

NEBRASKA DEPARTMENT OF AERONAUTICS



2015 ANNUAL REPORT

NEBRASKA DEPARTMENT OF AERONAUTICS
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2015 ANNUAL REPORT NEBRASKA DEPARTMENT OF AERONAUTICS



Mission:
Encourage and Facilitate
the Development and
Use of Aviation in
Nebraska

This report provides an overview of aviation in Nebraska, as aviation touches our lives in many ways. It is the Department's hope that this report will be a great source of information and a tool for understanding aviation in Nebraska. Many thanks to the Department's professional staff for their efforts in putting this report together. For additional information about the services of the Nebraska Department of Aeronautics please visit our home page at www.aero.nebraska.gov.

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ANNUAL REPORT FROM THE DIRECTOR

Ronnie Mitchell



One of our focus items during 2015 has been creating a “Dashboard” as directed by Governor Ricketts. A dashboard is one page depicting two to four tasks that our agency does and shows how we are doing in those areas. It is meant to be something a senior executive may look at and determine how an agency is performing. The dashboard is an important tool, which will allow better oversight by our senior leaders on the progress of state government (See pages 21 and 22).

A General Aviation Proclamation was presented by Lt. Governor Foley on May 13, 2015, which promoted general aviation in the state. There was a contingent from the Hebron area attending and promoting the June 5 and 6 State Fly-in at the Hebron Municipal Airport. It was an outstanding event hosted by Dr. Steve Bateman and the Nebraska Aviation Council. Numerous activities were held the evening of June 5 fly-in with a prime rib supper and USO style show. Saturday, June 6, was the fly-in breakfast, FAA round table discussions and numerous aerobatic displays. Congressman Sam Graves from Tarkio, MO, flew in a Curtis P40 Warhawk as part of the Saturday air show.

US Senator Deb Fischer hosted a Transportation Round Table with DOT Secretary Anthony Foxx in attendance. The event was held at the UNL Whittier Research Center and approximately 70 people attended. I asked Senator Fischer about multiyear funding for the FAA, as the present budget authorization expired the end of September 2015. She stated the Senate was intent on a multiyear budget. Drones or UAS were also discussed.

Russ Gasper, Project Manager of the Project Management Division, researched and compiled a four page report on the advantages of using aerial application in agriculture (See page 43). His report has been carried by numerous publications including the National Agricultural Aviation Association magazine.

We also hired a new pilot, Rod de Zafra, a retired 20 year Marine aviator for our flight department and lost to retirement a valuable Flight Operations employee, Soni Stone.

On December first, we began a review of the FAA Airport Improvement Grant process to see if we could improve the system. We discovered there are approximately 80 steps involved from beginning to end and we are the first department in state government to be using “Value Chain Analysis” to explore an issue. As a result, we should be able to reduce the average 384 day grant close-out process by 150 days, a remarkable achievement.

Now in my sixth year as Director this agency continues to move forward providing improved services to our constituents.

ANNUAL REPORT AERONAUTICS COMMISSION

The Nebraska Aeronautics Commission was originally established in 1935. It is a five-member commission appointed by the Governor with each member serving for five years. One commission member is appointed or reappointed each year in March. The members of the Commission receive no salary but are reimbursed for their actual expenses related to agency functions. Per Nebraska Revised Statutes Section 3-104, the Commission's primary functions are:

- ➔ allocate State funds and approve the use of Federal funds to be spent for the construction or maintenance of airport projects,
- ➔ designate the location, and approve the sites of airports,
- ➔ arrange and authorize the purchase of aircraft on behalf of the State,
- ➔ select and approve pilots to be employed by State agencies, and
- ➔ assist the Director in formulating the regulations and policies to be carried out by the department under the terms of the State Aeronautics Department Act.

