

MINUTES  
Nebraska Aeronautics Commission  
August 9, 2019

The Nebraska Aeronautics Commission held their regular meeting at the department's offices, Lincoln, Nebraska. The legal ad was published in the July 30, 2019, edition of the Lincoln Journal Star and is on the website <https://dot.nebraska.gov/aeronautics>. Chairperson Tom Trumble called the meeting to order at 1:00 p.m. CDT. Commissioners Diana Smith and Dick Trail were in attendance. Also present were Director Ann B. Richart, Planning/Programming Division Manager Anna Lannin and Deputy Director Andre Aman. Commissioners Terri Wachter and Michael Cook were absent.

**Approval of Minutes**

Motion by Commissioner Dick Trail to approve the minutes of the May 10, 2019, meeting. Second by Commissioner Diana Smith. All voted aye. Motion carried.

**Approval of State Pilots**

Motion by Commissioner Dick Trail to approve John Learned and Nathaniel Catelli as State Pilots. Second by Commissioner Diana Smith. Roll call vote. All voted aye. Motion carried.

**State Funds Available**

Andre Aman presented a written report of state funds available.

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**PROJECT GRANT FUND**

Funds available April 30, 2019		\$1,971.24
<u>Commission Actions (05/10/19 meeting)</u>		
Transfer funds to NPE Transfer Program	-\$1,000.00	
Subtotal	-\$1,000.00	-\$1,000.00
<u>Other Actions</u>		
None		

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Subtotal \$0.00

Funds available July 31, 2019 \$971.24

*Funds available at August 2018 meeting: \$4,471.24*

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

Funds available April 30, 2019 \$0.00

Commission Actions (05/10/19 meeting)

None

Funds available July 31, 2019 \$0.00

*Funds available at August 2018 meeting: \$0*

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

Funds available April 30, 2019 \$155,792.18

Commission Actions (05/10/19 meeting)

None

Subtotal \$0.00

Other Actions

None

Subtotal \$0.00

Funds available July 31, 2019 \$155,792.18

*Funds available at August 2018 meeting: \$155,792.18*

**HANGAR REVOLVING LOAN FUND**

Funds available April 30, 2019	\$844,518.90
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Commission Actions (05/10/19 meeting)

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None

Subtotal	\$0.00
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Other Actions

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Returned Allocation: North Omaha	\$249,900.00
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Returned Allocation: Seward	\$508,241.00
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Subtotal	\$758,141.00
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Receipts

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May 2019	\$23,950.00
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June 2019	\$23,950.00
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July 2019	\$23,950.00
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Subtotal	\$71,850.00
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Funds available July 31, 2019	\$1,674,509.90
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*Funds available at August 2018 meeting: \$2,243,910*

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

**FUEL STORAGE LOAN FUND**

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Funds available April 30, 2019	\$281,221.20
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Commission Actions (05/10/19 meeting)

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None

Subtotal	
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Other Actions

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None

Subtotal	\$0.00
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Receipts

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May 2019	\$958.33
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June 2019	\$958.33
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July 2019	\$958.33
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Subtotal	\$2,874.99
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Funds available July 31, 2019	\$284,096.19
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*Funds available at August 2018 meeting: \$266,999.57*  
*Total amount in Fuel Storage fund: \$336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

Funds available April 30, 2019		\$519.25
<u>Commission Actions (05/10/19 meeting)</u>		
Transfer of Funds from Project Grant Fund		\$1,000.00
<u>Funds Disbursed</u>		
Curtis Municipal Airport	-\$100.00	
Superior Municipal Airport	-\$82.50	
Subtotal		-\$182.50
Funds available July 31, 2019		<u>\$1,336.75</u>

Motion by Commissioner Diana Smith to accept the report of State Funds. Second by Commissioner Dick Trail. Roll call vote. All voted aye. Motion carried.

