

MINUTES  
Nebraska Aeronautics Commission  
February 11, 2022

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. The legal ad was published in the February 1, 2022 edition of the Lincoln Journal Star and is posted on the website <https://dot.nebraska.gov/aeronautics>. The Commission Book and Public Meetings Act were also posted on the website. Chairperson Scott Tarry called the meeting to order at 12:58 p.m. CDT. Commissioners Tom Trumble, Michael Cook, Diana Smith and Dick Trail attended. Also present were Director Ann B. Richart, Deputy Director/Legal Counsel Andre Aman, and Engineering Division Manager Anna Lannin.

### **Public Comment**

### **Approval of Minutes**

Motion by Commissioner Trail to approve the minutes of the December 10, 2021, meeting. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

### **Aeronautics Director's Report**

- All of the Commissioners were in attendance at the 30<sup>th</sup> Annual Nebraska Aviation Symposium in Kearney last month. It was great to meet with our industry in person in again and Richart appreciates the outstanding support of the Aeronautics Commission.
- Richart is continuing to work with John Selmer and the Deputy Directors of NDOT on a plan to fully integrate Aeronautics into NDOT. Current opportunities are focused in two areas: Pavement construction and support services. We are pursuing getting FAA approval of state highway pavement specifications for small airports. If we are able to get the highway specs approved we can schedule smaller airport projects to be constructed at the same time that highway projects will be completed in the same region. This should allow contractors to provide more inexpensive bids. For support services we are looking at increasing the support services that we receive from IT, Controller, Communications, facilities maintenance, and Strategic Planning. We have been blocked from receiving some of these services due to concerns that the services are funded by highway trust funds and because there is a concern that adequate capacity is not available to provide services to Aeronautics. I have also asked for top-down support from the Directors Office in encouraging the support divisions to assist Aeronautics. Work on this effort continues.
- Richart has identified two related hurdles that the Aeronautics Division has to overcome in order to be successful. One is that we don't have an adequate, reliable revenue stream to support our operations or to offer financial support to our airports. The other is that we

don't have a high-enough profile to motivate lawmakers to invest in Nebraska's aviation industry. The Division is developing a new program to tackle these issues. The Nebraska Aviation Fuel and Financial Independence Initiative is aimed at identifying, focusing on, and implementing programs that will support the aviation industry's transition to alternative power sources. One element of this initiative is the transition of an ethanol plant near Columbus to the production of Sustainable Aviation Fuel. The other element is the installation of solar power production at Nebraska's airports. Today you heard a presentation from Clear Skies about the opportunities that exist for our airports to develop a revenue stream that is not reliant on fuel taxes and that will also support the new electric aircraft entering the fleet. Together these programs demonstrate that the aviation industry is working to support Nebraska's ag industry by reducing the emissions that are detrimental to our crops. At the same time, we're demonstrating to lawmakers that we're willing to proactively seek out new revenue streams to support our programs rather than continuing to only ask for increased tax support.

- As you've seen from today's agenda, there are many airport improvement projects in the works for this year. With the new Bipartisan Infrastructure Law, we're expecting even more projects to be added to the capital improvement programs this year and over the next several years. Our team is working hard to provide support to our airports to take full advantage of these grant programs. This will be an especially busy few years for your staff!

**Report of State Funds Available**

Andre Aman presented a written report of state funds available.

Nebraska Aeronautics Commission  
February 11, 2022

**PROJECT GRANT FUND**

Funds available November 30, 2021	\$18,358.94
<u>Commission Actions (12/10/2021 meeting)</u>	
None	
Subtotal	\$0.00
<u>Other Actions</u>	
None	
Subtotal	\$0.00

Funds available January 31, 2022	\$18,358.94
----------------------------------	-------------

*Funds available at February 2021 meeting: \$1,058.94*

**STATE OWNED AIRFIELDS (SOA) DIVERSION GRANT FUND**

Funds available November 30, 2021	\$0.00
-----------------------------------	--------

Commission Actions (12/10/2021 meeting)

None

Funds available January 31, 2022	\$0.00
----------------------------------	--------

*Funds available at February 2021 meeting: \$0*

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

Funds available November 30, 2021	\$405,792.18
-----------------------------------	--------------