Aeronautics Commissioners:

Dorothy Anderson
Holdrege, Nebraska
2018*

Michael Cook
Bellevue, Nebraska
2017*

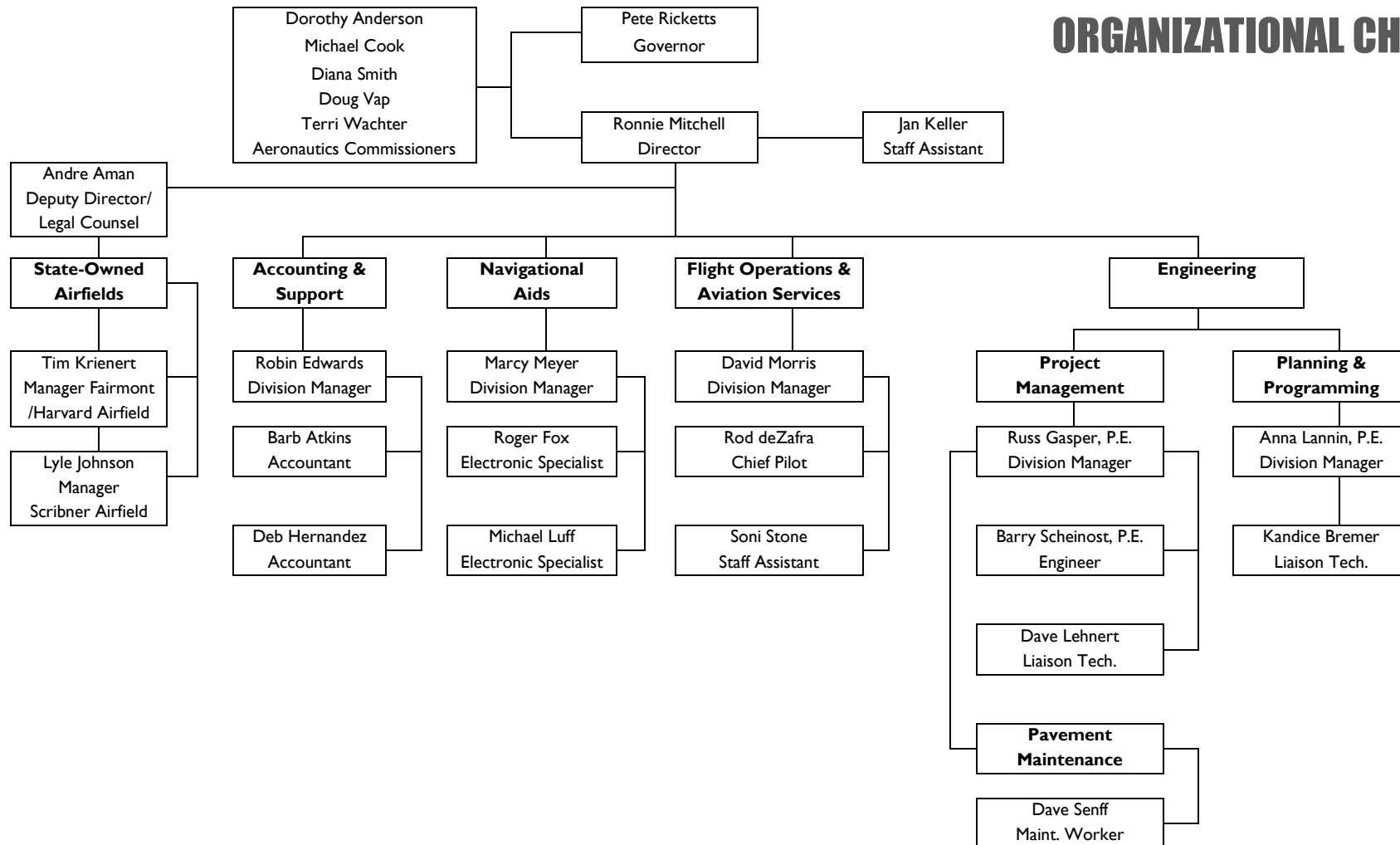
Diana Smith, Chairperson
Beatrice, Nebraska
2019*