**Federal Aid Project Requests**

Anna Lannin presented the following projects for Commission approval to forward to the FAA with a request for funding, as required by state statutes. The FAA considers the request for future federal funding as funds become available. No state funds are requested at this time.

Alliance X-01

Scope: Taxiway and Apron Pavement Rehabilitation  
Total Estimated Cost: \$4,950,000

The existing taxiway and apron pavement section consists of 1.5 inch (P-402) PFC surface on 5 inch (P-401) asphalt leveling surface on 7 inch PCC (P-501) pavement on 12 inch (P-209) aggregate base course over 12 inch (P-152) compacted subgrade. The concrete pavement was constructed in 1943 as part of WWII. The asphalt leveling course was installed in the late 1980's and the asphalt surface course was installed in 2001. The 2016 PCI rating of the taxiway surfaces ranged from 87 to 66. The asphalt surface areas have exceeded their life expectancy and are becoming very susceptible to raveling and rutting from aircraft operations. The airport needs to rehabilitate (mill and overlay) the existing asphalt surface to prevent FOD and pavement deformation.

Alliance G-01

Scope: MIRL &amp; MITL Replacement

Total Estimated Cost: \$5,700,000

The airport needs to install new MIRL and MITL, conduit, power cable, regulators and grounding systems for RW 12/30 and RW 8/26. The existing runway lights were installed in 1998, the taxiway lights in 2001, and are due to be replaced. The airport has experienced numerous power problems and lighting malfunctions over the past several years with the runway lights.

The shoulders of RW 8/26 (37.5 ft.) consist of old runway pavement from the original pavement section width of 150 ft. (current pavement width section is 75 ft.) that was constructed in 1943. The shoulders of the taxiways (20 ft.) consist of old taxiway pavement from the original pavement section width of 75 ft. (current pavement width section is 35 ft.) that was constructed in 1943. Part 139 safety inspections have noted that these paved shoulders are raveling and causing FOD problems for the existing runway surface. As part of the project the airport needs to remove this pavement in the runway safety areas to prevent further FOD on the existing runway surface. The paved shoulders of Runway 8/26 will be removed and replaced with soil, seed, and mulch.

Gordon A-01

Scope: Seal Coat 4/22; Close 11/29 (remove pavement from 4/22 Safety Area)

Total Estimated Cost: \$605,000

Runway 4/22 was reconstructed in 2015 and its 2017 PCI report was 100. The pavement is 4 years old and in order to maintain its excellent condition should be seal coated.

Runway 11/29, however, is 30 years old and its 2017 PCI report was 45, which is rated poor. Almost the entire length of runway 11/29 has block cracking and longitudinal and transitional cracking. The cracking leads to a FOD problem which is impacting safety. Runway 11/29 will be closed and the portion of Runway 11/29 within Runway 4/22's safety area is set to be removed.

Hebron B-03

Scope: Hangar Rehabilitation

Total Estimated Cost: \$200,000

The existing doors have exceeded their life and are in need of replacement. This is a cost effective approach in extending the life of the hangar.

Ogallala B-03

Scope: Construct 6-Place T-Hangar

Total Estimated Cost: \$1,000,000

The airport is in need of additional 6 place T-Hangar for aircraft storage.

Red Cloud R-02

Scope: Rehabilitate Apron Pavement; Reconstruct Connecting Taxiway

Total Estimated Cost: \$535,000

4,090

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Portions of the existing concrete apron are in poor condition and in need of selective panel replacement and joint/crack sealing. The existing concrete connecting taxiway to runway 16/34 is in poor condition and in need of replacement.

#### Scottsbluff M-11

Scope: New Guidance Sign Panels

Total Estimated Cost: \$75,000

The existing guidance signage panels were installed in 2004 and as per the 2019 Part 139 safety inspection notes the panels have faded to the point they need to be replaced. The Airport wants to replace all of the guidance sign panels under the AIP "small purchase" funding program.

