport
Lincoln	Lincoln Airport
McCook	McCook Ben Nelson Regional Airport
Norfolk	Norfolk Regional Airport
North Platte	North Platte Regional Airport
Omaha	Eppley Airfield
Plattsmouth	Plattsmouth Municipal Airport
Scottsbluff	Western Nebraska Regional Airport
Sidney	Sidney Municipal Airport
Valentine	Miller Field
York	York Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	NATIONAL CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	C-II or Greater	100%
Runway Length:	75% Large Aircraft at 60% Useful Load	94%
Runway Width:	To Meet ARC	94%
Runway Strength:	To Meet ARC	100%
Crossing Runway:	As Needed to Meet 95% Coverage	50%
Taxiways:	Full Parallel	89%
Navigational Aids:	Precision Approach	50%
Visual Aids:	MALS, PAPIs	67%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	100%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	56%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	100%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	78%

NEBRASKA AIRPORT INFORMATION

REGIONAL AIRPORTS – Maintain a contributing role in supporting the local and regional economy and connecting it to the state and national economy.

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT CLASSIFICATION

REGIONAL CLASSIFICATION	
ASSOCIATED CITY	AIRPORT NAME
Ainsworth	Ainsworth Regional Airport
Albion	Albion Municipal Airport
Blair	Blair Municipal Airport
Broken Bow	Broken Bow Municipal Airport
Crete	Crete Municipal Airport
Falls City	Brenner Field
Gordon	Gordon Municipal Airport
Holdrege	Brewster Field
Imperial	Imperial Municipal Airport
Kimball	Robert E. Arraj Field
Lexington	Jim Kelly Field
Nebraska City	Nebraska City Municipal Airport
Neligh	Antelope County Airport
Ogallala	Searle Field
Omaha	Millard Airport
O'Neill	O'Neill Municipal-John L. Baker Field
Ord	Evelyn Sharp Field
Seward	Seward Municipal Airport
Superior	Superior Municipal Airport
Wahoo	Wahoo Municipal Airport
Wayne	Wayne Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT MINIMUM FACILITY STANDARDS

REGIONAL CLASSIFICATION		
FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-II or Greater	100%
Runway Length:	100% OF Small Aircraft w/ less than 10 passenger seats	81%
Runway Width:	To Meet ARC	86%
Runway Strength:	To Meet ARC	100%
Taxiways:	Partial Parallel	67%
Navigational Aids:	Non-Precision Approach	100%
Visual Aids:	PAPIs	95%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	76%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	43%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	95%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	33%

NEBRASKA AIRPORT INFORMATION

LOCAL AIRPORTS – Maintain a supplemental and contributing role for a local economy.

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Atkinson	Stuart-Atkinson Municipal Airport
Auburn	Farrington Field
Aurora	Aurora Municipal Airport
Cambridge	Cambridge Municipal Airport
Central City	Central City Municipal Airport
Cozad	Cozad Municipal Airport
Creighton	Creighton Municipal Airport
Curtis	Curtis Municipal Airport
David City	David City Municipal Airport
Fairbury	Fairbury Municipal Airport
Fairmont	Fairmont State Airfield
Grant	Grant Municipal Airport
Hartington	Hartington Municipal Airport
Hebron	Hebron Municipal Airport
Hyannis	Grant County Municipal Airport
Loup City	Loup City Municipal Airport
Minden	Pioneer Village Field
Omaha	North Omaha Airport
Oshkosh	Garden County Airport
Red Cloud	Red Cloud Municipal Airport
Scribner	Scribner State Airfield
South Sioux City	Martin Field
Tekamah	Tekamah Municipal Airport
Theadford	Thomas County Airport
Wallace	Wallace Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	LOCAL CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-I or Greater	100%
Runway Length:	95% Small Aircraft (NPIAS Airports)	76%
	75% Small Aircraft (non NPIAS) Airports)	92%
Runway Width:	60-ft for NPIAS Airport, 50-ft for non-NPIAS Airport	88%
Runway Strength:	To Meet ARC	92%
Taxiways:	Turnarounds & Connectors	88%
Navigational Aids:	Non-Precision Approach	83%
Visual Aids:	PAPIs	44%
Lighting:	MIRL, Beacon	88%
Services:	Phone, Restrooms, Fuel	88%
Facilities:	Pilots Lounge, Aircraft Apron, Hangars, Auto Parking	84%
Ground Access	Roadway signs on and off site	--

NEBRASKA AIRPORT INFORMATION

LIMITED AIRPORTS – Maintain a limited contributing role for the local economy.

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT CLASSIFICATION

LIMITED CLASSIFICATION	
ASSOCIATED CITY	AIRPORT NAME
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chappell	Billy G. Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	LIMITED CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	A-1 or Turf	100%
Runway Length:	95% Small Aircraft (NPIAS Airports) Maintain Existing (non NPIAS) Airports)	90%
Runway Width:	60-ft Paved or 120-ft Turf (NPIAS Airport) 50-ft Paved or 100-ft Turf (non-NPIAS Airport)	90%
Taxiways:	Turnarounds and/or Connectors	100%
Lighting:	Reflectors or LIRL, Beacon	95%
Services:	Phone, Restrooms	71%
Facilities:	Aircraft Apron, Hangars, Auto Parking	100%
Ground Access	Roadway signs on and off site	--

NEBRASKA AIRPORT INFORMATION

Navigational Aids

Marcy Meyer

Navigational Aids are vital for the safe operation of aircraft in the state. The following is a summary of navigational aids operated during 2016.

NEBRASKA WEATHER REPORTING LOCATIONS

ID	LOCATION	FACILITY	AOMC MONITORED	DATED COMMISSIONED	OWNER	FREQUENCY	TELEPHONE NUMBER
KANW	Ainsworth	AWOS III PT		Nov 1, 1995	NDA	118.325	(402)-387-2329
KBVN	Albion	AWOS III PT		August 3, 2004	LOCAL*	118.575	(402)395-2052
KAIA	Alliance	ASOS	X	May 16, 1996	FAA	135.075	(308)-762-1221
KAUH	Aurora	AWOS III PT		July 5, 1991	NDA	121.225	(402) 694-5472
KBIE	Beatrice	AWOS III PT		September 1, 1991	NDA	125.325	(402) 228-3229
KBTA	Blair	AWOS III PT		September 27, 2007	NDA	120.225	(402) 426-0448
KBBW	Broken Bow	ASOS	X	July 29, 1999	FAA	120.000	(308) 872-5354
KCDR	Chadron	ASOS	X	August 30, 2000	FAA	118.050	(308) 432-5574
KOLU	Columbus	AWOS III			FAA	125.525	(402) 563-3895
KFNB	Falls City	ASOS	X	August 30, 2000	FAA	119.275	(402) 245-5948
KFET	Fremont	AWOS III PT		July 5, 1991	NDA	121.275	(402) 727-9135
KGRI	Grand Island	ASOS/ATIS	X	October 1, 1992	NWS	127.4	(308) 382-5590
KHSI	Hastings	ASOS	X	May 30, 1995	FAA	120.525	(402) 463-4029
KHDE	Holdrege	AWOS III PT		April 4, 1991	NDA	121.325	(308) 995-6433
KHJH	Hebron	AWOS III PT		February 24, 2004	LOCAL*	118.525	(402) 768-2501
KIML	Imperial	ASOS	X	June 30, 2000	FAA	124.175	(308) 882-5186
KEAR	Kearney	AWOS III			FAA	123.875	(308) 237-5608
KIBM	Kimball	AWOS III PT		March 11, 2003	NDA	118.075	(308) 235-2516
KLXN	Lexington	AWOS III PT		April 4, 1991	NDA	121.025	(308) 324-5975
KLNK	Lincoln	ASOS/ATIS	X	November 1, 1992	NWS	118.05	(402) 474-9214
KAFK	Nebraska City	AWOS III PT		May 13, 2003	LOCAL*	128.325	(402) 873-7375
KMCK	McCook	ASOS	X	December 4, 1996	FAA	119.025	(308) 345-1193
KMLE	Millard	AWOS III PT		November 20, 1991	NDA	118.250	(402) 895-6778
KOFK	Norfolk	ASOS	X	April 1, 1996	NWS	119.025	(402) 644-4480
KLBF	North Platte	ASOS	X	February 1, 1996	NWS	118.425	(308) 534-1617
KOGA	Ogallala	AWOS III PT		July 5, 1991	NDA	121.275	(308) 284-6573
KOMA	Omaha	ASOS/ATIS	X	February 22, 1996	FAA	120.4	(402) 344-0324
KOFF	Offutt AFB	Observer/ATIS				126.025	
KONL	O'Neill	AWOS III PT		July 5, 1991	NDA	121.125	(402) 336-4834
KODX	Ord	ASOS	X	August 30, 2000	FAA	119.925	(308) 728-7954
KPMV	Plattsmouth	AWOS III PT		September 26, 2006	LOCAL*	118.975	(402) 298-7524
KBFF	Scottsbluff	ASOS	X	June 1, 1995	NWS	121.025	(308) 632-8949
KSNY	Sidney	ASOS	X	December 14, 1995	FAA	125.775	(308) 254-3525
KTQE	Tekamah	ASOS	X	May 30, 1995	FAA	127.275	(402) 374-2853
KTIF	Theftord	AWOS III PT		April 19, 2004	NDA	120.825	(308) 645-0488
KVTN	Valentine	ASOS	X	October 1, 1995	NWS	118.075	(402) 376-1673
KAHQ	Wahoo	AWOS III P		May 17, 2011	LOCAL*	125.975	(402) 443-4030
KLCG	Wayne	AWOS III PT		June 6, 2005	LOCAL*	120.125	(402) 375-0111
KJYR	York	AWOS III PT		July 12, 2001	NDA	124.175	(402) 362-3785

