NEBRASKA

Good Life. Great Journey.

**DEPARTMENT OF TRANSPORTATION**

Jim Pillen, Governor

8:00 a.m. CDT, Friday, October 16, 2026
Nebraska Aeronautics Commission Meeting Minutes

On Friday, October 16, 2026, the Nebraska Aeronautics Commission convened at 8:00 a.m. CDT in the Conference Room at the Kearney Regional Airport,4845 Airport Road, Kearney, Nebraska. The meeting was also available through Microsoft Teams. The agenda, meeting materials, and related records are a part of the permanent minutes of record and are on file with the Nebraska Department of Transportation Division of Aeronautics. The Nebraska Open Meetings Act was posted and available for public review.

## MEETING NOTICE

The legal ad was published in the October 6 editions of the Lincoln Journal Star and Kearney Hub and was posted on the NDOT Division of Aeronautics website.

The Commission Book and Public Meetings Act were posted on the NDOT Division of Aeronautics website.

Copies of the meeting materials were available to the Commission and the public.

## COMMISSIONERS PRESENT

| | |
|---|---|
| • Commissioner Scott Tarry | Chair / In Person |
| • Commissioner Jon Large | In Person |
| • Commissioner Edward Dunn | In Person |
| • Commissioner Tom Trumble | In Person |
| • Commissioner Michael Cook | Virtual |
| • Director Jeremy Borrell | NDOT Division of Aeronautics |

NDOT attendees included Deputy Director Josh Meyers, Engineering Division Manager Anna Lannin and Jamie Mikkleson, P.E., of the Engineering Division. Additional staff, airport representatives, consultants and members of the public also attended.

Nebraska Aeronautics Commission meetings are conducted in compliance with the statutes of the Nebraska Open Meetings Act.

Vicki Kramer, Director
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## CALL TO ORDER

Commissioner Tarry called the meeting to order at 8:00 a.m. CDT.

The chair requested attendance. A quorum was present.

## PUBLIC COMMENT

Steve Cole, Kearney Regional Airport Assistant Director, reported that federal relief and infrastructure funds helped the airport expand its terminal by about 5,000 square feet, build a 22,500-square-foot corporate hangar and rehabilitate apron pavement. In response to a question about SkyWest service, Cole said the daily Chicago flight was near its 60 percent load-factor target despite a later departure time. Denver flights averaged about 75 to 80 percent.

## APPROVAL OF AUGUST 7 MEETING MINUTES

Commissioners asked that future minutes explain the reasoning behind decisions so readers could follow the Commission's deliberations. Division staff agreed to include more of the discussion.

> Commissioner Jon Large moved to approve August 7, 2026, minutes. Commissioner Michael Cook seconded. Commissioners Cook, Large and Chair Tarry voted yes. Commissioners Edward Dunn and Tom Trumble abstained. The motion carried.

## MEETING BUSINESS

### Aeronautics Director's Report

Director Jeremy Borrell highlighted that $5.5 million would be available for this allocation cycle as a result of positive legislative actions taken in recent years to support airport infrastructure. He asked airport sponsors to report how the program was working and to share examples of its effect on safety and local economic development. The Division had held its first virtual BlackCat training and planned in-person sessions in North Platte, Ainsworth and Lincoln the first week of November. Nebraska would also hold a state aviation art contest with a Nebraska theme.

Director Borrell announced that he had accepted the NDOT Deputy Director of Administration position and expected to continue serving as Aeronautics Director through much of the spring transition. An external recruitment was planned. In response to a question about the Commission's role, Borrell invited commissioners to provide their advice to NDOT Director Vicki Kramer.

### Report of State Funds Available

Deputy Director Josh Meyers presented the September 30 report. A transfer of approximately $2.47 million from operating funds brought the Project Grant Fund's available balance to $2.5 million, about $869,000 above the prior October balance. Staff were comparing the timing of project payments and reimbursements with existing commitments to determine how much cash could be made available for grants.

Meyers reported about $3.29 million available in the Capital Improvement Fund, $332,000 for hangar loans, $149,000 for fuel storage loans, $161,000 for pavement preservation and $487 for non-primary entitlement transfers. Commissioners asked how funds recovered at closeout

appeared in the report. Staff explained that recoveries return to the original funding source and agreed to show them in future reports.

**Motion:** Commissioner Jon Large moved to accept the Report of State Funds. Commissioner Michael Cook seconded. Motion carried by unanimous roll call vote.

## Closed Projects

Director Jeremy Borrell presented the Closed Project report.

The report covered the Crete beacon replacement, Cambridge taxilane construction and Chappell runway and taxiway lighting. Staff reported a $3,829 recovery from Crete's original $20,500 allocation. Cambridge and Chappell used their full allocations.

**Motion:** Commissioner Tom Trumble moved to accept the Closed Project report. Commissioner Michael Cook seconded. Motion carried by unanimous roll call vote.

