

MINUTES
Nebraska Aeronautics Commission
October 18, 2024

The Nebraska Aeronautics Commission held their regular meeting at the Hall County Airport Authority Building, 3579 Sky Park Road, Grand Island, Nebraska. The legal ad was published in the October 8 editions of the Lincoln Journal Star and Grand Island Independent newspapers and is posted on the website <https://dot.nebraska.gov/aeronautics>. The Commission Book and Public Meetings Act were also posted on the website and in the meeting room.

Chairperson Scott Tarry called the meeting to order at 9:00 a.m. CDT.

Commissioners Michael Cook, Tom Trumble, Jon Large and Dick Trail attended. Also present were Director Jeremy Borrell, Deputy Director/Legal Counsel Andre Aman, NAVAIDS Manager Marcy Meyer, Engineering Division Manager Anna Lannin, Engineering Division Davey Jones, Tiffany Thompson, Riley Cresto, Jamie Mikkleson, and Ahmed El-Ashwah.

Public Comment

Typically, a public comment period is held; however, due to the number of airport presentations scheduled, the public comment period was not opened, however, comments on specific projects were permitted immediately following the specific project presentation.

Approval of Minutes

Motion by Commissioner Michael Cook to approve the minutes of the August 9, 2024, meeting. Second by Commissioner Dick Trail. Roll call vote. All voted aye. Motion carried.

Aeronautics Director's Report

Aeronautics Director Jeremy Borrell thanked the Central Nebraska Regional Airport and Mr. Olson for hosting the meeting and providing a beautiful facility.

State Aid Program

Director Borrell discussed the significance of support from the legislature and governor's office, highlighting the passage of LB 727 and LB 138, which allowed for the allocation of approximately \$4.6 million to eligible airport projects. He acknowledged the entities and individuals who supported the bills and recognized the members of the prioritization working group and aeronautics team for their time and expertise in developing the project prioritization methodology. He also thanked airport sponsors for their patience and understanding regarding the revised State Aid Program and the Commission.

Director Borrell emphasized the challenge of allocating funds, noting that the \$4.6 million falls short of the \$7.4 million in grant requests, necessitating difficult decisions.

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Staffing

Director Borrell announced that the Division of Aeronautics has achieved 100% staffing.

State System Plan

The State System Plan is still under revision, with ongoing discussions expected to lead to a better product by the time of the Symposium.

Flight Check Reimbursable Agreement

The reimbursable agreement with the FAA for flight checks is being finalized and is expected to streamline the implementation of future projects.

Report of State Funds Available

Andre Aman presented a written report of state funds available.

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PROJECT GRANT FUND

Funds available July 31, 2024		\$158,458.94
<u>Commission Actions (8/08/2024 meeting)</u>		
Approved FAA Reimbursable Agmt. (flight checks)	-\$100,000.00	
Subtotal		-\$100,000.00
<u>Other Actions</u>		
None		
Subtotal		
Funds Transferred From Aeronautics' Operating	\$1,150,000.00	\$1,150,000.00
Funds available September 30, 2024		<u>\$1,208,458.94</u>

Funds available at October 2023 meeting: \$1,566,458.94

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

Funds Available July 31, 2024	3,395,312.59
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Commission Actions (8/09/2024 meeting)

None

Subtotal

Other Actions

None

Subtotal

0.00

Receipts

August

\$0.00

September

\$0.00

Subtotal

0.00

Funds available September 30, 2024

3,395,312.59

*Funds available at October 2023 meeting: \$0****** 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 July 31, 2024

\$0.00

Commission Actions (8/09/2024 meeting)

None

Funds available September 30, 2024

\$0.00

*Funds available at October 2023 meeting: \$0***SEAL COAT GRANT FUND (Pavement Preservation Program)**

Funds available July 30, 2024

\$405,792.18

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Commission Actions (8/09/2024 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available September 30, 2024 \$405,792.18

Funds available at October 2023 meeting: \$405,792.18

HANGAR REVOLVING LOAN FUND

Funds available July 31, 2024 \$844,134.17

Commission Actions (8/09/2024 meeting)

Allocation - Fremont hangar rehabilitation -\$244,260.00

Subtotal -\$244,260.00

Other Actions

Subtotal \$0.00

Receipts

August \$16,975.00

September \$18,730.00

Subtotal \$35,705.00

Funds available September 30, 2024 \$635,579.17

Funds available at October 2023 meeting: \$17,889.17

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

FUEL STORAGE LOAN FUND

Funds available July 31, 2024 \$295,679.91

4,337

Commission Actions (8/09/2024 meeting)

