

MINUTES  
Nebraska Aeronautics Commission  
February 14, 2025

The Nebraska Aeronautics Commission held their regular meeting at the Nebraska Department of Transportation Auditorium, 1500 Nebraska Parkway, Lincoln, Nebraska. The legal ad was published in the February 4 edition of the Lincoln Journal Star newspaper 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 1:00 p.m. CDT. Commissioners Jon Large and Michael Cook attended in person. Commissioner Edward Dunn attended via WebEx due to inclement weather. Commissioner Tom Trumble was absent. Also present were Director Jeremy Borrell, and Engineering Division Manager Anna Lannin. Deputy Director/Legal Counsel Andre Aman was absent.

**Public Comment**

None.

**Approval of Minutes**

Motion by Commissioner Michael Cook to approve the minutes of the December 6, 2024, meeting. Second by Commissioner Jon Large. Roll call vote: Commissioner Large – Aye, Commissioner Cook – Aye, and Commissioner Dunn abstained. Motion carried.

**Aeronautics Director's Report**

Director Jeremy Borrell opened the Director's Report by welcoming attendees to the Nebraska Aeronautics Commission meeting and introducing new commissioner Edward Dunn.

He provided an update on the Division of Aeronautics' recent participation in the Nebraska Aviation Symposium, hosted by the Nebraska Aviation Council, expressing appreciation for all involved, with special recognition to Wendy and Marcy for their efforts in organizing the event. He highlighted the division's airport educational sessions and encouraged suggestions for future topics. He also shared that he was particularly inspired by a story from retired Commissioner Richard Trail about his heroic in-flight refueling mission during the Vietnam War, encouraging others to speak with Mr. Trail if they have the opportunity.

Borrell announced that Western Nebraska Regional Airport was named the 2024 Airport of the Year, while the Airfield Lighting and NAVAID project at Central Nebraska Regional Airport received the 2024 Project of the Year award. He encouraged additional nominations in the coming years.

He also reported on the state-level judging of the international Aviation Art Contest, which followed this year's theme, "Women with Wings." He expressed his admiration for the exceptional talent displayed by young artists across Nebraska. The winning entries were sent to Washington, DC, for national judging, with the potential to advance to the international level. He emphasized the division's efforts to increase participation statewide in future competitions.

Borrell provided an update on process improvements, particularly the ongoing refinement of the State Aid Grant Program and Prioritization System. The next working group meeting is scheduled for March 12, 2025. He also addressed federal budget negotiations and the potential for additional Continuing Resolutions, noting that he will attend the NASAO Legislative Conference to receive updates from legislative representatives and FAA partners.

He concluded by announcing the remaining 2025 commission meeting dates and locations:

- May 16 – Columbus (OLU)
- August 8 – Nebraska City (AFK)
- October 24 – Hastings (HSI)
- December 5 – Lincoln (NDOT HQ)

He also discussed the 2026 commission meeting location solicitation process, encouraging western Nebraska airports to consider hosting.

#### **Report of State Funds Available**

Director Jeremy Borrell presented a written report of state funds available.

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#### **PROJECT GRANT FUND**

Funds available November 30, 2024	\$1,454,199.94
<u>Commission Actions (12/06/2024 meeting)</u>	
Allocation: McCook (M04) fueling system <b>fed. match</b>	(\$23,656.00)
Allocation: Hartington - Rnwy. 13/31 repair	(\$11,250.00)
Allocation: Nebraska City - Rnwy 15/33 repair	(\$6,258.00)
Allocation: Norfolk - Rnwy 2/20 repair	(\$4,445.00)
Allocation : No. Plattte - (B04) Terminal Bldg. <b>fed match</b>	(\$1,207,400.00)
Allocation: No. Platte - relocate Nav. Aids atennas	(\$200,000.00)
Subtotal	(\$1,453,009.00)

Other Actions

None

Subtotal

Funds available January 31, 2025

\$1,190.94*Funds available at February 2024 meeting: \$2,848.94***AERONAUTICS CAPITAL IMPROVEMENT FUND (Neb. Rev. Stat. §81-703)**

Funds Available November 30, 2024

8,646.54

Commission Actions (12/06/2024 meeting)