ASOS: Automated Surface Observation System, AOMC- ASOS Operations and Monitoring Center;
 AWOS III PT: Automated Weather Observation System NWS: National Weather Service Silver Spring, MD
 P: Precipitation; T: Thunderstorm; *Indicates Maintenance Contracted thru NDA

NEBRASKA AIRPORT INFORMATION

NEBRASKA APPROACH PROCEDURES - 2015

APPROACH TYPE & NUMBER OF APPROACHES	
ILS (Instrument Landing System), ILS or LOC	22
LOC (Localizer)	22
VOR (VHF Omni-Directional Range), VOR/DME	46
RNAV(GPS)	172
NDB (Non-Directional Beacon)	24
GPS (Global Positioning System)	5
Airports w/ SIAP's (Standard Instrument Approach Procedures)	70

2016

ANNUAL REPORT

This Page Intentionally Left Blank

ANNUAL REPORT NEBRASKA AIRPORT SURVEY

The Nebraska Department of Aeronautics conducted a survey to evaluate services provided to customers, as customer feedback and satisfaction is of utmost importance. The main focus of the survey was the Engineering Division (Project Management & Planning Divisions) as the department strives to provide top notch efficient professional services. The survey was provided to airport sponsors (i.e., authority member, city/ county officials). The responses were completely confidential and not shared with NDA staff, except as provided in the following format.

- ▶ July 28, 2016 Survey Activated
- ▶ October 4, 2016 Survey Deactivated
- ▶ 102 Airport Sponsors Surveyed
- ▶ 61 (60%) Total Responses
- ▶ 58(57%) Completed Survey

The following pages include a summary of the responses.

NEBRASKA DEPARTMENT OF AERONAUTICS AIRPORT SPONSOR SURVEY (2016)

Ronnie Mitchell, Director

Prepared By: Russ Gasper, Division Manager



Powered by  SurveyMonkey



Q1: Rate your interactions with the NDA engineering division?

- ▶ **Answered: 58**
- ▶ **Skipped: 3**

COMMENTS (Received 9):

Extremely helpful answering any questions a non-aviation experienced board member can ask. Easy to follow instructions concerning which documents. Very patient with volunteer-elected board members

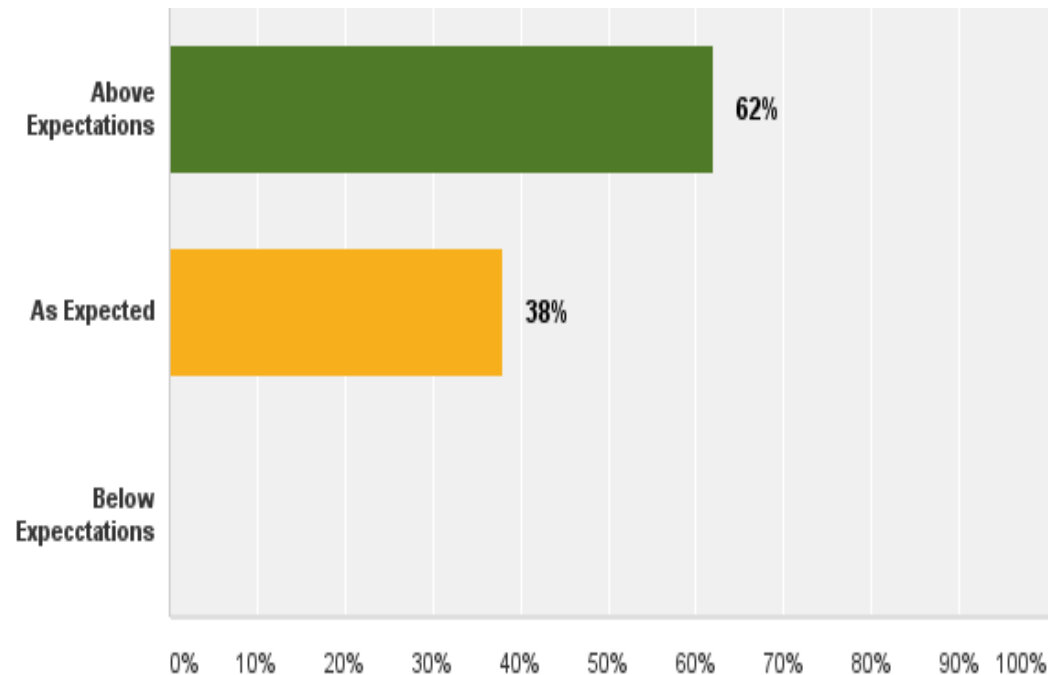
Return calls promptly.

Always helpful with working through process. Prompt responses.

Communications have been excellent and phone queries are returned in a very timely manner. Cooperation and assistance has always been very good.

Staff always goes above and beyond to help with whatever problems that I may have.

Receiving excellent info and instructions from Barry and Anna. Cannot provide any suggestions.....Why try to fix a GOOD SYSTEM.





Q2: Rate FAA coordination and communication with NDA?