#### Scottsbluff R-05

Scope: Rehabilitate Runway 12/30

Total Estimated Cost: \$10,030,000

The existing Runway 12/30 pavement section consists of 1.5 inch PFC (P-402) wearing surface on 5 inch (P-401) asphalt leveling surface on 7 inch PCC (P-501) pavement on 12 inch (P-209) aggregate base course over 12 inch (P-152) compacted subgrade. The concrete pavement was constructed in 1942 as part of WWII. The P-401 asphalt leveling course was installed in 1979 and P-402 surface was installed in 2009. Due to the age of the asphalt leveling course (P-401) the bituminous binder has become oxidized and is losing the binder properties. The runway is becoming very susceptible to raveling and rutting from aircraft operations. The airport needs to replace (mill and overlay) the 40 year old P-401 asphalt leveling course and P-402 wearing surface in order to maintain a safe load bearing runway surface for aviation operations. Other airport pavement surfaces of similar construction and age are starting to rut and ravel from aircraft loading and the airport has had to limit the weights on these surfaces (Runway 5/23). The airport wants to make sure that the primary runway surface is maintained for commercial air service and Part 139 requirements before the pavement begins to fail.

#### Scottsbluff X-03

Scope: Taxiway Pavement Rehabilitation

Total Estimated Cost: \$8,500,000

The existing taxiway pavement section consists of 1.5 inch PFC (P-402) wearing surface on 5 inch (P-401) asphalt leveling surface on 7 inch PCC (P-501) pavement on 12 inch (P-209) aggregate base course over 12 inch (P-152) compacted subgrade. The concrete pavement was constructed in 1942 as part of WWII. The asphalt leveling course was installed in 1982 and asphalt surface was installed in 2009. Due to the age of the asphalt leveling course (P-401) the bituminous binder has become oxidized and is losing the binder properties. The taxiways are becoming very susceptible to raveling and rutting from aircraft operations. The airport needs to replace (mill and overlay) the 37 year old P-401 asphalt leveling course and P-402 wearing surface in order to maintain a safe load bearing taxiway surface for aviation operations. Other airport pavement surfaces of similar construction and age are starting to rut and ravel from aircraft loading and the airport has had to limit the weights on these surfaces (Runway 5/23). The airport wants to make sure that the taxiway surface is maintained for commercial air service

and Part 139 requirements before the pavement begins to fail.

York M-01

Scope: Fuel Facility

Total Estimated Cost: \$585,000

Existing fuel tanks were installed around 1985 and are not accessible for self-service fueling. New fuel tanks and pumps with card readers will allow for self-service fueling.

Motion by Commissioner Diana Smith to approve the CIP data sheets and forward them to the FAA. Second by Commissioner Dick Trail. Roll call vote. All voted aye. Motion carried.

**Hangar Loan Requests**

Ogallala

Scope: Construct 6-Place T-Hangar

Requested Funds: \$233,333

Representatives: Bruce Smith, Ogallala City Manager & Diane Hofer, Olsson

Ogallala has a need for more hangars. We have a waiting list of 12 aircraft.

O'Neill

Scope: Construct 4-Place T-Hangar

Requested Funds: \$412,575

Representative: Diane Hofer, Olsson

All of the existing t-hangar bays are currently rented and there is a waiting list for more.

Sidney

Scope: Construct 4-Place T-Hangar

Requested Funds: \$462,840

Representative: Anna Lannin, NDOT, Aeronautics Division

Proposed tenants have expressed a desire for bigger more modern hangars with electrical, internet, insulation and bigger doors. They have only 6 hangars with electricity and 40' doors.

Wahoo

Scope: Hangar Door Replacement

Requested Funds: \$6,300

Representative: Jake Vasa, Wahoo Airport Authority

Actual costs for hangar door replacement exceed estimates. The Authority received a 2018 loan allocation to the project and are requesting the loan be increased to assist with the increased costs.

Motion by Commissioner Dick Trail to approve the hangar loan requests. Second by Commissioner Diana Smith. Roll call vote. All voted aye. Motion carried.

