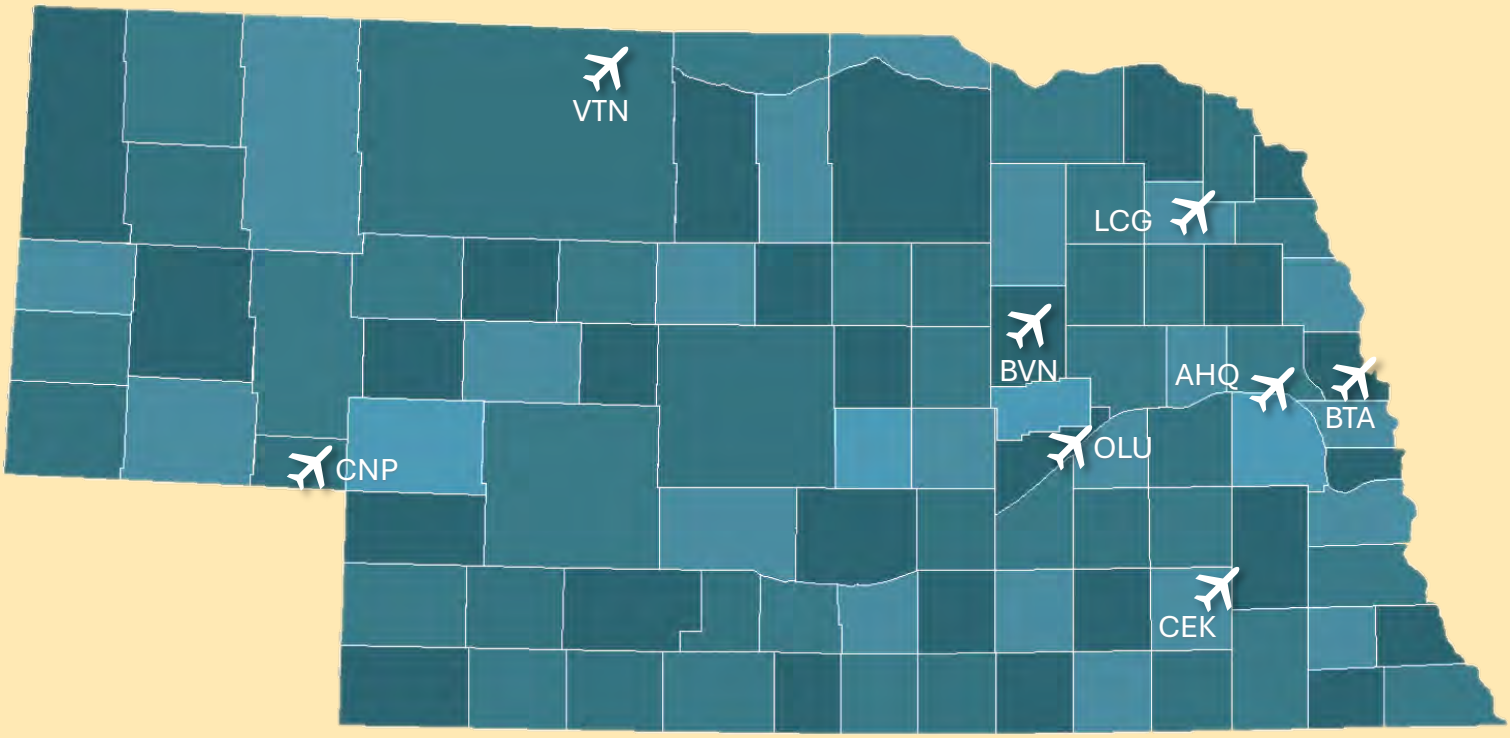
FY26 State Aid Grant Requests (State Aid Only)



8 PUBLIC-USE AIRPORTS REQUESTED STATE AID ONLY GRANTS FOR THEIR FY26 PROJECTS

- ✈ Albion (BVN) 2 requests
- ✈ Blair (BTA)
- ✈ Chappell (CNP)
- ✈ Columbus (OLU)
- ✈ Crete (CEK)
- ✈ Valentine (VTN)
- ✈ Wahoo (AHQ)
- ✈ Wayne (LCG)

NEBRASKA AERONAUTICS COMMISSION

October 24, 2025

FY26 State Aid Project Requests (State Grant Only)

No.	Airport	Scope	Total	State Funding Request	Priority No.
1	Albion	(G05) Replace Beacon with New Beacon and Tip-Down Pole	$90,000	$81,000	7
2	Albion	(G06) Extention of Wind Sensor Tower - AWOS	$27,000	$24,300	8
3	Blair	(X06) Corporate Hangar Area Expansion - Taxilane Paving	$820,000	$250,000	6
4	Chappell	(G01) Remove and Replace Runway 12/30 MIRL	$405,000	$211,500	3
5	Columbus	(G07) Remove and Replace PAPI; Replace Beacon with New Beacon and Tip-Down Pole	$413,300	$250,000	2
6	Crete	(G02) Replace Beacon with New Beacon	$25,000	$22,500	9
7	Valentine	(G04) Remove and Replace PAPI	$201,000	$180,900	5
8	Wahoo	(X05) Taxiway Rehab Project	$270,000	$243,000	4
9	Wayne	(G06) Remove and Replace Runway 18/36 MIRL	$156,000	$140,400	1
		TOTAL REQUESTS FOR STATE FUNDING:		**$1,403,600**	

Anna Lannin, P.E.
Engineering Division Manager

NDOT DIVISION OF AERONAUTICS PROJECT PRIORITIZATION MATRIX

B	C	D	E	F	G	H	I	J	K	L		
Indicates FAA component	Airport			Project								
Project	Compliance	NPIAS/Non-NPIAS	Airport Code	Purpose	Component	Type	Self-funding (STATE AID ONLY)	Alignment with SASP	Special Considerations	Total	PRIORITY	TYPE (FED MATCH OR STATE AID)
Factor Weight →	**1.5**	**1.0**	**4.0**	**0.7**	**2.0**	**0.7**	**0.7**	**0.8**	**1.0**			
Point Values →	*0-30*	*10 -- 20*	*12--20*	*50-100*	*25-90*	*24-100*	*0-10*	*0-25*	*0-40*			
Wayne - Runway 18/36 Medium Intensity Light Replacement	30	10	16	100	90	62	0	25	10	**170**	1	SA
Columbus - New Navaids - PAPI and Beacon	20	10	16	100	90	68	10	25	10	**163**	2	SA
Chappell - Remove and Replace Runway and Taxiway Lights	20	10	12	100	90	62	10	25	10	**158**	3	SA
Wahoo - Taxiway Rehab Project	30	10	16	75	70	100	0	25	5	**158**	4	SA
Valentine - PAPI Replacement Project for Runways 14/32 and 03/21	20	10	16	100	90	68	0	25	10	**156**	5	SA
Blair - Corporate Hangar Area Expansion	20	10	18	68	70	100	10	25	10	**155**	6	SA
Albion - Replacement of Existing Airport Rotating Beacon and Tower with new LED Airport Rotating Beacon and Tip-Down Pole	30	10	14	100	25	62		25	20	**147**	7	SA
Albion - Extension of Wind Sensor Tower - AWOS	30	10	14	100	25	70	0	25	15	**144**	8	SA
Crete - Remove and Replace Beacon	20	10	16	100	25	62	0	25	0	**114**	9	SA

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Albion Municipal Airport (BVN)

SCOPE: (G05) Replace Beacon with New Beacon and Tip-Down Pole

COST ESTIMATE:

Construction:	$75,000.00
Engineering:	$18,750.00
Administration:	$0.00
Total:	$93,750.00

DATE OF ESTIMATE: 20-Aug-25

ROUNDED: $90,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$81,000	$9,000	$0	$90,000
90%	10%	0%	

ADDITIONAL NOTES

This project is eligible for federal funds. However, the airport's NPE and IIJA funds are programmed for a hangar project.

AIRPORT FACILITY DATA

Based Aircraft: 16

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/13/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways: Good
Taxiways: Good
Aprons: Good

NEBRASKA

DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Albion Municipal Airport

Address: 2277 State Highway 14
Albion, NE 68620

PROJECT DETAILS:

Project Title: Replacement of Existing Airport Rotating Beacon and Tower with new LED Airport Rotating Beacon and Tip-Down Pole			
Project Description: See attached.			
Project Cost Estimate:	$90,000	Requested State Funds:	$81,000
Type of request: ■ State Aid Only Grant ☐ Federal Project Matching Funds			

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
See attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):
See attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tony Levander
Title: Airport Authority Chairman
Email: tony@levanderfh.com
Phone: (402) 741-5054

Signature of Authorized Representative:

Date: 8/20/2025

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska
Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM
FY 2026 Projects

APPLICATANT INFORMATION

Airport: Albion Municipal Airport

Address: 2277 State Highway 14, Albion, NE 68620

PROJECT DETAILS

Project Title:

Replacement of Existing Airport Rotating Beacon and Tower with New LED Airport Rotating Beacon and Tip-Down Pole at Albion Municipal Airport

Project Description:

The Albion Municipal Airport proposes the replacement of its aging airport rotating beacon and accompanying tower with a state-of-the-art LED airport rotating beacon mounted on a tip-down pole. The current rotating beacon, which has reliably served the airfield for decades, is mounted on a fixed tower of considerable height and age. However, the beacon and its support structure have reached the end of their functional lifespan, requiring frequent maintenance and presenting increasing operational risks.

The new project will involve the removal and responsible disposal of the current beacon and tower, followed by the installation of a highly efficient LED rotating beacon atop a modern tip-down pole. The LED beacon is designed to provide superior visibility for pilots, both local and transient, during night operations and inclement weather conditions. The tip-down pole will offer enhanced accessibility, allowing for easier maintenance and periodic inspection without the need for specialized climbing equipment or extensive safety measures required for fixed, elevated towers.

The project encompasses the following major tasks:

- Site assessment and preparation.
- Dismantling and removal of the existing beacon and tower.
- Procurement of an FAA-approved LED rotating beacon and tip-down pole assembly.

- Installation of new infrastructure, including electrical connections and safety signage.
- Testing, certification, and integration of the new system into existing airport lighting controls.
- Final site cleanup and restoration.

This modernization reflects a commitment to safety, innovation, and sustainability in airport operations, in alignment with FAA standards and best practices for general aviation facilities.

Project Justification and Additional Information (Safety, Longevity, etc.):

Enabling Safety, Longevity and Operational Efficiency with New State-of-Art Technology

Albion Municipal Airport's current rotating beacon and tower, installed over several decades ago, have experienced gradual degradation due to age, weathering, and technological obsolescence. Frequent maintenance is now required to ensure operational reliability, which not only increases costs but also poses safety risks to airport personnel who must climb the outdated structure for repairs and inspections.

The existing beacon utilizes older lighting technology that is less energy-efficient and less reliable than modern LED systems. Light output has diminished over time, reducing visibility and potentially impacting safe aircraft operations, particularly during nighttime and low-visibility conditions. Additionally, the fixed tower design complicates maintenance and exposes workers to hazards, especially during inclement weather or winter months when access can be treacherous.

By replacing the aging beacon and tower with an LED beacon and tip-down pole, the airport will address multiple operational challenges:

- Elimination of safety hazards for personnel by facilitating ground-level maintenance.
- Considerable reduction in ongoing maintenance costs through improved durability and longevity of LED technology.
- Enhanced lighting performance and reliability, providing superior visibility to pilots and air traffic.
- Support of the airport's long-term strategic plan for sustainable operations and improved service to the aviation community.

Safety

The replacement project will yield substantial safety benefits. The tip-down pole design allows maintenance and inspection activities to be conducted at ground level, significantly mitigating fall risks and reducing exposure to potentially hazardous working conditions. The LED beacon's superior performance ensures consistent and reliable illumination of the airport environment, supporting safe takeoffs, an landings, particularly during periods of low visibility or adverse weather.

Longevity and Sustainability

LED technology is known for its long operational life compared to conventional lighting solutions. This translates to fewer replacements. The energy efficiency of LEDs also contributes to responsible stewardship of airport resources.

The tip-down pole's corrosion-resistant materials and robust construction are intended to withstand the region's challenging weather conditions, ensuring decades of reliable service with minimal environmental impact.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

Upgrading the airport beacon and tower will reduce maintenance and energy costs, allowing the airport to allocate financial resources more efficiently and potentially lower operational fees for airport users. The efficient and reliable lighting infrastructure will support increased after-hours and all-weather operations, making Albion Municipal Airport more attractive to business travelers, and general aviation pilots.

Job Opportunities

The installation project will create short-term employment opportunities for local contractors, electricians, and support staff involved in site preparation, removal, and new beacon installation. Long-term, the improved infrastructure could contribute to increased airport activity, indirectly supporting aviation-related businesses such as maintenance shops and hospitality services.

Local Infrastructure and Tourism

A modernized rotating beacon will ensure that the airport remains a dependable asset for the community and the region. Enhanced night and all-weather visibility supports medevac services, emergency response, and law enforcement operations, all of which rely on reliable airport access. Tourists, visiting pilots, and event organizers will benefit from safer, more predictable airport conditions, which may encourage more fly-ins, airshows, and regional tourism events.

Improved Access and Community Benefits

By improving airport safety and reliability, the project supports the broader goal of maintaining critical infrastructure for the City of Albion and surrounding communities. The airport serves as a gateway, providing essential connectivity for business (including agricultural), recreation, medical transport, and disaster response. Consistent, high-quality lighting is fundamental to these operations and underpins the airport's role in supporting local quality of life.

Regional Growth

Reliable and modern airport infrastructure is a catalyst for regional economic growth. The improved beacon system will bolster Albion's position as a hub for regional air traffic, supporting existing businesses and attracting new investment. Enhanced airport facilities are often a prerequisite for attracting new companies, supporting expansion of agricultural and industrial operations, and encouraging talent retention in the region.

Conclusion

The proposed replacement of the airport's rotating beacon and tower with a new LED beacon and tip-down pole is a strategic investment in safety, sustainability, and the long-term vitality of the Albion Municipal Airport. The project will deliver tangible benefits to airport users, community residents, and the region as a whole—ensuring that Albion remains accessible, competitive, and ready to grow into the future.