## State Grant Status

Jamie Mikkleson corrected the packet to distinguish two Chappell projects. The FY2024 runway project remained pending closeout. Cambridge was closing, and Blair was complete and awaiting closeout. For FY2025, three projects were under construction and two awaited materials. Albion was pending closeout. The Chappell lighting and Crete beacon projects were included in the closed project report.

## Request to Transfer Funds to Non-Primary Entitlement Transfer Program

The Division requested $500 from the Project Grant Fund to reimburse eligible legal fees when sponsors transfer expiring federal non-primary entitlement funds to NDOT for use by other eligible airports. Staff expected the resulting balance of approximately $1,000 to cover the year's claims.

Commissioner Edward Dunn moved to transfer $500 from the Project Grant Fund to the Non-Primary Entitlement Transfer Program. Commissioner Jon Large seconded. The motion carried by unanimous roll call vote.

## Federal Project Requests and Commission Approval of CIP Data Sheets

The following projects were presented to the Commission for review and approval before forwarding to the FAA with requests for future federal funding, as required by state statutes. No state funds were requested at this time.

### Alliance X-03: New MITL, Taxiway Guidance Signage, Taxiway Pavement Widening, Shoulder Grading; total estimated cost $2,600,000

Widen Taxiway A from 35 to 50 feet, replace failing edge lights and remove the raveling shoulder.

### Norfolk G-08: Rehabilitate Runway 14/32 (Asphalt Mill/Overlay); total estimated cost $5,910,000

Mill and overlay Runway 14/32 to address cracking and peeling, then restore pavement markings.

**Ogallala X-02: Construct Partial Parallel Taxiway; total estimated cost $1,188,000**

The partial parallel taxiway would give pilots an alternative to back-taxiing on the runway.

**Omaha (Eppley) G-01: Airfield Lighting; total estimated cost $8,720,750**

Continue the phased conversion of runway and taxiway lighting to LED fixtures.

**Pender M-06: Displace Runway 15 Threshold 100 feet (including marking); replace Runway Lights, PAPIs, Beacon, Wind Cone & Segmented Circle; Install Taxiway Lights; total estimated cost $1,040,000**

Move the Runway 15 threshold 100 feet and update the associated lighting, markings and visual aids.

Staff explained that favorable bids on Ogallala's runway project freed federal funds for partial parallel taxiway paving. Lighting was submitted as a separate state request. Pender also proposed distinct federal and state-funded components. The data sheets showed the full scope of each project.

**Motion:** Commissioner Jon Large moved to approve Federal Aid Project Request CIP data sheets. Commissioner Tom Trumble seconded. Motion carried by unanimous roll call vote.

## FY27 State Aid Grant Requests

## Primary Airports

**Grand Island B-06: Terminal Expansion & Passenger Boarding Bridge (PBB)**

Total Estimated Cost: $4,850,000 State Funding Request: $300,000

Add 100 seats, restrooms and a second passenger boarding bridge. Staff reported that Allegiant and American flights sometimes use the terminal at the same time. Their aircraft seat up to 260 passengers combined, while the holding area seats 200.

Commissioners discussed how a second bridge would serve overlapping flights and improve boarding for passengers with limited mobility.

**Lincoln R-06: Reconstruct Runway 18/36**

Total Estimated Cost: $85,000,000 State Funding Request: $300,000

Reconstruct Runway 18/36 at its existing length and narrow it to 150 feet. Commissioner Cook asked how the military would participate and whether the runway would close. Staff explained that National Guard Bureau funding helped retain the length needed for military operations. Phased construction had allowed the airport to continue operating since January.

The Commission discussed the $300,000 primary-airport cap. Staff reported that no sponsor had requested an increase and said the Division, commissioners and airport representatives would review the caps each spring against available funding and airport needs.

Commissioner Michael Cook moved to approve the Grand Island and Lincoln requests. Commissioner Jon Large seconded. After staff explained that the Commission had voted on the full allocation table in prior years, Cook withdrew his motion. The Commission deferred both requests until it considered the full funding package.

## Federal Match

Staff presented nine federal-match requests. The return from a 95 percent to a 90 percent federal share doubled the local share, increasing the value of state matching funds. Staff accounted for prior state awards when applying project caps. Commissioner Dunn disclosed that he was serving as Imperial's interim city administrator and would abstain from discussion and voting on Imperial's request.

### Alliance G-06/G-07/G-08: Reconstruct Runway 30 MALSR, Taxiway Lighting & Guidance Signs

Total Estimated Cost: $8,400,000 State Funding Request: $200,000

Rebuild approach and taxiway lighting and replace signs supporting commercial service and firefighting operations.

### Columbus G-08: Replace Runway & Taxiway Lighting; REILs, Guidance Signs and Wind Cone

Total Estimated Cost: $1,364,000 State Funding Request: $68,200

Replace runway and taxiway lighting, signs and wind indicators. Much of the system is more than 32 years old.

### Hastings G-05/G-06/G-07: Runway & Taxiway Lighting, REILs, Guidance Signs and Vault

Total Estimated Cost: $4,649,250 State Funding Request: $107,015

Replace unreliable airfield lighting and vault equipment. The airport reported runway lights failing while aircraft were on short final.