Commission Actions (12/10/2021 meeting)

None

Subtotal	\$0.00
----------	--------

Other Actions

None

Subtotal	\$0.00
----------	--------

Funds available January 31, 2022	\$405,792.18
----------------------------------	--------------

*Funds available at February 2021 meeting: \$405,792.18*

**HANGAR REVOLVING LOAN FUND**

Funds available November 30, 2021	\$1,896,931.17
-----------------------------------	----------------

Commission Actions (12/10/2021 meeting)

None  
Subtotal \$0.00

Other Actions

None  
Subtotal \$0.00

Receipts

December 2021 (Includes Nov 2021 receipts) \$40,550.00  
January 2022 \$19,771.00  
Subtotal \$60,321.00

Funds available January 31, 2022 \$1,957,252.17

*Funds available at February 2021 meeting: \$735,813.23*

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

**FUEL STORAGE LOAN FUND**

Funds available November 30, 2021 \$309,488.60

Commission Actions (12/10/2021 meeting)

None  
Subtotal

Other Actions

None  
Subtotal \$0.00

Receipts

December 2021 (Includes Nov. 2021 receipts) \$1,916.66  
January 2022 \$958.33  
Subtotal \$2,874.99

Funds available January 31, 2022 \$312,363.59

*Funds available at February 2021 meeting: \$300,863.63*

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

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available November 30, 2021	\$936.75
-----------------------------------	----------

Commission Actions (12/10/2021 meeting)

None

Funds Disbursed

None

Subtotal	\$0.00
----------	--------

Funds available January 31, 2022	\$936.75
----------------------------------	----------

Commission asked staff to recommend changes to Hangar Loan Program.

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

**Federal Aid 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.

Alliance C-05

Scope: Runway 8/26 &amp; 12/30 Seal Coat and Marking

Total Estimated Cost: \$915,000

In accordance with the Pavement Maintenance Program for Runway 8/26, the airport needs to seal coat the existing bituminous surface. The airport needs to remove the existing pavement markings (P-101), seal cracks in the existing asphalt pavement surface (P-101), apply a bituminous seal coat (P-608), and install new pavement markings (P-620) to the existing Runway 8/26 surface and safety areas. This will preserve the existing asphalt surface and prolong the life of the surface to prevent releveling and FOD.

Alliance G-03

Scope: New Guidance Signs &amp; PAPIs

Total Estimated Cost: \$1,270,000

4,207

Nebraska Aeronautics Commission  
February 11, 2022

The existing airport TW/RW guidance signage system is over 20 years old. The system has exceeded its minimum useful life of 10 years as per Table 3-8 of the AIP Program Handbook. The existing system has had numerous repairs completed in the past and there is trouble obtaining parts on the signage system due to the age. The airports needs to replace the TW/RW guidance signage in order to provide a reliable signage system for pilots and aviation operations. Runway 8/26 currently does not have PAPIs or VASIs. The airport would like to install new 4-box PAPI units on Runway 8 and Runway 26 to improve the approaches to these runways during night time and low visibility operations.

Currently Runway 12/30 has a 4-box PAPI on Runway 30 and a VASI on Runway 12. These NAVAIDS are owned and operated by the FAA. The existing NAVAIDS are over 20 years old and reached the end of their useful life. The airport would like to install new 4-box PAPI units on Runway 12 and Runway 30 to improve the approaches during night time and low visibility operations. The new PAPIs will be turned over to FAA facilities to operate and maintain upon completion of the project.

#### Crete X-04

Scope: Construct and Light Partial Parallel Taxiway  
Total Estimated Cost: \$2,140,000

The current connecting taxiway to Runway 17 does not meet FAA standards, reconstructing this connection with the addition of the remaining parallel taxiway will correct this defect and provide pilots a safe alternative back taxiing-on the Runway.

#### Crete B-03

Scope: Construct T-Hangar  
Total Estimated Cost: \$1,510,000

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

#### Crete B-04

Scope: Construct 80' x 80' Storage Hangar  
Total Estimated Cost: \$1,180,000

The airport is currently out of hangar space and is in need of additional space to store aircraft.