FEDERAL AVIATION ADMINISTRATION

CIP DATA SHEET

CAPITAL IMPROVEMENT PROGRAM (CIP)
AIRPORTS DIVISION - CENTRAL REGION

SEE INSTRUCTIONS TO COMPLETE THIS INFORMATION			
Airport Name, LOCID, City, State:	Albion Municipal Airport, BVN, Albion, Nebraska		
AIP Project Type:	Remove and Replace Beacon		
Local Priority:	1 - Very High	**Federal Share:**	**$** 81,000.00
FFY Requested:	2027	**State Share:**	**$** 0.00
Provide Detailed Project Scope and Justification Below. You must attach a sketch/drawing that clearly identifies the scope of the project.		**Local Share:**	**$** 9,000.00
		Total Project Cost:	**$** 90,000.00

Project Description: Remove and Replace Beacon and Tower.
Justification: The existing beacon and tower are old and in need of replacement. Replacing the old beacon and tower with a new LED beacon and tip down pole will provide the airport with years of maintenance free use.
Airport Layout Plan (ALP) Status: The project is shown on the approved ALP.
Environmental (NEPA) Determination: Categorically excluded per Section 5-6.3b FAA Order 1050.1F.
Pavement Project PCI Score: Not Applicable.
Pavement Project Dimensions: Not Applicable.
Pavement Project Apron Calculations: Not Applicable.
Clear Approach and Departure Surfaces: Airport Layout Plan (ALP) is currently being completed to identify any obstructions to the approach and departure surfaces. The Airport will implement a plan to address any obstructions that are identified as part of the ALP process.
FAA-Owned Facility Impact: There are no FAA-owned facilities on the airport.
Snow Removal Equipment (SRE) Inventory and Sizing Calculations: Not Applicable.
Useful Life: The equipment is at least 10 years old, which exceeds the useful life listed in FAA Order 5100.38, Table 3-8.
AIP Funded Equipment Disposal: None.
Revenue Producing Project: Not Applicable.
Land Ownership: The Airport Authority has the use and occupancy of all land upon which AIP funds will be expended for development. In accordance with Nebraska Statute 3-503, the title of real property remains with the city of Albion.

SPONSOR SIGNATURE BLOCK			
Signature:		**Date:**	
Printed Name:	Tony Levander	**Title:**	Airport Authority Chairman
Phone Number:	402-741-5054	**Email:**	tony@levanderfh.com

ACIP Cost Estimate

Remove and Replace Beacon

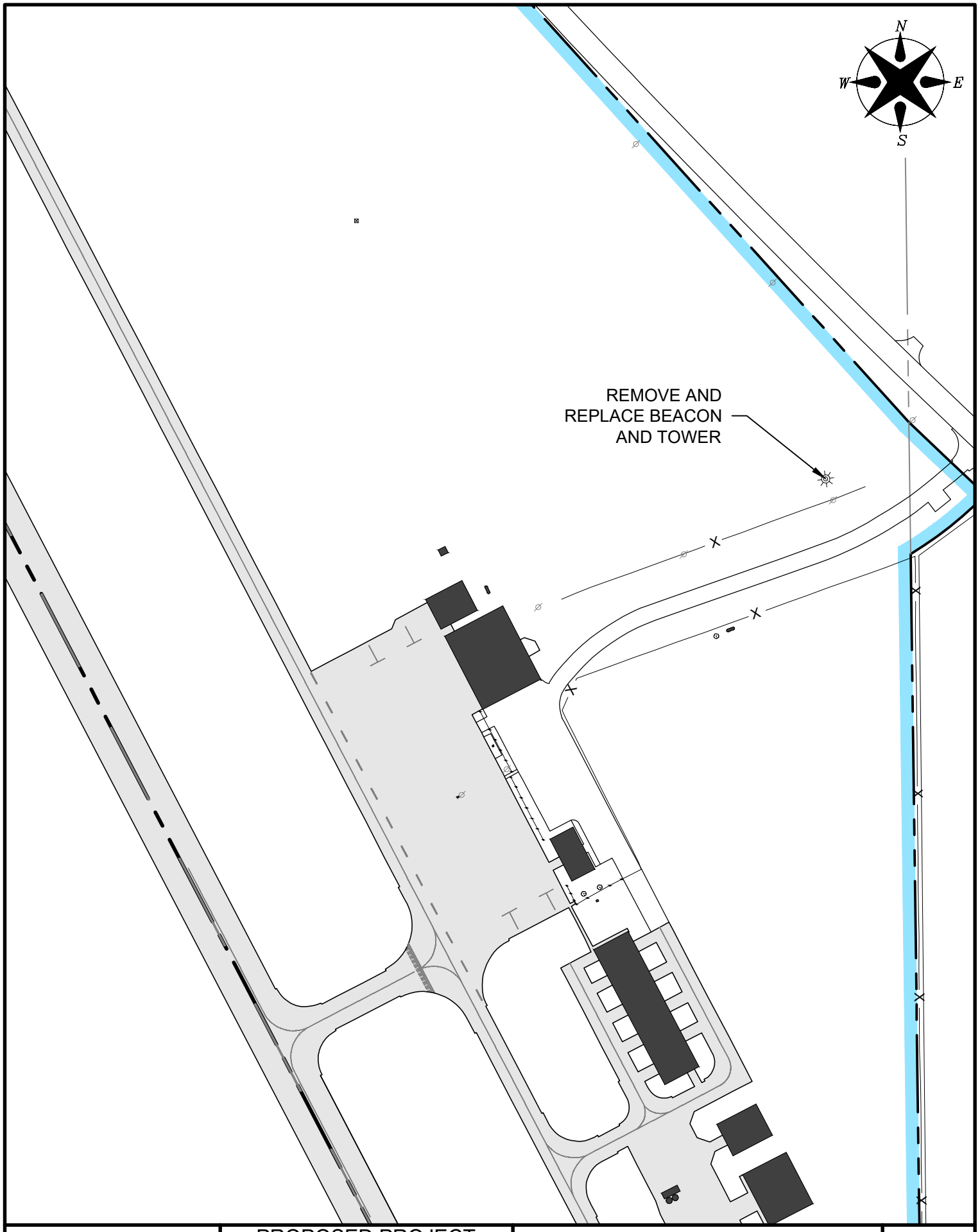
Albion Municipal Airport
Albion, Nebraska

May, 2025

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1	L-101	Airport Rotating Beacon, In Place	LS	$21,500.00	1	$21,500.00
2	L-103	Tip-Down Beacon Tower and Foundation, In Place	LS	$50,000.00	1	$50,000.00
3	L-108	2/c #6 600V Cables with #6 Ground	LF	$3.50	500	$1,750.00
4	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	$3.50	500	$1,750.00

**Assumes work is part of a larger project.*

Total Construction	**$75,000.00**
Engineering & Administration*	**$18,750.00**
Total (Rounded)	**$90,000.00**
Federal (90%)	**$81,000.00**
Local (10%)	**$9,000.00**



PROJECT NOA .	PROPOSED PROJECT ALBION MUNICIPAL AIRPORT	olsson	EXHIBIT
DRAWN BY: JDB		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	1
DATE:			

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Albion Municipal Airport (BVN)

SCOPE: (G06) Extention of Wind Sensor Tower - AWOS

COST ESTIMATE:

Construction:	$22,006.80
Engineering:	$5,000.00
Administration:	$0.00
Total:	$27,006.80

DATE OF ESTIMATE: 20-Aug-25

ROUNDED: $27,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$24,300	$2,700	$0	$27,000
90%	10%	0%	

ADDITIONAL NOTES

The Authority initiated a planning project to study terminal area development. The preferred location for the next hangar is near the AWOS. Extending the AWOS tower will mitigate potential impacts of the proposed hangar on the wind data.

AIRPORT FACILITY DATA

Based Aircraft: 16

Runway Design Code (RDC): Runway 15/33: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/13/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways: Good
Taxiways: Good
Aprons: Good

G06

NEBRASKA

DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Albion Municipal Airport

Address: 2277 State Highway 14

Albion, NE 68620

PROJECT DETAILS:

Project Title: Extension of Wind Sensor Tower - AWOS

Project Description:
See attached.

Project Cost Estimate:	$27,000	Requested State Funds:	$24,300

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
See attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

N/A

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):
See attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tony Levander
Title: Airport Authority Chairman
Email: tony@levanderfh.com
Phone: (402) 741-5054

Signature of Authorized Representative:

Date: 8/20/2025

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska
Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM
FY 2026 Projects

APPLICATANT INFORMATION

Airport: Albion Municipal Airport

Address: 2277 State Highway 14, Albion, NE 68620

PROJECT DETAILS

Project Title:
Raising of Wind Sensor and Tower - AWOS

Project Description:
Albion Municipal Airport serves as a vital hub for general aviation in its region, supporting not only recreational and private flights but also business operations and emergency services. As the airport continues to grow and develop its infrastructure, it is essential to maintain and enhance the accuracy and reliability of its Automated Weather Observing System (AWOS). One of the critical components of this system is the wind sensor (anemometer), which provides real-time wind data to pilots, air traffic controllers, and meteorological services. With the planned construction of a new hangar proximate to the current wind sensor site, it has become necessary to increase the height of the wind sensor to ensure continued compliance with both Federal Aviation Administration (FAA) and AWOS operational requirements.

Automated Weather Observing Systems (AWOS) are essential for airport operations, safety, and regulatory compliance. AWOS units collect, process, and broadcast weather information including wind speed and direction, temperature, dew point, visibility, and barometric pressure. The positioning and height of the wind sensor are particularly critical because obstruction by nearby structures can create air turbulence or zones of wind shadow, leading to inaccurate or misleading readings.

The planned construction of a new hangar on the airport grounds has raised concerns regarding the current placement and elevation of the wind sensor. The hangar’s size and proximity to the sensor’s existing location could disrupt the accuracy of wind measurements, as the building would act as a physical barrier, altering natural wind flow patterns.

The primary objective of this project is to raise the height of the wind sensor to a level that satisfies AWOS standards and ensures the reliability of wind data. The project's goals are as follows:

- Maintain Compliance: Ensure the AWOS meets all FAA requirements regarding wind sensor placement and performance.
- Preserve Data Integrity: Eliminate the potential for wind distortion or shadowing caused by the new hangar, thereby maintaining the accuracy and consistency of wind reports.
- Enhance Safety: Support safe flight operations by providing pilots and airport personnel with precise weather data, especially wind conditions crucial for takeoffs and landings.
- Future-Proof Infrastructure: Anticipate continued airport development and ensure that the wind sensor's new location and height will remain viable as the facility grows.

According to FAA, wind sensors should generally be installed at a height of approximately 30-33 feet above ground level and sufficiently distant from structures that could cause turbulence or wind shadows. The new hangar's construction necessitates a thorough evaluation of these distances, as well as the possibility of exceeding the minimum required height to preserve sensor performance.

Key technical considerations include:

- Ensuring all obstructions are at least 15 feet lower than the height of the sensor within a 500-foot radius and be at least 10 feet lower than the height of the sensor for 500 to 1000 feet.
- Determining if the structure would be identified as a sheltering obstruction. An object will become a sheltering obstruction if the distance between the sensor and the object is less than ten times the height of the object and the lateral angle from the sensor to ends of the object exceeds 10 degrees.
- Integration with existing AWOS wiring, data transmission, and power systems.
- Mitigation of electromagnetic interference from nearby hangar operations or equipment.

Upgrading the wind sensor's height to adapt to new hangar construction will yield multiple short- and long-term benefits for Albion Municipal Airport:

- Reliable, obstruction-free wind data for pilots.
- Continued eligibility for FAA support of future growth at the Albion Municipal Airport.
- Enhanced reputation for safety and professionalism.
- Readiness for future airport upgrades and additional hangar construction.

As Albion Municipal Airport evolves to meet growing aviation needs, maintaining the integrity of its AWOS is paramount. Raising the wind sensor to a compliant and unobstructed height in response to the new hangar construction demonstrates the airport's commitment to operational safety, regulatory compliance, and service excellence. This project will ensure that pilots, airport authorities, and the broader community continue to benefit from accurate, real-time weather information, supporting safe and efficient aviation for years to come or at a time as to when the

AWOS has served its useful life as to when the AWOS can be relocated to a new location to better serve the airport and allow further expansion of the airport.

Project Justification and Additional Information (Safety, Longevity, etc.):

Enabling Hangar Construction While Enhancing Safety, Longevity and Operational Efficiency

The Albion Municipal Airport is planning the construction of a new hangar to support growing aviation demand, attract new tenants, and foster economic development in the region. Central to the safe operation of any airport is its Automated Weather Observing System (AWOS), which delivers real-time meteorological data crucial for flight planning, takeoff, and landing. The existing location of the AWOS wind sensor is in conflict with the proposed hangar's footprint, necessitating its elevation and repositioning. This project justification outlines the imperative for raising the wind sensor, details the benefits related to safety, longevity, and other operational criteria, and provides supporting information for stakeholders and decision-makers.

Facilitation of Hangar Construction

The primary driver for raising the AWOS wind sensor is to clear the area for the new hangar. The hangar is a vital infrastructure addition, designed to accommodate increased aircraft storage and maintenance needs, improve operational capacity, and generate additional revenue streams for the airport. Without relocating the wind sensor, construction would be delayed or compromised, negatively impacting airport development plans.

Preservation of Critical Weather Monitoring

AWOS wind sensors must be positioned in unobstructed locations to accurately measure wind speed and direction. The proximity of large structures such as hangars can distort wind readings, undermine data integrity, and impair flight safety. Raising the sensor ensures ongoing compliance with FAA siting standards, maintains the reliability of weather observations, and sustains the safety of airport operations.

Regulatory Compliance

The FAA and other relevant authorities mandate strict requirements for AWOS sensor placement, including minimum distances from obstructions and height guidelines. This project will ensure the Albion Municipal Airport remains fully compliant, mitigating risks of operational restrictions.