Doug Vap
McCook, Nebraska
2016*

Terri Wachter,
Pierce, Nebraska
2020*

*Indicates year term expires

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AGENCY MISSION & GOALS

MISSION:

Encourage and Facilitate the Development and Use of Aviation in Nebraska

The Nebraska Department of Aeronautics (NDA) is a service agency created in 1945 under Nebraska Revised Statutes, Chapter 3, for the purpose of furthering public interest and aeronautical progress within the state. NDA is dedicated to carrying out the Nebraska Aviation System Plan to aid in ensuring a safe, viable, and sustainable air transportation system that enhances the state's economy and quality of life; and provides safe, reliable and efficient air transportation with aviation services to support all state governmental entities. NDA is committed to the development of strategic plans, problem-solving processes that address statewide aviation issues, coordinating and managing aviation-related legislative issues, participating in multi-modal transportation coordination, and providing outreach to aviation constituents and airport sponsors and users throughout the State of Nebraska.

The NDA's goals include:

- ➔ developing aviation as an integral part of Nebraska's transportation system,
- ➔ encouraging aviation-related economic development that links the state, country, and world as a significant source of transportation,
- ➔ creating and implementing strategies to protect and improve the State's aviation system,
- ➔ supporting the efficient modernization of Nebraska's airport system, emphasizing operational safety and security,
- ➔ maintaining a system of navigational aids that supplement the federal system,
- ➔ assisting eligible public-use airports to preserve and maintain paved airport surfaces through maintenance and rehabilitation,
- ➔ upgrading and maintaining the state-owned aircraft fleet,
- ➔ supporting aviation education, and
- ➔ providing safe and efficient air transportation for all branches of state government.

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AGENCY STRUCTURE

The Nebraska Department of Aeronautics serves all public-use airports in the state and the general public regarding aviation related issues with a staff of 20 professionals. The agency is comprised of the director, his staff assistant, deputy director/legal counsel in addition to six divisions, which are discussed below.

The **Director, Deputy Director/Legal Counsel, and Staff Assistant** along with the **Accounting and Support Division** provide essential operational services and support to the agency as a whole, as well as to the Nebraska Aeronautics Commission. The division is responsible for:

- office and personnel management,
- procurement, budget, and finance management,
- legal support,
- accounting services/support including payroll and billing,
- fixed asset management,
- legislative coordination,
- public outreach and relations,
- administrative rule coordination, and
- policy direction and implementation.

Three **State-Owned Airfields** are managed, maintained, and operated by NDA as active airports. The airfields were deeded to NDA as World War II surplus property. The locations of the State-Owned Airfields are:

- Fairmont, Nebraska - Fairmont State Airfield,
- Harvard, Nebraska - Harvard State Airfield, and
- Scribner, Nebraska - Scribner State Airfield.

In addition, NDA manages land at the site of the former Bruning State Airfield, Bruning, Nebraska. The Bruning State Airfield was closed in 1976.

The **Navigational Aids Division** is located at the Kearney Municipal Airport for efficient centralized deployment of technical staff throughout the State of Nebraska. The technical staff maintains navigational facilities and systems in accordance with Federal Aviation Administration (FAA) Standards for the support of the National Airspace System. The division is responsible for:

AGENCY STRUCTURE

- installation, maintenance, and operation of the state-owned navigational aids,
- the majority of Automated Weather Observation Systems (AWOS's) in Nebraska and their dissemination into the FAA's National Data Interchange Network (NADIN), and
- manage registration of all radio frequencies on both the navigational aids and the AWOS sites they maintain.

The **Operations Division** is an active participant within the aviation community in Nebraska and provides air transportation for state government. The division is responsible for:

- operating and managing state owned aircraft,
- renting and chartering aircraft for state use,
- publishing the State Airport Directory and bi-monthly PIREPS newsletter,
- participating in the annual American Legion Cornhusker Boys' State and American Legion Auxiliary Cornhusker Girls' State,
- organizing an annual youth aviation art contest, and
- participating in youth career fairs.

