

MINUTES
Nebraska Aeronautics Commission
August 8, 2025

The Nebraska Aeronautics Commission held their regular meeting at the ROWE Memorial Public Safety Complex, 1518 Central Avenue, Nebraska City, Nebraska. The legal ad was published in the July 29 editions of the Lincoln Journal Star and Nebraska City News Press newspapers and is posted on the website. The Commission Book and Public Meetings Act were also posted on the website.

Chairperson Scott Tarry called the meeting to order at 1:01 p.m. CDT.

Commissioners Jon Large, Tom Trumble and Michael Cook attended in person. Also present were Director Jeremy Borrell, Engineering Division Manager Anna Lannin, Deputy Director/Legal Counsel Andre Aman, Jamie Mikkleson and Ahmed El-Ashwah, Engineering Division. Commissioner Edward Dunn was absent.

Public Comment

Neal Deremer, Nebraska City Airport Authority Chairman, welcomed the Commission.

Approval of Minutes

Motion by Commissioner Michael Cook to approve the minutes of the May 16, 2025, meeting. Second by Commissioner Tom Trumble. Roll call vote. All voted aye. Motion carried.

Aeronautics Director's Report

Director Jeremy Borrell thanked the Nebraska City Municipal Airport (AFK), the Airport Authority, and the City of Nebraska City for hosting the August meeting and noted the positive growth in traffic at AFK. He announced the hiring of Seth Johnson as the new Electronic Specialist in the Kearney office. The Aeronautics team remains busy managing existing programs, addressing grant challenges, and implementing the updated State Aid Grant Program, which has already received positive engagement from airports. Director Borrell provided updates on the NASAO Airport Partner Membership Program (currently 23% response rate), the Aeronautics Capital Improvement Fund balance, and ongoing efforts related to LB660 and UAS integration. He also recognized staff for receiving the NDOT Director's Choice Award at the NDOT Innovation Challenge for their work on the State Aid Grant Program and Prioritization Matrix.

Report of State Funds Available

Andre Aman presented a written report on state funds available.

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PROJECT GRANT FUND

Funds available April 30, 2025	\$1,190.94
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Commission Actions (5/16/2025 meeting)

None	
Subtotal	\$0.00

Other Actions

None	
Subtotal	\$0.00

Funds available July 31, 2025	\$1,190.94
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Funds available at August 2024 meeting: \$158,458.94

AERONAUTICS CAPITAL IMPROVEMENT FUND (Neb. Rev. Stat. §81-703)

Funds Available April 30, 2025	\$1,994,300.43
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Commission Actions (5/16/2025 meeting)

None	
Subtotal	\$0.00

Other Actions

None	
Subtotal	\$0.00

Receipts

May	\$0.00
May (interest)	\$10,672.37
June	\$0.00

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June (interest)	\$12,021.13	
July	\$0.00	
July (interest)	\$11,425.16	
Subtotal		\$34,118.66

Funds available July 31, 2025	\$2,028,419.09
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Funds available at August 2024 meeting: \$3,395,312.59

***** Consistent with state statute 81-703, allocations from this fund will be made at the discretion of the NDOT Director upon the recommendation of the Commission**

STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND

Funds available April 30, 2025	\$0.00
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Commission Actions (5/16/2025 meeting)

None

Funds available July 31, 2025	\$0.00
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Funds available at August 2024 meeting: \$0

SEAL COAT GRANT FUND (Pavement Preservation Program)

Funds available April 30, 2025	\$405,792.18
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Commission Actions (5/16/2025 meeting)

None

Subtotal	\$0.00
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Other Actions

None

Subtotal	\$0.00
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Funds available July 31, 2025	\$405,792.18
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Funds available at August 2024 meeting: \$405,792.18

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HANGAR REVOLVING LOAN FUND

Funds available April 30, 2025	\$349,250.17
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Commission Actions (5/16/2025 meeting)

None

Subtotal	\$0.00
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Other Actions

Burwell H-03 return unused funds	430,699.00	
Subtotal		\$430,699.00

Receipts

May	\$14,908.00	
June	\$14,908.00	
July	\$14,908.00	
Transfer from Harvard Airbase (4 annual payments left)	\$60,000.00	
Subtotal		\$104,724.00

Funds available July 31, 2025	\$884,673.17
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Funds available at August 2024 meeting: \$844,134.17

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

FUEL STORAGE LOAN FUND

Funds available April 30, 2025	\$35,339.91
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Commission Actions (5/16/2025 meeting)

None

Subtotal	\$0.00
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Other Actions

None

Subtotal	\$0.00
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Receipts

May	\$240.00
June	\$240.00
July	\$240.00

4,396

Subtotal

\$720.00

Funds available July 31, 2025

\$36,059.91*Funds available at August 2024 meeting: \$33,179.91**Total amount in Fuel Storage fund: \$336,500***NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available April 30, 2025

\$736.75

Commission Actions (5/16/2025 meeting)

None

\$0.00

Funds Disbursed

Falls City Airport

-\$100.00

Subtotal

-\$100.00

Funds available July 31, 2025

\$636.75

Motion by Commissioner Tom Trumble to accept the report on State Funds. Second by Commissioner Jon Large. Roll call vote. All voted aye. Motion carried.