### Imperial G-03/G-04: Runway 13/31 & Taxiway Lighting; PAPIs, Beacon, and Vault

Total Estimated Cost: $1,600,000 State Funding Request: $80,000

Upgrade runway and taxiway lighting, approach indicators, the beacon and electrical vault. The south partial parallel taxiway has no lighting.

### Kimball P-01: ALP Update

Total Estimated Cost: $360,000 State Funding Request: $18,000

Update the airport layout plan to current FAA standards.

### Nebraska City X-08/G-05: Construct Partial Parallel Taxiway, Apron Expansion & Airfield Lighting

Total Estimated Cost: $4,900,000 State Funding Request: $200,000

Extend the southern parallel taxiway, expand the apron and replace aging airfield lighting.

### Norfolk R-08: Rehabilitate Runway 14/32

Total Estimated Cost: $5,910,000 State Funding Request: $200,000

Rehabilitate Runway 14/32, where cracking and peeling have progressed beyond routine surface repairs.

**Pender M-06: Displace Runway 15 Threshold 100 feet, Replace Runway Lights, PAPIs, Beacon, Wind Cone w/Segmented Circle**

Total Estimated Cost: $1,040,000 State Funding Request: $41,200

Move the threshold clear of the highway approach obstruction and replace aging lighting and visual aids.

**York R-05/R-06: Reconstruct Runway 17/35 & Associated Airfield Improvements**

Total Estimated Cost: $9,790,000 State Funding Request: $200,000

Reconstruct the primary paved runway and associated facilities to address deteriorating concrete.

## State Aid Only Requests

The state-aid-only requests are listed by airport. Staff explained that Columbus's project had moved to the federal-match category.

**Ainsworth G-09: Runway 17/35 Lighting Fixtures**

Total Estimated Cost: $100,000 State Funding Request: $49,999

Representatives: Lance Schipporeit of Ainsworth Airport Authority and Curt Christianson of Olsson Associates

Replace the above ground edge lights on Runway 17/35. Manager Lance Schipporeit said snow had damaged fixtures, but electrical testing showed the buried cable was sound.

Schipporeit offered to install the lights locally, drawing on his experience building two approach lighting systems at Ainsworth. He explained that the existing 201-foot fixture spacing would require a rebuild under a federal project. State assistance would let the airport keep the bases and wiring.

**Albion G-07: Replace Taxiway Lighting – Phase 1 (South Taxiway & Mid-Connector)**

Total Estimated Cost: $333,333 State Funding Request: $300,000

Representative: Tony Levander, Manager of Albion Airport and Curt Christianson of Olsson Associates

Replace the south and mid-connector taxiway lights. Manager Tony Levander described watching the lights gradually dim, go out and come back on, then repeat the cycle.

Levander said a new fixed-base operator was bringing more activity to Albion. Commissioners asked for operations counts that could document that growth and support the airport layout plan. Tony Levander agreed to send zoning documentation to the Division. Commissioners also discussed obtaining reliable operations counts to evaluate airport investments. Staff described the potential to share portable counting equipment among airports.

**Blair X-07: Corporate Hangar Area Taxilane Paving**

Total Estimated Cost: $1,160,000 State Funding Request: $300,000

Representatives: Trevor Corey interim airport manager and Aaron Barrow, deputy city administrator for public safety.

Blair reported that four lots served by the previous expansion had been reserved with deposits. The city council had approved an interlocal agreement for the water main, with

airport authority action expected October 20. Blair therefore limited its state request to taxilane paving. Commissioners asked how reservation fees and ground rents reflected the public investment in utilities and pavement.

Blair hoped to use the concrete batch plant already on site for the runway project. The presenters explained that deposits helped pay for serving the lots and that a 2024 rental-rate study informed ground leases. Commissioners asked whether rents reflected the value of a lot with paved access and utilities.

The Commission asked Blair to provide its height-restriction zoning records.

**Bloomfield M-01: Replace & Extend Property Fence**

Total Estimated Cost: $23,951 State Funding Request: $21,550

Representatives: Steve Barney of Bloomfield Airport

Division staff clarified that the airport authority should consult its own legal counsel about declaring an airport hazard. The authority and its counsel would make that determination.

Steve Barney said cattle from neighboring property had repeatedly reached the runway and damaged lights. The authority had already built more than a quarter mile of fence. It wanted to complete the perimeter because it could not depend on the existing electric fence being kept energized.

**Burwell G-03: Runway 15/33 & Connecting Taxiway Lighting & Electrical Improvements**

Total Estimated Cost: $195,000 State Funding Request: $175,500

Dale Thompson participated virtually for Burwell Airport, with Curt Christianson of Olsson.

Replace the runway and center taxiway lights. Dale Thompson said replacement bulbs were increasingly difficult to find and the airport had paid for repairs after a lightning strike. He expected brighter LED fixtures to improve visibility while using less electricity. Burwell proposed retaining reflectors on the turnarounds until a future parallel taxiway project could provide permanent lighting. This would avoid paying to relocate newly installed fixtures.