The **Pavement Maintenance Division** operates essential programs within the NDA that provide cost-effective services to enhance safety and maintenance of airport pavement. All public-use airports have access to these programs, which aid in extending the useful life of pavement and protecting the initial investment of pavement construction. The services provided are:

- pavement marking,
- crack and joint sealing, and
- seal coats and pavement rehabilitation.

The **Engineering Division** is comprised of the Planning and Project Management Sections. The Planning and Project Management Sections work in harmony with each other in order to sustain the vitality of Nebraska's statewide aviation system; therefore, the duties and responsibilities of these sections blend together to include:

- coordinating with 81 airport sponsors to develop 20-year capital improvement plans,
- reviewing airport improvements for fiscal responsibility and value,
- conducting airport inspections to identify discrepancies with safety and airport licensing standards,
- issuing building permits for structures over 150-ft in height,
- maintaining a searchable database regarding meteorological evaluation tower locations,
- administering public-use airport Disadvantaged Business Enterprise programs,
- processing state and federal grant payments,
- coordinating and reviewing land acquisition projects,

AGENCY STRUCTURE

- coordinating consultant selection activities for airport sponsors,
- preparing and reviewing airport hazard area zoning documents,
- administering state Hangar and Fuel Loan Programs,
- inspecting/evaluating airport pavements, as required by federal agreements,
- preparing pavement preservation/maintenance plans, as required by federal agreements,
- acting as agent for airport sponsors, and
- completing environmental assessments to comply with National Environmental Protection Act (NEPA).

Many of the duties and responsibilities listed above are provided to public-use airports by the engineering division through a contractual agreement (i.e., Agency Agreement). The Agency Agreement is in accordance with, and for the purpose of complying with, the laws of the State of Nebraska, Sections 3-124 and 3-329.

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ANNUAL REPORT AGENCY FINANCIALS

NDA Revenue

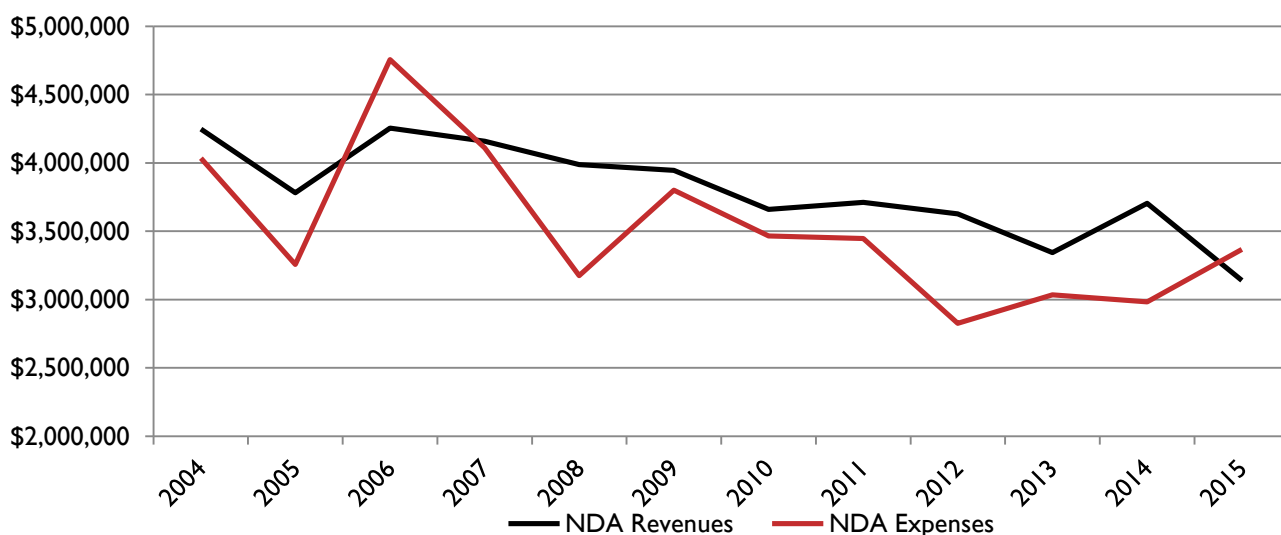
Robin Edwards

The 2015 revenue sources for the NDA were received from the following:

- ➔ **Aviation Gasoline (avgas) and Jet Fuel.** These excise taxes are the primary funding sources of the Department of Aeronautics. The tax consists of five (5) cents and three (3) cents per gallon on each taxable gallon of avgas and jet fuel, respectively sold in Nebraska. These funds are deposited into the Department of Aeronautics' cash fund to be used to operate the NDA and provide programs, grants, and loans to Nebraska airports.
- ➔ **Federal AIP.** Nebraska statutes require federal funds to be channeled through the NDA as agent for public-use airports. The NDA distributes the federal funds as directed by the Federal Aviation Administration (FAA) through federal grants that are issued to airports for improvement projects.
- ➔ **Aviation Trust.** These are restricted funds derived from the sale of excess land at the state-owned airfields and used to support operation of the state-owned airfields. After all airfield needs are met and upon application to the FAA, these funds may be used to support the Navigational Aids Division and state grants to eligible airports.
- ➔ **Additional Sources.** This revenue includes that derived from the operations of state-owned-airfields, reimbursement from the FAA for work done on AIP projects, reimbursement from other state agencies and officials for use of the state aircraft, sale of surplus property, interest, reimbursement from Nebraska airports for navigational aids maintenance, and repayment of hangar and fuel storage loans.

NDA Expenses vs. NDA Revenues*

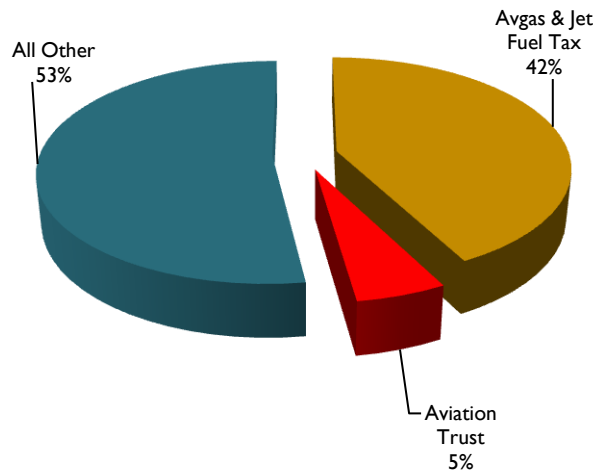
*Federal AIP pass through monies are excluded from this chart



AGENCY FINANCIALS

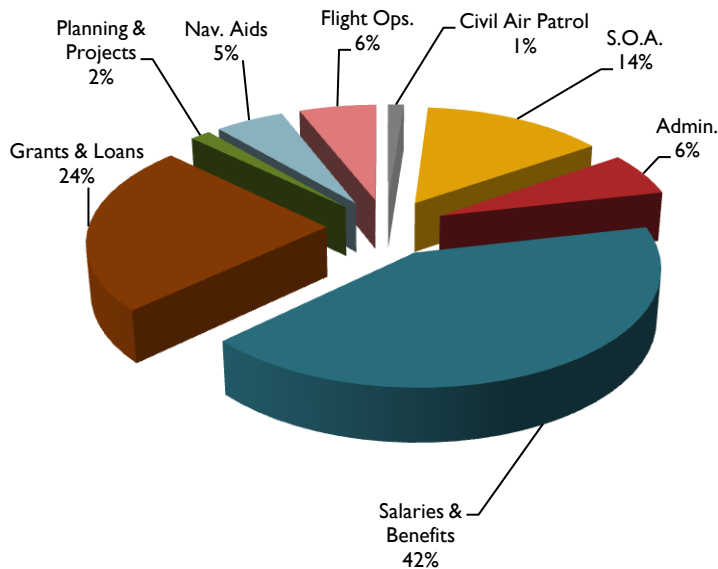
Summary of 2015 calendar year revenues and expenditures without Federal AIP Pass Through.