Update of the State RA for Flight Checks

Anna Lannin (NDOT Division of Aeronautics) provided an update on the State Reimbursable Agreement for the flight checks. Gordon's REILs were flight checked in June, with the flight inspection reports still under FAA review. Four of the five FY25 projects have their flight inspection reports, have submitted their final construction documents and the FAA has requested Final Financials, and the grants are in final closeout. Of the active FY 26 projects, four will need flight checks, Beatrice (BIE), Hastings (HSI), Pender (0C4), and Rushville (9V5). The current reimbursable agreement balance of \$27,712.36 is insufficient for FY26 needs. The expectation is to recover the \$38,121.84 in unused funds (the difference between estimated costs and actual costs) from the FY 25 projects and amend the Reimbursable Agreement accordingly.

4,397

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Federal Project Requests

The following projects were provided to the Commission for their review and approval prior to forwarding them to the FAA with requests for funding, as required by State Statutes. The FAA considers the request for future federal funding as funds become available. No state funds are requested at this time.

It should be noted that for Sidney, the potential funding source on the project summary page (Tab F) should be Non-Primary Entitlement instead of Primary Entitlement. Additionally, some proposed CIP Data Sheets request 90% federal funds while others request 95%. Federal Fiscal Year (FY) 2026 projects are eligible for 95% federal funding; however, the provision in the federal continuing resolution that allows this will expire after FY2026.

Albion G-01

Scope: Remove and Replace Beacon

Total Estimated Cost: \$90,000

The existing beacon and tower are old and in need of replacement. Replacing the old beacon and tower with a new LED beacon and tip down pole will provide the airport with years of maintenance free use.

Albion G-02

Scope: Install REILs on Runway 15/33

Total Estimated Cost: \$100,000

Installing Runway End Identifier Lights (REILs) to Runway 15/33 will help pilots better identify the runway at night and in low light conditions which will improve safety at the airport.

Albion G-03

Scope: Airport Lighting Improvements (MIRLs, MITLs and PAPIs)

Total Estimated Cost: \$630,000

The runway lighting was completed in 1999 and the PAPIs were completed in 2009. When Runway 15/33 is widened from 60' to 75', this lighting will need to be replaced.

Albion G-04

Scope: Remove and Replace AWOS (III P/T)

Total Estimated Cost: \$500,000

The existing AWOS location does not comply with current FAA criteria for AWOS siting, relocating to the west side of the runway will allow the airport to expand the terminal area.

Albion L-02

Scope: Land Acquisition for AWOS Relocation

Total Estimated Cost: \$200,000

The existing AWOS location does not comply with current FAA criteria for AWOS siting, relocating to the west side of the runway will allow the airport to expand the terminal area.

Albion M-03

Scope: Environmental Assessment for AWOS Relocation

Total Estimated Cost: \$180,000

The existing AWOS location does not comply with current FAA criteria for AWOS siting, relocating to the west side of the runway will allow the airport to expand the terminal area.

Albion M-04

Scope: Rehabilitate Runway 15/33, Taxiway and Apron Pavement

Total Estimated Cost: \$900,000

Pavement rehabilitation, including selective panel replacement, joint resealing, crack repair, spall repair, and marking replacement have been shown to increase pavement life over time.

Albion M-05

Scope: Remove and Replace Fuel System

Total Estimated Cost: \$1,990,000

The existing system is old and in need of replacement. A new fuel system offering 100LL and JET A fuel will provide pilots with self-serve fuel for convenience.

Albion R-02

Scope: Widen Runway 15/33 from 60' to 75'

Total Estimated Cost: \$1,880,000

To better serve the aircraft utilizing BVN runway 15/33 should be widened to 75' wide, doing so will improve safety at the airport.

Broken Bow B-03

Scope: Hangar Rehabilitation

Total Estimated Cost: \$380,000

The existing terminal/shop hangar is old, and the roof sheeting is failing. Hangar rehabilitation has been proven to extend the life of the existing hangars at a fraction of the cost of a new hangar. Hangar rehabilitation would consist of new roof and siding sheeting, hangar door, electrical, and lighting.