Verbal correction at mtg: Allocation to Nebraska	(262,500.00)	
City at 5-3-24 commission meeting		
Subtotal		(262,500.00)

Other Actions

None		
Subtotal		\$0.00

Receipts

August	\$240.00	
September	\$240.00	
Subtotal		\$480.00

Funds available September 30, 2024 \$33,659.91

Funds available at October 2024 meeting: \$319,196.91

Total amount in Fuel Storage fund: \$336,500

NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM

Funds available July 31, 2024 \$736.75

Commission Actions (8/09/2024 meeting)

None \$0.00

Funds Disbursed

None \$0.00

Funds available July 31, 2024 \$736.75

Closed Project

**Closed Project-Airport Capital Improvement Fund
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<u>Airport/ Project</u>	<u>Original Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
Gordon SA-10 (tree removal)	\$12,750.00	\$0.00	\$1,275.00
TOTALS		\$0.00	\$1,275.00
	Net Decrease-	\$1,275.00	

Motion by Commissioner Dick Trail to accept the report of State Funds and Closed Projects. Second by Commissioner Jon Large. Roll call vote. All voted aye. Motion carried.

State Aid Project Requests (State Grant Only)

Albion M-02

Scope: Tree Removal

Total Estimated Cost: \$49,500

Representatives: Tony Levander (Albion Airport)

As shown on the Airport Layout Plan (ALP) and confirmed during the licensing inspection by the NDOT Aeronautics Division, it was determined that trees are penetrating the 20:1 slope at both ends of the runway, creating a significant safety concern. The Airport is considering constructing a hangar to accommodate some of the 25 aircraft on its hangar waiting list. However, the FAA will not fund any projects until the runway approaches are cleared of obstructions. To meet FAA requirements for the hangar project, the Airport is in the process of updating its ALP. The Airport Authority intends to remove not only the trees creating the obstruction but also additional trees that, while not currently obstructions, could pose future issues. The Airport Authority has obtained cost estimates from a local contractor, as there are a substantial number of trees to be removed, and some are located in challenging areas. It was noted that there is an A&P Mechanic who has expressed interest in moving to the airport once the hangar is constructed.

The commission asked questions about the project and provided feedback.

Hebron M-06

Scope: Tree Removal

Total Estimated Cost: \$18,000

Representatives: Deb Craig (Hebron Municipal Airport), Alexa Hazelton (Kirkham Michael)

The tree removal project will bring the airport into compliance with safety standards and address discrepancies noted in the most recent NDOT Airport Inspection. These improvements will enhance safety for both aircraft and the traveling public. The airport has contacted a licensed arborist and another tree removal service provider about the project.

The commission asked questions about the project and discussed whether tree removal was “maintenance” and thus ineligible under the State Grant Program; and whether the trees’ location on or off airport property, safety considerations, and the airport’s ability to pay for the tree removal should make a difference in the Commission’s funding decision.

Cambridge B-01

Scope: Construct Taxilane

Total Estimated Cost: \$100,000

Representative: Chris Corr (Olsson), Eric Eisenhart and Wesley Hock (Cambridge Municipal Airport)

The hangar will provide safe storage of larger local and itinerant aircraft. The hangar will have a 70’ wide door to accommodate A/B-II aircraft.

Chris also discussed Cambridge’s hangar loan request, which was the first item of Old Business on the agenda. The commission asked questions about the project and provided feedback.

Nebraska City R-02

Scope: Runway 15/33 Repair

Total Estimated Cost: \$22,500

Representatives: Neil Deremer (Nebraska City Municipal Airport via WebEx), Chris Corr (Olsson)

The damaged panels are located along the runway centerline. Repairing these panels will mitigate the potential for creating FOD, improving safety at the airport.

The commission asked questions about the project and provided feedback.

Blair X-05

Scope: Corporate Hangar Area Expansion

Total Estimated Cost: \$2,250,000

Representatives: Phil Green (Blair Executive Airport), Diane Hofer (Olsson)

The upcoming Runway 13 extension is generating increased interest and a growing waiting list for additional corporate hangar space at the airport. This project will include earthwork, drainage improvements, and the construction of a paved taxilane. Developing the corporate hangar area will allow for private development and expand the airfield’s capabilities.