**Chadron G-09: Install Taxiway Lighting on Runway 21 Turnaround**

Total Estimated Cost: $182,000 State Funding Request: $163,800

Representatives: Curt Christianson of Olsson Associates and Tom Menke, City Manager of Chadron (Virtually)

Light the Runway 21 turnaround. The presenters described a steep drop toward the perimeter fence beyond the turn. Reflectors are particularly hard for crews to follow when the pavement is icy.

Chadron reported daily Denver service. The presenters described passengers driving in from South Dakota and contractors using the schedule to travel to Denver and return the same day. Chadron said it had no near-term plan to complete a full parallel taxiway. The proposed turnaround lights would tie into the existing runway circuit and help crews identify the turn during night operations.

**Chappell X-01: Reconstruct Taxiway, Apron & Taxilanes**

Total Estimated Cost: $1,029,000 State Funding Request: $300,000

Representatives included Chris Ray, Chappell Airport and Chris Corr of Olsson.

Rebuild connecting pavement in phases. Chappell reported more traffic after its runway and lighting improvements, including air ambulance flights and Western Nebraska Community College aviation users. The sponsor explained that attracting an asphalt contractor for a small, remote job was difficult and proposed concrete. Chappell confirmed that the $300,000 request covered the first component. The consultant would lay out the overall improvement and use the remaining funds for as much concrete pavement as bid prices allowed. Commissioners asked Chappell to provide its height-restriction zoning documentation.

**Crete X-05: Remove & Replace Taxilane Pavement**

Total Estimated Cost: $336,700 State Funding Request: $300,000

Representatives included City Administrator Tom Ourada, Airport Manager; Samantha Hatt; and Chris Corr of Olsson.

Replace deteriorated pavement serving the hangars. City Administrator Tom Ourada said tenants had questioned proposed rent increases while loose pavement remained at their doors. The city wanted to reduce debris and eliminate narrow grass areas that crews had to maintain between paved surfaces. Commissioners compared Crete's proposed infill pavement with Wahoo's taxilane repairs. They discussed the priority of pavement serving hangars and asked that a future program review clarify how infill should be scored. Crete remained in the allocation package.

**Fremont G-02: Replace Rotating Beacon & Tower**

Total Estimated Cost: $180,000 State Funding Request: $162,000

Cari Hoffart, airport manager, and Phil Green, assistant city administrator, presented Fremont's request.

Replace and relocate the failed beacon. Fremont said crews could no longer safely climb the old tower to repair it. Pilots relied on the beacon to find the field in river-valley fog.

The city reported 47 people on its hangar waiting list and interest in a new corporate hangar. It wanted to install the beacon while the taxiway electrical contractor was already on site. Fremont asked commissioners to consider how the scoring system treated a beacon that was already out of service.

**Gordon P-03: Runway 11/29 As-Built ADIP-AGIS Survey**

Total Estimated Cost: $60,000 State Funding Request: $54,000

Representatives: Kent Penney of KLJ, and Glenn Spaugh and Scott Fleming of Gordon Airport

Survey the relocated Runway 11 threshold and update FAA records. Gordon described the crosswind runway as an option for ranchers, local pilots and medical flights when winds make the primary runway difficult to use. The sponsor said some aircraft had already been turned away. Gordon reported a revised estimated cost of $33,448. The airport had already remarked the threshold 70 feet farther down the runway. Its consultant said the survey should be completed while the October 2024 obstruction data remained usable, avoiding the cost of new aerial imagery. The consultant also discussed aircraft performance on Gordon's shortened crosswind runway and options for addressing a fence-post obstruction before submitting the airport layout plan.

**Hebron R-02: Rehabilitate Runway 12/30**

Total Estimated Cost: $338,175 State Funding Request: $300,000

Representatives: Tom Stull of Hebron Airport and Alexa Hazelton of Kirkham Michael

Reseal runway joints and replace isolated concrete panels. Hebron explained that snowplows pulled loose material from the joints, leaving debris that crews had to pick up. The sponsor wanted to preserve otherwise sound pavement used by physicians serving the region. Commissioners asked how the proposed work compared with the 2024 pavement inspection. The consultant explained that loose joint material created debris during snow removal and estimated that less than five percent of the pavement would need panel replacement.

**Lexington R-02: Rehabilitate Turf Runway 01/19**

Total Estimated Cost: $700,000 State Funding Request: $630,000

Representatives: Nathan Masten of Lexington Airport Authority and Chris Corr of Olsson Associates

Regrade and reseed the turf crosswind runway. Lexington described a hump at one end severe enough that visiting pilots were advised to land beyond the numbers. The runway served agricultural operators, flight instruction and visiting tailwheel pilots.

The sponsor explained that sandy soil and uneven drainage had worn down the surface. Commissioners asked how long the new turf would need to be established and whether the airport's experience with grass selection could help other Nebraska airports. Lexington ranked this request ahead of its apron project. The sponsor said using the turf runway during spraying season reduced back-taxiing on the paved runway, where there is no parallel taxiway.