Scottsbluff E-09

Scope: ARFF Vehicle Equipment

Total Estimated Cost: \$100,000

The airport currently has a 2004-Yr, E-One, Class IV, ARFF vehicle that was purchased under AIP 3-31-0072-23. This vehicle does not have an Aqueous Film Forming Foam (ARFF) testing system. On January 17, 2019, FAA published National Part 139 CertAlert No. 19-01, providing guidance on including optional ARFF testing equipment for ARFF vehicles. Based upon the FAA guidance the Airport Sponsor is requesting the existing 2004 ARFF vehicle be equipped with the ARFF testing equipment. As part of the ARFF acquisition the Airport will also need the 2004 ARFF vehicle cleaned/sterilized of the old foaming agent.

Sidney G-04

Scope: Reconstruct PAPIs

Total Estimated Cost: \$450,000

The existing 2-box PAPI on RW13 and RW31 have reached the end of their minimum useful life and are in need of being replaced. The airport needs to install new 4-box PAPI units on RW13 and RW31 for safe continuous approach procedures of jet aircraft.

Tekamah G-05

Scope: Remove and Replace Beacon

Total Estimated Cost: \$87,000

The existing beacon is old and in need of replacement. Parts are becoming hard to find, and the existing fixed tower is hard to climb for maintenance. Replacing the existing tower with a tip-down tower will make servicing and maintenance much easier and safer.

Federal Project Request Discussion

Commissioner Jon Large commended airports for conducting long range planning for their airports and identifying future needs. This long-range planning allows the Commission and NDOT to continue to evaluate the airport system and justify or defend the required levels of funding needed.

Motion by Commissioner Tom Trumble to approve the CIP data sheets and forward them to the FAA. Second by Commissioner Michael Cook. Roll call vote. All voted aye. Motion carried.

State Grant Status

Jamie Mikkleson (NDOT Division of Aeronautics) provided an update on the State Grants, detailing the current number and value of active grants, as well as those recently awarded and nearing completion. For Federal Match Grants, several projects remain pending sponsor execution, while others are progressing through design or construction phases. Updates on State Aid-Only Grants highlighted projects moving forward with state funding independent of federal matches. For Primary Airports with Non-Subsidized Commercial Service, the status of grant funding and project progress was reported, with no significant changes noted since the previous update.

Request for Modification of State Grants

Bloomfield

Transfer \$23,589 from SA-9 grant to SA-10 grant

The airport would like the taxiway over-run from the taxiway project of \$23,589 (SA-10) covered by the underrun of the runway project of \$139,000 (SA-9). The old concrete section was initially planned to be left but it didn't tie in very well with the new concrete. By revamping the scope, the completed taxiway allowed for safer conditions for the larger aircraft that must be currently accommodated.

Motion by Commissioner Tom Trumble to increase the Bloomfield taxiway grant \$23,589 and reduce the Bloomfield runway grant by \$23,589. Second by Commissioner Michael Cook.

Commissioner Large expressed frustration that the project had not been appropriately scoped or defined during the design phase, resulting in multiple requests to the Commission to modify the scope or adjust funding. He noted, however, that the project has since evolved and reached a satisfactory conclusion. Anna Lannin noted that the State Grant Program was modified to include Preliminary Design as an eligible expense, which may help address similar concerns in the future. Commissioner Trumble added that when the project was first presented to the Commission, limited funds were available, which prevented it from fully addressing all needs. Additional funding opportunities have since become available, and Bloomfield has been applying for those funds.

Roll call vote. All voted aye. Motion carried.

Hangar Loan Requests

Alma

97' x 100' Box Hangar with 70' Wide Door, 18' clear opening door

Total Estimated Cost: \$1,425,000

Loan Amount Requested: \$479,200

Representatives: Hal Haeker (Mayor, Alma Airport), Ron Hawley (Airport Manager, Alma Airport), Curt Christianson (Olsson)

The City of Alma is seeking assistance for funding through the Revolving Hangar Loan program for their proposed hangar project. In 2013, Alma's runway was paved using federal funds and shortly thereafter, the FAA implemented the minimum based aircraft requirement to receive federal funds. At the time, Alma did not meet this requirement to continue receiving the funds. They were able to get four people to sign contracts to construct additional hangars at the airport and base them there to continue federal funding and improvement at the airport.

The addition of the proposed hangar will allow for the storage of multiple aircraft and provide a facility for an FBO to operate and complete routine maintenance of based and itinerant aircraft. The additional hangar provides space for aircraft storage/maintenance. The project will attract more aviation-related businesses and activities to the area, boost the local economy, and create jobs. The hangar will improve the safety and security of aircraft, protecting them from weather related damage and vandalism. The project will support the growth and development of the local aviation

community, encouraging more people to engage in aviation activities and fostering a sense of community pride.