The commission asked questions about the project and provided feedback. The Commission noted the large state request and opted to fund Phase 4 only as that is a necessary precursor to the other Phases.

Norfolk R-05

Scope: Runway 2/20 Repair

Total Estimated Cost: \$8,890

Representative: Chris Corr (Olsson)

4,340

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On February 5, 2024, a sinkhole appeared on Runway 20. The surface opening measured approximately 24" x 24", with a sunken area below measuring about 10' x 10' and a depth of 6'. To repair it, we made a 10' x 14' cut in the runway, filled the hole with sand and flowable fill, and topped it with concrete. During the repair, we uncovered a French drain from the 1940s. This drainpipe had been capped at both ends during our storm sewer rehabilitation project in 2017. The sinkhole was caused by the collapse of this abandoned drainpipe. Since this repair was unplanned and unbudgeted, Norfolk is requesting state aid to help cover the associated costs.

The commission asked questions about the project and provided feedback.

Pender M-06

Scope: Remove & Replace Fence

Total Estimated Cost: \$216,000

Representative: Diane Hofer (Olson)

The existing barbed wire perimeter fence is old, damaged, ineffective, and in need of replacement. Reconstructing this fence would improve safety by restricting wildlife and unauthorized personnel and vehicular access to an active runway. The installation of a chain link fence around the entrance to the airport would provide safety and security to the airport tenants and itinerant aircraft.

The commission asked questions about the project, expressed concern that the fence would not deter wildlife, and, since the airport will be doing an ALP and fencing is part of that, perhaps it would be prudent to forego funding until the ALP is complete.

Bloomfield X-01

Scope: Repair Taxiway

Total Estimated Cost: \$147,211

Representative: Steve Barney (Bloomfield Municipal Airport)

The airport needs to repair 1,600 SY of the taxiway. The old asphalt needs to be removed and replaced with 6 inches of concrete. An estimate was provided from OK Concrete and A&R Construction who are doing the current runway rehab. The Airport Authority will have 10% match money by the spring 2025.

The commission asked questions about the project and provided feedback.

Hartington R-02

Scope: Runway 13/31 Repair

Total Estimated Cost: \$22,500

Representatives: Karma Schultc (Hartington Municipal Airport), Chris Corr (Olsson)

The panels are located along the runway centerline. Repairing these panels will mitigate the potential for creating FOD, improving safety at the airport.

The commission asked questions about the project and provided feedback.

Ogallala M-03

Scope: Airport Strategic Analysis

Total Estimated Cost: \$60,000

Representatives: Kent Penney (KLJ) in person and Kevin Wilkins (Searle Field) via Webex

The City of Ogallala (Airport Sponsor) seeks to maximize the use of the airport by completing an analysis of the airport, community, and aviation industry to determine the areas where development should and would be pursued. There are three questions being addressed. 1) Where is the aviation industry going in the near, mid-, and long-term future? 2) Where is Searle Field currently in its role within the aviation system? and 3) What role can Searle Field position itself for in the future?

The commission asked questions about the project and provided feedback. There was discussion about the usefulness of these types of studies and how often they are shelved once completed and never used.

Chappell R-01

Scope: Runway 12/30 Asphalt Overlay

Total Estimated Cost: \$1,647,000

Representative: Chris Ray (Billy G. Ray Field), Diane Hofer (Olsson)

The airport's asphalt pavement surfaces and lighting system are 30 years old and in very poor condition. The 2019 asphalt PCI score was 29-32. The proposed full-depth reclamation, overlay and lighting upgrades will extend the airports operational life by 20 years. Although the airport is listed in the NPIAS, its unclassified status means it does not receive entitlement funds.

The commission asked questions about the project and provided feedback. It was noted that Chappell is in the NIPIAS as unclassified and therefore cannot access federal Entitlement or BIL funds.

Sidney M-02

Scope: Parking Lot & Access Road

Total Estimated Cost: \$635,175

Representative: Anna Lannin (NDOT Aeronautics Division)

The existing access road and parking lot pavement is in poor condition. This high-traffic area needs expanded parking to accommodate the growing number of students at WNCC, which is the only collegiate A&P school in the state, and increased terminal activity. Additionally, the pavement's condition makes snow plowing difficult.

The Commission discussed that paving parking lots and access roads is not eligible under the State Grant Program.

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The Commission deferred deciding on allocations for the State Aid Project Requests (State Grant Only) until all grant requests were presented, reviewed, and deliberated.