**Lexington X-02: Construct Taxilane & Reconstruct Hangar Apron Parking Area**

Total Estimated Cost: $190,000 State Funding Request: $171,000

Representatives: Nathan Masten of Lexington Airport Authority and Chris Corr of Olsson Associates

Connect the fueling turnaround to the south taxilane and replace a soft asphalt corner of the community hangar apron. Nathan Masten described groups of aircraft stopping for fuel on the way to Oshkosh while agricultural aircraft were moving to the loading area.

Masten said pilots sometimes had to shut down and push aircraft back to clear a path. The connection would give them a way to taxi through. On the hangar apron, staff avoided parking aircraft on the worn asphalt corner when it was wet.

**Loup City G-02: Replace Runway 16/34 Lighting**

Total Estimated Cost: $225,000 State Funding Request: $202,500

Representatives: Stan Tiller of Loup City Airport and Curt Christianson of Olsson Associates

Replace runway and connecting taxiway lights using the existing bases and conduit. Loup City's presenter said he had resorted to buying used bulbs, had replaced four lights earlier that month and had only two or three spares left. Moisture had corroded wiring badly enough to break a circuit. Loup City proposed bidding additional lighting as an alternate if prices allowed within the request. Staff explained that the compliance score reflected the last

inspection. The airport had since addressed the approach obstruction by raising the runway end.

**Nebraska City M-02: Construct Airfield Equipment Parking Area**

Total Estimated Cost: $130,000 State Funding Request: $65,000

Representatives: Neil Deremer of Nebraska City Airport and Chris Corr of Olsson Associates

Build a paved parking area for fuel trucks and maintenance equipment. Nebraska City described four tankers parked along the south apron. Aircraft had enough wingtip clearance when they followed the painted line, but the sponsor wanted to move the trucks before a pilot strayed from it.

The presenters reported about 126,000 gallons of fuel sold in 2026 to date. Parking on unpaved ground would track debris onto the apron. They proposed bidding the work separately alongside the larger apron expansion.

**Ogallala G-05: Partial Parallel Taxiway Lighting**

Total Estimated Cost: $157,000 State Funding Request: $141,300

Representatives included Kevin Wilkins of Ogallala Airport and Chris Corr of Olsson.

Light the new partial parallel taxiway. Ogallala's consultant explained that the connector must reach a specific point on Runway 8/26. Shortening the paving to pay for lights would miss that point. Installing lights with the runway contractor on site would avoid a second bid and mobilization and make the taxiway usable at night.

The Commission asked Ogallala to provide its height-restriction zoning records.

**Ord G-04: Rwy 13/31 & Center Connecting Taxiway Lighting and Electrical Improvements; PAPI Replacement**

Total Estimated Cost: $490,000 State Funding Request: $300,000

Representatives: Dave Williams of Ord Airport and Curt Christianson of Olsson Associates

Replace aging runway lights and visual approach slope indicators, with taxiway lights as an alternate. Ord reported problems with the approach indicators during the year. Its consultant estimated that reusing the bases and conduit could limit closure to about 10 to 14 days.

Ord reported 13 based aircraft. The Commission asked the sponsor to provide height-restriction zoning records. Ord ranked runway lights first and approach indicators second. The sponsor proposed using bid alternates to keep its local contribution between approximately $30,000 and $46,000.

**Pender G-03: Alternates to Federal Match Project (Taxiway Lights & Wind Cone w/Segmented Circle)**

Total Estimated Cost: $330,000 State Funding Request: $297,000

John Miller participated remotely for Pender. The airport and its consultant (Chris Corr of Olsson Associates) presented the proposed lighting and wind cone work.

Install taxiway lights and replace the wind cone and segmented circle. John Miller said Pender operated without local tax revenue. A highway at one end of its 3,600-foot runway and a county road at the other limited its options. Earlier planning work had used funds the airport had expected to put toward lighting.

The presenters explained that bidding the state-funded items separately alongside the federal work would let the same electrical contractor complete both during one mobilization.

**Valentine L-02: Land Acquisition for Future Runway 14/32 Extension and Airfield Safety Improvements**

Total Estimated Cost: $115,000 State Funding Request: $57,500

Representatives: Curt Christianson of Olsson Associates and Gregg Perrett, Luke Moser, Brad Arnold and Tom Monroe of Valentine Airport

Acquire land for a future Runway 14/32 extension. Valentine described larger aircraft arriving on its 4,800-by-75-foot runway and showed a photograph illustrating how little pavement remained outside one aircraft's wheels. A local tenant who had built a hangar was considering runway limits in choosing an aircraft.

The sponsor said it would obtain a certified appraisal and follow NDOT's land acquisition process. Commissioners discussed the value of protecting the approach even if the extension took years. The airport had yet to begin discussions with landowners.

Valentine agreed to provide operations data to help document larger aircraft using the airport.