**AUGUST 2019 HANGAR LOAN ALLOCATIONS**

AIRPORT	SCOPE	COST ESTIMATE	LOAN
Ogallala	6 Place Nested T-Hangar	\$1,000,000	\$233,333
O'Neill	4 Place Nested T-Hangar	\$1,160,000	\$412,575
Sidney	4 Place Standard T-Hangar	\$661,200	\$462,840
Wahoo	Hangar Door Replacement (additional funds)	\$8,000	\$6,300
<b>TOTAL</b>			<b>\$1,115,048</b>

**Closed Projects**

**Closed Projects  
 August 9, 2019**

<u>Airport</u>	<u>Original State Allocation</u>	<u>Increase in State Funds Required</u>	<u>Decrease in State Funds Required</u>
<b>Hebron 08</b> (Rehab apron & taxilanes)	\$ 0.00	\$ 0.00	\$ 0.00
<b>Holdrege 12</b> (Hangar)	\$ 0.00	\$ 0.00	\$ 0.00
<b>York 13</b> (Joint sealing & marking runway, taxiways & apron)	\$ 0.00	\$ 0.00	\$ 0.00
Totals	\$ 0.00	\$ 0.00	\$ 0.00

Net Decrease - \$0.00



Motion by Commissioner Diana Smith to approve the closed projects. Second by Commissioner Dick Trail. Roll call vote. All voted aye. Motion carried.

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

- NDOT Aeronautics is in a period of transition
  - New Director is looking for ways to create savings and efficiencies
    - 1) By using NDOT resources
    - 2) By re-evaluating our programs and staffing plans
    - 3) Adhering to the 2019 NDOT Focus Areas
      - a. Serving our customers
      - b. Engaging our partners
      - c. Challenging our business practices
      - d. Developing our workforce
- Russ Gasper, Project Management Division Manager is transitioning out of Aeronautics
  - Working part time through August
  - Richart working with NDOT Engineering on providing some services
  - Richart exploring new ways of providing project management service
  - Russ' position will be filled but position description will look different
- Merger has pushed Aeronautics into switching computer programs
  - Payroll
  - Accounting
  - Staff focus is temporarily more internal until we get all the kinks worked out of these new processes
- NAVAIDS Office has one new tech – still completing certifications
  - 100% of the 2019 FAA Annual Visits are completed
- Nebraska Aviation Counts! economic impact study
  - Data collection is wrapping up
  - Expect final report next spring
  - Richart will be presenting interim findings to Nebraska League of Municipalities in Sept.
- Chadron Municipal Airport has terminated their FAR Part 139 Certification
  - Still offer 2 daily roundtrips to DEN on Boutique Air on 9-seat PC-12
  - Part 139 applies to airports serving scheduled air carriers with more than 9 passenger seats
  - Aeronautics staff worked with Chadron to evaluate the risks and benefits of turning in their certificate
  - Chadron enplaned 5,211 passengers in 2018
- Working with NDOT Communications team to develop a new NDOT-Aeronautics logo
  - Will create logo wear for staff so we'll look like a professional team when in public
- Richart will be presenting on SMS 101 and Potential Roles for State Aviation Organizations at NASAO Annual Conference in Sept.
- Richart has set a goal to visit all 80 public use airports during first year on the job
  - So far have made it to 14
  - Impressed with the level of activity and fleet mix

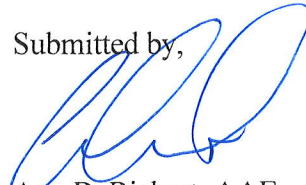
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- Tremendous community support

The next meeting is tentatively set for Friday, October 11, 2019 at 1:00 pm CST in the Lincoln office. Motion by Commissioner Diana Smith to adjourn the meeting. Second by Commissioner Dick Trail. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 2:00 p.m.