▶ Answered: 59

▶ Skipped: 2

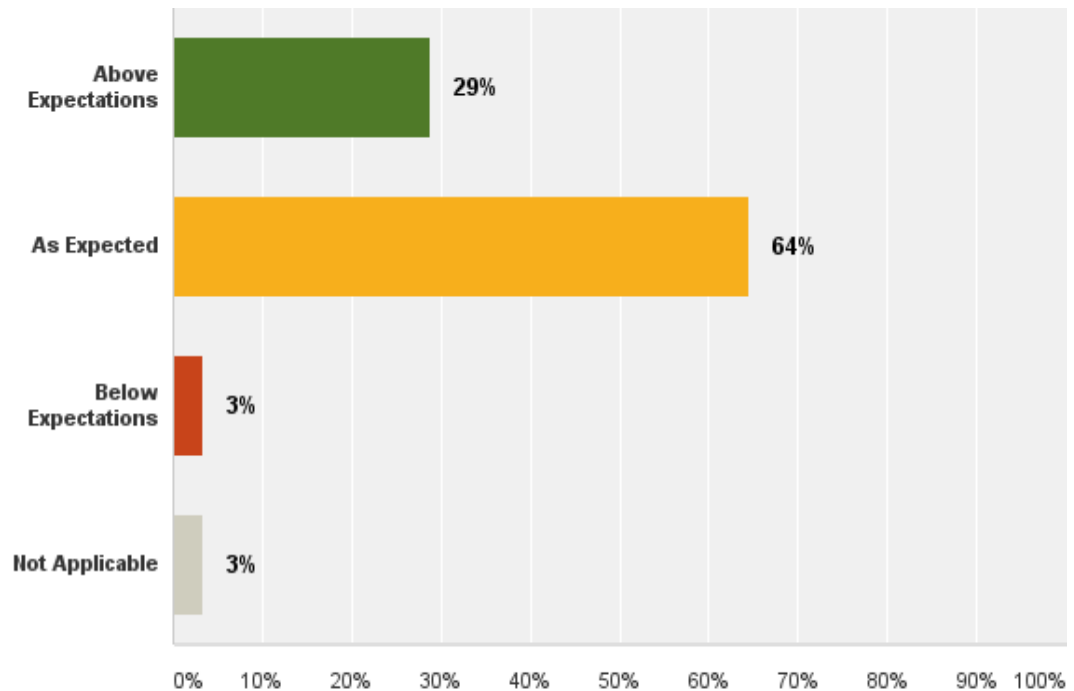
COMMENTS (Received 8):

The coordination and communication have always seemed timely and helpful

The department is very helpful. NDOR could learn from NDA in customer service and assisting with projects. NDA staff takes ownership of projects in Nebraska.

Experienced excellent coordination and communication between FAA / NDA and our Consultant on our last 4 projects. All worked together well through good communication to finish this project timely and with a minimum of stress.

By virtue of emails and being a party to both parties letters, I am kept well-informed.





Q3: STATE AID GRANT PROGRAM. Based on your experiences,

- ▶ Answered: 59
- ▶ Skipped: 2

COMMENTS (Received 11):

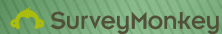
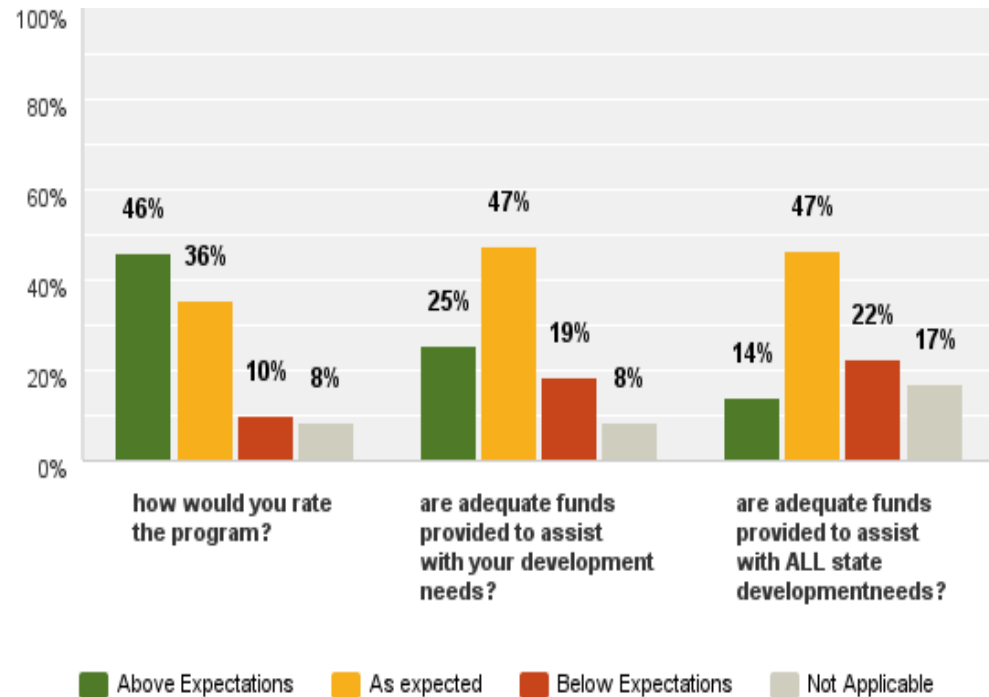
What funds???

Never seems to be enough funds.

Our Airport has requested State Aid Grant in the past although we have been turned down many times due to lack of funds. I believe any tax money associated to aircraft/aviation should stay within the aviation division to support the airports in the State of Nebraska.

Requested the NDA and it's board to go to the State of Nebraska on our behalf for funding on our new terminal. No follow-up basically from the State or NDA. Very disappointing.

Additional funds are always needed to take care of general aviation related projects. The department tries to allocate funds to the best of their ability and need. Additional funding would of course be welcome.





Q4: HANGAR LOAN PROGRAM. Based on your experiences,

- ▶ Answered: 59
- ▶ Skipped: 2

COMMENTS (Received 13):

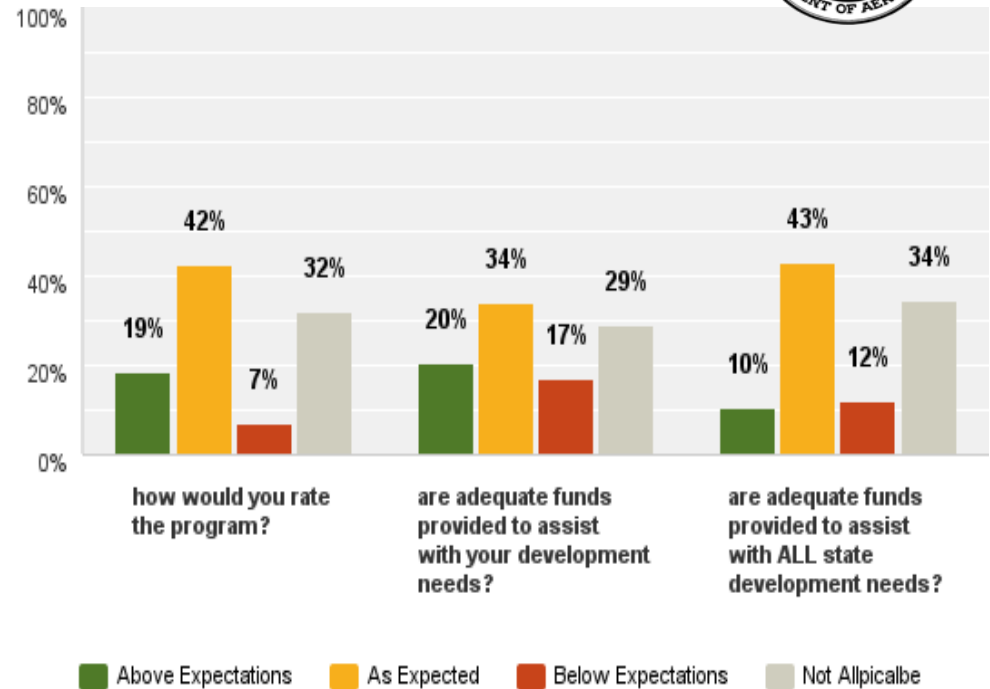
The state needs more funding for hangar loans and other programs it operates. It seems to be underfunded most of the time.

It would be helpful to have more funds available for Hangar rehab, vs. just new construction.

Have not used the program in recent years.

Trying to come up with 30 percent of a hangar loan is not an easy task for many smaller airports. I would like to see the percentage lower to allow more airports to be able to fund their initial percentage for the loan.

Very Hard for small airports to come up with enough money to build a hangar, Hangar loans help. Even with AIP money the local contribution is very hard come up with to make a budget. it seems a hangar is the most expensive improvement you can do at an airport.