#### Fremont R-04

Scope: Reconstruction Portion of Runway 14/32  
Total Estimated Cost: \$4,660,000

A portion of Runway 14/32 (constructed in 1983) is exhibiting signs of severe ASR. Reconstructing this portion is needed to avoid further deterioration and pavement failure. Pavement marking for the entire runway will be included.

Fremont X-02

Scope: Reconstruction Portion of Taxiways

Total Estimated Cost: \$2,700,000

A portion of the parallel taxiway and the connecting taxiway to Runway 14 are exhibiting signs of severe ASR. Reconstructing this portion is needed to avoid further deterioration and pavement failure.

Grand Island A-03

Scope: Rehabilitate Apron Pavement

Total Estimated Cost: \$500,000

The existing apron pavement section is old military base concrete. The pavement section is deteriorated and producing FOD. The apron will be rehabilitated with full depth panel replacements, partial depth pavement repairs and a new asphalt overlay.

Kearney E-02

Scope: Snow Plow and Spreader

Total Estimated Cost: \$645,000

The existing 2003 Oshkosh Runway Snow Plow has exceeded its life expectancy and is at the age where maintenance is expensive and is at times unreliable. A new snow plow/liquid material spreader will make snow removal more efficient and reliable without concerns of untimely breakdowns.

Kearney E-03

Scope: Runway Sweeper and Carrier Vehicle

Total Estimated Cost: \$645,000

The airport does not currently own a broom and designated carrier vehicle. A new runway sweeper broom and carrier vehicle will allow for a more efficient snow removal operations.

Kearney E-04

Scope: ARFF Vehicle Foam Testing Apparatus

Total Estimated Cost: \$100,000

As a result of the current environmental EPA Requirements an in-line foam testing apparatus is recommended for commercial service airports with ARFF Vehicles that do not contain integrated foam testing equipment. An auxiliary foam testing trailer will be used with the current airport ARFF Vehicle.

#### Lexington B-06

Scope: Construct 120' x 100' Storage Hangar and Approach  
Total Estimated Cost: \$1,870,000

The airport is in need of additional hangar space to store itinerant aircraft and larger based aircraft.

#### McCook B-04

Scope: New Terminal Building  
Total Estimated Cost: \$3,749,120

The existing terminal building was constructed in 1968. In 2002 it was remodeled to accommodate TSA screening, which significantly filled up the public area of the building. As a result of this, the public restrooms are located on the secure side of the screening and no restrooms are available for the unsecure side. In addition, very little waiting area is available on either side of the TSA screening area. A new terminal will resolve all of these issues.

When constructed in 1968, ADA guidelines were not in existence. The restrooms have been remodeled to meet these guidelines, but are now undersized for the building's use. Essentially, in order to achieve ADA compliance, fixtures were removed. The new terminal will be fully compliant with ADA guidelines.

This building does not meet today's energy codes, having minimal insulation and inefficient HVAC equipment. It is therefore extremely inefficient and expensive to heat and cool. The new building will comply with the current energy codes for efficiency.

The current ALP shows the existing Terminal Building to be removed to comply with the future Runway Visibility Zone. The City of McCook is currently developing a new ALP schedule for completion in the fall of 2022 and the new Terminal Building will comply with that Airport Layout Plan.

#### Nebraska City B-01

Scope: Construct 70' x 70' Storage Hangar and Approach  
Total Estimated Cost: \$900,000

The airport is in need of additional hangar space to store itinerant aircraft.



Nebraska City B-02

Scope: Construct 6-place T-Hangar

Total Estimated Cost: \$1,560,000

The airport is in need of additional hangar space to store aircraft.

Nebraska City M-01

Scope: Replace Existing Fuel System

Total Estimated Cost: \$980,000

The existing fuel system currently sits where the parallel taxiway from the apron to the Runway 33 end will be located. Relocating and replacing the aging fuel system will provide pilots a safe and reliable fuel source for years to come.

North Platte B-04

Scope: Construct Passenger Terminal

Total Estimated Cost: \$12,894,300

This project includes construction of a new passenger terminal of approximately 22,700 square feet adjacent to the existing passenger terminal. Two boarding gates, one jet bridge, two-lane passenger screening checkpoint, site work, and energy efficient building systems are included in the cost estimate.