Return Allocation - McCook (M03) rev. dec. distances

\$10,444.00

Subtotal

\$10,444.00

Other Actions

None

Subtotal

0.00

Receipts

December

\$54,883.95

December (interest)

\$8,504.91

January

\$147,286.66

January (interest)

\$8,975.86

Subtotal

219,651.38

Funds available January 31, 2025

238,741.92*Funds available at February 2024 meeting: \$447,558***\*\*\* 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 November 30, 2024

\$0.00

Commission Actions (12/06/2024 meeting)

None

Funds available January 31, 2025 \$0.00

*Funds available at February 2024 meeting: \$0*

**SEAL COAT GRANT FUND (Pavement Preservation Program)**

Funds available November 30, 2024 \$405,792.18

Commission Actions (12/06/2024 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available January 31, 2025 \$405,792.18

*Funds available at February 2024 meeting: \$405,792.18*

**HANGAR REVOLVING LOAN FUND**

Funds available November 30, 2024 \$265,960.17

Commission Actions (12/06/2024 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Receipts

December \$18,930.00

January \$16,090.00

Subtotal \$35,020.00

Funds available January 31, 2025 \$300,980.17

*Funds available at February 2024 meeting: \$102,764.17*

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

**FUEL STORAGE LOAN FUND**

Funds available November 30, 2024		\$34,139.91
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Commission Actions (12/06/2024 meeting)		
None		-
Subtotal		
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Other Actions		
None		
Subtotal		\$0.00
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Receipts		
December	\$240.00	
January	\$240.00	
Subtotal		\$480.00
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Funds available January 31, 2025		\$34,619.91

*Funds available at February 2025 meeting: \$319,599.91*

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

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available November 30, 2024		\$736.75
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Commission Actions (12/06/2024 meeting)		
None		\$0.00
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Funds Disbursed		
None		
Subtotal		\$0.00
		<hr/>
Funds available January 31, 2025		\$736.75

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Motion by Commissioner Edward Dunn to accept the report of State Funds. Second by Commissioner Michael Cook. Roll call vote. All voted aye. Motion carried.

**Approval of State Pilot – Derek Whisler**

The Contract Pilot Application for Derek Whisler was presented to the Commission. Director Jeremy Borrell recommended that Mr. Whisler be approved as a Class III pilot until he has the opportunity to attend the required training.

Motion by Commissioner Michael Cook to approve Mr. Whisler's Contract Pilot application. Second by Commissioner Jon Large. Roll call vote. All voted aye. Motion carried.

**Blair – Change of Scope of the Corporate Hangar Area Expansion**

Anna Lannin (NDOT Division of Aeronautics), Phil Green (Blair Airport Authority), and Diane Hoffer (Olsson) presented a proposed change to the project scope of the Blair Executive Airport Corporate Hangar Area Expansion, Phase 4 – Site Grading and Storm Drain Project SA-10. The original scope, approved for State Aid Funds, included site preparation grading and drainage. Due to the project being bid at a lower cost than anticipated, the Airport Authority requested a scope modification to include ditch clearing and grading and add portion of Phase 7 – Sanitary Sewer and Septic System. This change does not require an increase in the previously approved grant funds.

Motion by Commissioner Edward Dunn to approve the change of scope. Second by Commissioner Jon Large. Roll call vote. All voted aye. Motion carried.

**Closed Project Report**

None to report

**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.

Rather than reviewing and voting on each request individually, the Commission elected to consider all requests in a single motion.

**Alliance B-04**

Scope: Terminal Building Rehabilitation

Total Estimated Cost: \$500,000

The Transportation Security Administration (TSA) needs to install new passenger security screening equipment at the existing Alliance Airport terminal building. Due to the size of the new equipment, the airport will need to relocate the TSA screening and passenger clean storage areas within the existing building footprint. The airport will need to remodel the terminal building to accommodate this new screening equipment and the relocated passenger storage areas.

Alma B-05

Scope: Construct Snow Removal Equipment Building

Total Estimated Cost: \$730,000

The airport plans to acquire snow removal equipment and will need a building to store and maintain the equipment.

Alma B-06

Scope: Construct 6-Place T-Hangar

Total Estimated Cost: \$1,650,000

The airport is currently out of hangar space to rent. A new 6-place T-Hangar would provide space for pilots to store their aircraft.