Submitted by,



Ann B. Richart, AAE  
Director

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

Name: John Learned Date: 08/01/2019

Address: 626 A St Lincoln, NE 68502

Agency: \_\_\_\_\_

FAA Airman certificates & ratings currently held:

MEL ATP, Comm/Inst SEL

Airman Medical Certificate: Date: 06/07/2019 Class First

Flight Experience	NDOT/Aeronautics Division Recommended Flight Time	Applicant's Flight Time
Total Flight Hours	<u>1500</u>	<u>3886</u>
Pilot In Command	<u>150</u>	<u>3826</u>
Cross Country	<u>500</u>	<u>2134</u>
Instrument (Actual or Simulated)	<u>75</u>	<u>222</u>
Multi-Engine PIC	<u>100</u>	<u>160</u>
Night Time PIC	<u>50</u>	<u>220</u>

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

John M Learned  
Signature of Applicant

Recommendation of Director

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

[Signature]  
Director, NDOT – Division of Aeronautics

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

[Signature]  
Chairperson, Nebraska Aeronautics Commission



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

Name: Nathaniel S. Catelli Date: 07/17/2019

Address: 3803 S. 48th St. Lincoln NE 68506

Agency: \_\_\_\_\_

FAA Airman certificates & ratings currently held:

Commercial SEL, Instrument

Airman Medical Certificate: Date: 01/18/2019 Class 1st

Flight Experience	NDOT/Aeronautics Division Recommended Flight Time	Applicant's Flight Time
Total Flight Hours	<u>500</u>	<u>563.60</u>
Pilot In Command	<u>150</u>	<u>499.80</u>
Cross Country	<u>100</u>	<u>322.70</u>
Instrument (Actual or Simulated)	<u>75</u>	<u>97.40</u>
Multi-Engine PIC	<u>N/A</u>	<u>0</u>
Night Time PIC	<u>25</u>	<u>44.00</u>

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

Nathaniel Catelli  
Signature of Applicant

Recommendation of Director

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

\_\_\_\_\_  
Director, NDOT – Division of Aeronautics

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

E Thomas W. Jumblich  
Chairperson, Nebraska Aeronautics Commission



# NEBRASKA STATE PILOTS

Revised March 16, 2001

The following minimum requirements are established in accordance with Section 3-104 of the Nebraska State Statutes for pilots seeking approval from the Nebraska Aeronautics commission to act as pilot in command as part of their employment with Nebraska State Government:

## Administrative Procedures

An agency desiring to hire a pilot will forward a completed copy of the Pilot Qualification Sheet to the Director of the Nebraska Department of Aeronautics who will screen the form, and make his recommendation to the Aeronautics Commission.

At the next regularly scheduled meeting, or sooner if an emergency exists, the Nebraska Aeronautics Commission will consider the qualifications of the applicant and approve or disapprove the applicant. Formal notification of this action will be forwarded to the requesting agency and a notation of the action taken will be recorded in the Commission Meeting Minutes.

Pilots currently employed on August 11, 1999 will be grandfathered in their current classification. Classification upgrades will be pursuant to the requirements as follows and determined by the respective agencies' flight department.

## Training

Requirements for State pilots stated herein are not intended to restrict training activities conducted in compliance with FAR Part 61 or FAR 141 provided those training activities occur in a purely training environment.

### Class I                      State Pilot

Certificate:    Private Pilot

Rating:            Single Engine Land

Experience:    250 hours total time  
                    150 hours Pilot in Command  
                    10 hours night  
                    20 hours make and model  
                    20 hours direct supervision of a State of Nebraska approved pilot.





Medical Certificate: Class II (renewed annually)

Limitations: Daylight hours Only (unless the pilot holds an instrument rating and has at least 500 hours total time).  
Visual Flight Rules Only  
No transportation of personnel authorized. (Can haul personnel for the purpose of observation).