Detailed project justification is provided within the 2021 Airport Master Plan Update. An alternatives analysis concluded that construction of a new passenger terminal offers the lowest life cycle cost of the alternatives considered and addresses each of the facility requirements to meet current and future demand.

Pender B-05

Scope: Construct 50' x 60' Storage Hangar

Total Estimated Cost: \$570,000

The airport is currently out of hangar space and a new storage hangar would provide additional weatherproof parking for aircraft.

Scottsbluff C-05

Scope: Runway 5/23 Seal Coat and New Pavement Markings

Total Estimated Cost: \$470,000

In accordance with the Pavement Maintenance Program for Runway 5/23, the airport needs to seal coat the existing bituminous surface. The airport needs to remove the existing pavement markings (P-101), seal cracks in the existing asphalt pavement surface (P-101), apply a bituminous seal coat

(P-608), and install new pavement markings (P-620) to the existing Runway 5/23 surface and safety areas. This will preserve the existing asphalt surface and prolong the life of the surface to prevent raveling and FOD.

#### Scottsbluff E-08

Scope: SRE Chassis & Displacement Plow  
Total Estimated Cost: \$450,000

The existing 2011 SRE Chassis and Displacement Plow have reached the end of their useful life of 10 years (AIP Handbook Table 3-8) and needs to be replaced in order to provide reliable snow removable operations for the airport. The airport needs to purchase a new SRE Chassis and Displacement Plow to replace this unit.

#### Tecumseh R-03

Scope: Rehabilitate Runway 15/33, Taxiway, and Airport Pavement  
Total Estimated Cost: \$660,000

The existing pavement was placed in 2006, regular pavement maintenance has proven to extend the usable life of all pavements. The project shall consist of removal and replacement of joint sealant and pavement marking, also crack repair and selective panel replacement.

#### Tekamah R-03

Scope: Reconstruction Portion of Runway 15/33 (2,900' x 50')  
Total Estimated Cost: \$2,500,000

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

#### Tekamah X-04

Scope: Reconstruction Taxiway  
Total Estimated Cost: \$1,500,000

Major ASR along the parallel taxiway was recently documented. The parallel taxiway has not reached its useful life, however, the ASR within the concrete presents a structural issue which would require the replacement of the concrete itself.

#### Tekamah M-01

Scope: Replace Fuel System  
Total Estimated Cost: \$570,000

The existing fuel system is old and located in a spot that may impede taxiing aircraft, replacing the system with a 10,000 gallon avgas tank on the newly constructed apron will improve travel and safety.

#### Tekamah B-06

Scope: Construct SRE/Hangar with Terminal Building

Total Estimated Cost: \$2,020,000

The current terminal building is old and falling in disrepair with the construction of the new apron the airport would like to centralize operations around it (apron) including fuel, terminal, and a new SRE/Aircraft Storage Hangar to house equipment and airplanes alike.

#### Wayne R-02

Scope: Rehabilitate Runway 18/36, Runway 5/23, Taxiway A, and Apron Pavement

Total Estimated Cost: \$790,000

The Airport Authority plans to rehabilitate the joints and cracks, and perform selective panel replacement, including pavement remarking on Runway 18/36. The rehabilitation will maintain the integrity of the pavement and extend the useful life.

#### Wayne G-05

Scope: Replace Runway 18/36 and 5/23 and Taxiway Lighting

Total Estimated Cost: \$900,000

The lighting (MIRL & MITL) on Runway 18/36, Runway 5/23, and Taxiway A are beyond their life expectancy and in need of replacement. Replacing the lighting with LED fixtures will provide the airport with years of efficient and maintenance free use.

