

MINUTES  
Nebraska Aeronautics Commission  
February 13, 2026

The Nebraska Aeronautics Commission held their regular meeting at the Lincoln Airport, Terminal Board Room, 2<sup>nd</sup> Floor, 2400 West Adams Street, Lincoln, Nebraska. The legal ad was published in the February 3rd edition of the Lincoln Journal Star newspaper and is posted on <https://dot.nebraska.gov/aeronautics>. The Commission Book and Public Meetings Act were also posted on the website.

Commissioner Large called the meeting to order at 1:00 p.m. CDT.

Chairman Tarry made a motion that Commissioner Large chair the meeting in his absence, as he was calling on the phone. Commissioner Cook seconded. Commissioner Dunn amended the motion to clarify Commissioner Tarry's "physical" absence. Commissioner Cook seconded. Roll call was taken. Commissioner Large was selected.

Commissioners Jon Large, Edward Dunn, Tom Trumble and Michael Cook attended in person. Commissioner Scott Tarry attended via telephone. Also present for NDOT Leadership were Division of Aeronautics Director Jeremy Borrell and Deputy Director Josh Meyers, for the Engineering Team Engineering Division Manager Anna Lannin, Engineers Jamie Mikkleson and Ahmed El-Ashwah and Airport Services Managers Davey Jones and Tiffany Thompson, for Flight Operations Chief Pilot Mark Langrud and for Administration Federal Aid Administrator Teresa Zulkoski.

**Public Comment**

Matt Kuhr, Hastings Airport, presented to the Commission a current City of Hastings proposal for construction of a city-owned jet hangar. Although the project was fully funded by the City of Hastings in August 2025, half of the funding was deferred to 2026 during the City's September budget process. With engineering complete and the project shovel-ready, Mr. Kuhr requested an out-of-cycle hangar loan of \$375,000 to replace the deferred funds and allow bidding to proceed without delay. He noted the importance of timely completion due to the upcoming Nebraska State Fly-In, scheduled airshow, and the airport's goal of achieving NPIAS regional status.

Commissioners discussed whether the request aligned with the existing hangar loan program, the possibility of including repayment language or contingency provisions, and the timing of consideration outside the normal August loan cycle. It was clarified that the item was not on the agenda and no action could be taken. Commissioners expressed concern about setting precedent by considering requests outside the established timeline and emphasized the importance of fairness and adherence to the standard application process. Mr. Kuhr was advised to work with staff and submit the request for consideration during the regular August hangar loan cycle.

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### **Lincoln Airport Presentation**

Rachel Barth and Anthony Dudas presented a PowerPoint presentation about Lincoln airport.

### **Approval of Minutes**

Motion by Commissioner Cook to approve the minutes of the December 5, 2025 meeting. Second by Commissioner Trumble. Roll call vote. All voted aye. Motion carried.

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

Director Borrell thanked Rachel Barth, Anthony Dudas, and the Lincoln Airport Authority Board for hosting the meeting and commended Lincoln Airport for its presentation and for being named Part 139 Airport of the Year. He also thanked commissioners for their attendance at the recent symposium, noting increased participation, strong networking opportunities, and significant youth involvement.

Director Borrell congratulated Wayne Municipal Airport on being named GA Airport of the Year and recognized the Apron Expansion Project at Miller Field as Project of the Year. He also acknowledged the Nebraska winners of the Aviation Art Contest and thanked Mark Langrud and the NDOT Communications Division for their efforts.

Within the Division of Aeronautics, Director Borrell noted the transition of the Deputy Director role to remove its legal focus and introduced Alisha Skelton-Donley from the Transportation Bureau of the Attorney General's Office. He also shared that Josh Meyers is transitioning from the National Guard and will lead improvements to operational procedures.

Director Borrell reported that the State Aid Grant Program is now two years underway and continues to have a positive impact statewide, emphasizing the importance of sponsors communicating program benefits related to infrastructure, safety, and economic development.

An update was provided on aviation fuel system inspections, with equipment procurement underway and inspections anticipated to begin in summer 2026. In the interim, airports may request visual observation by the Department of Agriculture, with no penalties for delayed inspections.

Director Borrell also highlighted the Petroleum Release Remedial Action Reimbursement Fund, funded through a small fuel assessment, and available to airports for fuel release remediation. Airports were advised to contact the Department of Water, Energy and Environment with questions.