**Wahoo X-06: Rehabilitate Taxiway – Phase 2**

Total Estimated Cost: $208,453 State Funding Request: $187,608

Representatives: Christina Fasel, Wahoo City Clerk, and Alexa Hazelton of Kirkham Michael

Repair selected taxi lane pavement in spring 2027. Wahoo's city clerk said hangar tenants had contacted her about difficulty getting aircraft in and out. The consultant explained that settlement prevented runoff from reaching an existing inlet. In response to commissioners' questions about the irregular repair area, the consultant explained that regrading it would restore drainage to the inlet. The private hangar approach shown in a photograph was outside the request.

**Wayne G-07: Runway 5/23, Taxiway A & Connecting Taxiway Lighting Fixtures & Electrical Improvements**

Total Estimated Cost: $260,000 State Funding Request: $234,000

Representatives: Travis Meyer, Andrea Henderson, Jill Brodersen (Virtually) of Wayne Airport and Curt Christianson of Olsson Associates

Finish converting the runway and taxiway lights to LEDs. Wayne described uneven brightness on the taxiway and the difficulty of finding bulbs for older fixtures. The sponsor said its three runways drew students from Council Bluffs and Sioux City for crosswind practice.

Wayne also reported frequent State Patrol use and more fixed-wing medical transport to Sioux Falls, with flights at all hours. The Commission asked the airport to provide its height-restriction zoning records.

### York M-02: Replace Wind Cone

Total Estimated Cost: $80,000  State Funding Request: $72,000

Representatives: James Paul of York Airport and Curt Christianson of Olsson Associates

Replace the damaged primary wind cone and light the north wind cone. York's public works director said a storm brought down the primary unit shortly after the last lighting project. A local contractor could no longer obtain the replacement lighting head. The sponsor proposed reusing both foundations and serviceable conduit.

York identified aerial applicators, private pilots and utility crews inspecting power lines as users who needed reliable wind information. The city was exploring how to power the remote north unit without a costly cable run. It agreed to check its height-restriction zoning and report back.

## Ineligible Projects

### Ainsworth B-04: Hangar Door

Total Estimated Cost: $129,129  State Funding Request: $49,999

Replace the heavy, difficult-to-operate hangar door used by a corporate aircraft and firefighting aircraft.

## FY27 Project Funding Allocations

The Commission reviewed the allocation spreadsheet for primary airports, federal matching grants and state-aid-only projects. It included $300,000 each for Grand Island and Lincoln. Commissioners cited the federal funding that the matching grants would help secure. Staff assigned Kimball's $18,000 planning grant to the Project Grant Fund.

Commissioners discussed the priority assigned to Lexington's turf runway and the operational value of its crosswind coverage. They selected Loup City's runway lighting over Fremont's beacon after discussing Loup City's corrected approach obstruction and the opportunity for competitive bids on similar lighting projects nearby. To cover the $30,314 shortfall, they reduced Lexington's turf runway allocation from $630,000 to $599,686.

Five state-aid-only requests received no allocation in this cycle: Fremont's rotating beacon, Nebraska City's equipment parking area, York's wind cones, Bloomfield's fence and Gordon's survey. York's federal-match runway project was included. Commissioners asked the Division to give unsuccessful sponsors feedback and encouraged them to reapply.

The final spreadsheet committed the available grant allocations in both funds. Staff explained that the cash-flow analysis accounted for operating costs and the timing of future project payments. Staff also confirmed that prior project recoveries were already reflected in the available resources.

Commissioner Tom Trumble moved to award $80,000 from the Aeronautics Capital Improvement Fund for Imperial's federal-match project. Commissioner Michael Cook seconded. Cook, Trumble, Large and Chair Tarry voted yes. Commissioner Edward Dunn abstained because he served as Imperial's Interim City Administrator. The motion carried, 4–0, with one abstention.

Commissioner Michael Cook moved to approve the remaining primary-airport, federal-match and state-aid-only allocations as displayed in the final funding spreadsheet, excluding the separately approved Imperial project.

Commissioner Edward Dunn seconded. The motion carried by unanimous roll call vote.

## NEW BUSINESS

No new business was presented.

## ITEMS FOR UPCOMING AGENDA

Commissioners proposed no additional agenda items and could submit items before the December meeting.

## PUBLIC MEETINGS CALENDAR

The next regular meeting is scheduled for Friday, December 4, 2026, at 1:00 p.m. at NDOTCentral Complex in Lincoln, Nebraska.

## ADJOURNMENT

**Motion:** Commissioner Edward Dunn moved to adjourn the meeting at 4:46 p.m. Commissioner Jon Large seconded. Motion carried by unanimous roll call vote.