**Class II**                      **State Pilot**

Certificate: Commercial Pilot

Rating: Single Engine Land  
Instrument Rating

Experience: 500 hours total time  
25 hours Night  
100 hours cross-country

Medical Certificate: Class II (renewed annually).

Limitations: IFR weather minimums are increased to at least an 800-ft. ceiling and 2 miles visibility.

**Class III**                      **State Pilot**

Certificate: Commercial Pilot

Ratings: Single-Engine Land  
Multi-Engine Land (if multi-engine aircraft is being used)  
Instrument Rating

Experience: 1500 hours total time  
500 hours cross-country  
75 hours instrument (actual and/or simulated)  
50 hour night

To carry passengers in multi-engine aircraft

300 hours of multi-engine time.  
10 hours in make and model



Note: (A pilot with at least 100 hours but less than 300 hours of multi-engine time may carry passengers with the following restriction. IFR weather minimums are increased to at least an 800-ft. ceiling and 2 miles visibility)

Medical Certificate: Class II (renewed annually).

Limitations: None (when currency requirements are met, instrument, night etc.).

**Class R                      Helicopter**

Certificate: Meet the requirements of Class II, or Class III above.

Ratings: Rotorcraft – Helicopter

Experience: Meet the requirements of Class II or Class III. Completion of the factory Turbine Transition Course, the factory recurrent Emergency Procedures Training course, 100 hours of rotorcraft time.

20 hours in make and model.

Medical Certificate: Class II

Limitations: None (when currency requirements are met and in the case of a Class II pilot, IFR minimums are increased to at least an 800-ft. ceiling and 2 miles visibility).