2015 DEPARTMENT REVENUE Without Federal AIP Pass Through



Avgas & Jet Fuel Excise Tax	\$1,330,119.11
Aviation Trust	\$168,471.15
Additional Sources	
All Other	\$1,641,967.33
Total Revenue	\$3,140,557.59

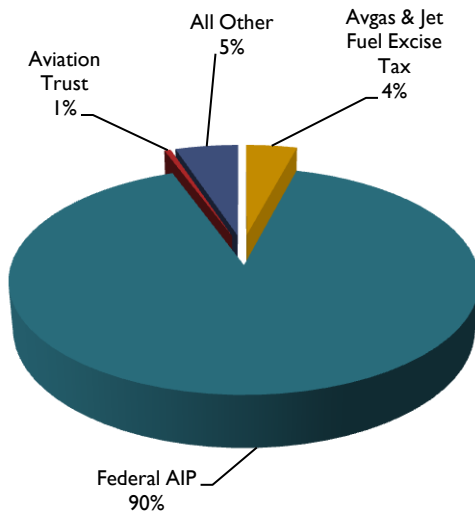
2015 DEPARTMENT EXPENDITURES Without Federal AIP Pass Through



Dept. Salaries & Benefits	\$1,398,556.93
Grants & Loans	
AIP Grant Match	\$115,000.00
State Grants	\$8,358.40
Fuel Loans	\$1,769.51
Hangar Loans	\$683,489.45
Pavement Preservation	\$0.00
Legal Fees NPE Transfer	\$300.00
Administration	\$206,235.82
Flight Operations	\$201,543.26
Navigational Aids	\$180,442.52
Planning & Projects	\$54,027.18
State-Owned Airfields	\$475,997.84
Civil Air Patrol Funding	\$41,345.27
Total Expenditure	\$3,367,066.18

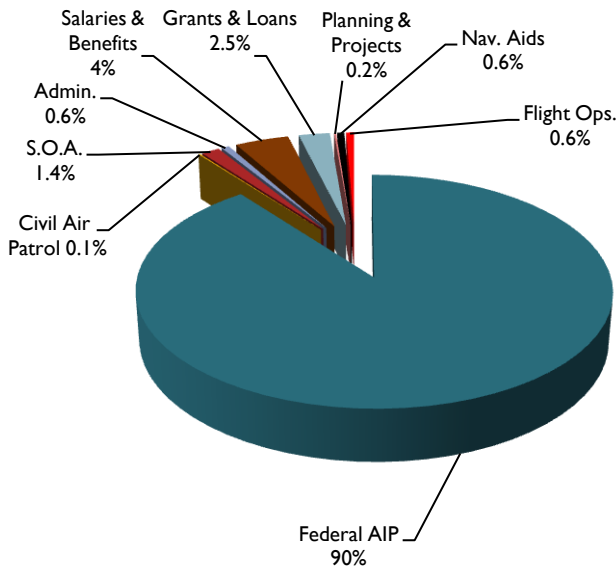
Summary of 2015 calendar year revenues and expenditures with Federal AIP Pass Through.

2015 DEPARTMENT REVENUE With Federal AIP Pass Through



Federal AIP Pass Through	\$28,964,499.00
Avgas & Jet Fuel Excise Tax	\$1,330,119.11
Aviation Trust	\$168,471.15
Additional Sources	
All Other	\$1,641,967.33
Total Revenue	\$32,105,056.59

2015 DEPARTMENT EXPENDITURES With Federal AIP Pass Through



Federal AIP Pass Through	\$28,964,499.00
Dept. Salaries & Benefits	\$1,398,556.93
Grants & Loans	
AIP Grant Match	\$115,000.00
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Civil Air Patrol Funding	\$41,345.27
Total Expenditure	\$32,331,565.18