Submitted by,

Jeremy Borrell
Director

# FY27 State Aid Grant Program

**Federal Matching Grant Projects — FY27 Allocation**

| Priority | Airport | Project Description | Cost (State Request) | Prioritization Score | Project Grant Fund Allocation | Aeronautics Capital Improvement Fund Allocation |
|---|---|---|---|---|---|---|
| 1 | Norfolk (OFK) | (R08) Rehabilitate Runway 14/32 | $200,000.00 | 183 | - | $200,000.00 |
| 2 | York (JYR) | (R05/R06) Reconstruct Runway 17/35 and Associated Airfield Improvements | $200,000.00 | 182 | - | $200,000.00 |
| 3 | Imperial (IML) | (G03/G04) Runway 13/31 and Taxiway Lighting; PAPIs, Beacon, and Vault | $80,000.00 | 176 | - | $80,000.00 |
| 4 | Pender (0C4) | (M06) Displace Runway 15 Threshold 100'; Replace Runway Lights, PAPIs, Beacon, Wind Cone with Segmented Circle, and Marking | $41,200.00 | 175 | - | $41,200.00 |
| 5 | Nebraska City (AFK) | (X08/G05) Construct Partial Parallel Taxiway, Apron Expansion and Airfield Lighting | $200,000.00 | 170 | - | $200,000.00 |
| 6 | Columbus (OLU) | (G08) Replace Runway and Taxiway Lighting; REILs, Guidance Signs and Windcone Lighting | $68,200.00 | 163 | - | $68,200.00 |
| 7 | Hastings (HSI) | (G05/G06/G07) Runway and Taxiway Lighting, REILs, Guidance Signs and Vault | $107,015.00 | 158 | - | $107,015.00 |
| 8 | Alliance (AIA) | (G06/G07/G08) Reconstruct Runway 30 MALSR, Taxiway Lighting and Guidance Signs | $200,000.00 | 156 | - | $200,000.00 |
| 9 | Kimball (IBM) | (P01) ALP Update | $18,000.00 | 144 | $18,000.00 | |
| | | **Totals** | **$1,114,415.00** | | **$18,000.00** | **$1,096,415.00** |

# FY27 State Aid Grant Program

**State Aid Only Grant Projects — FY27 Allocations**

| Priority | Airport | Project Description | Cost (State Request) | Prioritization Score | Project Grant Fund Allocation | Aeronautics Capital Improvement Fund Allocation |
|---|---|---|---|---|---|---|
| 1 | Burwell (BUB) | (G03) Runway 15/33 and Connecting Taxiway Lighting and Electrical Improvements | $175,500.00 | 174 | - | $175,500.00 |
| 1 | Wayne (LCG) | (G07) Runway 5/23, Taxiway A and Connecting Taxiway Lighting Fixtures and Electrical Improvements | $234,000.00 | 174 | - | $234,000.00 |
| 3 | Valentine (VTN) | (L02) Land Acquisition for Future Runway 14/32 Extension and Airfield Safety Improvements | $57,500.00 | 172 | | $57,500.00 |
| 4 | Pender (0C4) | (M06) Alternates to Federal Match Project (Taxiway Lights and Wind Cone with Segmented Circle) | $297,000.00 | 171 | - | $297,000.00 |
| 5 | Lexington (LXN) | (R02) Rehabilitate Turf Runway 01/19 | $630,000.00 | 170 | - | $599,686.00 |
| 6 | Crete (CEK) | (X05) Remove and Replace Taxilane Pavement | $300,000.00 | 168 | $300,000.00 | - |
| 7 | Ord (ODX) | (G04) Runway 13/31 and Center Connecting Taxiway Lighting and Electrical Improvements; PAPI Replacement | $300,000.00 | 166 | $300,000.00 | - |
| 9 | Albion (BVN) | (G07) Replace Taxiway Lighting - Phase 1 (South Taxiway and Mid-Connector) | $300,000.00 | 165 | $300,000.00 | - |
| 8 | Blair (BTA) | (X07) Corporate Hangar Area Expansion - Water Main and Taxilane | $300,000.00 | 165 | $300,000.00 | - |
| 10 | Lexington (LXN) | (X02) Construct Taxilane & Reconstruct Hangar Apron Parking Area | $171,000.00 | 162 | | $171,000.00 |
| 12 | Ainsworth (ANW) | (G09) Runway 17/35 Lighting Fixtures | $49,999.00 | 160 | | $49,999.00 |

| | | | | | |
|---|---|---|---|---|---|
| 11 Chadron (CDR) | (G09) Install Taxiway Lighting on Runway 21 Turnaround | $163,800.00 | 160 | $150,592.00 | $13,208.00 |
| 13 Chappell (CNP) | (X01) Reconstruct Taxiway, Apron and Taxilanes | $300,000.00 | 156 | $300,000.00 | - |
| 14 Hebron (HJH) | (R02) Rehabilitate Runway 12/30 | $300,000.00 | 153 | $300,000.00 | - |
| 15 Wahoo (AHQ) | (X06) Rehabilitate Taxiway - Phase 2 | $187,608.00 | 152 | $187,608.00 | - |
| 16 Ogallala (OGA) | (G05) Partial Parallel Taxiway Lighting | $141,300.00 | 150 | $141,300.00 | - |
| 17 Fremont (FET) | (G02) Replace Rotating Beacon and Tower | $162,000.00 | 146 | | - |
| 18 Loup City (0F4) | (G02) Replace Runway 16/34 Lighting | $202,500.00 | 144 | $202,500.00 | - |
| 20 Nebraska City (AFK) | (M02) Construct Airfield Equipment Parking Area | $65,000.00 | 140 | - | - |
| 19 York (JYR) | (M02) Replace Wind Cone | $72,000.00 | 140 | - | - |
| 21 Bloomfield (84Y) | (M01) Replace and Extend Property Fence | $21,550.00 | 139 | - | - |
| 22 Gordon (GRN) | (P03) Runway 11/29 As-Built ADIP-AGIS Survey | $33,448.00 | 114 | - | [redacted] |
| | **Totals** | **$4,464,205.00** | | **$2,482,000.00** | **$1,597,893.00** |