#### York R-04

Scope: Rehabilitate Runway 17/35 & Taxiways

Total Estimated Cost: \$6,120,000

The existing Runway 17/35 consists of concrete pavement built in 1984 (38 years old) and extended and widened in 1994 (28 years old). The north connecting taxiway (TW '1') was also constructed in 1994. The runway pavement constructed in 1994 is exhibiting ASR and has begun to create FOD issues. The runway pavement patched in 2018 (AIP-013) is in excellent condition, however, more areas have begun to deteriorate. The north extension pavement and TW '1' are estimated to have 70% to 90% of panels with map cracking respectively. The widened panels are estimated to have 20% to 30% of panels to have map cracking. Whereas the pavement has exceeded its useful life and repairs are becoming more frequent, the airport plans to reconstruct the concrete pavement only on Runway 17/35 and the connecting taxiways back to the parallel taxiway. The airport is planning to update fillet geometrics at connecting TW's corresponding to the latest advisory circular. The

runway pavement beyond the threshold of Runway 35 will be removed and NOT rebuilt. Taxiway '5' will be removed and relocated to accommodate the removal of the runway pavement.

York G-02

Scope: Replace Runway & Taxiway Lighting

Total Estimated Cost: \$634,000

As a result of the pavement portion of the proposed Rehabilitate Runway 17/35 and Connecting Taxiways Project, the existing taxiway edge lights will need to be respaced to correspond with the new TW fillet geometrics. The existing runway lights are close to reaching their useful life, as are the existing taxiway lights installed in 2010 (AIP-11). The airport is planning to remove the connecting taxiway lights and replace with new LED lights to accommodate the new fillet geometry. The Runway 35 threshold lights will be removed, and new lights installed in the proper location after the pavement removal. The Runway 35 REILs equipment shall be salvaged and relocated on new foundations after pavement removals. The new LED lights will enhance safety and reduce maintenance costs. To maintain similar technology, the existing runway light fixtures will be removed and replaced with new LED light fixtures on existing bases.

NDOT

Scope: Update of the Pavement Management System (2023 PCI)

Total Estimated Cost: \$125,000

The Nebraska Dept. of Transportation, Aeronautics Division, proposes to inspect Nebraska public-use airports to determine the pavement condition in 2023. The selected airports were last inspected in 2020 and it is recommended that Pavement Condition Index (PCI) inspections be conducted every three years. The results of the pavement inspection will be incorporated into the Division's Pavement Management System and the Capital Improvement Plan to provide recommendations for federal funding of future rehabilitation projects.

Scribner P-01

Scope: ALP Update, Scribner

Total Estimated Cost: \$350,000

The NDOT Division of Aeronautics needs to update the ALP for Scribner State Airfield. The current update has been in process for many years and conditions have changed such that a new ALP is needed. NDOT, as the airport sponsor, is requesting the ALP update to meet FAA standards and to reflect recent developments and aviation requirements.

NDOT

Scope: Study of NE Instrument Approaches

Total Estimated Cost: \$450,000

The NDOT Division of Aeronautics proposes to conduct a study of the instrument approaches and navigations aids of the NPIAS airports in Nebraska. The previous review was completed in 2002 and much has changed since then. The plan will work in conjunction with the recommendations of the update of the Nebraska Airport System Plan which is scheduled to be completed in 2022. A consultant will be selected to complete the study.

#### Lincoln B-01

Scope: Snow Removal Equipment Building

Total Estimated Cost: \$3,500,000

The Airport has purchased a number of pieces of Snow Removal Equipment (SRE) in the last few years and more are anticipated in the planning period. The existing buildings that have been used to store this equipment are full and are unable to store the new equipment that will be needed. The Airport proposes to construct an SRE Building facility to safely store federally funded SRE's and protect these investments. The Airport does not currently have any SRE storage facilities that were built with federal funding.

#### Lincoln M-07

Scope: Runway Surface Condition Sensors Replacement

Total Estimated Cost: \$500,000

The existing runway surface condition sensors were installed in 2014 (AIP-045). The equipment has become unreliable and non-functioning in some cases. Multiple attempts to troubleshoot and repair the system (locally funded) have not been able to adequately fix the system. The Airport proposes to replace the runway surface condition sensors on both Runway 18/36 and Runway 14/32.

#### Lincoln M-08

Scope: Oak Creek Levee Improvements

Total Estimated Cost: \$3,500,000

In the years following Hurricane Katrina in 2005, the Oak Creek Levee that runs around the West and South portions of Runway 18/36 was decertified due to national changes in freeboard requirements. The airport proposes to construct improvements to the existing levee adjacent to Oak Creek to allow for recertification. Doing so would protect Runway 18/36 and Taxiways 'G' and 'D' (federally-funded infrastructure) from potentially costly emergency repairs.