Finally, Director Borrell discussed potential locations for 2026 Commission meetings.

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

Josh Meyers presented a written report on state funds available.

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**PROJECT GRANT FUND**

|  |                    |
|--|--------------------|
| <u>Funds available December 5, 2025</u>        | <u>\$29,790.94</u> |
| <u>Commission Actions (12/05/2025 meeting)</u> |                    |
| None   |                    |
| Subtotal                                       | \$0.00             |
| <u>Other Actions</u>                           |                    |
| Subtotal                                       | \$0.00             |
| <br>   |                    |
| <u>Funds available February 13, 2026</u>       | <u>\$29,790.94</u> |

*Funds available at February 14, 2025 meeting: \$1190.94*

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

|  |                     |
|--|---------------------|
| <u>Funds Available December 5, 2025</u>        | <u>\$777,130.79</u> |
| <u>Commission Actions (12/05/2025 meeting)</u> |                     |
| <b>Primary Airport Allocations:</b>            |                     |
| Subtotal                                       |                     |
| <u>Other Actions</u>                           |                     |
| None   |                     |
| Subtotal                                       | \$0                 |
| <u>Receipts</u>                                |                     |
| December (interest)                            | \$9,593.99          |
| January  | \$377,293.18        |
| January  | \$65,136.90         |
| January (interest)                             | \$12,290.40         |
| Subtotal                                       | \$464,314.47        |

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Funds available February 13, 2026 \$1,241,445.26

*Funds available at February 14, 2025, meeting: \$238,741.92*

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

Funds available December 5, 2025 \$0.00

Commission Actions (12/05/2025 meeting)

None

Funds available February 13, 2026 \$0.00

*Funds available at February 14, 2025 meeting: \$0*

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

Funds available December 5, 2025 \$405,792.18

Commission Actions (12/05/2025 meeting)

None

Subtotal \$00.00

Other Actions

Arapahoe Pavement Preservation

Subtotal \$244,916.00

Funds available February 13, 2026 \$160,876.18

*Funds available at February 14, 2025 meeting: \$405,792.18*

**HANGAR REVOLVING LOAN FUND**

|   |             |              |
|---|-------------|--------------|
| Funds available December 5, 2025        |             | \$178,139.17 |
| <hr/>                                   |             |              |
| Commission Actions (12/05/2025 meeting) |             |              |
| None                                    |             |              |
| Subtotal                                |             | \$0.00       |
| <hr/>                                   |             |              |
| Other Actions                           |             |              |
| None                                    |             |              |
| Subtotal                                |             | \$0.00       |
| <hr/>                                   |             |              |
| Receipts                                |             |              |
| December                                | \$26,204.00 |              |
| January                                 | \$13,102.00 |              |
| Subtotal                                |             | \$39,306.00  |
|   |             | <hr/>        |
| Funds available February 13, 2026       |             | \$217,445.17 |

*Funds available at February 14, 2025 meeting: \$300,980.17*

*Total amount in Hangar Loan fund: \$3,768,360.00*

**FUEL STORAGE LOAN FUND**

|   |          |             |
|---|----------|-------------|
| Funds available December 5, 2025        |          | \$36,779.91 |
| <hr/>                                   |          |             |
| Commission Actions (12/05/2025 meeting) |          |             |
| None                                    |          |             |
| Subtotal                                |          | \$0.00      |
| <hr/>                                   |          |             |
| Other Actions                           |          |             |
| None                                    |          |             |
| Subtotal                                |          | \$0.00      |
| <hr/>                                   |          |             |
| Receipts                                |          |             |
| December                                | \$480.00 |             |
| January                                 | \$240.00 |             |
| Subtotal                                |          | \$720.00    |
|   |          | <hr/>       |
| Funds available February 13, 2026       |          | \$37,499.91 |

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*Funds available at February 14, 2025 meeting: \$34,619.91*  
*Total amount in Fuel Storage fund: \$336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

|   |          |
|---|----------|
| Funds available December 5, 2025        | \$636.75 |
| <hr/>                                   |          |
| Commission Actions (12/05/2025 meeting) |          |
| None                                    | \$0.00   |
| <hr/>                                   |          |
| Funds Disbursed                         |          |
| None                                    |          |
| Subtotal                                | \$0.00   |
| <hr/>                                   |          |
| Funds available February 13, 2026       | \$636.75 |

Funds available at February 14, 2025 meeting: \$636.75

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

**Closed Projects**

Jeremy Borrell presented the Closed Projects.