Crete

Install Heating System in New 2 Bay-Box Hangar

Total Estimated Cost: \$50,000

Loan Amount Requested: \$40,000

Representatives: Tom Ourada (City Administrator, Crete Airport), Chris Corr (Olsson)

Storage of aircraft, whether based or itinerant, is imperative during the winter months in Nebraska. Installing a heating system within the proposed 2-bay Box hangar will provide airport users with an assured storage option during these months. Also, the majority of maintenance on aircraft takes place during the winter months, and a heating system makes this more feasible. In the past years the FAA has considered this cost eligible; however, during the scoping of this project the FAA deemed it an ineligible expense, hence why the City of Crete is requesting assistance.

Note: According to Part II, Section B.6 of the Hangar Loan Program, "Must meet eligibility requirements for any applied federal funding programs being utilized." Heating systems were recently reclassified as federally ineligible and therefore do not meet the eligibility criteria listed in the Loan Program. The Commission should consider allowing an exception to the Program for this request prior to allocating loan funds for this project.

Thedford

Construct 2 Bay Box Hangar (65'W x 60'D, each bay with 60'Wx18'H door opening)

Total Estimated Cost: \$1,325,000

Loan Amount Requested: \$226,400

Representatives: Jack Johnston (Chair/Airport Manager, Thomas County Airport), Curt Christianson (Olsson)

The airport currently has only one 50'x60' box hangar and a modified T-hangar (4-Place T-hangar with attached 60'x60' box hangar). This makes it difficult to store the minimum 10 based aircraft to maintain federal funding. The addition of the hangar will allow for the comfortable storage of 2 smaller aircraft in each bay or one larger aircraft. The addition of this hangar will allow for the storage of 10 aircraft comfortably.

Commissioner Large asked both Alma and Thedford to clarify their intent of paying back the hangar loan and they confirmed their intent is to use their Non-Primary Entitlement to pay off the loan.

Commissioner Trumble confirmed there is precedence in using multiyear grants and applying those funds to a hangar loan. This falls within the Federal AIP eligibility for Non-Primary Entitlement.

Motion by Commissioner Michael Cook to accept Hangar Loan Request Item 1 in the amount of \$479,200 for Alma and Item 3 in the amount of \$226,400 for Thedford. Motion was amended by Commissioner Jon Large to add Thedford and Alma apply available federal multiyear grant funds

directly to the hangar loan in those cases where loan funds were dispersed to the airport sponsor prior to the availability of those entitlements and that repayment of the hangar loan shall begin after the project closeout has been accepted and federal grant funds have been applied to the project and then repayment will be calculated based on the final loan funds dispersed to the airport. Second by Commissioner Tom Trumble.

Andre Amen requested clarification on the repayment terms of each loan. After discussing the expectation of these loans, it was noted that the loans should be written with the normal 20-year amortization schedule with the caveat that when the airport sponsor receives Non-Primary Entitlement grants, those funds would be applied to the hangar loan as a balloon payment before being applied to another project. This will be noted in the Special Conditions section of the Hangar Loan Agreement. The standard loan payment won't change with each balloon payment. The repayment will also be written as an annual payment and not a monthly payment.

Roll call vote. All voted aye. Motion carried.

Motion by Commissioner Tom Trumble to make an exception to the Hangar Loan Program for the Crete request of \$40,000 and authorize the funds to be used for a heating system. It should be noted that the hangar loan eligibility is also an exception to the AIP eligibility requirement for heat within the Hangar Loan Program and the amortization schedule for this \$40,000 loan be 10 years. Second by Commissioner Michael Cook.

Roll call vote. All voted aye. Motion carried.

Closed Project Report

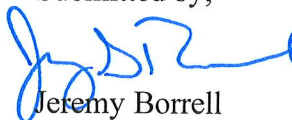
None to report

Commission Large would like to have additional conversations regarding both the Hangar and Fuel Loan Programs, which are beneficial to Nebraska, and how to move them forward. Agenda topics regarding these programs will be brought to the October Commission Meeting should anything come from these conversations.

The next meeting is tentatively set for Friday, October 24, 2025, at 1:00 pm CDT, at Hastings, Nebraska. Motion by Commissioner Michael Cook to adjourn the meeting. Second by Commissioner Jon Large. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 2:58 p.m.

Submitted by,

A handwritten signature in blue ink, appearing to read 'J. Borrell', is written over the printed name.

Jeremy Borrell
Director