State Aid Project Requests (Primary Airports)

Grand Island B-04

Scope: SRE Building

Total Estimated Cost: \$250,000

The airport's snow removal equipment is currently stored in their maintenance building along with other field maintenance equipment. The building is running out of available space to store all the equipment necessary for adequate field maintenance and snow removal operations. A new Snow Removal Equipment (SRE) building will allow the airport to store, maintain, and repair their snow removal equipment safely and effectively.

Lincoln X-04

Scope: Mill & Overlay Taxiway P & a Portion of Taxiway K

Total Estimated Cost: \$250,000

Pavement rehabilitation projects for several of our asphalt taxiways have been included in our FAA ACIP and our most recent 5-year consultant selection. The pavement on both Papa and Kilo taxiways have exhibited recent accelerated deterioration and have thus required increased levels of maintenance. Recent PCIs have rated these pavements fair to poor.

Omaha Eppley X-03

Scope: Hangar Approaches & Taxilanes

Total Estimated Cost: \$250,000

Estimated costs for approach pavement for all four replacement hangars is approximately \$800k. We plan to utilize local funds for approach pavement. State aid will assist in the pavement replacement.

Motion by Commissioner Tom Trumble to accept State Aid Project Requests (Primary Airports). Second by Commissioner Jon Large. Roll call vote. Motion carried by a vote of 4 in favor, 1 opposed.

State Aid Project Requests (FY25 Matching Funds)

Albion P-01

Scope: ALP Update

Total Estimated Cost: \$6,168

The FAA has required the Airport Authority to update its current ALP prior to receiving any further federal funds. The Airport Authority wants to build a hangar to meet the demand for the 25 aircraft currently on its waiting list. The current ALP was completed in 2008. By updating the ALP, it will

serve as a planning tool that will depict both existing facilities and planned development for the airport. This update will provide a systematic process to establish guidelines for the efficient development of the airport in alignment with local, state and national goals. The ALP will also identify safety critical items at or around the airport as to provide for safe operation at the airport.

Alliance G-01 & G-03

Scope: HIRL, MIRL, PAPIs, REILs, Signage

Total Estimated Cost: \$100,000

The airport's lighting systems have exceeded their 10-year life expectancies, with the Runway 12/30 system installed in 1990 and the Runway 8/26 system in 1998. Replacement parts are no longer available, necessitating the need to replace the lighting systems to ensure sustainable edge lighting for pilots. The new PAPIs and REILs on Runway 8/26 will provide better approach visibility for safer landing operations.

Auburn B-02

Scope: Construct 3-Bay Box Hangar

Total Estimated Cost: \$36,000

New hangars are needed as the existing ones are over 60 years old. Constructing a new hangar will enable Auburn Airport to accommodate more aircraft, enhancing its capacity and utility. The airport is vital to the community that has a thriving hospital, nuclear plant, a state college and other busy factories and businesses.

Bassett G-04

Scope: Remove & Replace MITL

Total Estimated Cost: \$6,400

The existing lights are more than 10 years old and have reached the end of their usable life. New LED lights and regulator will be installed.

Beatrice B-03

Scope: 10-Place T-Hangar, Approach and Taxilanes

Total Estimated Cost: \$66,200

The proposed T-Hangar and taxilane project has been fully justified by the FAA and NDOT Aeronautics Division and will be designed and constructed as part of an FY'25 grant. The project is anticipated to be advertised for bid in late 2024 or early 2025 with the anticipation that construction will be completed in late 2025.

Blair L-05

Scope: Land Acquisition for Runway 13 Extension

Total Estimated Cost: \$10,332

4,344

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The land acquisition project will allow the airport to proceed forward with the relocation of County Roads 35 and 38 outside of the Runway 13 Runway Protection Zone (RPZ) per FAA safety requirements, and the runway/taxiway extension of 1,300 feet.

Blair R-01

Scope: Runway 13 Extension (Design)
Total Estimated Cost: \$10,000

Proposed Runway 13 extension of 1,300' x 100'; overall runway length of 5,500' x 100'. Approach and departure surfaces will be analyzed as part of the design for the proposed runway end to address the safety requirements associated with the runway extension.

Crete B-05

Scope: 2-Bay Box Hangar
Total Estimated Cost: \$33,200

The airport needs additional storage for larger aircraft. The airport is proposing a multi-bay hangar that will provide storage for larger local and transient aircraft.