Safety Considerations

Ensuring the safety of airport operations and users is paramount. The following safety aspects are addressed by raising the AWOS wind sensor:

- Accurate Wind Reporting: Pilots rely on real-time wind data for safe takeoffs, landings, and ground movements. Obstructions such as hangars can cause wind shadows, turbulence, and erratic readings if sensors are not ideally sited. Elevating the sensor restores clear lines of measurement, eliminating local interference and ensuring pilots receive dependable information.
- Emergency Response: Accurate meteorological data supports emergency scenarios, including medevac flights, firefighting operations, and search-and-rescue missions.

Uncompromised wind readings support decisions about flight paths, ground approaches, and evacuation planning.
- Risk Mitigation: Incorrect wind observations increase the risk of aircraft accidents, runway excursions, and operational delays. By raising the sensor, these risks are minimized, aligning with the airport's safety management protocols.
- Personnel Safety: Airport personnel, ground crews, and maintenance staff benefit from reliable weather data, which informs their activities and ensures safe working conditions.

Conclusion

Raising the AWOS wind sensor at Albion Municipal Airport is a necessary and forward-thinking step, enabling critical hangar construction while safeguarding operational safety, system longevity, and regulatory compliance. The project upholds the highest standards of airport management and delivers lasting benefits to the aviation community, local economy, and general public. Stakeholders can be assured that their interests in safety, reliability, and growth are well served by this initiative.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

The Albion Municipal Airport serves as a vital gateway for both business and leisure aviation traffic in the region. As aviation demand evolves, so too must the infrastructure and facilities that support it. One of the critical steps enabling future expansion at the airport is the proposed elevation of the Automated Weather Observing System (AWOS) wind sensor, facilitating the construction of a new hangar. This adjustment, while technically straightforward, unlocks a cascade of significant benefits for Albion and its surrounding communities. Below, we explore the economic, social, and infrastructural impacts of this project.

Economic Benefits

Raising the AWOS wind sensor to enable new hangar construction stimulates local and regional economies in multiple ways:

- Attracting New Business: The addition of new hangar space makes Albion Municipal Airport more attractive to private aircraft owners, flight schools, and aviation businesses looking for a convenient and well-equipped base. This increased activity can translate directly into higher revenues from hangar rentals, fuel sales, and maintenance services.
- Investment Multiplier Effect: Construction projects, including the sensor elevation and ensuing hangar development, inject capital into the local economy through materials purchases, contracted services, and labor wages. Local suppliers and contractors are likely to benefit, while increased airport capacity may prompt further private investment in the area.

- Increased Tax Base: Expanding airport operations and attracting new businesses can lead to an expanded local tax base, providing additional resources for public services and community development projects.

Job Opportunities

Any expansion of airport facilities typically drives job creation both directly and indirectly:

- Construction Employment: The infrastructure work to raise the AWOS sensor and construct the new hangar requires skilled labor, generating short-term potential job opportunities for local contractors, electricians, engineers, and construction workers.
- Long-Term Positions: As the airport accommodates more aircraft and potentially attracts new tenants or businesses, there will be a need for additional airport staff, and potentially instructors or administrative personnel linked to aviation-related enterprises.
- Ancillary Service Roles: Increased airport activity can stimulate growth in supporting sectors such as transportation, hospitality, and retail, further broadening the employment impact.

Improvements to Local Infrastructure

Raising the AWOS wind sensor is more than a mere technical upgrade—it is a strategic improvement to airport operations and safety:

- Enhanced Safety and Compliance: The AWOS provides critical, real-time weather data to pilots. By ensuring the sensor is properly positioned above new structures, the airport maintains FAA compliance and ensures reliable weather reporting, reducing operational risks for all flights.
- Modernized Facilities: The construction of a new hangar demonstrates an ongoing commitment to updating airport infrastructure, setting a standard for future growth and making the facility more appealing to aviators and investors alike.
- Capacity for Future Expansion: By resolving the wind sensor's obstruction, the airport is better positioned for additional development for additional hangars and expanded taxiways.

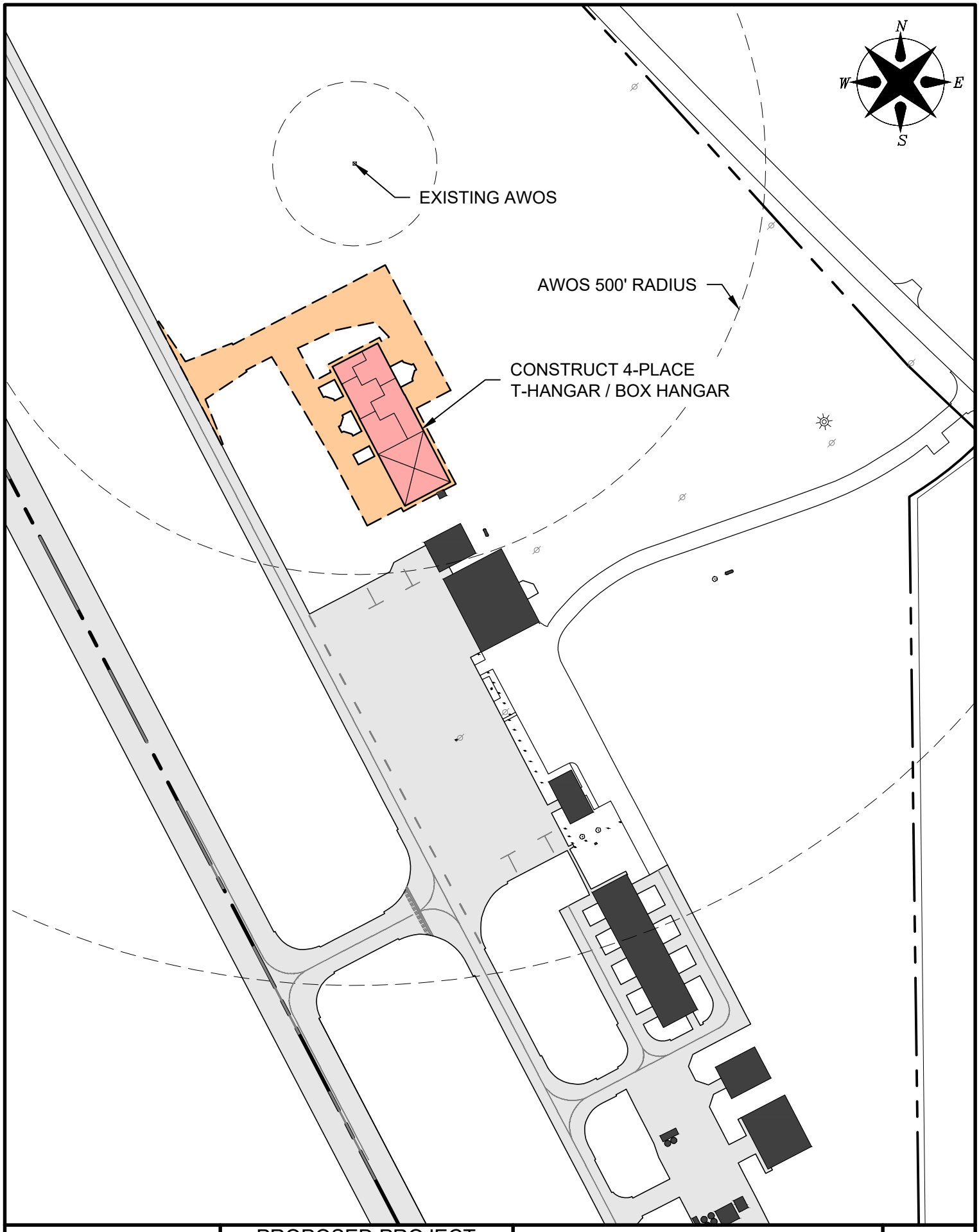
Tourism Support and Enhanced Access

A well-equipped municipal airport can play a pivotal role in regional tourism and visitor access:

- Gateway for Tourism: Enhanced facilities allow for increased general aviation traffic, including private pilots, charter flights, and air tours. This accessibility can help attract visitors to local attractions, events, and natural areas, supporting hotels, restaurants, and other tourism-related businesses.
- Improved Connectivity: By supporting the growth of private and small commercial aviation, the airport helps connect Albion and surrounding communities to broader regional and national networks, making the area more accessible for business and leisure travel alike.

Conclusion

The decision to raise the AWOS wind sensor at Albion Municipal Airport, thereby enabling the construction of a new hangar, represents a forward-looking investment in the community's economic health, connectivity, and long-term viability. By improving safety and infrastructure, and laying the foundation for future expansion, this project demonstrates how targeted infrastructure improvements can yield broad and lasting benefits for the entire region. As aviation continues to evolve, Albion's proactive approach ensures that it will remain a vital hub for opportunity in the years to come.



PROJECT NO: -	PROPOSED PROJECT ALBION MUNICIPAL AIRPORT	olsson 601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	EXHIBIT
DRAWN BY: DDH			1
DATE: 8/2025			

ACIP Cost Estimate

Construct Multi-Bay Box Hangar / T-Hangar

Albion Municipal Airport
Albion, Nebraska

August, 2025

Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount
1		DBT Quote Valid Dates (6/30/2025 - 7/30/2025) - See attached quote	LS	$18,339.00	1	$18,339.00
2		Potential Increase in Costs @ time of Construction (20%)	LS	$3,667.80	1	$3,667.80

Total Construction	**$22,006.80**
Engineering & Administration (7460-1 Submittals)	**$5,000.00**
Total (Rounded)	**$27,000.00**
State (90%)	**$24,300.00**
Local (10%)	**$2,700.00**

DBT Transportation Services LLC
1065 National Drive, Suite 1
Sacramento, CA 95834
Tel: +1 (844) 343 8328 Fax: +1 (614) 864 2069

Quote Confirmation

Sold-To-Party: 700018270
Nebraska Dept Of Aero
5065 Airport Road
Kearney NE 68847
Contact Person: Marcy Meyer
Phone: 308-865-5696

Ship-To-Party: 2009622
Nebraska DOA B
5065 Airport Rd
Kearney NE 68847

Header Information

Project No.:		**Terms of Delivery:**	EXW - PLANT
Quote No:	20051195	**Terms of Payment:**	Net 30 days
Quote Date:	June 30, 2025	**FOB:**	Origin
Airport Code:	BVN-ALBION MUNI	**Valid From:**	June 30, 2025
ADB Contact Person:	Mike Trosclair	**Valid To:**	July 30, 2025

Pay Item	Line	Part No./ Description	Quantity/UoM		Unit Price	Amount
	100	72-22465 Tower (45G) 10ft Sect 18in Painted	1	EA	1,635.00	1,635.00
	200	70-22418-01 Cable Wind Speed/Direction 58ft	1	EA	1,964.00	1,964.00
	300	AWSMISCMATERIAL Miscellaneous Materials	1	EA	750.00	750.00
	400	AWSMISCMATERIAL 50' Lift Rental w/Delivery & Pickup	1	EA	2,000.00	2,000.00
	500	M488276-00 Obstruction Lights - Dual 810 Kit 120V Optional Upgrade of Obstruction Lights to LED.	1	EA	1,310.00	1,310.00
	600	AWSAWOSINSTALL Equipment Installation - 2 Techs 3 Days	6	EA	1,780.00	10,680.00

Quote Total: 18,339.00

Final Quote Amount (USD): 18,339.00

Shipping Notes:

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Blair Executive Airport (BTA)

SCOPE: (X06) Corporate Hangar Area Expansion - Taxilane Paving

COST ESTIMATE:

Construction:	$656,300.00
Engineering:	$164,075.00
Administration:	$0.00
Total:	$820,375.00

DATE OF ESTIMATE: 19-Aug-25

ROUNDED: $820,000.00

FUNDS

STATE**	SPONSOR	FEDERAL	TOTAL
$250,000	$570,000	$0	$820,000
~~90%~~	~~10%~~	0%	

**State Aid Only Grants are limited to $250,000 ($1 Million for runway rehab or recon projects)

ADDITIONAL NOTES

The grading project (Phase 4) is under construction. As of 10/4/2025, the project was 31% complete.

The grant request is for paving taxilanes. The runway extension project will be bid this spring and there are cost and quality advantages of completing the taxilanes in conjunction with the runway extension project.

AIRPORT FACILITY DATA

Based Aircraft: 45

Runway Design Code (RDC): Runway 13/31: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 6/26/2024
No Discrepancies

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2024 PCI:

Runways: Good
Taxiways: Good
Aprons: Good

RESOLUTION NO. 2025-14

RUMP
BOARD MEMBER - INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the Blair Executive Airport wishes to apply for State Aid Project Matching funds; and

WHEREAS, the Nebraska Department of Transportation-Division of Aeronautics has an application form for requesting State Aid in the amount of One Hundred Thousand Dollars ($100,000); and

WHEREAS, the Blair Airport Authority have determined that they wish to pursue state aid match funding for fiscal year 2026 for the Runway 13 Extension and County Roads 35/38 Relocation Project; and

WHEREAS, these funds would help fund the overall cost of the entire project.

NOW, THEREFORE, BE IT RESOLVED BY THE CHAIRMAN and members of the Airport Authority of the City of Blair, Nebraska:

1. That the Blair Airport Authority approves the fiscal year 2026 NDOT Division of Aeronautics Projects Application for State Aid.
2. Dave Johnson, Blair Executive Airport Authority Chairman, is hereby authorized to sign and submit the application form attached as **EXHIBIT A**.

BOARD MEMBER JONES MOVED THAT THE RESOLUTION BE ADOPTED, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER HUNT. UPON ROLL CALL BOARD MEMBERS HUNT JOHNSON ~~RUMP JONES~~ VOTING "AYE," AND BOARD MEMBERS 0 VOTING "NAY." CHAIRMAN JOHNSON DECLARED THE FOREGOING RESOLUTION PASSED AND ADOPTED THIS 19TH DAY OF AUGUST 2025.