Alma B-07

Scope: Construct 60' x 60' Box Hangar

Total Estimated Cost: \$780,000

The airport needs additional space to store aircraft.

Alma E-01

Scope: Acquire Snow Removal Equipment (SRE)

Total Estimated Cost: \$500,000

The airport needs snow removal equipment to clear snow in a safe and efficient manner.

Alma G-03

Scope: Furnish & Install AWOS (III P/T)

Total Estimated Cost: \$560,000

The airport currently lacks accurate weather reporting. Installation of an AWOS will provide pilots accurate and real time weather reporting.

Alma P-01

Scope: ALP Update (Including AGIS)

Total Estimated Cost: \$350,000

The current ALP needs to be updated to current standards.

Alma R-02

Scope: Rehabilitate Runway 17/35, Turnarounds, Connecting Taxiway & Apron Pavement

Total Estimated Cost: \$420,000

Periodic pavement maintenance has proven to increase the life expectancy of pavements. Project will consist of joint reseal, crack repair, selective panel replacement, and pavement marking.

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Beatrice G-04

Scope: Runway 18 & Runway 36 PAPI-2L

Total Estimated Cost: \$384,000

The existing PAPIs for Runway 36 are old and are reaching the end of their useful life. Runway 18 does not currently have PAPIs. New L-881 LED PAPIs will enhance safety and reduce maintenance costs.

Blair A-01

Scope: Apron Expansion

Total Estimated Cost: \$2,380,000

The airport reports that there are many occasions that the existing apron is full of parked aircraft. Expanding the apron will give pilots a safe place to park their aircraft.

Blair B-03

Scope: Construct 8-Place T-Hangar & Associated Paving

Total Estimated Cost: \$2,020,000

The airport currently has 80 aircraft on the hangar wait list. A new t-hangar would be the most economical way to add additional aircraft storage to the airport.

Broken Bow B-02

Scope: Construct 4-place T-Hangar & Associated Paving

Total Estimated Cost: \$1,130,000

The airport needs additional hangar space to store aircraft.

Chadron E-03

Scope: Acquire Plow Truck & Broom

Total Estimated Cost: \$560,000

The airport needs additional snow removal equipment to replace existing aged equipment.

Columbus R-03

Scope: Rehabilitate Runway 14/32

Total Estimated Cost: \$600,000

The current runway pavement is showing signs of aging. Cracks are apparent and limited faulting within select panels. Crack repair and resealing joints will extend the useful life of the fully functional runway. Select replacement of damaged or heaving panels will improve safety and extend the useful life of the fully functional runway.



Hartington B-07

Scope: Rehabilitate Existing 6-Place T-Hangar  
Total Estimated Cost: \$580,000

The existing 6-place t-hangar is old and in need of rehabilitation. Rehabilitation is more cost effective vs. the cost of a new T-hangar.

Hartington B-08

Scope: Construct 6-Place T-Hangar  
Total Estimated Cost: \$1,680,000

The airport currently needs additional space to store aircraft.

Hartington P-01

Scope: ALP Update (Including AGIS)  
Total Estimated Cost: \$350,000

The current ALP is old and in need of updating to current standards.

Hartington X-01

Scope: Rehabilitate Parallel Taxiway Pavement  
Total Estimated Cost: \$380,000

Pavement rehabilitation (remove and replace joint sealant, selective panel replacement, spall repair, and pavement marking) will extend the life of the pavement and create years of maintenance free use for the airport.

Kearney A-03

Scope: Apron Rehab (Asphalt) for Public Use Areas  
Total Estimated Cost: \$2,310,000

The existing asphalt pavement that was previously paved on the existing old Military Base concrete pavement is at the end of its useful life in need of rehabilitation. Public use areas that will have remaining asphalt surfacing after the ramp reconstruction (FY'25 Project) will be replaced with a mill/overlay rehabilitation.

Lexington B-07

Scope: Rehabilitate Shop Hangar  
Total Estimated Cost: \$400,000

The existing shop hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost-effective alternative to building a new hangar. Rehabilitation will include new hangar doors, new siding and roof sheeting, new electrical, new heat, and rehabilitating existing hangar foundation.