Q5: FUEL STORAGE LOAN PROGRAM. Based on your experiences,

- ▶ Answered: 59
- ▶ Skipped: 2

COMMENTS (Received 7):

Received Fuel Loan Program funds in 2005/2006 for a credit card terminal to replace an old punched card system. It has paid for itself many times over! Nearly trouble-free operator since installation. I can't answer if adequate funds are provided for ALL needs.

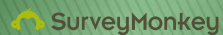
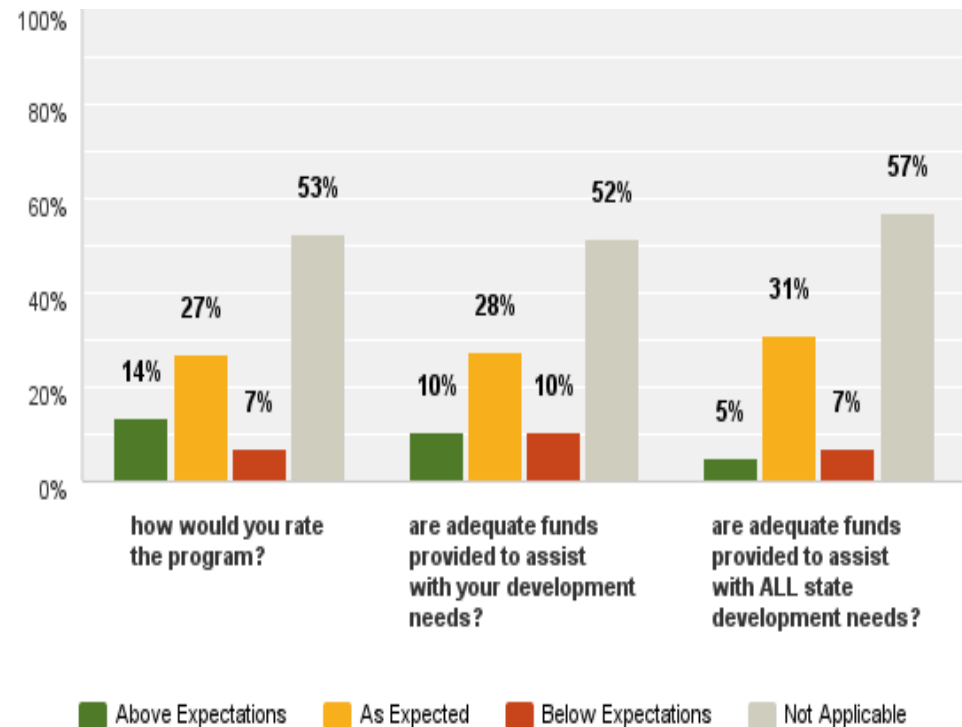
Not utilized

Not much experience with this but have been told if you have a fuel system it will be very hard to upgrade it.

Fuel system funded from a federal grant. Program used.

Budget restraints.

No funds are available that I know of.





Q6: SEAL COAT FUND. Based on your experiences,

- ▶ Answered: 58
- ▶ Skipped: 3

COMMENTS (Received 8):

Needs more funds

Not utilized

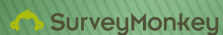
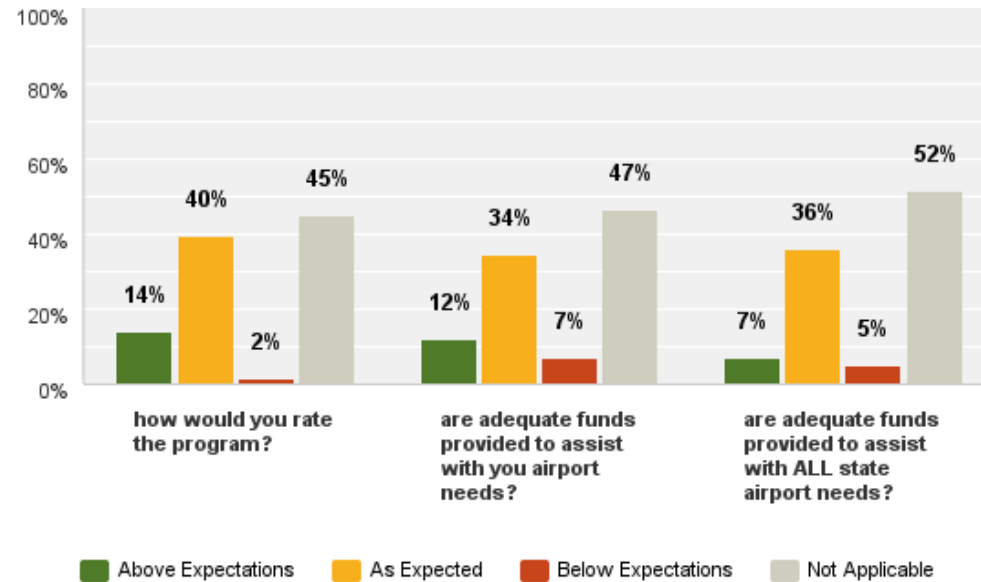
Have not needed this yet

Have not had experience with the program

This program is an asset to the state for preservation. Additional funds would be welcomed. Please do not discontinue the program.

Great program.

My understanding is we had applied for this program but funds not available for several years.





Q7: Are the services provided through the CRACK/JOINT SEALING and MARKING PROGRAMS adequate for your airport needs?

- ▶ Answered: 56
- ▶ Skipped: 5

COMMENTS (Received 13):

Have been very pleased with the Crack/Joint Seal /Marking program. Great personnel to work with on-site and the job is well done. Truly does extend the useful life of the pavement here in central NE. The freeze/thaw cycle can be hard on pavement.

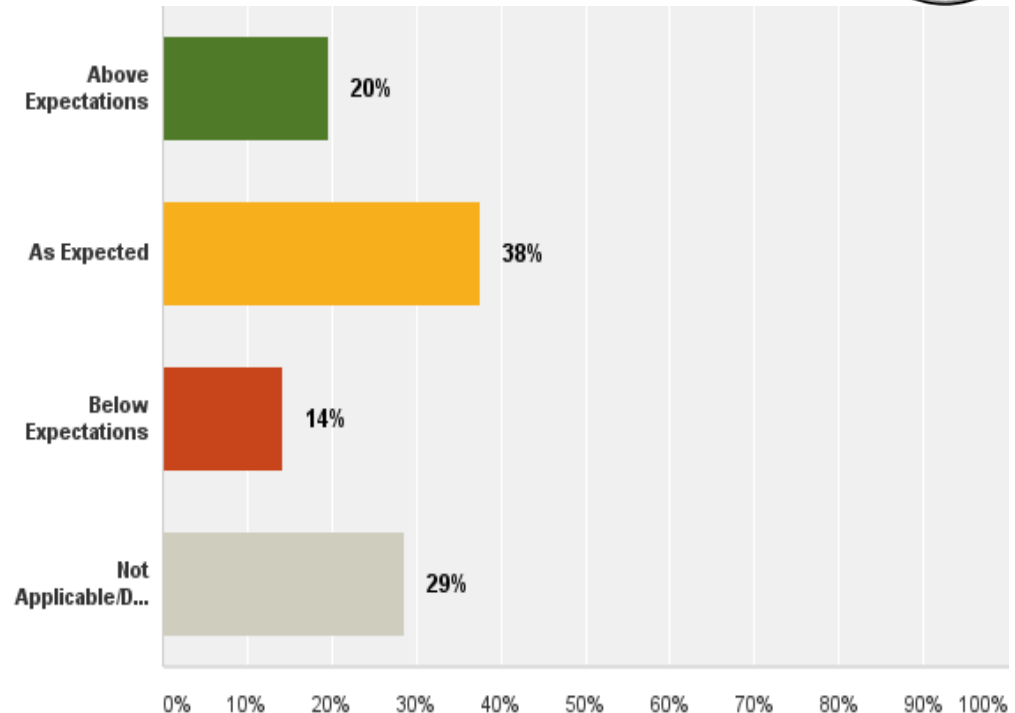
Have not been contacted the last couple of years if I remember correctly.