AIRPORT AUTHORITY OF THE CITY
OF BLAIR, NEBRASKA

BY _____
Dave Johnson, Chairman

ATTEST:

_____
Marty Rump, Secretary

(SEAL)

AIRPORT AUTHORITY OF THE CITY OF BLAIR
SEAL
1993
NEBRASKA

STATE OF NEBRASKA)
) :ss:
WASHINGTON COUNTY)

Marty Rump, hereby certifies that he is the duly elected, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was duly passed and adopted at a regular meeting of the Board members of the Authority held on the 19th day of August 2025.

Marty Rump, Secretary

X06

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Blair Executive Airport (BTA)

Address: 2785 NE-133, Blair, NE 68008 (Airport)

218 South 16th St, Blair, NE 68008 (Airport Authority)

PROJECT DETAILS:

Project Title: Corporate Hangar Area Expansion

Project Description:
The overall project includes site grading, storm drain installation, taxilane pavement extension, sanitary and water main construction.
-Site grading and storm drain installation construction is in progress. Will be complete in 2025.
-Sanitary sewer construction to begin in 2025, following the completion of site grading.
-Water Main to be constructed in future years.

This application focuses on Phases 5 and 6 - Pave taxilanes to access 4 corporate hangar lots.

Project Cost Estimate:	$820,000.00	Requested State Funds:	$250,000.00 per note 1

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The upcoming Runway 13 extension is creating more interest and a waiting list at the airport for additional corporate hangar space. With the site grading and storm drain installation underway, private entities are eager to begin constructing in the new location. Constructing the proposed taxilanes will expedite the progress allowing access to these locations.

It is understood that the grants are limited to $250,000.00. Project limits can be adjusted to adhere to the funding available or if additional local funding comes available.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

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[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

This project would allow for an increase of corporate traffic in and out of the Airport. Further development into corporate hangars would encourage job creation for aircraft maintenance, private pilots, and corporate jet centers. Blair Executive Airport is a relief airport to Eppley Airfield in Omaha, this expansion would encourage further connectivity and accessibility to the metro area. Private developers involved within this area of the airfield, would be encouraged to invest within the Blair area as well.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

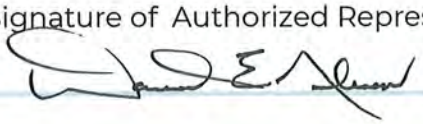
Name: David E. Johnson

Title: Airport Authority Chairman

Email: blairairport@blairnebraska.org

Phone: 402-426-4191

Signature of Authorized Representative:



Date: 08/19/2025

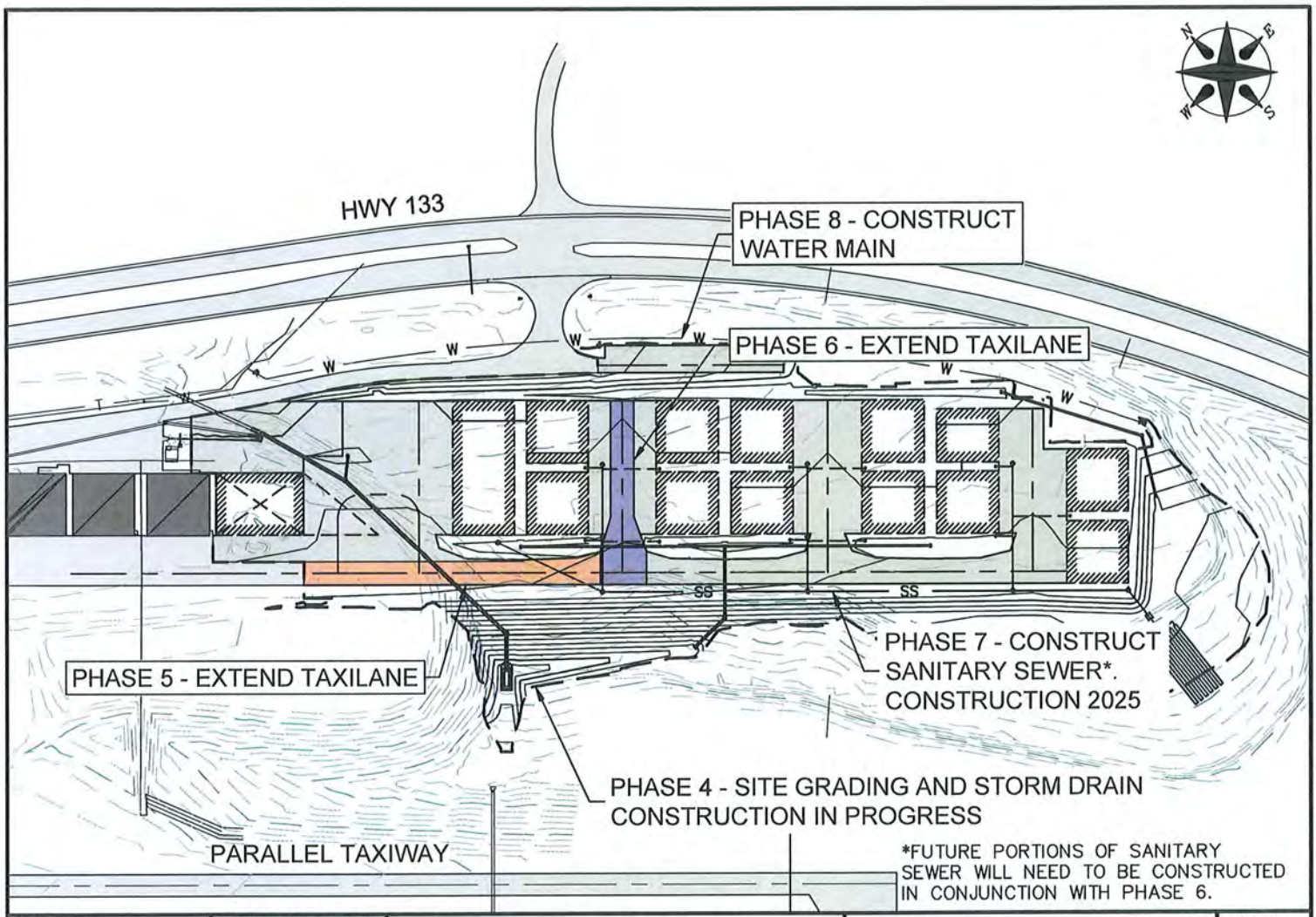
APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: - DRAWN BY: MLD DATE: 08.10.2025	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION August 10, 2025 DATE PRINTED OLSSON	BLAIR EXECUTIVE AIRPORT PROPOSED PROJECTS	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT 1

ACIP Cost Estimate

Southeast Corporate Hangar Expansion

Blair Executive Airport
Blair, Nebraska

August, 2025

					Phase 5		Phase 6	
Item No.	Spec	Description	Unit	Unit Price	Quantity	Total Amount	Quantity	Total Amount
1	NDOT-803	Temporary seeding	AC	$2,000.00	1	$2,000.00	1	$2,000.00
2	NDOT-816	Installation and Removal of Silt Fence	LF	$5.00	550	$2,750.00	250	$1,250.00
3	NDOT-810	Erosion Control Blanket [NDOT Type 1D]	SY	$4.00	920	$3,680.00	605	$2,420.00
4	NDOT-112	Mobilization [N.T.E. 10%]	LS	Varies	1	$33,000.00	1	$26,000.00
5	NDOT-205	Unclassified Excavation	CY	$8.00	1,600	$12,800.00	1,200	$9,600.00
6	NDOT-205	Unsuitable Soil	CY	$10.00	100	$1,000.00	200	$2,000.00
7	NDOT-305	6" Crushed Rock Base	SY	$20.00	2,195	$43,900.00	1,645	$32,900.00
8	NDOT-603	8" Concrete Pavement	SY	$120.00	2,080	$249,600.00	1,570	$188,400.00
9	NDOT-801	Seeding	AC	$2,500.00	1	$2,500.00	1	$2,500.00
10	NDOT-806	Mulching	AC	$1,500.00	1	$1,500.00	1	$1,500.00
11	Olsson 100	Construction Layout and Stakes	LS	Varies	1	$10,000.00	1	$15,000.00
12	Olsson 101	Temporary Safety and Phasing Procedures	LS	$2,500.00	1	$2,500.00	1	$2,500.00
13	-	Sanitary Sewer Extension	LS	$5,000.00	-	-	1	$5,000.00
				Total Construction		**$365,230.00**		**$291,070.00**
				Engineering & Administration		**$91,307.50**		**$72,767.50**
				Total (Rounded)		**$460,000.00**		**$360,000.00**
				State Aid (90%)		**$414,000.00**		**$324,000.00**
				Local (10%)		**$46,000.00**		**$36,000.00**

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Billy G Ray Field (CNP)

SCOPE: (G01) Remove and Replace Runway 12/30 MIRL

COST ESTIMATE:

Construction:	$341,020.00
Engineering:	$40,000.00
Administration:	$20,000.00
Total:	$401,020.00

DATE OF ESTIMATE: 1-Aug-25

ROUNDED: $405,000.00

FUNDS

STATE**	SPONSOR	FEDERAL	OTHER LOCAL GRANTS	TOTAL
$211,500	$23,500	$0	$170,000	$405,000
52%	6%	0%	42%	

** Sponsor requested $211,500 in state aid

ADDITIONAL NOTES

CNP SA-06 Runway Rehabilitaiton project is under construction.
This will address the pavement with serious and failed conditions.

AIRPORT FACILITY DATA

Based Aircraft: 5

Runway Design Code (RDC): Runway 12/30: B-I

Critical Aircraft: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 4/17/2025
Violations corrected

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2025 PCI:

Runways: Failed
Taxiways: Serious
Aprons: Serious

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Billy G. Ray Field (CNP)

Address: PO Box 546
Chappell, NE 69129

PROJECT DETAILS:

Project Title: Remove and Replace Runway and Taxiway Lights

Project Description:
Remove and replace the existing runway and taxiway lights, including a new regulator. Alternatives to add 1) Beacon replacement, including a tip-down pole and 2) Wind cone installation to replace the tetrahedron.

Project Cost Estimate:	$405,000	Requested State Funds:	$211,500

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
See the attachment for project justification and additional information.

The airport has received $170,000 in grants from local entities and is only requesting a state match for the remainder needed to make the project whole, as shown on the attached cost estimate.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Rural airports like Chappell's Billy G. Ray Field are important to local communities and regional economic development. Billy G. Ray Field provides access to remote communities surrounding us and connects them to global commerce. Having this option helps businesses to expand and attracts new companies to our area. Our airport plays an important role in improving the quality of life by providing access to essential services like health care, education, and emergency services.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Chris Ray

Title: Manager

Email: chrisr@federalcropagency.com

Phone: 308-874-4350

Signature of Authorized Representative:

Chris N. Ray

Date: 9/1/25

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Project Justification and Additional Information
Request for State Aid
Billy G. Ray Field (CNP)
Chappell, Nebraska

Runway 12/30 will be rebuilt in September-October 2025 under State Aid Grant Project SA-06. Due to funding constraints, the current runway and taxiway lights were not included in this project and will remain in place.

During reconstruction, the runway will be narrowed from 55 feet to 50 feet. As a result, the existing lights will be 12.5 feet from the pavement edge, which exceeds the standard of 10 feet. The lights are very old and are not working well, so relocation of the lights is not feasible. Therefore, the airport is requesting a state grant for runway light replacement, which will include the lights on the connecting taxiway and a new regulator.

In addition, the beacon is World War II surplus and is sorely in need of replacement. A new LED beacon on a new tip-down pole is requested, along with a new wind cone. Adding either or both of these items to the runway lighting project would be economical, reducing contractor mobilization costs and engineering design costs. While we are hopeful of full funding, the cost estimate lists the individual costs if funds are limited.

The airport has instrument approaches, and the new lighting system will allow the new runway pavement to be used to its fullest extent. Base-mounted lights with conduit are proposed, because these will have a longer life than a stake-mounted system at a minimal cost difference.

The airport is unclassified in the NPIAS and therefore receives NO entitlement funds. The airport has received $170,000 in grants from local entities and is only requesting 90 percent of the remainder to make the project whole.

In summary, this project will:

- Improve airport safety with a reliable lighting system
- Correct the non-standard light fixture locations
- Provide economies of scale with the beacon and wind cone
- Provide a long-lasting system with base-mounted fixtures
- Provide all-weather use of the brand-new pavement

This can be done with a state match of about 52 percent, thanks to the Airport Authority's efforts in securing local grants. The Airport Authority requests that the grant provides for a 90-percent match of project costs exceeding $170,000.