Curtis X-01

Scope: Apron & Taxiway Rehabilitation
Total Estimated Cost: \$21,631

This project consists of replace the existing deteriorated asphalt pavement with new 5-inch thick PCC pavement. The current asphalt, originally installed in 1983 and overlaid in 1995, has reached the end of its useful life. The existing asphalt will be fully milled, with the millings repurposed as a base layer for the new PCC pavement.

Fairbury B-02

Scope: 80' x 80' Box Hangar
Total Estimated Cost: \$29,758

The proposed box hangar project has been fully justified by the FAA and the project design is nearly completed. The project is anticipated to be advertised for bid in early 2025 with the anticipation that construction will be completed in late 2025.

Fremont P-01

Scope: ALP Update
Total Estimated Cost: \$8,800

The Airport Layout Plan (ALP) was originally approved on October 11, 2006. The last revision to the ALP for a new aircraft parking was approved on November 25, 2020. FAA states the importance of this document to be kept up to date at all times with respect to future planned development and existing facilities. The existing ALP is required to be updated to meet current safety and FAA standards.

Gordon P-02

Scope: Airport Master Plan/Update ALP with AGIS & Exhibit A
Total Estimated Cost: \$6,400

The current Airport Layout Plan (ALP) will be 15 years old in 2025. The Airport Authority's challenges and priorities have evolved and changed since 2010. A new master plan is needed to identify and evaluate existing infrastructure, develop alternatives for future development, and provide a strategic plan that the Airport Authority can follow to satisfy current and future aviation needs. The master plan project will include an ALP update, complete with aerial mapping and Airports Geographic Information Systems (AGIS) Survey, and the preparation of a new Exhibit A property map.

Grant B-04

Scope: Hangar Rehabilitation
Total Estimated Cost: \$14,000

The existing hangar, built in the 1980s, requires exterior updates to preserve its interior components and structural integrity. The Airport plans to replace the exterior siding, walk doors, windows, and the roofing over the maintenance area. Additionally, the current aviation door (42' x 11') will be replaced with a wider door (46' x 13') to improve aircraft access.

Hastings A-01

Scope: Apron Rehabilitation
Total Estimated Cost: \$26,475

Apron pavement consists of various vintages, all greater than 20 years of age. 2022 PCI scores range 93 to 45. Rehabilitation will provide preservation and longevity of existing apron pavement infrastructure. The project is programmed for a 2025 AIP grant. Design is complete and funded through a BIL grant. The cost estimate and requested state funds is for Construction only.

Holdrege B-07

Scope: 100' x 100' Box Hangar
Total Estimated Cost: \$24,780

The proposed box hangar project has been fully justified by the FAA and NDOT Aeronautics Division and will be designed in FY'25 and will be constructed in FY'26. Construction is anticipated to be completed in 2026. A 1,310 SY area on HDE's Apron has been identified as "Very Poor" in the NDOT Aeronautics Division recent PCI investigation and needs to be repaired/replaced in order to maintain the safe operation of aircraft utilizing the airport. The 1,599 SY Taxilane extension will allow for safe aircraft movements from the new Box Hangar to the Apron on a paved surface.

Holdrege A-02

Scope: Apron Rehabilitation

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Total Estimated Cost: \$3,800

A 1,310 SY area on Holdrege's Apron has been identified as "Very Poor" in the NDOT Aeronautics Division recent PCI investigation and needs to be repaired/replaced in order to maintain the safe operation of aircraft utilizing the airport.

Kearney A-01

Scope: Apron Reconstruction

Total Estimated Cost: \$100,000

The existing apron pavement section consists of old military base concrete with an asphalt overlay. The pavement section is at the end of its useful life and reconstruction of the most critical portions of the apron will be completed to enhance safety and provide pavement life longevity. The project has been fully justified by the FAA and NDOT Aeronautics Division. The project is currently in design and anticipating a late 2024/early 2025 bid opening. Construction will be completed in 2025.

Loup City R-05

Scope: Turf Runway 22 Elevation Change

Total Estimated Cost: \$5,000

This is a critical safety project. Having clear approaches to a runway provides for safe use of the airport and for the safety of the public. NE-92 Highway is creating an obstruction to the turf Runway 22 end. The obstruction is not the physical NE-92 Highway, the obstruction comes from the requirement of adding 15 feet to critical points of the approach to Runway 22 over roads. With the addition of 15 feet to the critical point, it obstructs the approach surface by 1.8 feet. The project will increase the runway end by a minimum of 1.8 feet and transition that increase in height over a portion of Runway 22 east of the paved Runway 16/34. This type of project is considered by the FAA safety critical project and will require a design/as-built AGIS survey. The AGIS survey will also be able to identify any additional obstructions and the runway, if possible, will be designed to construct those projects.