Some previous work did not include adequate joint clean out prior to applying new sealer.

Hope to see this program continued since we rely on this program being available. We take advantage of this program on an annual basis.

Have two years worth of agreements that have yet to be filled.

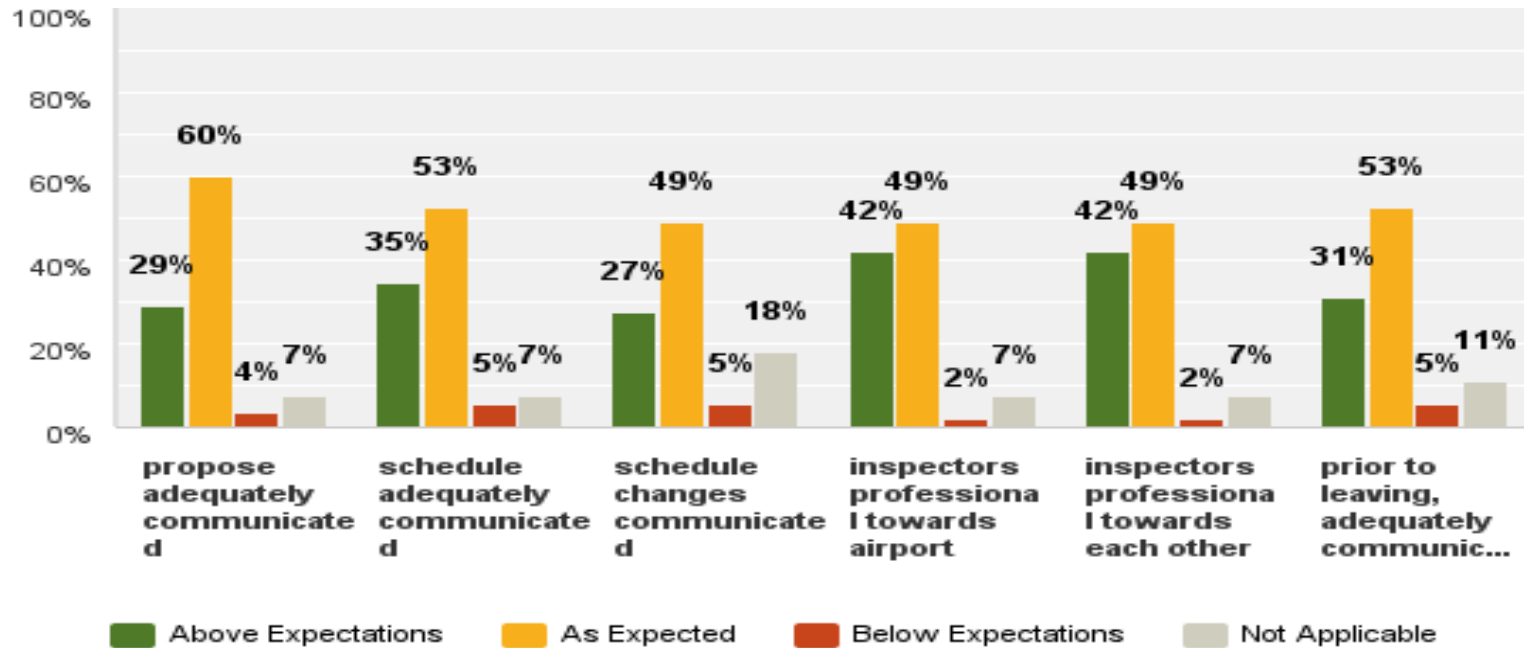
Another great program.





Q8: Airport inspections. Based on your experiences,

- ▶ Answered: 55
- ▶ Skipped: 6



SurveyMonkey



Q9: The NDA engineering division is charged with assisting with height restriction zoning. Based on your experiences,

- ▶ Answered: 57
- ▶ Skipped: 4

COMMENTS (Received 5):

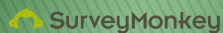
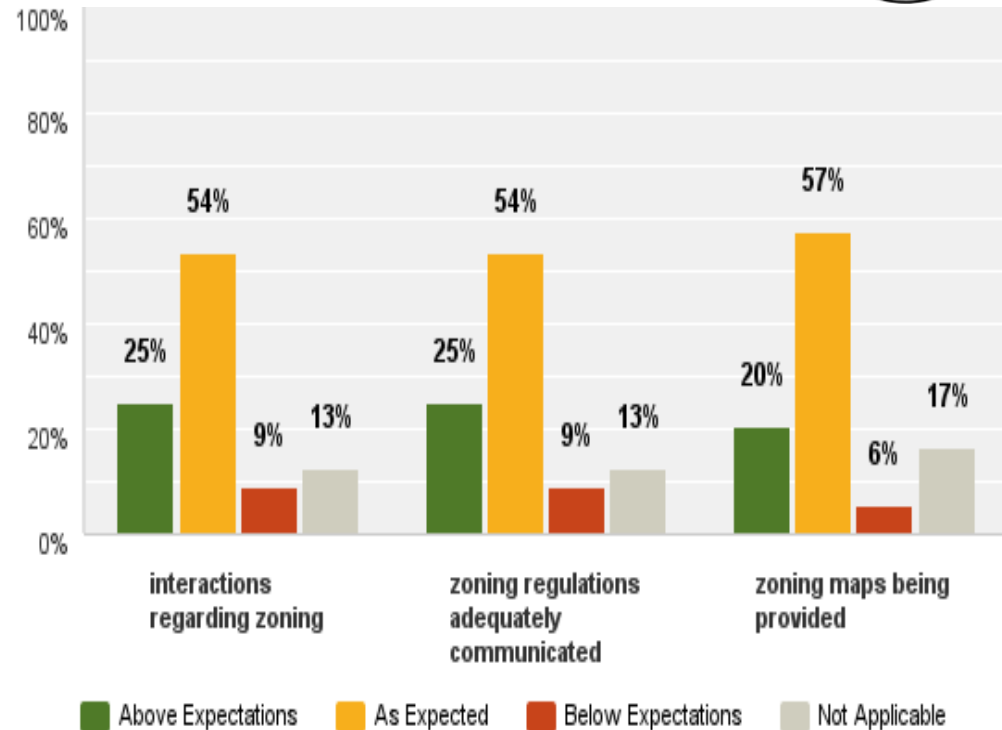
Appreciates the updated zoning map noting the 10 mile height restriction area. Our local zoning authorities appreciate the assistance too.

More communication to provide a better understanding of height restriction zones would be helpful, also to local community leaders.

We have never requested this service.

We have not seen any revised zoning regulation regarding the 10 mile zoning.

The State legislature should have talked to NDA about the program. The NDA could have helped in the setting up the requirements.