Billy G. Ray Field, Chappell, NE

Remove and Replace Runway Lights (Base-Mounted Lights with Cable in Conduit)

Item	Spec	Description	Unit	Unit Price*	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	$11,700
2	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Trench	LF	$4.50	0	$0
3	L-108	1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	$2.00	9,985	$19,970
4	L-108	No. 6 AWG, Solid Bare Copper Counterpoise Wire, Installed In Trench, Including Connections/Terminations	LF	$2.00	9,125	$18,250
5	L-109	4.0 kW 3-Step Regulator in Existing Vault, in Place	LS	$15,000.00	1	$15,000
6	L-109	Installation of Equipment with in existing vault or in place	LS	$8,000.00	1	$8,000
7	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	$4.00	9,025	$36,100
8	L-110	Pushed or Directional Bored Electrical Conduit, 1-Way, 2" SCH 80 Conduit,	LF	$45.00	100	$4,500
9	L-115	Electrical Junction Structure (L-867B)	EA	$750.00	6	$4,500
10	L-125	Stake-Mounted Light Removal	EA	$50.00	76	$3,800
11	L-125	Retroreflective Guidance Sign	EA	$2,500.00	1	$2,500
12	L-125	L-861 Stake-Mounted Runway Light	EA	$1,400.00	0	$0
13	L-125	L-861SE Stake-Mounted Threshold Light	EA	$1,500.00	0	$0
14	L-125	L-861T(L) Stake-Mounted Taxiway Light	EA	$600.00	0	$0
15	L-125	L-861 Base-Mounted Runway Light	EA	$1,400.00	38	$53,200
16	L-125	L-861SE Base-Mounted Threshold Light	EA	$1,500.00	20	$30,000
17	L-125	L-861T(L) Base-Mounted Taxiway Light	EA	$1,250.00	18	$22,500
18	T-901	Seeding	LS	$3,000.00	1	$3,000
19	T-908	Mulching	LS	$3,000.00	1	$3,000
20	Olsson 100	Construction Layout and Stakes	LS	$5,000.00	1	$5,000
21	Olsson 101	Temporary Safety and Phasing Procedures	LS	$5,000.00	1	$5,000

Total Construction	**$246,020**
Engineering Design & Bidding	**$40,000**
Engineering Construction Services by NDOT	**$20,000**
Total (Rounded)	**$310,000**

ADD-ON #1	**Beacon with Tip-Down Pole**	**$75,000**
ADD-ON #2	**Wind Cone (LED)**	**$20,000**

PROPOSED FUNDING	
Other Local Grants	$170,000
Aeronautics Grant Request - Runway Lights	$126,000
Aeronautics Grant Request - Beacon	$67,500
Aeronautics Grant Request - Wind Cone	$18,000
Local Share	$23,500
TOTAL	**$405,000**

PROJECT NO: -	PROPOSED PROJECT BILLY G RAY FIELD (CPN) CHAPPELL, NE	olsson	EXHIBIT
DRAWN BY: JDB		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	1
DATE: 8/2025			

City of Chappell

P.O. Box 487 - 757 2nd Street
Chappell, Nebraska 69129

(308) 874-2401
Fax (308) 874-2508

9/2/2024

To Whom It May Concern:

I'm writing to you in support of our Billy G Ray Field we have located here in Chappell. I'm the Community Development Director here and wanted to just express my love for this airfield that we get the privilege of having here in our community. It is a great asset for us from using it for our youth learning to fly, to medical and fire emergencies or to just have it as a way for family and tourists to travel. Being a rural community it is vital to keep these options available and in good condition for many reasons, one of the most being for emergencies as stated above. Living where we do often, we use air lift for medical emergencies with having the airport available they can utilize it to land at and pick up patients.

Unfortunately, being a rural community there is also the downfall of funding as oftentimes we are forgotten about because we are a rural Western Nebraska town and most funding is given to Eastern Nebraska where the larger airports are. We hope you consider our small-town community for this grant as we want nothing more than to continue to be able to support this way of transportation to our community and surrounding communities as well as bringing in people to support our economy and growth. Thank you for your consideration in this project, we look forward to the progress of it!

Shawnna Mashek

Chappell Community Development Director

9/3/2024

To Whom It May Concern:

I'm writing in support to the Chappell Billy G. Ray Airport and the importance it holds in our community. The current status of our landing strip is almost un-land able as there is so much that needs repaired to the surface. This airport was most valued and taken care of by one of our own late community Veterans, Billy G. Ray which is where it got its name from, we are working to continue to make it as great and well-kept as Billy did. It is used for a range of activities from flight lessons, to emergency landings for medical to tourist and family visiting the area. As a volunteer firefighter in our community, it is also a great asset to have for wild land fires if we are in need of a firefighting plane to assist us. With the winds and dry pastures in our area fires can quickly get out of control and with this option we can get it under control more quickly. Rural airports are vital to smaller communities for their economic growth and development as well as all that I mentioned above. Please greatly consider supporting our Billy G. Ray airfield, the importance of it and all that it brings to our rural community.

Sincerely,

Dan Riley -City of Chappell Mayor

Chappell Volunteer Fire Fighter

FVC Frenchman Valley Coop
fvcoop.com
Your Premier Service Provider

Rural airports like Chappell's Billy G Ray Field services many important purposes not only to the residents of Chappell, but to the surrounding rural community. Airports like ours play an important role to our local Agriculture community, throughout the spring, summer, and fall, our airport serves as a staging area and landing strip as well as a refueling stop for several local Coops and Agriculture Aerial spraying businesses, which are vital to our local economy and survival. Over my last thirty years as a Deuel County Resident, I have observed Billy G Ray Field used for several important roles that are important to our community and its existence, such as emergency services, law enforcement, tourism, and recreational uses. Having this valued asset can only assure future growth in and around our surrounding community.

- Jeff Ortgies
9/3/24

Chappell Chamber of Commerce President

SEDGWICK COUNTY
HEALTH CENTER

Aidan Hettler
Chief Executive Officer
Sedgwick County Health Center
September 3rd, 2024

To Whom It May Concern,

I am writing on behalf of Sedgwick County Health Center to express our strong support for the grant application to fund the resurfacing and upgrades to Chappell Airport. As the CEO of Sedgwick County Health Center, I can attest to the critical importance of Chappell Airport to our community and the broader region.

Chappell Airport serves as a vital infrastructure component, not only for its role in supporting tourism and business activities but also for its indispensable function in medical emergencies. The ability to quickly and efficiently transport patients via air is essential to our healthcare services, particularly in situations where time is of the essence. The proposed upgrades and resurfacing are necessary to ensure the continued safety and reliability of the airport, which in turn directly supports our ability to provide timely and effective medical care to the residents of Sedgwick County and surrounding areas.

In addition to its importance for emergency medical transport, Chappell Airport is a key asset for aviation training, which benefits local educational initiatives and provides unique opportunities for community members. Moreover, the airport enhances our community's attractiveness to tourists and businesses, contributing to the overall economic vitality of our region.

Investing in the Chappell Airport is an investment in the future of our community. The proposed improvements will ensure that the airport remains a safe, functional, and reliable asset for all who depend on it, including those of us at Sedgwick County Health Center who rely on it for critical medical transport.

I wholeheartedly support this grant application and urge you to consider the wide-ranging benefits that this project will bring to our community.

Thank you for your attention and support.

Sincerely,

Aidan Hettler

CEO, Sedgwick County Health Center

THOMAS D. BUCKLEY TRUST

A Private Foundation

CONNIE LOOS
Executive Director

P.O. Box 647
749 Second Street
Chappell, NE 69129-0647
Phone / Fax: 308-874-2929
Email: connie@thomasbuckleytrust.com

DALE L. FORNANDER
BILL M. HUGHES
DWIGHT E. SMITH
Trustees

August 29, 2024

Ms. Anna Lannin
NE Department of Transportation
Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 86502

Dear Ms. Lannin:

I am writing in support of the application being submitted by the City of Chappell, Nebraska, for the Billy G. Ray Field Airport.

This airport and runway have been a vital part of our community and has been used by several pilots for personal and business flights. However, the condition of the runway has deteriorated so substantially, that many of the pilots do not want to use it because it throws rocks up into the propellers and damages them. It is expensive enough to operate a plane, let alone have to constantly repair propellers.

Personally, we have had people fly in to make presentations to our community in the past. However, now they would need to choose a different runway, which could be thirty miles away.

I truly hope that due consideration will be given this request for funding. It is a lot of money for our small community to raise for the needed repairs, so the need is great to get your financial assistance with this project.

Thank you for your consideration.

Very truly yours,

THOMAS D. BUCKLEY TRUST

Connie Loos

Connie Loos
Executive Director

The Billy G Ray Field is an important asset to our rural community. This airport is available to travelers coming to our community to use our golf course, visit the Chappell Lake, and or hunters coming to the small area to hunt and or fish. When these travelers do visit our small town by using this airport it does bring revenue to the town businesses.

It is nice to know that as a rural community if ever needed we do have this airport to use in case of a medical or natural disaster that could happen.

As mentioned, the Billy G Ray Field is very a great asset to this community, and it is important to receive the funding to be able to keep this airport in good condition.

Michele Ortgies

Michele Ortgies

Chappell City Council Member

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Columbus Municipal Airport (OLU)

SCOPE: (G07) Remove and Replace PAPI

COST ESTIMATE:

Construction:	$333,300.00
Engineering:	$80,000.00
Administration:	$0.00
Total:	$413,300.00

DATE OF ESTIMATE: 27-Aug-25

ROUNDED: $413,300.00

FUNDS

STATE**	SPONSOR	FEDERAL	TOTAL
$250,000	$163,300	$0	$413,300
~~90%~~	~~10%~~	0%	

** State Aid Only Grants are limited to $250,000 ($1 Million for runway rehab or recon projects.)

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 39

Critical Aircraft: C-II

Runway Design Code (RDC): Runway 14/32: C-II
Runway 2/20: A-I (UTL)

UTL = Utility Runway

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection date: 7/26/2023
Violations corrected

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

Runways: Good
Taxiways: Satisfactory to Good
Aprons: Good

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Columbus Municipal Airport

Address: P.O. Box 1677
Columbus, NE 68602

PROJECT DETAILS:

Project Title: New NAVAIDs - PAPI and Beacon

Project Description:
Project will be a new PAPI on Runway 32 to replace the decommissioned FAA owned VASI and a new beacon to replace the outdated beacon.

Project Cost Estimate:	$413,300	Requested State Funds:	$250,000

Type of request: ■ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
Columbus was notified that the FAA will be decommissioning the existing VASI on RWY 32. A new L-880 PAPI on Runway 32 will replace the VASI and provide visual glideslope guidance during approach for landing, significantly enhancing vertical guidance accuracy, especially during marginal weather conditions or night operations. With more jet traffic using the airport, safety measures are increasingly important. A new rotating beacon will replace the existing outdated beacon which repair parts have become increasingly difficult to find. The new beacon will improve airport visibility during night and low-visibility conditions, aiding pilots in locating the airport from a distance. This is especially critical for general aviation aircraft that may not rely on advanced avionics.
Federal funds at OLU are currently obligated to the new hangar currently being installed and not available to replace the unexpected FAA decommissioned NAVAID.

Consultant selected for this project: Kirkham, Michael & Associates, Inc.

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits - Improved navigational aids result in fewer weather-related delays or cancellations, which can enhance business aviation activity and associated airport and attract more general aviation, air taxi, and charter operations, creating demand for services such as maintenance, flight schools, and FBOs. Use of LED technology reduces long-term maintenance and energy costs.
Local Infrastructure Enhancement - The loss of the VASI requires a replacement. These improvements ensure that airport infrastructure keeps pace with modern safety and technology standards, reducing equipment downtime, and ensuring reliability for years to come.
Increases public safety.
Improved Community Access and Emergency Support – Will allow for faster, more reliable access and response time for emergency services and better connectivity for remote/rural areas.
Job Opportunities - Project construction, installation, and inspection phases will create temporary employment opportunities for contractors, electricians, and technical specialists. Better, safer equipment may lead to long-term job creation in aviation maintenance, instruction, and airport operations.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Rick Bogus

Title: City Engineer

Email: rick.bogus@columbusne.us

Phone: 402.562.4309

Signature of Authorized Representative: Richard J. Bogus

Date: August 27, 2025

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Above are two Lear 45, Facon 20000, Citation 680, and Kind 350 adding to the jet operations at OLU.

Existing beacon tower.

Existing beacon panel.

Existing VASI to be decommissioned by FAA.

New NAVAIDs
Columbus Municipal Airport (OLU)
Columbus, NE

Item No.	Description	Quantity	Units	Unit Price	Amount
1	Mobilization	1	LS	20,000.00	$ 20,000.00
2	Construction Safety and Traffic Control	1	LS	10,000.00	$ 10,000.00
3	No. 8 AWG, 5KV, L-824, Type C Cable, Installed in Trench, Duct or Conduit	7,000	LF	3.50	$ 24,500.00
4	1 Way 2 Inch Schedule 40 PVC Conduit, Including Trenching and Backfill	6,000	LF	9.00	$ 54,000.00
5	1 Way 2 Inch Schedule 80 PVC Conduit, Directionally Bored Under Existing Concrete	1,000	LF	30.00	$ 30,000.00
6	No. 6 AWG, Solid, Bare Counterpoise Wire, Installed in Trench, Including Ground Rods and Connectors	6,000	LF	4.00	$ 24,000.00
7	L-838, Regulator	1	EA	20,000.00	$ 20,000.00
8	Regulator Enclosure Electrical Work	1	LS	10,000.00	$ 10,000.00
9	Electrical Handhole, Size B, 24" Deep	5	EA	1,100.00	$ 5,500.00
10	Seeding	0.50	AC	5,000.00	$ 2,500.00
11	Mulching	0.50	AC	5,000.00	$ 2,500.00
12	Remove Existing Beacon Tower	1	EA	10,000.00	$ 10,000.00
13	Install PAPI System, L-880	1	SET	45,000.00	$ 45,000.00
14	New Tip-Down Beacon Pole Tower	1	EA	35,000.00	$ 35,000.00
15	New L-801A, Class I Airport Rotating Beacon	1	LS	10,000.00	$ 10,000.00
	Sub Total				$ 303,000.00
	Contingency 10%				$ 30,300.00
	Design, Const. Engineering, Testing, Admin.				$ 80,000.00
					$ 413,300.00

August 2025

Note: A flight check will be required for the PAPI.

Federal Aviation Administration

Memorandum

Date: March 13, 2025

To: See Distribution List

From: Vonnie L Giles, Manager (A), Operations Support Group, ATO Central Service Center, AJV-C2 VONNIE L GILES Digitally signed by VONNIE L GILES Date: 2025.03.13 12:47:56 -05'00'

Subject: Proposal to Decommission Navigational Equipment near Columbus, Nebraska; Aeronautical Study Number 25-ACE-204-NR

This is a non-rulemaking study on a proposal to decommission the Visual Approach Slope Indicator (VASI) supporting Runway 32 at the Columbus Municipal Airport (OLU) near Columbus, Nebraska.

The System Support Center stated that N JO 6850.115 requires rewiring the loops which at this site includes 700 feet of armored 3-conductor cable being trenched and bored around and under the taxiway. The Columbus Municipal Airport Authority would like a Precision Approach Path Indicator (PAPI) if the VASI is able to be decommissioned and has started looking into options.

PROPONENT: Brandon Robinson
Grand Island System Support Center
3776 Sky Park Rd
Grand Island, Nebraska 68801-9142
WCM41-GRI

LOCATION: Per AirNav, the physical components of this system is located:

Latitude:	41° 26' 36.6860" N
Longitude:	097° 20' 20.9920" W

This proposal is being distributed internally to ensure there is no system reason why this project should not be considered. The internal distribution includes the Airports and Flight Standards Divisions in the Central Region, ATO Technical Operations, Regional Military Representatives, and Minneapolis Air Route Traffic Control Center.