McCook M-03

Scope: Revise Declared Distances Runway 4

Total Estimated Cost: \$10,444

The threshold on Runway 04 will be displaced approximately 550' to remove an existing building from the RPZ, thereby enhancing the safety for the aircraft landing on Runway 04 and taking off from Runway 22.

North Platte B-04

Scope: Terminal Building

Total Estimated Cost: \$592,600

The existing terminal is dated and space constrained, unable to provide an acceptable level of service for current and forecasted demand. The existing terminal was constructed in 1952 and was designed for pre-9/11 traveler behavior with "50 seats for 50 passengers" in the secure hold room with little space for luggage and amenities. The security checkpoint and baggage screening room in the existing building are constrained and unable to accommodate preferred Transportation Security Administration (TSA) equipment. A new facility is needed to keep up with airport safety and security standards and keep airline service viable in North Platte.

Ryan Hanson presented on behalf of the North Platte Airport Authority due to the grant request being in excess of the \$100,000 programmatic limitation. The Commission posed several questions that were answered by the Airport Sponsor representatives in attendance. The Commission recommended that the airport make all efforts to increase financial self-sustainability to reduce the financial burden on the local community. Commission encouraged the airport to obtain an air service consultant or planner that could provide options to generate additional income, i.e. concessions.

Ogallala R-01

Scope: Reconstruct Runway 8/26

Total Estimated Cost: \$100,000

The current runway was constructed in 1973 and extended in 2001 to 5,100'. The 2001 project also overlaid the original runway with concrete. After 23 years, the runway pavement is showing signs of spalling, delamination, cracking, heaving and general deterioration.

O'Neill M-02

Scope: 10,000 Gallon 100LL Avgas & 10,000 Gallon Jet A Fuel System

Total Estimated Cost: \$20,000

The O'Neill Airport Authority would like to expand fueling capacity at the airport.

Pender P-01

Scope: ALP Update (including AGIS)

Total Estimated Cost: \$6,000

NDOT and FAA have identified Highway 16 to the north of Runway 15 end as an obstruction to airspace. The completion of an ALP update will identify the best option to mitigate the obstruction.

Pender G-03

Scope: Replace Runway 15/33 MIRL & PAPIs

Total Estimated Cost: \$10,000

The airport is currently completing an ALP update to address the recent identification of Highway 16 as an obstruction for the Runway 15 end. A displaced threshold will require that the runway lighting spacing and the location of the PAPIs will need to be adjusted accordingly. The runway lighting and PAPIs are also at the end of their useful life. The project will be addressing safety requirements at the airport.

4,348

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Scottsbluff X-02

Scope: Partial Parallel Taxiway

Total Estimated Cost: \$100,000

Runway 23 currently has no taxiway connector to the end of the runway. Aircraft must back-taxi from the end of the runway to nearest taxiway (TW-B). To eliminate the unsafe back-taxiing operations on Runway 23, the airport needs to construct a new parallel taxiway to the end of Runway 23.

Tekamah R-03

Scope: Partial Reconstruction of Runway 15/33

Total Estimated Cost: \$100,000

The recent PCI report indicates major displacement in numerous panels along centerline and elsewhere. The original portion of the runway (2,900' x 50') has surpassed it's 20-year life.

Theford B-03

Scope: 2-Bay Box Hangar (Engineering)

Total Estimated Cost: \$6,400

The Airport Authority currently has only a 4-place T-hangar with an attached 60' x 60' box hangar, along with a separate 50' x 80' shop hangar and pilot's lounge. Multiple aircraft owners have requested storage space for their aircraft, and there are also several individuals looking to purchase aircraft who need storage. The airport now has a waiting list. To qualify for federal funding, the FAA requires each airport in the NPIAS to have a minimum of 10 based aircraft.

The airport currently has tenants with multiple aircraft. Construction of the proposed hangar would allow existing tenants to store multiple aircraft in a single bay, freeing up two spaces in the current T-hangar.

Additionally, the airport has seen larger-winged itinerant aircraft that cannot be stored due to a lack of hangars wide enough to accommodate them. The proposed hangar would address this need, providing storage for larger aircraft.