Q10: The NDA engineering division is charged with coordinating/implementing your airport's 20-year Capital Improvement Program (CIP). Based on your experiences,

- ▶ Answered: 53
- ▶ Skipped: 8

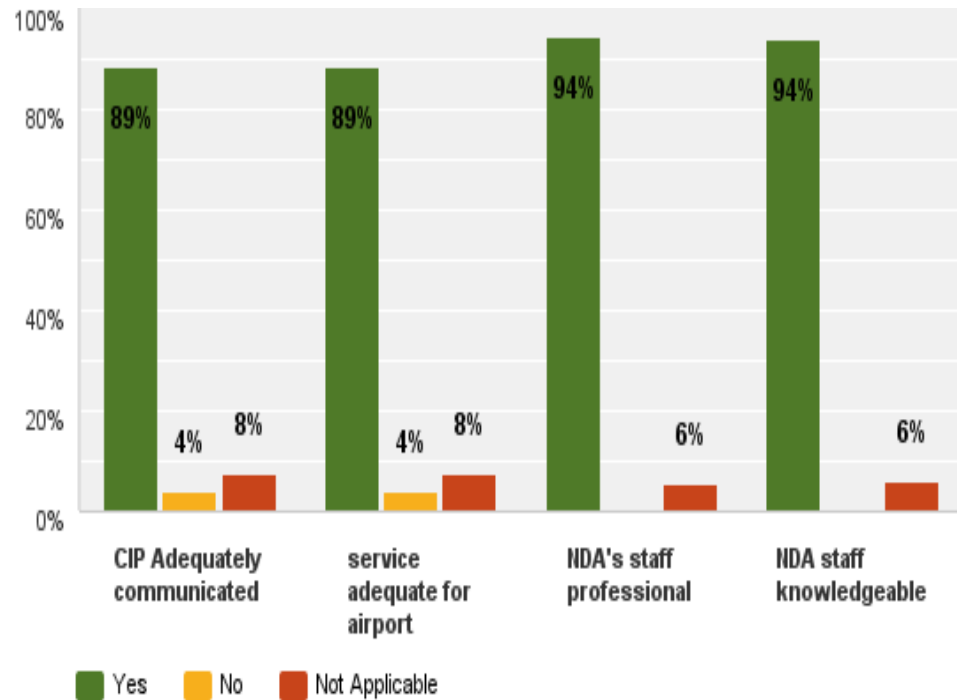
COMMENTS (Received 4):

Staff are always resourceful and cheerful,
truly an asset and makes our job easier.

Very good working relationship.

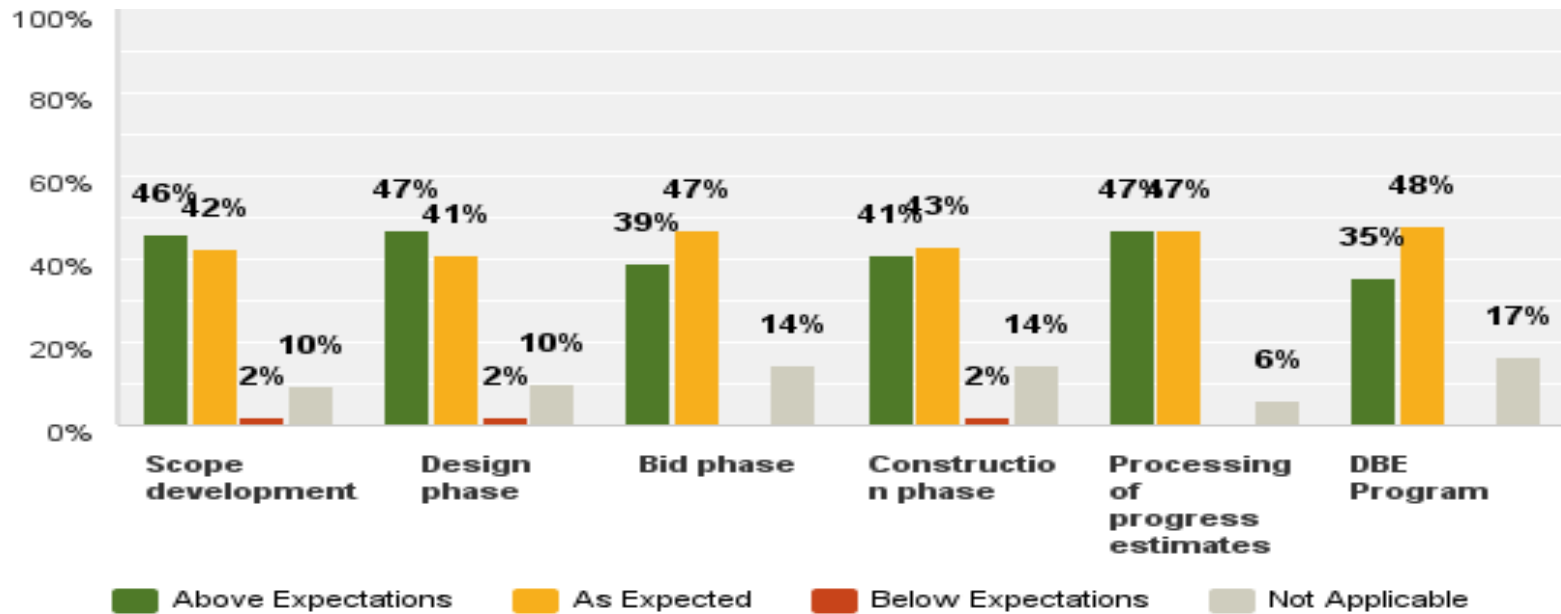
Very good to work with.

Periodically I have presented our ACIP to the
NDA & NDA Board. We do our own ACIP.





Q11: The NDA engineering division is charged with PROJECT MANAGEMENT related to design, bidding, and construction phase services. Based on your experience, please rate the following:





Q11: (CONT.) Project Management.

- ▶ Answered: 52
- ▶ Skipped: 9

COMMENTS (Received 35):

Very helpful in guiding volunteer board members through the processes that are foreign to them.

Services seem to agree with private engineers and the FAA. In many cases NDA has saved us some money with their analysis and bargaining with engineering firms.

Compared to my experiences with NDOR where Federal funds are managed as well, NDA has been a DREAM to work with!

Makes sure the designs meet all the surfaces of an airport.

I am glad you understand DBE issues.

Accurate and timely services as usual.

We depend on the guidance and knowledge of NDA.

Guides us through the proper steps of publication, bid opening and awarding of the bid.

We depend on the guidance and knowledge of NDA.

Very timely paperwork and reimbursements. Most small to medium-sized GA airports don't have a large cash fund balance to make large project payments. Rapid reimbursements help monthly cash flow.

Russ Gasper has been extremely helpful with DBE issues.

NDA has watches projects to make sure everything is in compliance.

Accurate and timely services as usual.

Always very helpful for any questions we have . Russ has been very helpful with the DBE program as well.



Q12: In your opinion, if unsatisfactory services have been provided by the NDA engineering division, do you feel DIVISION MANAGERS

- ▶ Answered: 52
- ▶ Skipped: 9

COMMENTS (Received 6):

Have not experienced unsatisfactory services that I know of.

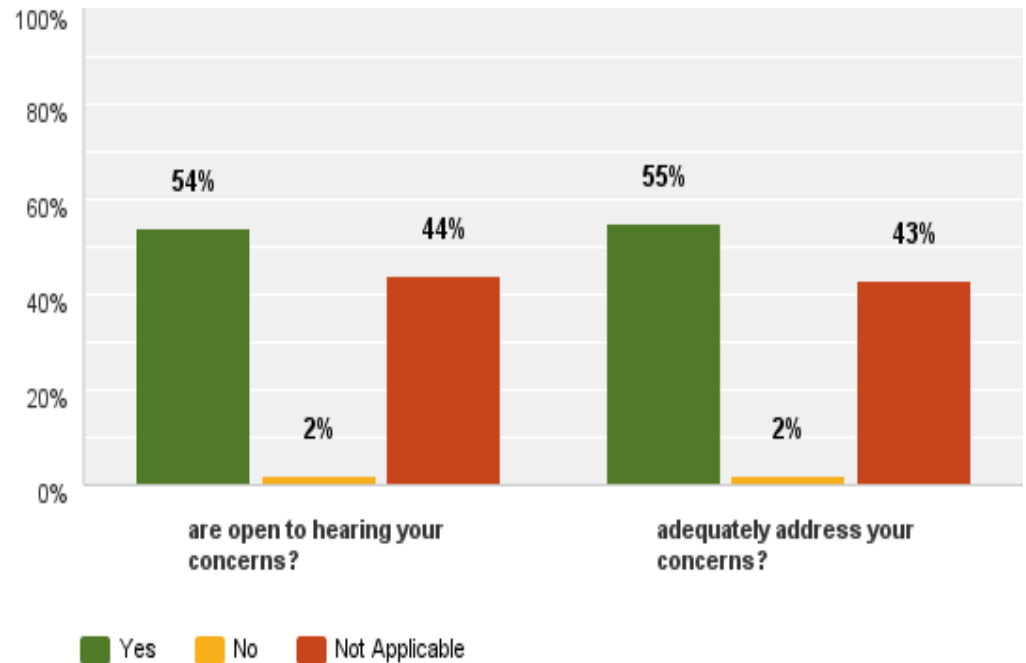
Both Anna & Russ do an excellent job. Always responsive.