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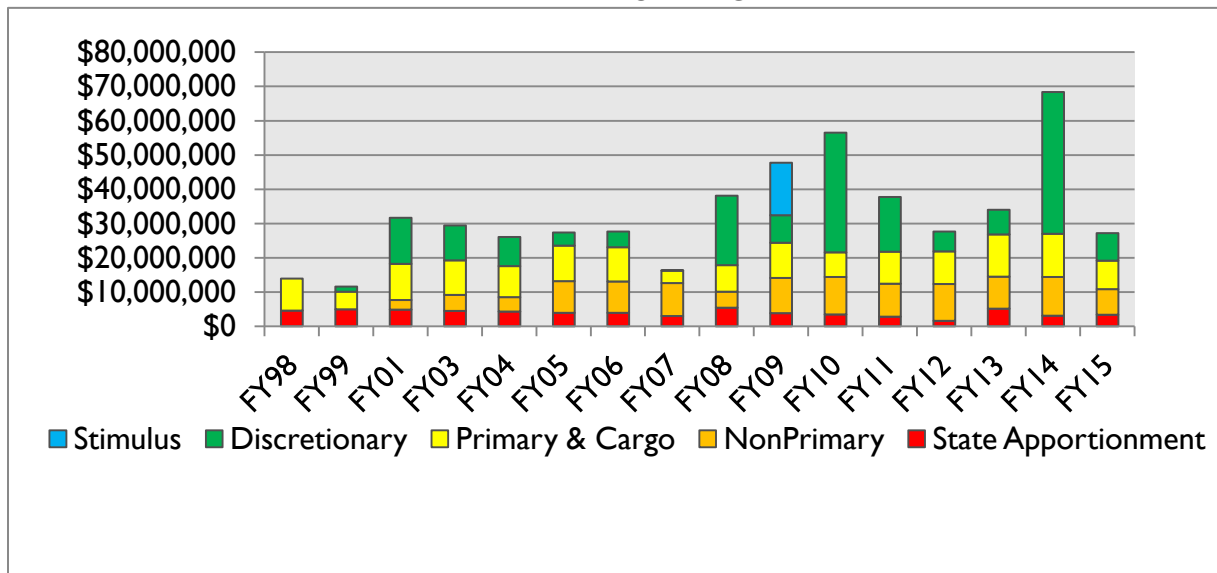
ANNUAL REPORT AGENCY ACCOMPLISHMENTS

Airport Improvements

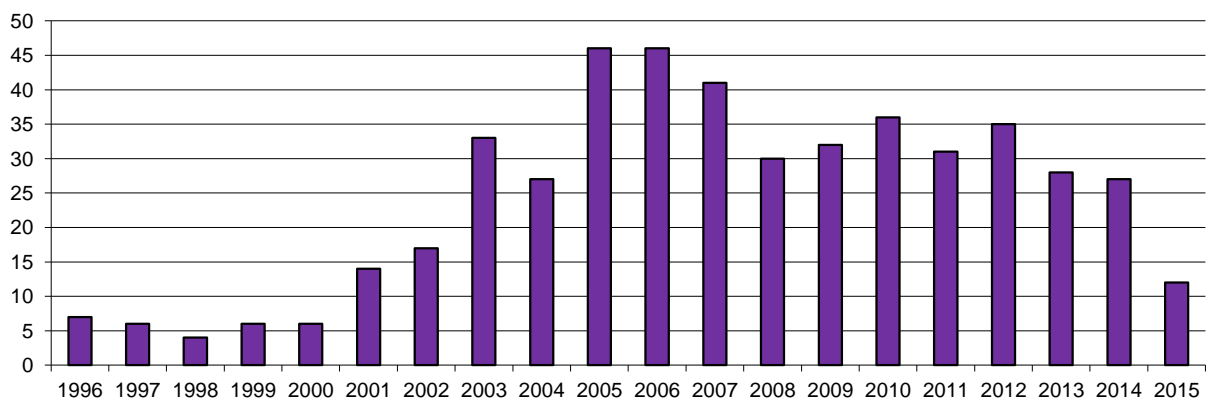
Anna Lannin

The NDA continues to assist airport sponsors in obtaining federal grants and complying with grant requirements. A majority of federal funds must pass through the NDA by state law. The Department also administers the state's grant and loan programs. The following tables illustrate various funding for airport improvement projects.