**Closed Projects  
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| <u>Airport</u>                             | <u>Original<br/>State Allocation</u> | <u>Increase in<br/>State Funds<br/>Required</u> | <u>Decrease in<br/>State Funds<br/>Required</u> |
|--|--------------------------------------|---|---|
| <b>Hartington</b><br>(Runway 13/31 Repair) | \$ 22,500.00                         | \$ 0.00   | \$ 2,286.00                                     |
| <b>Norfolk</b><br>(Runway 02/20 Repair)    | \$ 8,890.00                          | \$ 0.00   | \$ 0.00   |

|        |              |         |             |
|--------|--------------|---------|-------------|
| Totals | \$ 31,390.00 | \$ 0.00 | \$ 2,286.00 |
|--------|--------------|---------|-------------|

Net Decrease - \$2,286.00

### **State Pilot Approval**

Paul Stellato and Roy Burgess submitted applications for approval as State Pilots.

Motion by Commissioner Dunn to approve Paul Stellato as a Class 2 State Pilot. Second by Commissioner Trumble. Roll call vote. All voted aye. Motion carried.

Motion by Commissioner Cook to approve Roy Burgess as a Class 3 State Pilot. Second by Commissioner Dunn. Roll call vote. All voted aye. Motion carried.

### **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.

#### **Ainsworth B-03**

Scope: Remove & Replace Hangar Door (80' Wide By 25' Tall Bi-Fold Door & Frame)

Total Estimated Cost: \$400,000

The existing hangar door is old and in need of replacement. A new bi-fold door and frame will provide years of maintenance free use.

#### **Ainsworth G-08**

Scope: Remove & Replace Existing Runway & Taxiway Lighting

Total Estimated Cost: \$2,190,000

The existing lighting is old and in need of replacement, new lighting will provide years of maintenance for free use for the airport.

#### **Atkinson B-05**

Scope: Rehabilitate 6-Place T-Hangar & Construct 60' x 60' Box Hangar Addition

Total Estimated Cost: \$1,430,000

Hangar rehabilitation including new bi-fold doors, building sheeting, and electrical/lighting has been proven to be a cost-effective way of extending the usable life of aging hangars. Adding a box hangar will provide additional aircraft storage space for the airport.

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Atkinson G-04

Scope: Light Parallel Taxiway (MITL)  
Total Estimated Cost: \$290,000

The existing partial parallel taxiway currently has reflectors, replacing them with lighting (MITL) will improve safety by providing pilots a clear path to taxi their aircraft during low visibility/night operations.

Atkinson X-04

Scope: Construct Partial Parallel Taxiway  
Total Estimated Cost: \$1,740,000

Completing the entire parallel taxiway will reduce back taxiing times on the runway, and this will improve safety.

Auburn B-03

Scope: Construct 3-Bay Box Hangar & Associated Paving  
Total Estimated Cost: \$1,980,000

The existing 4-place T-hangar is old and in need of replacement.

Auburn R-02

Scope: Rehabilitate Pavement  
Total Estimated Cost: \$690,000

Periodic pavement maintenance has proven to extend the life of pavements. Project will consist of joint re-seal, crack repair, spall repair, selective panel replacement, and marking removal and replacement.

Aurora B-03

Scope: Construct Aircraft Storage Hangar (80' x 80')  
Total Estimated Cost: \$1,500,000

The airport is currently out of available hangar space; a new aircraft storage hangar will provide space to store local and traveling aircraft.

Aurora B-04

Scope: Construct 8-Place T-Hangar  
Total Estimated Cost: \$2,030,000

The airport is currently out of available hangar space; a new aircraft storage hangar will provide space to store local and traveling aircraft.

Aurora B-05

Scope: Construct 10-Place T-Hangar

Total Estimated Cost: \$2,200,000

The airport is currently out of available hangar space; a new aircraft storage hangar will provide space to store local and traveling aircraft.

Bassett B-03

Scope: Rehabilitate 4-Place T-Hangar

Total Estimated Cost: \$560,000

The existing 4-place T-Hangar is in poor condition and in need of rehabilitation. Hangar rehabilitation is a cost-effective alternative to building a T-Hangar. Rehabilitation will include new hangar doors, new siding and roof sheeting, new lighting, electrical and rehabilitating existing hangar approach paving.