Not aware this is a concern.

We have not used the NDA Engineering department in several years. Anna and Russ are always helpful.

Never had an unsatisfactory service.

Never happened.





Q13: In your opinion, if unsatisfactory services have been provided by the NDA engineering division, do you feel the DIRECTOR

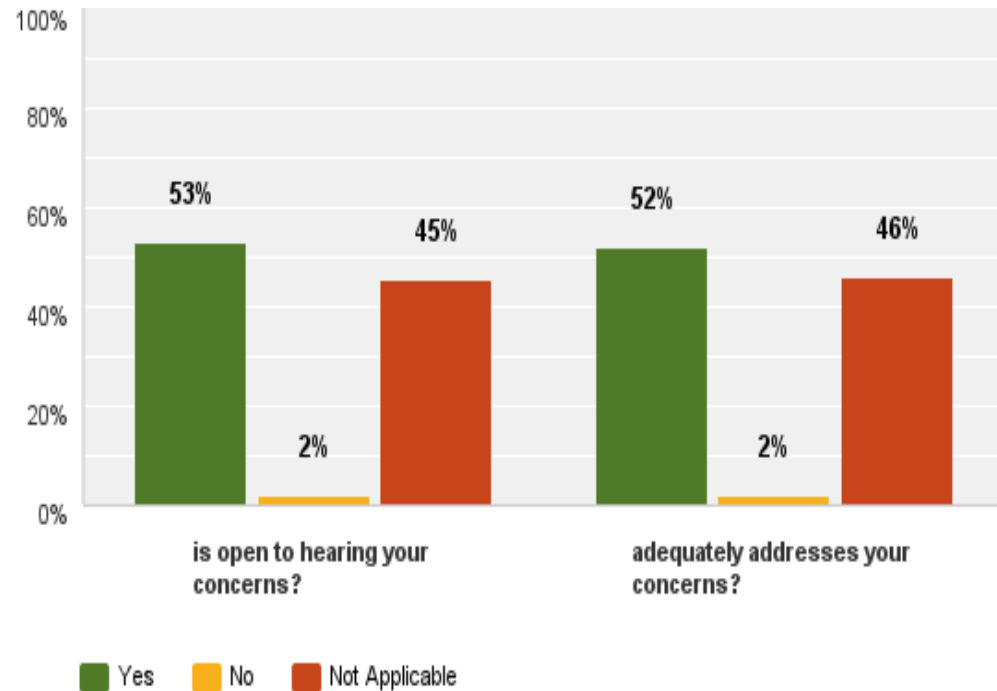
▶ Answered: 53

▶ Skipped: 8

COMMENTS (Received 3):

Have not experienced unsatisfactory services. The Director always takes the time to address any and all concerns.

Have not used NDA Engineering in several years. When we did use the engineering services, Anna and Russ were great to work with.





Q14: When contacting the NDA by telephone,

- ▶ Answered: 53
- ▶ Skipped: 8

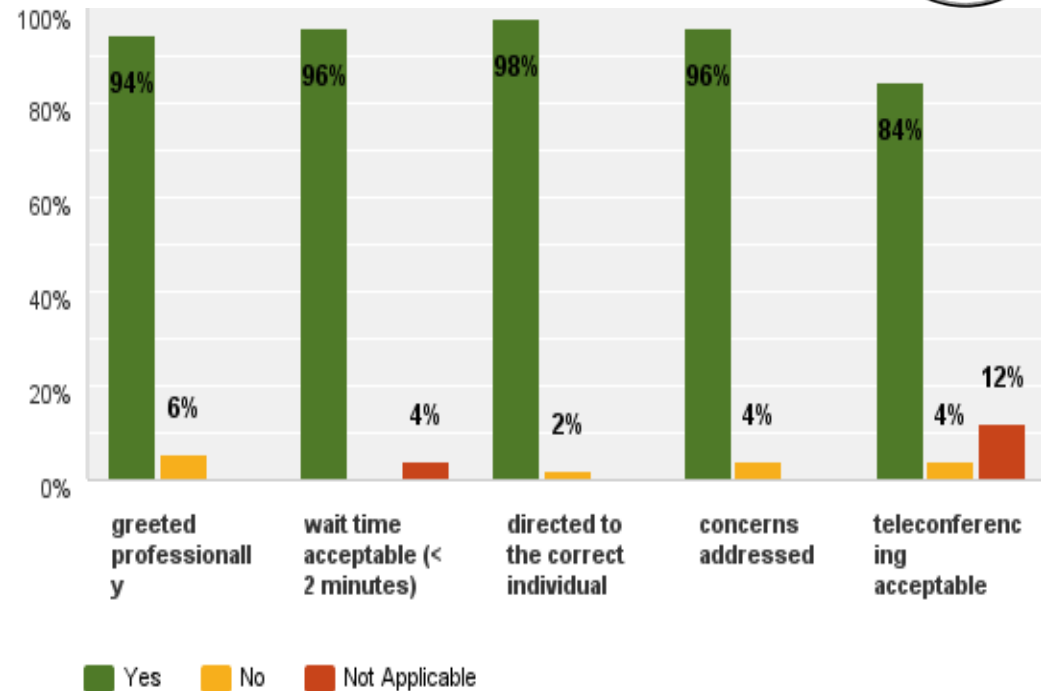
COMMENTS (Received 4):

Everyone I have spoken to has been very helpful and has answered my question: such that this non-aviation board member can understand it.

Receptionist does not give the caller the impression that she wants to help the caller.

With our location teleconferencing works good.

I can't understand the receptionist, She slurs the greeting after all this time I could not tell you her name or if she even cares.





Q15 & 16: If the NDA engineering division provided a half-day class covering AIP issues, would you attend? What subjects should be covered?

- ▶ Answered: 51
- ▶ Skipped: 10

COMMENTS (Received 23):

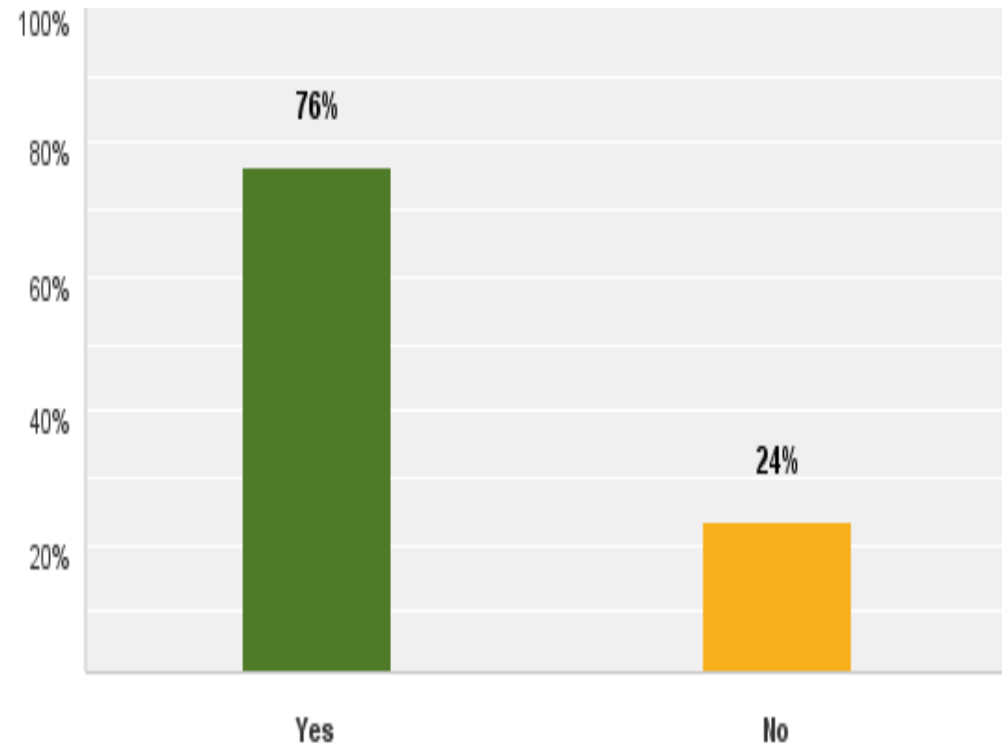
What are acceptable projects Order of project RW, hangars, terminals, ramps, aprons, taxiways, lighting, wind sock Keep cross-wind RW on ALP or remove Grant monies non-entitlement monies.