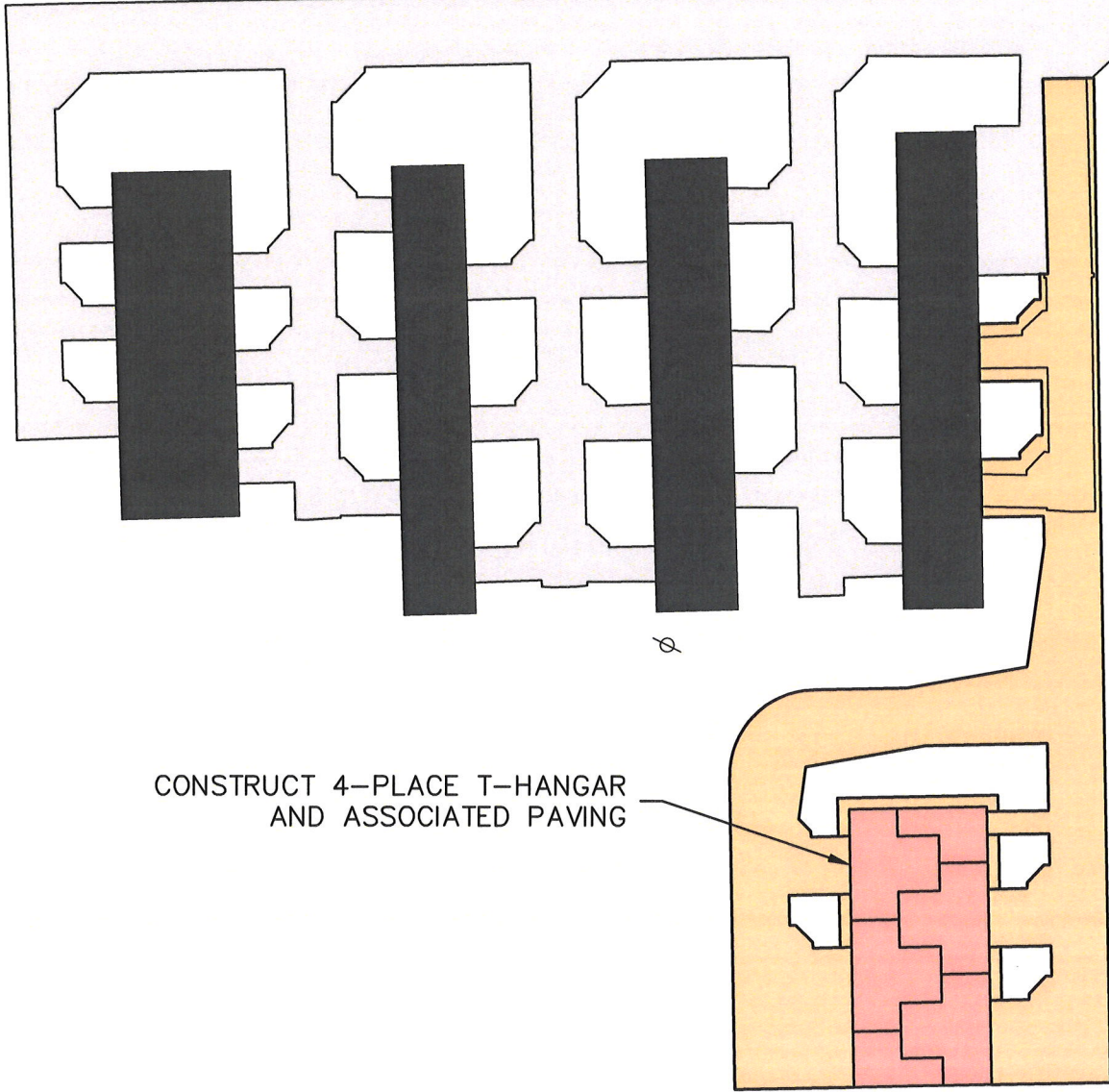
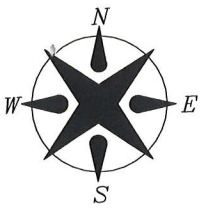
CONTRACT PILOT vs FTE			Savings
DATE	CONTRACTOR COST	FTE	To Date
03/27/19	\$514.96		
03/29/19	\$508.71		
04/30/19	\$526.05		
05/02/19	\$577.60		
05/04/19	\$517.91		
05/09/19	\$500.00		
05/10/19	\$500.00		
05/27/19	\$750.00		
<b>TO DATE</b>	<b>\$3,645.23</b>	<b>\$17,850.00</b>	
06/11/19	\$500.00		
<b>TO DATE</b>	<b>\$4,895.23</b>	<b>\$23,800.00</b>	
07/11/19	\$750.00		
07/12/19	\$508.37		
07/13/19	\$500.00		
07/25/19	\$509.07		
07/29/19	\$514.50		
<b>TO DATE</b>	<b>\$7,677.17</b>	<b>\$29,750.00</b>	<b>\$22,072.83</b>

FTE Salary: \$51,000  
Benefits: 40%

Total Annual Cost To Agency: \$71,400 (\$51,000.00 x 40% = \$71,400.00)  
Total Monthly Cost To Agency: \$5,950.00 (\$71,400 / 12 Mo = \$5,950.00)  
Total Daily Cost To Agency: \$192.00 (\$5,950.00/31 = \$192.00)

SUMMARY: This Chart Indicates Since March 1, 2019 \$7,677.17 Has Been Paid To A Contract Pilot.  
An FTE Would Have Been Paid Approximately \$29,750.00 During This Same Time Period.  
As Of July 31, 2019, A Savings Of Approximately \$22,072.83 Has Been Realized.





CONSTRUCT 4-PLACE T-HANGAR  
AND ASSOCIATED PAVING

PROJECT NO: -  
DRAWN BY: JDB  
DATE: 8/2019

PROPOSED 4-PLACE  
T-HANGAR  
O'NEILL, NE

**olsson**  
601 P Street, Suite 200  
P.O. Box 84608  
Lincoln, NE 68508  
TEL 402.474.6311  
FAX 402.474.5160

EXHIBIT  
1





CONSTRUCT 6-PLACE  
T-HANGAR WITH TAXILANE



olsson

SEARLE FIELD