Bassett G-05

Scope: Remove &amp; Replace PAPIs

Total Estimated Cost: \$240,000

The current PAPIs and regulator were installed in 2007 and have reached the end of their useful life. New LED PAPIs will provide the airport with a cost-effective solution that will also decrease maintenance costs.

Blair M-04

Scope: Safety Area Grading

Total Estimated Cost: \$3,400,000

Current critical aircraft is designated as B-II Large Aircraft. In the future, when the critical aircraft shifts to C-II, a Runway Safety Area improvement project will be completed to ensure compliance with C-II standards. Operations by C-II aircraft are expected to increase after the runway is extended.

Cambridge B-02

Scope: Rehabilitate 4-Place T-Hangar

Total Estimated Cost: \$480,000

Hangar rehabilitation has been proven to be a cost-effective way to extend the usable life of a building versus the cost of reconstruction. Rehabilitation will consist of new sheeting, roofing, replacing sliding doors with bi-fold doors, and new electrical and lighting systems.

Cambridge M-01

Scope: Install 4,000 Gallon Jet A &amp; 100LL Fuel System

Total Estimated Cost: \$1,100,000

Installing a self-serve fuel system will provide based and itinerant pilots with refueling options.

Cambridge R-02

Scope: Rehabilitate Runway 15/33, Taxiway and Apron Pavement  
Total Estimated Cost: \$800,000

Periodic pavement maintenance has proven to extend the life of pavements. Project will consist of joint re-seal, crack repair, spall repair, selective panel replacement, and marking removal and replacement.

Central City A-02

Scope: Apron Expansion  
Total Estimated Cost: \$600,000

The airport currently is planning aircraft parking areas. Phase I will provide parking for 5 aircraft. This project (Phase II) will provide approximately 2,000 SY of paving with 750 SY of parking area. Proposed area is within limits of apron sizing calculation form.

Central City B-04

Scope: Construct Terminal Building  
Total Estimated Cost: \$1,080,000

The existing terminal building is old and in need of updating, a new terminal would provide pilots with modern amenities that would improve the overall pilot experience.

Central City G-02

Scope: Runway Light MIRL & Beacon  
Total Estimated Cost: \$550,000

The existing runway lights are old and at the end of their usable life. The beacon is also old and mounted on a fixed base tower with creates safety concerns for completing maintenance. Replacing the runway lights and beacon will provide years of maintenance free use.

Central City M-05

Scope: Construct Fuel Facility (Jet A & 100LL AVGAS)  
Total Estimated Cost: \$1,310,000

The airfield currently does not have Jet A fuel and utilizes an existing 100LL AVGAS tank that is showing age without self-service capabilities. By installing the fuel facility, the airport will be able to provide adequate fuel for both transient and based aircraft needs.

Chadron G-08

Scope: Remove & Replace Runway 21 Turnaround Lighting (MITL)

Total Estimated Cost: \$160,000

The lighting on the Runway 21 turnaround is old and in need of replacement. New LED fixtures will provide years of maintenance free use.

Creighton B-03

Scope: Rehabilitate Existing 4-Place T-Hangar & Ramps

Total Estimated Cost: \$770,000

The existing 4-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, new lighting, electrical and rehabilitating existing hangar approach paving.

Fremont X-05

Scope: Relocate Connecting Taxiway

Total Estimated Cost: \$920,000

The existing connecting taxiway from the apron to the runway is in poor condition and in need of reconstruction. A new alignment has been identified as part of the ALP update process.

Imperial B-03

Scope: Construct 3-Bay Box Hangar & Approach Paving

Total Estimated Cost: \$2,510,000

The airport needs additional hangar space to store based and itinerant aircraft.

Imperial X-06

Scope: Construct Full Parallel Taxiway

Total Estimated Cost: \$3,030,000

The airport currently has a partial parallel taxiway, extending this taxiway will improve safety by keeping taxiing aircraft off the active runway.

Lexington B-14

Scope: Construct 3-Bay Box Hangar

Total Estimated Cost: \$3,720,000

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

Lexington X-01

Scope: Pave & Light Parallel Taxiway

Total Estimated Cost: \$3,510,000

A full parallel taxiway will reduce back taxiing times on the runway and improve safety.