Please determine what, if any, adverse effects will occur within your area of expertise should this navigational aid be decommissioned. Please send your response electronically no later than April 18, 2025, to:

9-NATL-CSA-Public-Notice-Airspace@faa.gov
Subject: Airspace Study 25-ACE-204-NR, Proposed Decommissioning of the OLU VASI

If you have any questions, please contact Mike McCully, Contract Support Specialist, Operations Support Group, ATO Central Service Center, 817-222-5904.

Distribution List:

ADO – Susan, Mowery-Schalk, Ignacio Flores, David P Anderson, Nardos Wills, Mark Schenkelberg, Tim McClaran, Todd Madison, Justin Collier, Jerry Thomas

Environmental – Karol Archer

Technical Operations – Mark Benson, Nikolas J-CTR Chow, Katherine A CTR Ellis, Barry Inman, Howard T. Manning, Nicole Lee Payne, Andy Peek, Stan Sell, Michael Thummel, John Lerch

CSC Engineering Planner – Alice Foster, Joseph R-CTR Lawrence

CSA Engineers – Michael Ferry, Peter CTR Stelmach

OSG – Wayne Eckenrode, Marty Skinner, Steven Phillips, Charles R Erickson, Winston Robinson, Stanley B-CTR Clark, Thomas Hays, Tom Inkman, Jimmie Hughes, Jason Hackney, Roy Currie, Eric Johnson, Heidi Snider, Alaina Wolfer, Charles Schneider, Susan Sheffield,

CSC Spectrum Engineering – Mark R Gallant

Flight Service Safety & Operations – Christopher Henne, Ald'win Humphrey

Flight Standards – Larry Hammerbeck, Shawn D. Smith, Wayne C Radicke, Tom Noble, Eric S. Parker, Ryan Bellamy

NATCA – Joshua Haviland,

Non-Fed Coordinator – Franklin Hodge, Clint Pautsky

DOD –Lawrence Cole, Mark T. Silcox, Richard Kahne, Steve Mullins, Anthony Militello, Eric S. Patton, Tyran A Rose, Bryan S Wilson, Diana Guess, David S. Haase, HQS-DG-1st-CG-711-FAA@uscg.mil

Air Traffic – Jessica Roses (ZMP A&P)

Nebraska Public Power District
Nebraska's Energy Leader

August 21, 2025

Ross Niedbalski
Columbus Municipal Airport Manager
Bill Babka Dr
Columbus NE 68601

Dear Mr. Niedbalski:

This letter is in support of upgrading to the PAPI system after the decommissioning of the VASI at the Columbus Municipal Airport in Columbus, Nebraska.

With Nebraska Public Power District's King Air based here, we utilize this facility on a regular basis. The City of Columbus has expanded around the airport and it is surrounded by residential and business properties. Safety is of the utmost importance for everyone.

The installation of this system on Runway 32, which has a 950' displaced threshold, will assist pilots to ensure safer landings. During the final critical phase of flight, the PAPI will help pilots with the proper descent and to determine the correct touchdown point.

I appreciate that the Columbus Municipal Airport is pursuing upgrades to keep our airport current with the latest technology. Upgrades such as this and to the services provided, will keep our airport relevant to the numerous businesses that utilize it to travel to their local facilities. The Columbus Municipal Airport is an important asset to the City of Columbus. Thank you for your efforts to maintain and make improvements.

Sincerely,

Randy Schnell

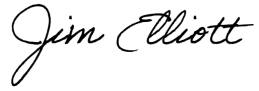
Randy Schnell
Aviation Manager

GENERAL OFFICE
1414 15th Street / P.O. Box 499 / Columbus, NE 68602-0499
***Telephone:** (402) 564-8561 / **Fax:** (402) 563-5551*
http://www.nppd.com

Whom it may concern,

The Cargill flight department regularly utilizes the Columbus, NE airport. While landing at the airport we utilize the visual guidance system. This system allows the pilot flying to say heads up. The benefit of saying heads up is we can verify we are on glide path and say vigilant. This added vigilance is especially important, allowing us to see birds, aircraft and obstacles. I would not recommend decommissioning the visual guidance system and not replacing it.

Thank you,



Jim Elliott

Cargill Chief Pilot ICT

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Crete Municipal Airport (CEK)

SCOPE: (G02) Replace Beacon with New Beacon and Tip-Down Pole

COST ESTIMATE:

Construction:	$25,000.00
Engineering:	$0.00
Administration:	$0.00
Total:	$25,000.00

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $25,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$22,500	$2,500	$0	$25,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 49

Runway Design Code (RDC): Runway 17/35: B-II

Critical Aircraft: B-II

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection 6/22/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Fair to Good
Taxiways: Satisfactory to Good
Aprons: Very Poor to 'Satisfactory

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Crete Municipal Airport

Address: 2429 County Road F
Crete, NE 68333

PROJECT DETAILS:

Project Title: Remove and Replace Beacon

Project Description:
Replacement of Existing Airport Rotating Beacon on existing tower with New LED Airport Rotating Beacon.

Project Cost Estimate:	$25,000	Requested State Funds:	$22,500

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
Crete Municipal Airport's current rotating beacon and tower, installed over several decades ago, have experienced gradual degradation due to age, weathering, and technological obsolescence. Frequent maintenance is now required to ensure operational reliability, which not only increases costs but also poses safety risks to airport personnel who must climb the outdated structure for repairs and inspections.

The existing beacon utilizes older lighting technology that is less energy-efficient and less reliable than modern LED systems. Light output has diminished over time, reducing visibility and potentially impacting safe aircraft operations, particularly during nighttime and low-visibility conditions. To save costs the airport will utilize the existing beacon tower.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

By replacing the aging beacon and tower with an LED beacon and tip-down pole, the airport will address multiple operational challenges:

•Enhanced lighting performance and reliability, providing superior visibility to pilots and air traffic.
•Support of the airport's long-term strategic plan for sustainable operations and improved service to the aviation community.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Tom Ourada

Title: City Administrator

Email: tom.ourada@crete.ne.gov

Phone: 402-826-4312

Signature of Authorized Representative: Tom Ourada

Date: 8/28/2025

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Miller Field (VTN)

SCOPE: (G04) Remove and Replace PAPI

COST ESTIMATE:

Construction:	$134,000.00
Engineering:	$67,000.00
Administration:	$0.00
Total:	$201,000.00

DATE OF ESTIMATE: 28-Aug-25

ROUNDED: $201,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$180,900	$20,100	$0	$201,000
90%	10%	0%	

ADDITIONAL NOTES

AIRPORT FACILITY DATA

Based Aircraft: 29

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 14/32: B-II
Runway 03/21: B-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection 6/22/2023
Fence off of Rwy 32 end is Part 77 Obstruction

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Good
Taxiways: Poor to Good
Aprons: Good

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Miller Field - Valentine, NE

Address: 500 South Hall Street
Valentine, NE

PROJECT DETAILS:

Project Title: PAPI Replacement Project for Runways 14/32 and 3/21 at Miller Field

Project Description:
See Attached.

Project Cost Estimate:	$201,000	Requested State Funds:	$180,900

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
See Attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):
See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Shane Siewert
Title: City Manager
Email: shane.siewert@valentinene.gov
Phone: (402) 376-2323

Signature of Authorized Representative: Shane Siewert
Date: 8/26/25

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska
Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM
FY 2026 Projects

APPLICATANT INFORMATION

Airport: Miller Field – Valentine, NE

Address: 500 South Hall Street, Valentine, NE 69201

PROJECT DETAILS

Project Title:
PAPI Replacement Project for Runways 14/32 and 3/21 at Miller Field

Project Description:
The Precision Approach Path Indicator (PAPI) system is an essential visual aid that guides pilots during landing approaches, increasing safety and operational efficiency, especially during nighttime or low-visibility conditions. At Miller Field, located in Valentine, Nebraska, the existing PAPI systems have played a critical role in aviation safety for years. However, the current systems have exceeded their intended service life, and the availability of replacement parts has become increasingly challenging. As a result, the replacement of the PAPI system is imperative to maintain the airport's commitment to safety, regulatory compliance, and uninterrupted operations.

The proposed project aims to:

- Replace the aged PAPI systems on both runways with a modern, FAA-approved LED PAPI system.
- Enhance the safety of all aircraft operations at Miller Field, ensuring consistent and accurate visual approach guidance.
- Reduce maintenance downtime and costs associated with sourcing obsolete parts.
- Ensure compliance with current FAA standards and maintain eligibility for federal and state funding.

Project Justification and Additional Information (Safety, Longevity, etc.):

The Precision Approach Path Indicator (PAPI) systems for Runway 14/32 and Runway 3/21 at Miller Field are critical navigational aids that ensure pilots are provided with accurate visual guidance during approach and landing, particularly under conditions of reduced visibility. The current PAPI units have exceeded their intended service life and have been exhibiting frequent outages. Compounding this issue, replacement parts for these legacy systems are increasingly scarce or altogether unavailable, leading to prolonged downtimes and significant maintenance challenges.

The continued operation of these aging PAPI systems introduces considerable operational risk. Outages compromise the airport's compliance with FAA guidelines and reduce the overall margin of safety for airfield operations. Delays in acquiring replacement parts can result in extended periods where visual approach aids are not available, potentially requiring the airport to restrict operations, issue NOTAMs regarding unavailable visual aids, or otherwise degrade the level of service provided to aircrews.

Therefore, immediate replacement of the PAPI systems for both runways is warranted to restore reliability and ensure continued airport safety and compliance with regulatory standards.

Safety Concerns

Safety is the foremost consideration in the operation of any airport system. The existing PAPIs at Miller Field have demonstrated an increased rate of outages and maintenance issues, directly impacting the reliability of visual guidance for approaching pilots. Outages or malfunctioning indicators can lead to ambiguous glide path information, increasing the potential for approach errors, unstable landings, and runway excursions. The Federal Aviation Administration (FAA) and other regulatory bodies mandate that airports maintain operational and effective approach aids. Failure to comply with these requirements not only endangers flight operations but can also lead to regulatory scrutiny and potential operational restrictions.

Furthermore, the unpredictability of current PAPI performance can complicate pilot decision-making, increase workload during critical phases of flight, and reduce confidence in the airport's infrastructure. Reliable PAPIs are especially vital for less-experienced pilots, medevac operations, and all-weather flights. The adoption of new LED technology will offer enhanced brightness, improved clarity, and consistent performance, directly promoting flight safety on Runways 14/32 and 3/21.

LED-based PAPIs provide several safety advantages over their incandescent predecessors:

- Brighter, more consistent light output: Enhanced visibility for pilots during all weather conditions and at greater distances.
- Instantaneous illumination: LEDs reach full brightness immediately, eliminating delay or dimming as bulbs age.
- Reduced risk of color degradation: LEDs maintain color integrity over their lifespan, keeping the red/white indications distinct.
- Lower operating temperatures: Reduced risk of heat-related failures or damage to adjacent infrastructure.

- High reliability: Fewer outages mean less risk to flight safety and reduced emergency maintenance.

Exceeded Service Life

The PAPIs on both Runways 14/32 and 3/21 have exceeded their recommended service life. As equipment ages, its reliability diminishes and maintenance costs rise. The continued operation of systems past their intended lifespan is not economical, as it diverts resources from other critical airport needs. More importantly, aged equipment is prone to unexpected failures, further raising safety concerns and negatively impacting airport reputation.

Industry best practices and FAA guidelines strongly recommend the proactive replacement of critical navigational aids before a decline in reliability or performance can endanger safety. New LED PAPIs offer a future-proof solution, ensuring Miller Field's compliance with modern standards and minimizing the risk of failure due to age.

Cost-Efficiency and Sustainability

While the initial investment for LED-based PAPIs may be higher than replacement with older technology, the long-term cost benefits are substantial. Reduced energy consumption, minimal maintenance requirements, and fewer component replacements combine to reduce overall operational costs.

Enhanced Airport Reputation and Attractiveness

Airports with modern, well-maintained infrastructure are more attractive to operators, pilots, and potential tenants. By investing in reliable, high-performance approach aids, Miller Field demonstrates its commitment to safety, professionalism, and continuous improvement, supporting economic development and regional connectivity.

Operational Reliability and Resilience

Consistent availability of PAPIs is essential for uninterrupted operations, especially during periods of high traffic, adverse weather, or special events. LED PAPIs offer outstanding reliability and resilience, minimizing downtime and ensuring Miller Field remains accessible to users at all times.

Conclusion

The replacement of the existing Precision Approach Path Indicators (PAPIs) on Runways 14/32 and 3/21 at Miller Field is a necessary and strategically sound investment. The current systems are obsolete, unreliable, and costly to maintain, with parts no longer readily available and outages increasingly frequent. By upgrading to LED PAPIs, Miller Field will achieve significant safety enhancements, operational reliability, long-term cost savings, and regulatory compliance. The project supports the airport's mission to provide safe, efficient, and sustainable aviation services to the community and region, and ensures Miller Field remains a trusted destination for pilots, operators, and passengers.

The new LED PAPIs will not only address the immediate concerns of safety and reliability but will also offer exceptional longevity, sustainability, and value for years to come. Their installation is an essential step in safeguarding the future of Miller Field and upholding the highest standards of aviation excellence.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

Upgrading to LED PAPI systems at Miller Field is poised to deliver measurable economic advantages:

- Reduced Maintenance Costs: The legacy PAPI systems are costly to maintain due to their age and the scarcity of replacement parts. LED systems, by contrast, are known for their reliability and longevity, which means fewer breakdowns and lower ongoing maintenance expenditures. These savings can be redirected to additional airport improvements or community projects.
- Operational Cost Savings: LED technology is significantly more energy-efficient than traditional incandescent systems. This transition will lower the airport's electricity usage, resulting in consistent operational cost reductions over the lifespan of the new equipment.