Aircraft fuel systems, FAA compliance issues, Zoning issue discussions.

How to budget, why engineering must be completed before any reimbursement is available, basic information on how the program works.

What is expected of the small airport manager so we are still considered for future funding.

Project Programming start to finish Airport Layout Plan responsibility for update Pavement management Safety Plans for projects.





Q17: Based on the services provided, please rate the engineering division's overall performance.

- ▶ Answered: 51
- ▶ Skipped: 10

COMMENTS (Received 7):

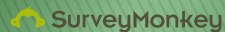
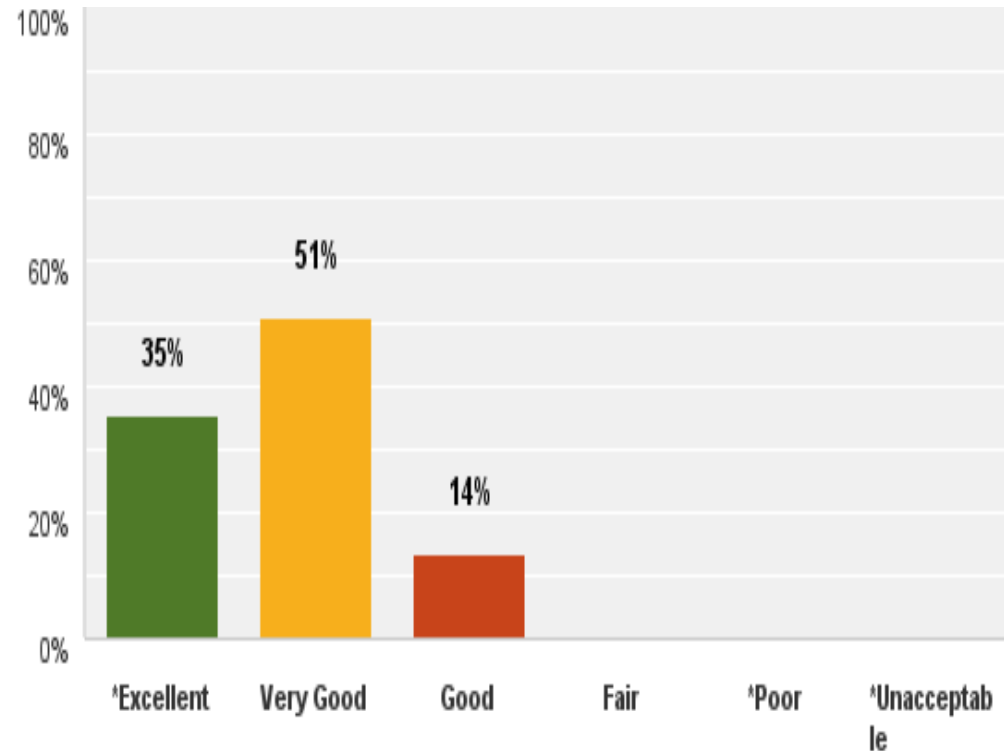
You have a great staff that perform an awesome job !!!!

Superior performance in all phases for forty years.

They have been cooperative and informative in communications and information.

The services of NDA are invaluable!! General Aviation Airports depend highly on the services of NDA. We feel very fortunate to have their expertise and assistance.

The engineering division has always been there for us when they are needed. They are of great assistance when we don't understand FAA requirements.





Q18: List three positive experiences/interactions with the engineering division.

- ▶ Answered: 28
- ▶ Skipped: 33

COMMENTS (Received 28):

CCR/SAM registration and updates 2) BRL land acquisitions and funding reimbursements 3) Snow removal equipment purchase
4) Snow removal equipment storage building/Hangar project 5) Updated zoning map.

Project design review process Private engineering cost review Desire to help us with our limited funds to get things done.
They are very approachable and knowledgeable and concerned. Go to fight against engineering companies.

None stick out, have always found staff responsive and supportive. Barry.

Assisted on ICE for an engineering agreement, 2. Assisted on close out of project 3. Gave advice on CIP data sheet estimates & entitlement grant money available.

Always professional when I ask questions, and very prompt return of answer. 2) Barry Scheinoist always provides a very detailed answer. 3) Barb Atkins – always gets us our \$\$ as quickly as possible.

Have had multiple over past few years and all have been good.

Communications and interactions positive. I believe NDA has the best interest of our airport in mind.

Have had multiple over past few years and all have been good.

Communication on AIP very good, Help hangar loan program very good, and Help with DBE goals on projects, very good.

Anna, Barry, Russ since you only asked for three I will stop at three.

Competent Caring Devoted to Aviation Projects in Nebraska and assisting Local Airports in receiving funds.

Grant process crack and joint seal program airport inspection.



Q19: List three negative experiences/interactions with the engineering division.

- ▶ Answered: 17
- ▶ Skipped: 44

COMMENTS (Received 17):

Would have liked to have addressed the apparent spray ramp issue by working WITH the NE Dept of Ag instead of being involved with NE Dept of Ag and NDEQ with possible penalties being administered.

None.

Could communicate better in regards to availability for airport funding programs and eligibility.

None come to mind.

N/A.

Cannot recall any.

NONE.

None.

The 10 mile zoning regulations.

None.

None that I can think of.

None.

N/A.

None



Q20: Please provide any additional comments regarding the various divisions within the NDA.

- ▶ Answered: 11
- ▶ Skipped: 50

ENGINEERING DIVISION COMMENTS (Received 10):

Good group of people; First class, caring people; Knowledgeable, easy to work with; Professional & responsive people; Has always been helpful and knowledgeable; Very Helpful; Very Good; Excellent work; Very helpful in the grant program; very helpful

OPERATIONS DIVISION COMMENTS (Received 7):

Very little contact; Pleasant and helpful; Not much contact with; Great to work with; Great job; Exceptional well organized and easy to work with; Very helpful

ADMINISTRATIVE DIVISION COMMENTS (Received 8):

Very little contact; Pleasant and helpful; Good; Good people and very helpful; Not as responsive as engineering; No problems, very helpful; Wonderful staff; Very helpful

NAVAIDS DIVISION COMMENTS (Received 9):

Minimal contact with Marcella in recent years; Efficient and reliable keeping us operating; Knowledgeable, easy to work with; Have always gone above and beyond. When we have an issue with equipment out of service they do everything in their power to get us up and running in a timely manner. Any questions or concerns are addressed immediately; Good; Very good communication and responses; Very hard to work with; Awesome people; Very helpful

STATE OWNED AIRFIELD DIVISION COMMENTS (Received 4):

N/A; Management could improve; Glad to have them; n/a

NEBRASKA DEPARTMENT OF AERONAUTICS AIRPORT SPONSOR SURVEY (2016)



**Thank you to the 61 Airport Sponsors
for participating in the survey.
Your feedback is greatly appreciated as
our goal
is to provide top notch professional service.**

Russ Gasper
Nebr. Dept. of Aeronautics
P.O. Box 82088, Lincoln, NE 68501
402-471-2371
russ.gasper@nebraska.gov



2016

ANNUAL REPORT

This Page Intentionally Left Blank