Neligh R-03

Scope: Rehabilitate Airport Pavement

Total Estimated Cost: \$1,310,000

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.

Norfolk A-02

Scope: Rehabilitate Apron

Total Estimated Cost: \$747,824

Apron was constructed between 1973 and 1979 and has a 2025 PCI varying between 48.2 and 71.8. Primary distress types include corner breaks, linear cracking, shattered slabs and spalling, leading to increased risk of FOD damage to aircraft.

Norfolk R-06

Scope: Rehabilitate Runway 14/32

Total Estimated Cost: \$9,753,632

The 2025 PCI scores of 57.7 and 57.5 on the runway are expected to fall below 55 (poor) conditions prior to initiation of the project. The primary concern is FOD generated by high-severity cracking on the runway, with cracks up to 3 inches wide. Cores from the runway show that the original subsurface asphalt layers are deteriorated and hold water, contributing to accelerated freeze-thaw damage.

Norfolk R-07

Scope: Rehabilitate Runway 2/20

Total Estimated Cost: \$10,316,992

The 2025 PCI score is 70.4 (fair condition) on the runway are expected to fall below 70 prior to initiation of the project. The primary concern is FOD generated by medium and high-severity cracking on the runway, with cracks commonly from ½' to 1 inch wide. Cores from the runway show that the original subsurface asphalt layers are deteriorated and hold water, contributing to accelerated freeze-thaw damage.

Norfolk X-05

Scope: Rehabilitate Taxiway Charlie

Total Estimated Cost: \$2,395,568

The 2025 PCI score is 68.3 and 67.3 (fair condition). The primary concern is FOD generated by medium-severity cracking and light alligator cracking on the taxiway, with several cracks observed to be greater than 1" wide. Cores from the taxiway indicated that the original subsurface asphalt layers may retain water, which would contribute to accelerated freeze-thaw cycle.

Norfolk X-06

Scope: Rehabilitate Taxiways Alpha &amp; Bravo Northeast

Total Estimated Cost: \$4,585,840

The 2025 PCI score varies between 59.6 and 72.3 (fair to satisfactory condition). The primary concern is FOD generated by medium-severity cracking, high-severity cracking and light alligator cracking on the taxiway, with several cracks observed to be greater than 1" wide. Cores from the adjacent runway 14/32, which was constructed at the same time, indicated that the original subsurface asphalt layers may retain water, which would contribute to accelerated freeze-thaw cycle.

Norfolk X-07

Scope: Rehabilitate Taxiway Bravo Southwest

Total Estimated Cost: \$1,351,504

The 2025 PCI score varies between 90.5 and 79.8 (good to satisfactory condition). The primary concern is FOD generated by low to medium-severity cracking on the taxiway. Cores from the adjacent runway 14/32, which was constructed at the same time, indicated that the original subsurface asphalt layers may retain water, which would contribute to accelerated freeze-thaw cycle.

O'Neill B-04

Scope: Construct 100' x 100' Box Hangar &amp; Associated Paving

Total Estimated Cost: \$1,950,000

The airport needs additional space to store aircraft.

Ogallala G-04

Scope: Replace Runway 13/31 Lighting (MIRL)

Total Estimated Cost: \$520,000

The existing lighting is old and in need of replacement. New LED fixtures will provide years of maintenance-free use for the airport.

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Ogallala M-04

Scope: Replace Fuel Pump

Total Estimated Cost: \$100,000

The existing fuel pump is old and difficult to maintain. While the tanks are still in usable condition, the pump is at the end of its useful life. The tanks will not be replaced at this time. The fuel system was not previously funded by AIP or other federal grants.

Ogallala R-02

Scope: Rehabilitate Runway 13/31 Pavement

Total Estimated Cost: \$660,000

Periodic pavement maintenance has proven to extend the life of pavements. Project will consist of joint re-seal, crack repair, spall repair, selective panel replacement and marking removal and replacement. Runway was constructed in 2006 and while the city has provided local maintenance, there has been no federally funded rehabilitation since then.

Seward B-09

Scope: Construct North 2 Bay Box Hangar (120'x60')

Total Estimated Cost: \$1,580,000

The airport needs additional hangar space for interested tenants.

Seward B-10

Scope: Construct South 2 Bay Box Hangar (120'x60')

Total Estimated Cost: \$1,580,000

The airport needs additional hangar space for interested tenants.