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Lexington B-08

Scope: Rehabilitate Large Community Hangar

Total Estimated Cost: \$610,000

The existing community hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost-effective alternative to building a new hangar. Rehabilitation will include new hangar doors, new siding and roof sheeting, new electrical, new heat, insulation, and rehabilitating existing hangar foundation.

Lexington B-09

Scope: Rehabilitate North T-Hangar

Total Estimated Cost: \$360,000

The existing North T-Hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost-effective alternative to building a new hangar. Rehabilitation will include new hangar doors, new electrical, and new lighting.

Lexington B-10

Scope: Rehabilitate South T-Hangar

Total Estimated Cost: \$380,000

The existing community hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost-effective alternative to building a new hangar. Rehabilitation will include new electrical and rehabilitating the associate hangar approach.

Lexington B-11

Scope: Construct T-Hangar with Box

Total Estimated Cost: \$1,420,000

The airport is out of hangar space and needs additional space to store aircraft.

Lexington B-12

Scope: Construct 3-Bay Box Hangar

Total Estimated Cost: \$2,610,000

The airport is out of hangar space and needs additional space to store aircraft.

Lexington G-02

Scope: Remove & Replace PAPIs on Runway 14/32

Total Estimated Cost: \$310,000

The existing PAPIs are at the end of their useful life. Replacing them with new LED PAPIs will provide years of maintenance free use.

Lexington L-01

Scope: Acquire Easements

Total Estimated Cost: \$160,000

Twenty acres of easement are necessary to protect Runway 32 and both ends of the proposed runway in order to mitigate obstructions in those areas.

Lexington P-02

Scope: ALP Update (Including AGIS)

Total Estimated Cost: \$350,000

The current ALP is old and needs updating to current standards.

North Platte A-04

Scope: Rehabilitate Cargo Apron

Total Estimated Cost: \$526,800

Rehabilitation of 380' x 275' cargo apron and connecting taxiway. The project scope includes resealing of joints, routine cleaning, filling, and or sealing of longitudinal and transverse cracks, patching pavement, and remarking pavement areas. The cargo apron has a 2021 PCI of 46 and the connecting taxiway has a 2021 PCI of 38. The pavement has reached the end of its useful life.

North Platte E-10

Scope: Acquire Aircraft Rescue &amp; Firefighting Protective Clothing

Total Estimated Cost: \$150,000

Replacement of Personal Protective Equipment (PPE) for Aircraft Rescue & Firefighting (ARFF) that has reached the end of its useful life.

North Platte G-01

Scope: Reconstruct Runway Lighting

Total Estimated Cost: \$1,840,100

The project includes replacement of runway edge lights for Runway 12/30 including conduit, base cans, cable, and upgrade to LED light fixtures. The conduit and base cans are from the runway's initial construction in 1980 and have reached the end of their useful life. Light fixtures, transformers, and cabling was replaced as part of a 2004 project. The project includes upgrade of existing incandescent runway edge lighting to LED to match the remainder of the airfield and features an "interleaved" system with every other light on a separate circuit for redundancy.

The project also includes airfield lighting work for adjacent full-depth taxiway reconstruction and geometric improvements. The taxiway improvements are intended to coincide with a planned runway rehabilitation project with grade raise.

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The project scope includes replacement of two 4-box PAPI systems, two wind cones, two new Constant Current Regulators (CCR) for interleaved circuits, taxiway guidance signage improvements, and Runway Distance Remaining (RDR) signage replacement.

#### North Platte R-06

Scope: Reconstruct Runway 12/30

Total Estimated Cost: \$14,086,200

The project scope includes rehabilitation of Runway 12/30, full-depth reconstruction of the portions of Taxiway Charlie and connecting taxiways that were not including in the FY2019 Rehabilitate Taxiway C Pavement project. Taxiway reconstruction will meet current geometric design standards for ADG II and TDG 2B and match the Runway 12/30 grade raise.

Runway 12/30 and Taxiways C1 and C4 were constructed in 1980 and the runway has a 2021 PCI of 97. A planning study is being completed to provide project justification. There is no significant structural damage observed. The most recent pavement maintenance project was completed in 2014. The pavement section is composed of 11" of concrete and 4" of asphalt base. Despite the excellent PCI, the outer edges of the pavement surface are starting to experience freeze/thaw and/or deicer damage. The deterioration of the surface is creating a FOD hazard and is causing frequent repainting of runway markings to maintain compliance.