#### Lincoln X-02

Scope: General Aviation Development "preliminary designs, environmental assessments, grading and infrastructure and initial paved access installations"

Total Estimated Cost: \$1,500,000

4,215

Nebraska Aeronautics Commission

February 11, 2022

Lincoln is experiencing strong GA growth and has developed aircraft storage on all available hangar sites. Lincoln has also received strong interest and demand from private businesses to build or lease new hangar facilities at the airport. In order to keep up with this new GA growth and demand, development of a new general aviation area is proposed. This project would consist of the necessary preliminary designs, environmental assessments, grading and infrastructure and initial paved access installations in order to establish usable locations for new hangar construction.

#### Lincoln X-03

Scope: Relocate Run-Up Pad

Total Estimated Cost: \$3,500,000

The existing run-up pad at the airport is located west of all three runways. This run-up pad is primarily used by large general aviation aircraft as part of maintenance operations. To access the run-up pad from the general aviation ramp, these aircraft are required to complete six runway crossings (there-and-back). This situation has been identified by both the airport's Runway Safety Action Team (RSAT) as a concern.

In 2014, a run-up area study was completed to identify an appropriate location for the run-up pad, taking into account noise contours and the residential areas east of the airport. Based on the findings of that report, the Airport proposes to construct a new run-up pad between Runway 14/32 and Runway 17/35, reducing the number of runway crossings required to access it.

#### Superior R-02

Scope: Rehabilitate Runway 14/32, Apron and Taxiways

Total Estimated Cost: \$930,000

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.

#### Superior B-01

Scope: Rehabilitate Existing 8-Place T-Hangar

Total Estimated Cost: \$620,000

The existing 8-place T-Hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost effective alternative to building a new T-Hangar. Rehabilitation will include new hangar doors, new siding and roof sheeting, and new lighting and electrical.

#### Superior B-02

Scope: Construct 3-Bay Box Hangar

Total Estimated Cost: \$1,030,000

The airport is currently in need of additional hangar space to store aircraft.

Wahoo B-03

Scope: Construct 70' x 70' Storage Hangar and Approach

Total Estimated Cost: \$900,000

The airport is in need of additional hangar space to store aircraft.

Wahoo P-02

Scope: Masterplan Update

Total Estimated Cost: \$250,000

The current Masterplan/Airport Layout Plan is outdated. An updated masterplan will help guide the airport for many years to come.

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

**Roles and Responsibilities of Aeronautics Commission**

Nebraska Revised Statutes – Chapter 3

- 1) Advise the Director-State Engineer relative to the appointment of the Director of Aeronautics.
- 2) Report to the Director-State Engineer whenever the commission feels that the Director of Aeronautics is not properly fulfilling his or her duties.
- 3) The commission shall also advise the Governor on the general status and state of aviation in Nebraska.
- 4) The commission shall further act in an advisory capacity to the Director of Aeronautics and Director-State Engineer.
- 5) To allocate state funds and approve the use of federal funds to be spent for the construction or maintenance of airports.
- 6) To designate the locations and approve sites of airports.
- 7) To arrange and authorize the purchase of aircraft upon behalf of the state.
- 8) To select and approve pilots to be employed by the state, if any.

4,217  
Nebraska Aeronautics Commission  
February 11, 2022

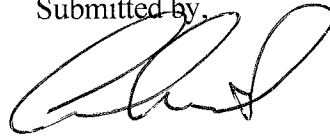
- 9) Assist the Director of Aeronautics in formulating the regulations and policies to be carried out by the division under the terms of the State Aeronautics Act.

Commissioner Tarry announced April 12 lecture at UNO on aviation after the pandemic.

The next meeting is tentatively set for Friday, May 6, 2022 at 1:00 pm MST in Scottsbluff, Nebraska. Motion by Commissioner Smith to adjourn the meeting. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 3:06 p.m.

Submitted by.

A handwritten signature in black ink, appearing to read 'Ann B. Richart', written over a horizontal line.

Ann B. Richart, AAE  
Director