Superior G-04

Scope: Remove & Replace Runway, Taxiway & PAPI (Lighting)

Total Estimated Cost: \$835,000

The lighting is old and in need of replacement.

Superior X-01

Scope: Reconstruct Taxiways & Hangar Ramps

Total Estimated Cost: \$800,000

The taxiways and hangar ramps that serve the T-Hangar and fuel system are in poor condition and in need of reconstruction.

Valentine A-02

Scope: Apron Expansion

Total Estimated Cost: \$540,000

The airport has seen an increase in larger aircraft; additional apron space will provide pilots with a safe place to tie down their aircraft.

Valentine B-03

Scope: Construct 80' x 80' Box Hangar

Total Estimated Cost: \$1,360,000

The airport plans to replace the existing terminal building with a terminal / hangar combination to make room for future apron expansion. The first phase would be to construct the hangar with the terminal addition to follow.

Valentine B-04

Scope: Construct Terminal Building &amp; Parking Lot

Total Estimated Cost: \$1,550,000

The airport plans to replace the existing terminal building with a terminal / hangar combination to make room for future apron expansion. The second phase would be to construct a terminal addition to the existing hangar.

Valentine R-03

Scope: Rehabilitate Runway 14/32, Taxiway &amp; Apron Pavement

Total Estimated Cost: \$960,000

Periodic pavement maintenance has proven to extend the life of pavements. Project will consist of joint re-seal, crack repair, spall repair, selective panel replacement, and marking removal and replacement.

Anna Lannin explained that, moving forward, Black Cat will serve as a valuable tool in developing and maintaining each airport's Capital Improvement Program (CIP). She noted that it will function as a dynamic, living document, allowing airports to update and refine their CIP as needs evolve over time. The platform is expected to support a more holistic and comprehensive approach to CIP planning across all airports in the State of Nebraska.

Commissioner Large added that Black Cat will also assist in identifying the total backlog of CIP data sheets. He noted that its reporting capabilities can provide greater visibility into funding availability and help determine how well existing and future resources align with airport needs.

Commissioner Large also noted that of the 46 projects with CIP data sheets, 14 are hangar projects that would result in the development of 51 new hangar spaces. He inquired whether the based aircraft fleet is expanding at a rate sufficient to support that level of growth. Director

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Borrell responded that an ongoing hangar study is expected to address this question and provide additional relevant data.

Motion by Commissioner Trumble to approve all the Federal Aid Project Requests CIP data sheets. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

Motion by Commissioner Dunn to forward all the Federal Aid Project Requests CIP data sheets to the FAA. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

**Tentative Commission Meeting Dates for 2026**

May 8, Scottsbluff, NE  
August 7, Bloomfield, NE  
October 16, Kearney, NE  
December 4, NDOT, Lincoln, NE

The next meeting is tentatively set for Friday, May 8, 2026, at 1:00 pm MST, at Western Nebraska Regional Airport, Scottsbluff, Nebraska. Motion by Commissioner Dunn to adjourn the meeting. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 2:36 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: ROY BURGESS Date: 2/10/2026

Address: 3045 South 44th Lincoln, Ne 68506

Agency: NDOT AERONAUTICS

FAA Airman Certificates & Ratings Currently Held:

3204341 ATP AMEL Commercial ASEL Type CE-500

Airman Medical Certificate: Date: 9/24/2025 Class II

| Flight Experience                | CLASS III STATE PILOT<br>Aeronautics Division |                         |
|----------------------------------|---|-------------------------|
|                                  | Required Flight Time                          | Applicant's Flight Time |
| Total Flight Hours               | <u>1500</u>                                   | <u>5741</u>             |
| Pilot In Command                 |   | <u>5086</u>             |
| Cross Country                    | <u>500</u>                                    | <u>5942</u>             |
| Instrument (Actual or Simulated) | <u>75</u>                                     | <u>690</u>              |
| Multi-Engine PIC                 |   | <u>2900</u>             |
| Nighttime PIC                    | <u>50</u>                                     | <u>700</u>              |

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

Roy Burgess  
Signature of Applicant

### Recommendation of Director

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

[Signature]  
Director, NDOT – Division of Aeronautics

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

[Signature] SCOTT TARRY FEB 18, 2026  
Chairperson, Nebraska Aeronautics Commission