Job Opportunities

The PAPI replacement project stimulates local and regional employment in several ways:

- Construction and Installation Jobs: The project will require skilled labor for decommissioning old units, preparing the site, and installing the new LED systems. This provides direct, temporary employment for local contractors, electricians, and engineers.
- Economic Ripple Effect: Increased airport traffic and reliability can indirectly create jobs in surrounding businesses such as ground transportation, hospitality, and retail as aviation-driven commerce expands.

Improvements to Local Infrastructure

The replacement of the PAPI systems is an essential investment in the area's transportation infrastructure:

- Enhanced Safety: New LED PAPI systems provide pilots with accurate, consistent visual guidance for safe landings, especially in challenging weather or night-time conditions. This reduces the risk of incidents and supports overall airport safety.
- Increased Reliability: Frequent outages of the old PAPI units have likely caused flight delays, operational disruptions, or even diversions. Reliable lighting ensures that Miller Field maintains continuous, dependable operations, which is crucial for both scheduled and unscheduled flights.

- Modernization of Facilities: The project demonstrates Miller Field's commitment to maintaining up-to-date aviation technology, which strengthens the airport's role as a vital regional hub.

Tourism Support

Valentine, Nebraska, is known for its scenic beauty and proximity to attractions like the Niobrara National Scenic River, Smith Falls State Park, and the Sandhills. A reliable airport facilitates tourism in several ways:

- Improved Accessibility for Visitors: Pilots and charter operators are more likely to choose an airport with modern, reliable approach and landing systems. Upgraded PAPI units give visitors—especially those flying private or charter aircraft—confidence in the safety and functionality of the airport, thereby increasing tourist arrivals.
- Support for Local Events: Tourism-related events, such as festivals, sporting events, and nature excursions, benefit from improved air service reliability, making the region a more attractive destination for travelers.
- Enhanced Reputation: A modern airport with state-of-the-art safety systems enhances Valentine's reputation as a forward-thinking community, attracting not only tourists but also potential investors, new residents, and event organizers.

Improved Access and Safety

Infrastructure projects such as this one directly impact accessibility for both residents and visitors:

- Reliable Year-Round Operations: By minimizing downtime caused by system failures, the new LED PAPI ensures that the airport remains open and fully operational regardless of weather or season.
- Critical Air Services: Improved airport access is particularly important for air ambulance flights, law enforcement operations, and emergency services, all of which rely on precise and reliable approach lighting for safe, timely arrivals.
- Better Service for General Aviation: General aviation pilots, who play a crucial role in connecting rural communities, benefit from the predictability and safety offered by upgraded approach path indicators.

Community Benefits

The project enhances the quality of life for Valentine residents in a variety of ways:

- Increased Safety and Security: Up-to-date airfield lighting reduces the risk of accidents, supporting the safe arrival and departure of all flights—whether for business, recreation, or emergency response.
- Community Pride: Investment in public infrastructure signals a commitment to growth and continuous improvement, fostering a sense of pride and confidence among local residents and stakeholders.

Regional Growth and Competitiveness

Replacing obsolete PAPI systems with advanced LED technology at Miller Field is an investment in the region's long-term competitiveness and growth:

- Greater Regional Connectivity: Reliable aviation infrastructure enhances connections with nearby communities, businesses, and transportation networks, making Valentine and the surrounding area more attractive for investment and economic development.
- Encouragement of New Ventures: Improved airport facilities may encourage new businesses—such as aviation services, cargo handlers, or tourism operators—to set up operations in the region, creating a positive feedback loop of growth and innovation.
- Alignment with Broader Economic Initiatives: Modernizing airport infrastructure aligns with state and federal objectives to support rural development, promote sustainable transportation, and enhance emergency preparedness.

Conclusion

The planned replacement of the Precision Approach Path Indicator systems on Runways 14/32 and 3/21 at Miller Field goes well beyond technical compliance; it is a strategic investment in the future prosperity, safety, and vibrancy of Valentine, Nebraska, and the surrounding region. By embracing efficient LED technology, the project ensures reliable air access, supports regional economic development, and enhances the quality of life for local residents. The benefits—ranging from economic savings to improved safety and community pride—will be felt for years to come.

PROJECT NO: -	PROPOSED PROJECT MILLER FIELD VALENTINE, NE	olsson	EXHIBIT
DRAWN BY: JTO		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311	1
DATE: 8/2025			

ACIP Data Sheet Cost Estimate

Remove and Replace Runway 14/32 and Runway 3/21 PAPIs

Miller Field
Valentine, NE

August 2025

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Amount
1	Mobilization	LS	1	$12,000.00	$12,000.00
2	Existing PAPI Removal	EA	4	$1,500.00	$6,000.00
3	1/c #8 5kV Type C Cable	LF	450	$4.00	$1,800.00
4	2" SCH 40 PVC Duct	LF	100	$12.00	$1,200.00
5	Runway 14 PAPI System	EA	1	$22,000.00	$22,000.00
6	Runway 32 PAPI System	EA	1	$22,000.00	$22,000.00
7	Runway 3 PAPI System	EA	1	$22,000.00	$22,000.00
8	Runway 21 PAPI System	EA	1	$22,000.00	$22,000.00
9	Temporary Safety and Phasing	LS	1	$10,000.00	$10,000.00
10	Flight Check	LS	1	$15,000.00	$15,000.00
				Total Construction	**$134,000.00**
				Engineering and Administration	**$67,000.00**
				Total (Rounded)	**$201,000.00**
				State (90%)	**$180,900.00**
				Local (10%)	**$20,100.00**

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Wahoo Municipal Airport (AHQ)

SCOPE: (X05) Taxiway Rehab Project

COST ESTIMATE:

Construction:	$270,000.00
Engineering:	$0.00
Administration:	$0.00
Total:	$270,000.00

DATE OF ESTIMATE: 22-Aug-25

ROUNDED: $270,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$243,000	$27,000	$0	$270,000
90%	10%	0%	

ADDITIONAL NOTES

The authority agreed, as part of their hangar project, to meet the airport's airside needs.

AIRPORT FACILITY DATA

Based Aircraft: 32

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 02/20: B-II
Runway 13/31: A-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection 8/17/2023
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:

- Runways: Good
- Taxiways: Serious to Good
- Aprons: Good

X05

NEBRASKA
DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Wahoo Airport

Address: 1434 East 34th Street (P.O. Box 122)
Wahoo, NE 68066

PROJECT DETAILS:

Project Title: Taxiway Rehab Project

Project Description:
Taxiway reconstruction as shown in the attached PCI sketch.

Project Cost Estimate:	$270,000	Requested State Funds:	$243,000

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
The Wahoo Airport recently completed a significant improvement to our runway, are investing in additional hangars, and need to have this taxiway area reconstructed to extend its useful life. According to the 2023 NDOT PCI report, the portions of the taxiway proposed for reconstruction received scores in the serious and poor condition category recommended for reconstruction. The airport is currently designing and planning for construction of a new hangar that will be accessed with this low scoring taxiway. Reconstruction of this pavement will provide extended life of the taxiway serving existing hangars south of the apron area and portions of the main parallel taxiway at Wahoo Municipal Airport.

Consultant selected for this project: Kirkham Michael

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Wahoo is a fortunate community as we are in a location of the state that is experiencing growth each year. Keeping the Wahoo Municipal Airport in a condition that is safe for operation of corporate planes and commercial operations such as flight instruction, aerial application, and aerial imagery operations is important for the economic development of not only Wahoo and Saunders County, but the region between Lincoln, Omaha, and Fremont. Assistance with pavement reconstruction allows the Wahoo Airport Authority to invest in hangars and facilities that support overall growth of the Airport.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Brian Homes

Title: Chairperson

Email: brian.homes@wahoo.ne.us

Phone: 402-443-6936

Signature of Authorized Representative:

Date: 8/22/2025

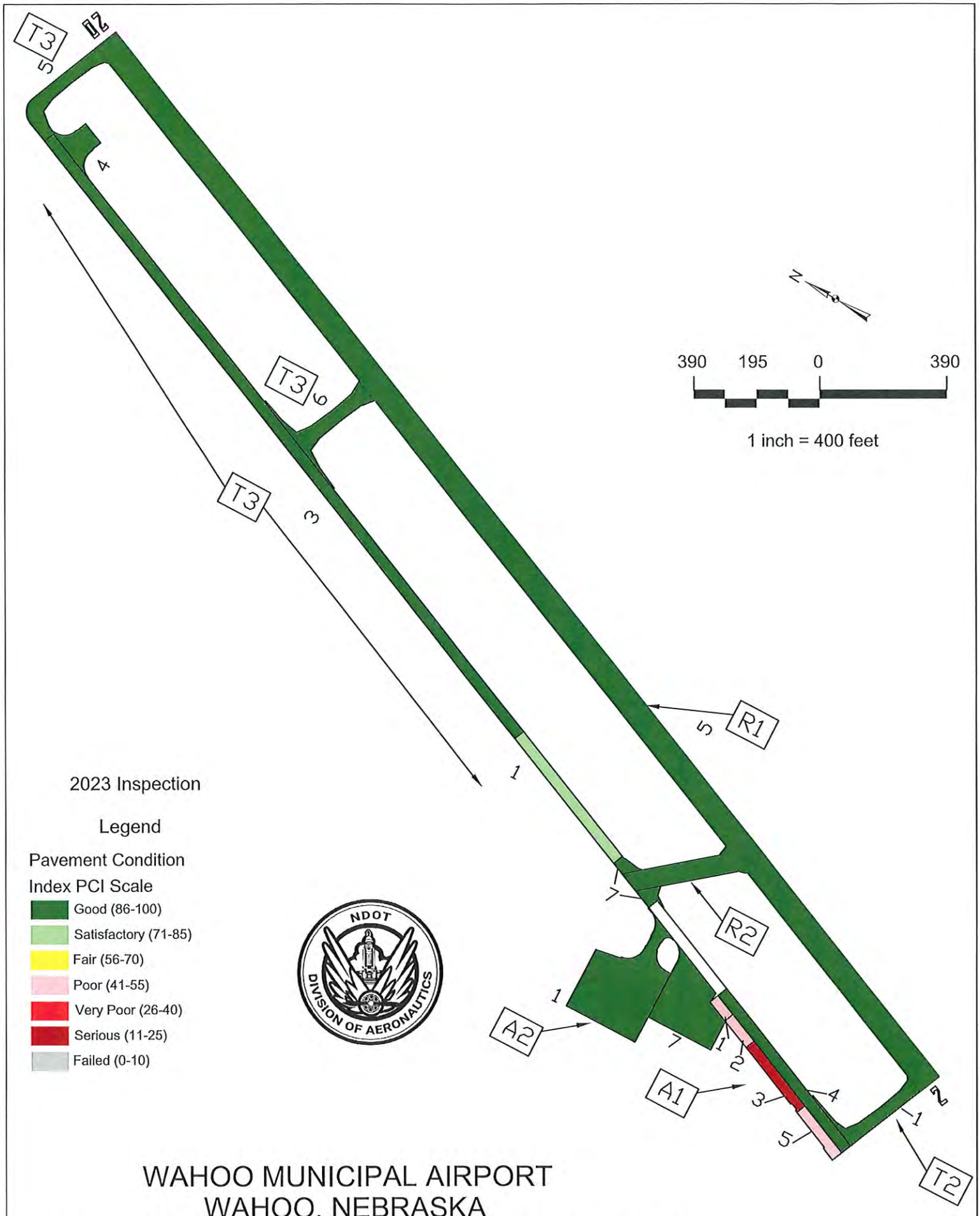
APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



WAHOO MUNICIPAL AIRPORT
WAHOO, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

Note: This area is not part of the project.

Note: Taxiway is to the left of the dashed markings.

Note: Aeronautics added this sketch, originally from the Hangar Project's Preliminary Engineers Report, to show the assumed project location.

SHEET 2

date JUNE 2025
designed NRC
checked
km no. 2505210

AIRPORT SITE PLAN

CONSTRUCT T-HANGAR
1464 E 34th ST
WAHOO, NE

WAHOO NEBRASKA

revisions

KIRKHAM MICHAEL

FY26 State Aid Project Request (State Grant Only)

PROJECT

AIRPORT: Wayne Municipal Airport/Stan Morris Field (LCG)

SCOPE: (G06) Remove and Replace Runway 18/36 MIRL

COST ESTIMATE:

Construction:	$147,123.00
Engineering:	$36,780.75
Administration:	$0.00
Total:	$183,903.75

DATE OF ESTIMATE: 1-Apr-25

ROUNDED: $184,000.00

FUNDS

STATE	SPONSOR	FEDERAL	TOTAL
$165,600	$18,400	$0	$184,000
90%	10%	0%	

ADDITIONAL NOTES

The Authority is using their available federal funds (NPE and IIJA) for a pavement maintenance project.

AIRPORT FACILITY DATA

Based Aircraft: 16

Critical Aircraft: B-II

Runway Design Code (RDC): Runway 18/36: B-II
Runway 05/23: A-I
Runway 13/31: A-I

AIRPORT COMPLIANCE & INFRASTRUCTURE STATUS

ZONING: Meets NDA Standard.

OBSTRUCTION/SAFETY:

Last Inspection 5/16/2025
No Violations

PAVEMENT MAINTENANCE:

Pavement maintenance done on a regular basis.
Pavement condition, 2023 PCI:
Runways: Satisfactory to Good
Taxiways: Good
Aprons: Satisfactory

NEBRASKA

DEPARTMENT OF TRANSPORTATION

Division Of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM

FY 2026 Projects

APPLICANT INFORMATION:

Airport: Wayne Municipal Airport

Address: 2304 E Highway 35
Wayne, NE 68787

PROJECT DETAILS:

Project Title: Runway 18/36 Medium Intensity Light Replacement

Project Description:
See Attached.

Project Cost Estimate:	$156,000	Requested State Funds:	$140,400

Type of request: ☒ State Aid Only Grant ☐ Federal Project Matching Funds

In accordance with the State Grant Program, a state grant can reimburse the airport sponsor for 90%[1] of eligible costs of a state project or 2%[2] of a federal project.