The rehabilitation strategy includes rubblization of the existing 11" concrete pavement followed by a 5" asphalt mix pavement overlay. The project will result in a runway grade raise which will affect approach procedures and FAA-owned NAVAIDs. The glide slope and MALSR systems must be adjusted to accommodate the grade raise.

The project will be completed during a runway closure period which will affect air carrier service to the airport.

#### North Platte X-07

Scope: Reconstruct Taxiway Bravo

Total Estimated Cost: \$3,952,302

The project includes full-depth reconstruction of Taxiway Bravo including a reduction in width from 100 feet to 50 feet and realignment of the taxiway centerline. The two affected pavement features have a 2021 PCI of 56 and 61 respectively, and the asphalt pavement surface exhibits extensive block cracking and raveling leading to Foreign Object Debris (FOD) and safety concerns. The taxiway was Runway 8/26 prior to its decommissioning around 1990. The original construction of the runway dates to the early days of the airport in the 1930s. It was constructed with 5"-7" of concrete. The runway was overlaid with asphalt in the mid-1970s, and the taxiway was most recently seal coated in 2008. A geotechnical investigation performed in May 2021 revealed 4" of asphalt on 4"-5" concrete west of the terminal apron and 9"-11" of asphalt on 4.5"-5.5" concrete along the terminal apron. Full-depth reconstruction is recommended to provide sufficient structural capacity and minimize the life cycle cost of maintaining these pavement

features over the next 20 years. The project scope includes replacement of taxiway edge lighting including conduit and cabling due to age and taxiway width reduction.

Plattsmouth B-05

Scope: Construct Snow Removal Equipment (SRE) Building

Total Estimated Cost: \$630,000

The airport needs a building to store their Snow Removal Equipment.

Plattsmouth P-01

Scope: ALP Update (Including AGIS)

Total Estimated Cost: \$350,000

The current ALP needs updating to current standards.

Rushville G-03

Scope: Remove & Replace Runway Lighting, Taxiway Lighting & PAPIs

Total Estimated Cost: \$1,090,000

The runway, taxiway and PAPIs have exceeded their useful life and needs replacement. Maintenance on the existing lighting equipment has become significant to maintain operation. Replacing with new equipment will provide the airport with reliable lighting for years.

Scottsbluff R-06

Scope: Runway 12/30 Bituminous Seal Coat & New Pavement Markings

Total Estimated Cost: \$1,400,000

Runway 12/30 received a new bituminous surface course (P-401) in 2023 under AIP Project 3-31-0072-051. In accordance with the approved pavement maintenance program, the runway surface will need to have the cracks sealed (P-101), a bituminous seal coat (P-608) applied, and new pavement markings (P-620) installed in 2030 in order to preserve the existing bituminous pavement surface.

Scottsbluff X-04

Scope: TW A, B, D, E, F, G – Bituminous Seal Coat & New Pavement Markings

Total Estimated Cost: \$825,000

TW A, B, D, E, and F received a new bituminous surface course (P-403) in 2009 under AIP Project 3-31-0072-030. The taxiways received a bituminous seal coat in 2014 and 2020. In accordance with the approved pavement maintenance program, the taxiway surfaces will need to have the cracks sealed (P-101), a bituminous seal coat (P-608) applied, and new pavement markings (P-620) installed in 2026 in order to preserve the existing bituminous pavement surface.

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NDOT M-22

Scope: Update of the Pavement Maintenance Program (PCI Inspections)

Total Estimated Cost: \$125,000

The Nebraska Department of Transportation, Aeronautics Division proposes to inspect Nebraska public-use airports to determine the pavement condition in 2027. The results of the pavement inspection will be incorporated into the Division's Capital Improvement Plan and will provide recommendations for federal funding of future rehabilitation projects.

Chairman Scott Tarry opened the meeting to questions from the Commissioners on the projects that were presented.

Commissioner Jon Large asked how many more terminal buildings need to be modified to accommodate the new TSA requirements. There are two remaining terminal buildings that will require modifications once the modifications to Alliance's terminal are complete.