# FY27 State Aid Grant Program

**Primary Airport Grant Projects — FY27 Allocation**

| Priority | Airport | Project Description | Cost (State Request) | Prioritization Score | Project Grant Fund Allocation | Aeronautics Capital Improvement Fund Allocation |
|---|---|---|---|---|---|---|
| | Grand Island (GRI) | (B06) Terminal Expansion & Passenger Boarding Bridge (PBB) | $300,000.00 | | - | $300,000.00 |
| | Lincoln (LNK) | (R06) Reconstruction of Runway 18/36 | $300,000.00 | | - | $300,000.00 |
| | | **Totals** | **$600,000.00** | | **-** | **$600,000.00** |

Nebraska Aeronautics Commission
October 16, 2026

**PROJECT GRANT FUND**

| | |
|---|---|
| Funds available July 30, 2026 | $29,790.94 |
| Commission Actions (08/07/2026 meeting) | |
| None | |
| Subtotal | $0.00 |
| Other Actions | |
| Funds transferred from Aeronautics' Operating | $2,470,209.06 |
| Subtotal | $0.00 |
| Funds available September 30, 2026 | **$2,500,000.00** |

*Funds available at October 2025 meeting: $1,631,190.94*

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

| | | |
|---|---|---|
| Funds Available July 30, 2026 | | $2,644,662.86 |
| Commission Actions (08/07/2026 meeting) | | |
| **None** | | |
| Subtotal | $0.00 | |
| Other Actions | | |
| None | | |
| Subtotal | | $0.00 |
| Receipts | | |
| July (interest) | $15,645.45 | |
| July | $137,421.21 | |
| August (interest) | $15,315.82 | |
| August | $318,580.69 | |
| September (interest) | $15,138.51 | |

| | | |
|---|---|---|
| September | $147,543.47 | |
| Subtotal | | $649,645.15 |
| Funds available September 30, 2026 | | **$3,294,308.01** |

*Funds available at October, 2025 meeting: $2,195,667.84*

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

| | |
|---|---|
| Funds available July 30, 2026 | $0.00 |
| Commission Actions (08/07/2026 meeting) | |
| None | |
| Funds available September 30, 2026 | **$0.00** |

*Funds available at October 2025 meeting: $0*

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

| | |
|---|---|
| Funds available July 30, 2026 | $160,876.18 |
| Commission Actions (08/07/2026 meeting) | |
| None | |
| Subtotal | $0.00 |
| Other Actions | |
| None | |
| Subtotal | $0.00 |
| Funds available September 30, 2026 | **$160,876.18** |

*Funds available at October, 2025 meeting: $405,792.18*

**HANGAR REVOLVING LOAN FUND**

| | | |
|---|---|---|
| Funds available July 30, 2026 | | $1,205,862.55 |
| Commission Actions (08/07/2026 meeting) | | |
| Allocations approved | | |
| Albion | ($378,221.00) | |
| Hartington | ($333,841.00) | |
| Wahoo | ($319,216.00) | |
| Subtotal | | -$1,031,278.00 |
| Other Actions | | |
| None | | |
| Subtotal | | |
| Expenditures | | |
| None | | |
| Receipts | | |
| August | $145,306.88 | |
| September | $11,785.00 | |
| Subtotal | $157,091.88 | |
| Funds available September 30, 2026 | | **$331,676.23** |

*Funds available at October 2025 meeting: $165,139.17*
*Total amount in Hangar Loan fund: $3,768,360.00*

**FUEL STORAGE LOAN FUND**

| | | |
|---|---|---|
| Funds available July 30, 2026 | | $38,939.91 |
| Commission Actions (08/07/2026 meeting) | | |
| None | | |
| Subtotal | | |
| Other Actions | | |
| None | | |

| | | |
|---|---|---|
| Subtotal | | $0 |
| Receipts | | |
| August | | $110,240 |
| September | | $240.00 |
| Subtotal | $110,480.00 | |
| Funds available September 30, 2026 | | **$149,419.91** |

*Funds available at October 2025 meeting: $36,539.91*
*Total amount in Fuel Storage fund: $336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

| | | |
|---|---|---|
| Funds available July 30, 2026 | | $486.75 |
| Commission Actions (08/07/2026 meeting) | | |
| None | | |
| Funds Disbursed | | |
| Subtotal | | $0.00 |
| Funds available September 30, 2026 | | **$486.75** |

*Funds available at October, 2025 meeting: $636.75*