Project Justification and Additional Information (safety, longevity, etc.):
See Attached.

Consultant selected for this project: Olsson

An experienced engineering consultant is required for projects receiving over $50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

[1] State aid-only grants are limited to $250,000 ($1 Million for runway rehabilitation or reconstruction projects).
[2] State matching funds for federal projects are limited to $100,000.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):
See Attached.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: Scott Hammer
Title: Airport Authority Chairman
Email: shammer@strongtie.com
Phone: (402) 316-8984

Signature of Authorized Representative: Scott Hammer
Date: 8-26-25

APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2025**. All requests are presented for approval/denial at the October Commission Meeting currently scheduled on **October 24, 2025**, at the Central Nebraska Regional Airport. The airport contact person will be notified of the final time and date of the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*

Nebraska
Department of Transportation

Division of Aeronautics

REQUEST FOR A STATE AID PROJECT APPLICATION FORM
FY 2026 Projects

APPLICATANT INFORMATION

Airport: Wayne Municipal Airport / Stan Morris Field

Address: 2304 E Highway 35, Wayne, NE 68787

PROJECT DETAILS

Project Title:
Runway 18/36 Medium Intensity Light Fixture and Electrical Cable Replacement

Project Description:
Runway 18/36 is presently equipped with incandescent medium intensity runway lights. These lights, while historically reliable, are increasingly considered outdated due to their higher energy consumption, frequent maintenance needs, limited quantities of replacement parts and shorter lifespan compared to LED alternatives. The accompanying electrical infrastructure consists of cables within a conduit system, and light bases for the fixtures to be mounted to and regulator to be housed in, which collectively support the operation and maintenance of the lighting system.

A thorough evaluation of the current infrastructure has revealed that the existing conduits and light bases are in good condition, and mostly free from functional deficiencies. Inspections indicate that these components are structurally sound and capable of supporting a new generation of lighting fixtures without compromise to safety or performance.

The primary objective of the proposed project is to replace the existing incandescent runway lights and associated cabling with new, energy-efficient LED fixtures and electrical cables, while utilizing the existing conduit and light base infrastructure. This approach is strategic: by retaining the existing physical supports, the project minimizes costs and limits operational disruptions.

- Scope of Work: The installation will involve the removal of all existing incandescent runway light fixtures and cables. Replacement LED light fixtures and new cabling designed to optimize the performance and lifespan of the LED system will be installed using the current conduits and bases.

- Preservation of Infrastructure: Since the existing conduits and bases are assessed to be in good condition, their retention is both cost-effective and operationally sound, avoiding unnecessary expenditure and physical runway disturbance. A unit price for the replacement of any conduit will be incorporated into the project to establish a price during the bidding phase of the project.
- Minimized Disruption: By leveraging existing assets, the project schedule will be significantly compressed, allowing for minimal runway closures and reduced impact on airport operations.

Project Justification and Additional Information (Safety, Longevity, etc.):

Replacing Incandescent Runway Lighting with LED Runway Lighting

Aviation safety and operational efficiency are fundamentally dependent on reliable, high-performance runway lighting systems. Traditionally, incandescent lighting has been the industry standard for airfield illumination. However, technological advancements have brought LED (Light Emitting Diode) lighting to the forefront as a superior alternative. The incandescent runway lights at the Wayne Municipal Airport were installed in 2011. The FAA denotes a useful life of runway lights. The existing lights at the Wayne Municipal Airport are going on 14 years. This document provides a comprehensive justification for replacing the current incandescent runway lighting system with a modern LED lighting system, focusing on critical factors such as safety, longevity, operational cost savings, environmental benefits, and alignment with industry trends.

Safety Improvements

Increased Visibility and Uniformity

LED runway lights provide a brighter, more consistent light output compared to incandescent bulbs. The enhanced luminous intensity of LEDs ensure pilots have a clearer view of the runway, taxiways, and approach paths in all weather and visibility conditions. This uniform illumination significantly reduces the risk of pilot error during landing and takeoff, especially at night or during adverse weather events.

Benefits of LED Medium Intensity Runway Lights

The shift from incandescent to LED MIRLs is driven by a range of compelling benefits, including but not limited to:

- Energy Efficiency: LED fixtures consume considerably less power than their incandescent counterparts, yielding substantial savings on energy costs.
- Longer Lifespan: LEDs typically last up to 50,000 hours or more, compared to 1,000-2,000 hours for incandescent bulbs, dramatically reducing maintenance frequency and costs.
- Enhanced Visibility: LED lights provide brighter, more focused illumination, improving runway visibility for pilots during low-visibility and night operations.
- Improved Reliability: LED systems are more robust and less prone to failure due to their solid-state construction, reducing the likelihood of unexpected outages.

Reasons for Utilizing State Grant Funds

FAA Requirements

The Federal Aviation Administration (FAA) establishes strict guidelines for airfield lighting systems to ensure safety and consistency across U.S. airports. Under standard FAA protocol, a comprehensive airfield lighting upgrade would mandate the replacement of not only the lighting fixtures and cables but also all supporting infrastructure, including conduits and light bases, regardless of their current condition.

Implications of Full FAA-Compliance Replacement

Were the project to proceed according to full FAA requirements, the following consequences would ensue:

- Scope Expansion: All existing conduits and light bases would be removed and replaced, even though they are currently in good condition.
- Significant Cost Increase: The additional labor, materials, and time required for full infrastructure replacement would raise the total project cost substantially.
- Extended Runway Closure: The need to excavate and install new conduit and bases would necessitate a much longer period of runway closure, disrupting airport operations and potentially impacting airport revenue.

Balancing Compliance and Practicality

The rationale for seeking a more targeted replacement approach stems from a desire to balance strict regulatory compliance with practical, cost-effective solutions. If the FAA could allow exceptions based on documented infrastructure condition, airports would benefit not only from reduced costs and disruptions but also from expedited project timelines and less environmental disturbance.

Balancing Compliance and Practicality

A project limited to lights and cable replacement, using existing conduit and bases:

- Minimizes material and labor costs
- Reduces project duration and complexity
- Shortens runway closure time, allowing for continued or early resumption of airport operations

Conversely, a full FAA-mandated overhaul would necessitate:

- Purchase and installation of all new underground and surface infrastructure
- Significant excavation and construction footprint
- Runway closure for a longer period, impacting airport stakeholders

Conclusion

Upgrading Runway 18/36 from incandescent to LED Medium Intensity Runway Lights using the existing conduit and bases is an efficient, cost-effective strategy that offers significant operational and sustainability benefits. The transition from incandescent to LED runway lights is a forward-thinking investment in the safety, sustainability, and efficiency of airport operations. By undertaking this project, the airport will not only reduce its operational costs, but also provide a

safer, more reliable airfield environment for pilots, staff, and the surrounding community. This project positions the airport as a leader in adopting cutting-edge, sustainable infrastructure for the future of aviation.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits/impacts (to include one or more of the following: Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth):

Economic Benefits

Switching from incandescent to LED runway lighting at Wayne Municipal Airport offers substantial economic advantages. LEDs consume significantly less electricity resulting in lower energy costs for the airport. Additionally, LEDs have a much longer lifespan, reducing the frequency of replacements and lowering maintenance expenses. These savings can be redirected to other airport improvements or operational needs, creating a more financially sustainable facility.

Job Opportunities

The project will generate short-term construction and technical jobs during the installation phase. There will also be ongoing opportunities for suppliers of lighting equipment and maintenance services. Enhanced airport infrastructure may attract more aviation businesses, further increasing employment opportunities in the region.

Local Infrastructure

Upgrading to LED runway lights modernizes the airport's infrastructure and improves operational reliability. Improved lighting also enhances safety for pilots and ground operations.

Tourism Support

Reliable, energy-efficient runway lighting makes Wayne Municipal Airport more attractive to visiting pilots and charter operations. Improved night and inclement weather visibility can increase the number of flights arriving after dark, supporting local tourism by making the region more accessible to visitors attending events, exploring attractions, or conducting business.

Improved Access

By enhancing the reliability and visibility of runway lighting, the airport can accommodate more flights, especially during low-visibility conditions or at night. This improved access benefits medical flights, emergency services, and general aviation, ensuring that the community remains connected in all weather and at all hours.

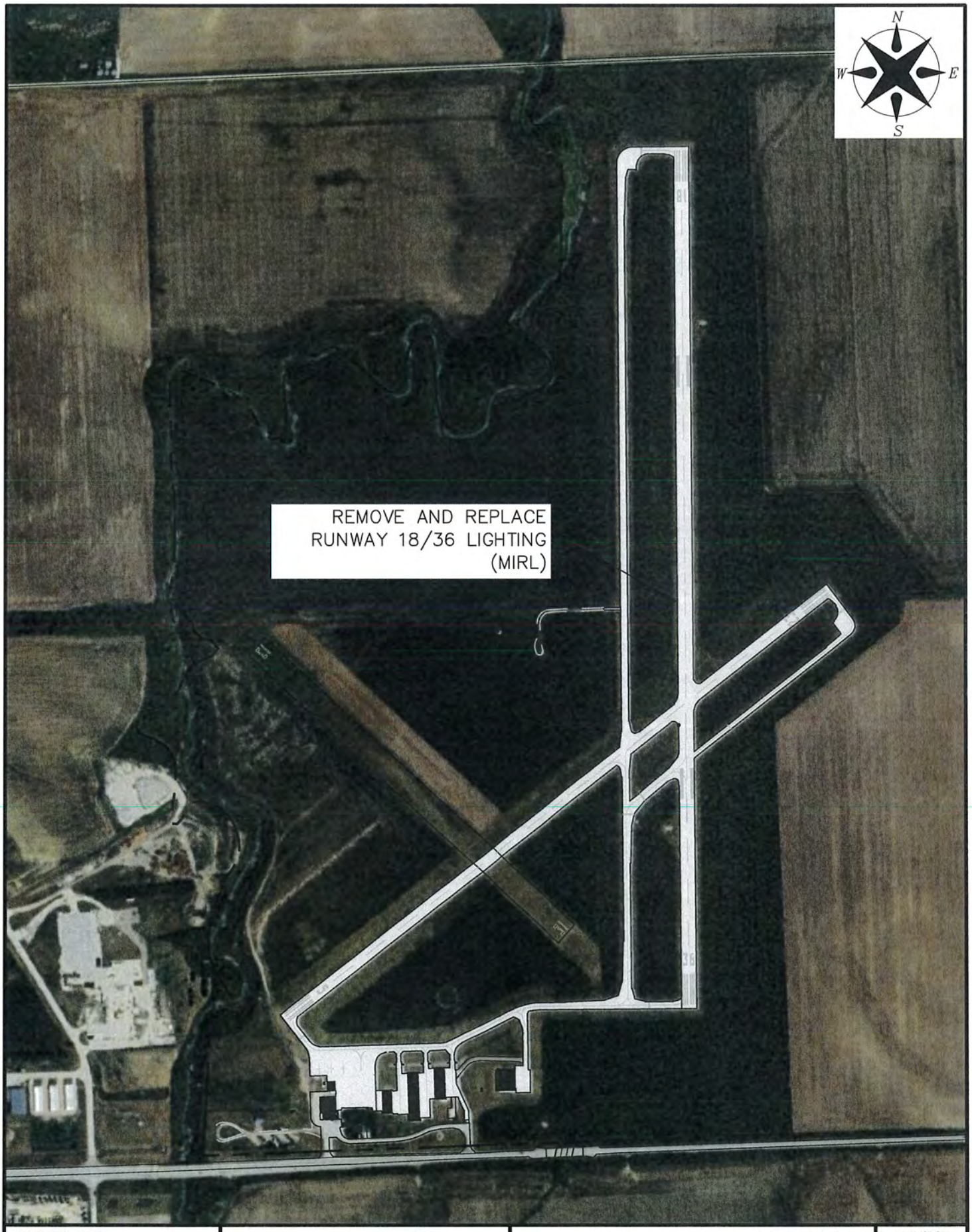
Community Benefits

The airport is a vital asset to Wayne and surrounding areas. Upgrading to LED lights demonstrates a commitment to sustainability and fostering community pride in their facility. Less maintenance disruption benefit community by providing an operational facility.

Regional Growth

Modernizing airport infrastructure with LED runway lighting positions Wayne Municipal Airport as a gateway for regional growth. Enhanced safety and reliability attract more aviation activity, which can spur investment in local businesses, real estate, and supporting industries. The airport can better serve as a hub for regional commerce, helping to connect Wayne to broader markets and driving sustained economic development.

In summary, replacing incandescent runway lights with LEDs at Wayne Municipal Airport is a forward-looking investment with far-reaching economic benefit. The project supports the airport's role as a regional connector and community asset, fostering growth and prosperity for years to come.



PROJECT NO: - DRAWN BY: CEH DATE: 4/2025	PROPOSED PROJECT STAN MORRIS FIELD WAYNE, NE	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT 1

Cost Estimate

Runway 18/36 Lighting Replacement

Wayne Municipal Airport / Stan Morris Field
Wayne, Nebraska

Aug-25

					RWY 18/36	
Item No.	**Spec**	**Description**	**Unit**	**Unit Price***	**Quantity**	**Total Amount**
1	C-105	Mobilization	LS	Varies	1	$10,500.00
2	L-108	Remove and Replace 1/c No. 8 AWG 5kV, L-824, Type C Cable, Installed in Conduit	LF	$3.00	9,400	$28,200.00
3	L-110	Non-Encased Electrical Conduit, 1-Way, 2" SCH 40 Conduit, Minimum 24" Cover	LF	$9.00	900	$8,100.00
4	L-125	Remove and Replace L-861 Base-Mounted Runway Light	EA	$1,100.00	56	$61,600.00
5	Olsson 101	Temporary Safety and Phasing Procedures*	LS	$7,500.00	1	$7,500.00
				Total Construction		**$115,900.00**
				Engineering & Administration		**$40,565.00**
				Total (Rounded)		**$156,000.00**
				State (90%)		**$140,400.00**
				Local (10%)		**$15,600.00**

GRAND TOTAL	**$156,000**
State (90%)	**$140,400**
Local (10%)	**$15,600**