Commissioner Large also inquired if there are any plans to modify these buildings. At this time, the buildings are not able to be modified to meet the new TSA requirements. Plans to modify these two terminal buildings are on hold until all requirements have been finalized.

Commissioner Jon Large asked if hangar rehabilitations provide a good value to Airport Sponsors. The need for hangar rehabilitation is driven by the airport's needs and door sizes. Hangars are very expensive, and airports can rehabilitate existing hangars that already meet the aircraft needs of the airport rather than spending millions on new construction. This is evaluated on a case-by-case basis. Rehabilitating a hangar is a cost-effective way to increase airport usability compared to building a new one. However, some airports have hangars that are either too small or cannot be modified to meet their needs.

Commissioner Jon Large asked if PCI numbers are available for all the requested pavement rehabilitation projects. Yes, the PCI reports for each project are available. They can be accessed on the Nebraska Airports page of the NDOT Aeronautics website. To view the PCI report for a specific airport, select the airport and the PCI Report will be located under the Technical Information tab.

Chairman Scott Tarry asked about the cost of an ALP (Airport Layout Plan) update and why they are the same price for different airports. A significant portion of the ALP update cost is related to the AGIS (Airport Geographic Information System) data. The process for gathering and processing this information is consistent across all projects, which is why the cost remains stable regardless of the airport.

Commissioner Michael Cook inquired about the source of information for the number of aircraft on a specific hangar waitlist. This information is available through the Hangar Loan Program. The hangar waitlist is not included in the CIP (Capital Improvement Plan) Data Sheets since these data sheets can be generated years before a hangar project is developed. A current hangar waitlist is requested at the time a project is developed.

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

### **Announcements and Requests**

Before adjourning the meeting, Director Borrell announced that the flight check at Broken Bow was successfully conducted earlier today. Commissioner Jon Large requested regular updates on flight checks conducted through the State Reimbursable Agreement with the FAA, including financial details. Additionally, the sponsor of the Ogallala airport expressed interest in hosting a Commission meeting in 2026.

The next meeting is tentatively set for Friday, May 16, 2025, at 1:00 pm CDT, at Columbus, 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 2:04 p.m.

Submitted by,

Jeremy Borrell  
Director





PILOT QUALIFICATION – CONTRACT PILOT APPLICATION

In accordance with paragraph 3-104 of Nebraska Statutes, the below listed individual seeks approval from the Nebraska Aeronautics Commission to be utilized as a Contract Pilot by the NDOT – Division of Aeronautics.

Name: DEREK WHISLER Date: 13 Feb 2025

Address: 251 Knotty Pine Lane, Seward NE 68434

Agency: NDOTA

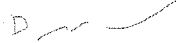
FAA Airman Certificates & Ratings Currently Held:

ATP - ASEL, AMEL, RW, CFII RW

Airman Medical Certificate: Date: 21 Jan 2025 Class 1

Flight Experience	Aeronautics Division Required Flight Time	Applicant's Flight Time
Total Flight Hours	<u>1500</u>	<u>8470</u>
Pilot In Command	<u>N/A</u>	<u>5330</u>
Cross Country	<u>500</u>	<u>5810</u>
Instrument (Actual or Simulated)	<u>75</u>	<u>1200</u>
Multi-Engine PIC	<u>300</u>	<u>4500</u>
Nighttime PIC	<u>50</u>	<u>1822</u>

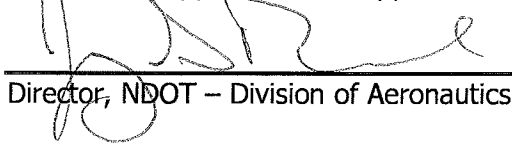
I certify the above information is true and correct to the best of my knowledge.



Signature of Applicant

Recommendation of Director

I have reviewed the qualifications of the above applicant. I  (Do)  (Do Not) recommend Commission approval of the applicant as a Contract Pilot.



Director, NDOT – Division of Aeronautics

The applicant is  (Approved)  (Disapproved) by the Nebraska Aeronautics Commission as a Contract Pilot.



SCOTT TARRY

Chairperson, Nebraska Aeronautics Commission