The Airport Authority is taking a phased approach to constructing the hangar. They are going to request a grant for engineering services to utilize soon to be expiring NPE and BIL funds, and then waiting for a year to obtain another year of NPE and BIL funds to get a construction grant. Even though the airport has the need for a hangar sooner than later, by completing the project this way it will allow for the full project to be mostly funded with federal funds.

Valentine A-01

Scope: Apron Expansion

Total Estimated Cost: \$22,800

Efficient apron design promotes acceptable levels of access, capacity, utilization and efficient flow management, safety of aircraft movements and future development potential. A deficient design can increase the risk of wingtip conflicts, loss of situation awareness and constrained capacity. Valentine is a tourist destination with two world class golf courses and high-end outdoor activities. Another safety concern is that 5 of the 6 aircraft tie-down locations are located within the primary surface of the 14 CFR Part 77 surfaces. Advisory Circular 150/5300-13 denotes that aircraft parking positions should be located in a manner to prevent exceeding the obstructions standards as defined in 14 CFR Part 77. An aircraft parked in any one of these 5 tie-down locations would exceed the obstruction standards, and thus potentially creating a hazard to air navigation.

The planned apron expansion would eliminate the current tie-down locations and locate the new tie-down locations in a location that will not be an obstruction to 14 CFR Part 77 surface. The plan also provides for the installation of multiple "drive-thru" tie-downs. These types of tie-downs create a far more safe and efficient way to park these larger corporate type aircraft as well as other smaller types of aircraft. Also, additional nested tie-downs will be provided for those aircraft that find it easier to park in these types of tie-downs. The layout of all the tie-downs will provide an apron taxilane from the hangar area to the parallel taxiway and therefore to both runways, and thus creating a safer more efficient way to operate on the apron.

York R-05

Scope: Runway 17/35 Reconstruction (Engineering)

Total Estimated Cost: \$9,600

A partial preliminary design was completed on Runway 17/35 to investigate the concrete pavement deterioration occurring on it, which is primarily in the extended and widened section of the runway. Due to the concrete pavement deterioration in the widened and extended portion of Runway 17/35 and the age of the original phase of the runway construction, it was determined that an analysis be completed on the original runway section to determine the suitability of condition of this phase of the pavement.

Olsson didn't complete a PCI inspection. Several visual inspections were done by Olsson and they found damage due to ASR. Significant damage was found in the widened and extended section. To identify the actual condition of the pavement, further structural analysis needs to be completed. A petrographic analysis on cores of the existing pavement was done. Based on the visual inspection and petrographic analysis, performed it was determined that the levels of ASR were significant enough throughout the entire runway, that the FAA denoted that the only method of correction was reconstruction.

The City of York is currently undergoing an update to their ALP and Master Plan. The critical aircraft was determined to be a category B-II runway. This will narrow the runway from a 100-foot wide runway to a 75-wide runway. The runway length determination has not been completed.

4,350

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Portions of the runway are in critical condition and in need of reconstruction as soon as possible as this is a significant safety issue for aircraft utilizing the runway. The City of York is maintaining the pavement to the best of their ability until reconstruction occurs.

The Commission deliberated on the State Aid Project Request (State Grant Only) and State Aid Project Requests (FY25 Matching Funds). Deliberations included discussion on several projects that may not be ready to go to construction during FY25, including Pender (runway lighting), Ogallala, York, and Blair (runway extension design). It was recommended that these projects not be funded in this funding cycle and that they should reapply during the FY26 Grant Allocation cycle. Emergency repairs and obstruction removal were discussed as to whether they were considered maintenance and as such ineligible and whether airports should be reserving funds for these types of events as a matter of business.

A question of whether future requests for assistance for tree removal could be contingent upon efforts to enforce local zoning was posed. The Commission also discussed what items should be considered for 50% funding as a "landside" project. It was recommended that these items be discussed as an option during the review and potential revision process of the State Aid Grant Program.

The commission considered the merits of the larger projects including the various phasing options.

At the conclusion of the commission's deliberations, a proposed funding scenario was presented.

Motion by Commissioner Michael Cook to accept the final allocations, as outlined in the table below. Second by Commissioner Tom Trumble. Roll call vote. All voted aye. Motion carried.

A summary of the final allocations is shown below:

Nebraska Aeronautics Commission			
October 18, 2024, Grant Allocations			
Federal Match Grants			
Airport	Project Description	Project Grant Fund	Aeronautics Capital Improvement Fund
Albion	(P01) ALP Update	\$6,168.00	
Alliancc	(G01 & G03) IIIRL, MIRL, PAPIs, REILs, Signage		\$100,000.00
Auburn	(B02) Construct 3-Bay Box Hangar		\$36,000.00
Bassett	(G04) Remove & Replace MITL		\$6,400.00

Beatrice	(B03) 10-Place T-Hangar, approach and taxilanes		\$66,200.00
Blair	(L05) Land Acquisition for Runway 13 Extension		\$10,332.00
Crete	(B05) 2-Bay Box Hangar		\$33,200.00
Curtis	(X01) Apron and Taxiway Rehabilitation		\$21,631.00
Fairbury	(B02) 80'x80' Box Hangar		\$29,758.00
Fremont	(P01) ALP Update	\$8,800.00	
Gordon	(P02) Airport Master Plan/Update ALP with AGIS and Exhibit A	\$6,400.00	
Grant	(B04) Hangar Rehabilitation		\$14,000.00
Hastings	(B04) Hangar Rehabilitation		\$26,475.00
Holdredge	(A02) Apron Rehabilitation		\$3,800.00
Holdredge	(B07) 100'x100' Box Hangar		\$24,780.00
Kearney	(A01) Apron Reconstruction		\$100,000.00
Loup City	(R05) Turf Runway 22 Elevation Change		\$5,000.00
McCook	(M03) Revise Declared Distances RWY 4		\$10,444.00
North Platte	(B04) Terminal Building		\$592,600.00
O'Neill	(M02) 10,000 Gallon 100LL AVGAS and 10,000 Gallon Jet-A Fuel System		\$20,000.00
Pender	(P01) ALP Update (including AGIS)	\$6,000.00	
Scottsbluff	(X02) Partial Parallel Taxiway		\$100,000.00
Tekamah	(R03) Partial Reconstruction of Runway		\$100,000.00
Theadford	(B03) 2-Bay Box Hangar (engineering)		\$6,400.00
Valentine	(A01) Apron Expansion		\$22,800.00

State Aid Only Grants

Airport	Project Description	Project Grant Fund	Aeronautics Capital Improvement Fund
Albion	(M02) Tree Removal		\$49,500.00
Blair	(X05) Corporate Hangar Area Expansion		\$981,000.00
Bloomfield	(X01) Repair Taxiway		\$147,211.00
Cambridge	(B01) Construct Taxilane		\$100,000.00

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Chappell	(R01) Runway 12/30 Asphalt Overlay	\$1,180,000.00	\$17,000.00
Hartington	(R02) Runway 13/31 Repair		\$11,250.00
Nebraska City	(R02) Runway 02/20 Repair		\$6,258.42
Norfolk	(R05) Runway 02/20 Repair		\$4,445.00

**Primary Airports w/ Scheduled, Non-Subsidized
Commercial Service Grants**

Airport	Project Description	Project Grant Fund	Aeronautics Capital Improvement Fund
Grand Island	(B04) SRE Building		\$250,000.00
Lincoln	(X04) Mill and Overlay Taxiway P and a Portion of Taxiway K		\$250,000.00
Omaha	(X03) Hangar Approaches and Taxilanes		\$250,000.00

Old Business

Cambridge Hangar Loan

Scope: Construct Storage Hangar and Approach

Total Estimated Cost: \$407,479

The Airport Authority is moving forward with a project to construct a storage hangar with AIP and BIL funding. Since initiating the project, costs have increased such that the updated estimate exceeds that available grant funding. In August the Authority requested a hangar loan to assist in funding the costs beyond the expected grant allocation. At the Commission's recommendation, the request has been revised as follows:

- The taxilane to the new hangar has been separated from the hangar and approach. This area is eligible for state grant funding and an application was submitted by the Authority and is included with the state grant requests.
- The Authority requests a hangar loan for the hangar building and approach. The loan request will cover the costs beyond the expected available federal funds.
- All the engineering services will be funded with an AIP grant.

Motion by Commissioner Tom Trumble to accept the Cambridge Hangar Loan requests. Second by Commissioner Michael Cook. Roll call vote. All voted aye. Motion carried.

The next meeting is tentatively set for Friday, December 6, 2024, at 1:00 pm CDT, at the NDOT Auditorium, 1500 Nebraska Parkway, Lincoln, Nebraska. Motion by Commissioner Jon Large to adjourn the meeting. Second by Commissioner Michael Cook. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 3:05 p.m. CDT.

Submitted by,



Jeremy Borrell
Director