FEDERAL FUNDING



GENERAL AVIATION FEDERAL AIP GRANTS ISSUED
BY YEAR



AGENCY ACCOMPLISHMENTS

2015 FEDERAL AIP PROJECTS

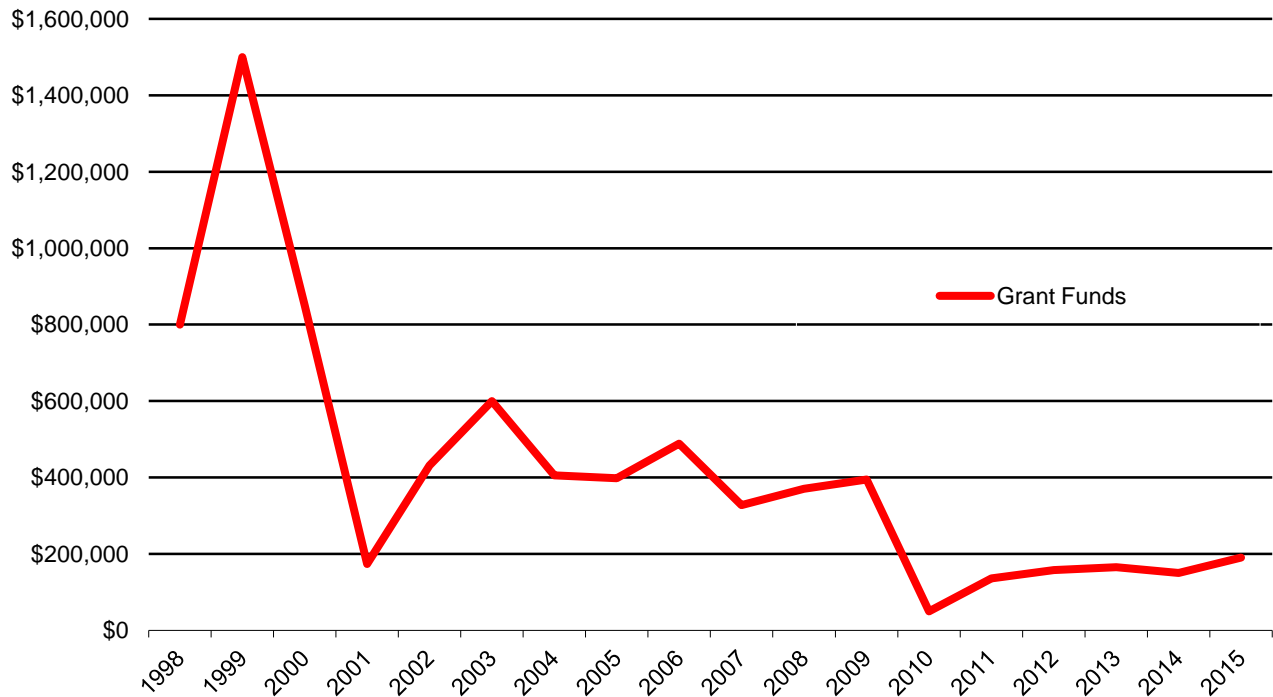
AIRPORT	FEDERAL GRANT AMOUNT	PROJECT DESCRIPTION
Alma	\$568,080	Terminal Building
Auburn	\$2,417,850	Runway Paving & Lighting
Bassett	\$205,425	MIRL, MITL & Fuel
Blair	\$1,583,104	Land acquisition and relocation: tract B
Burwell	\$950,5614	T-Hangar
David City	\$821,840	T-Hangar
Grand Island	\$1,000,000	Terminal Building (Multi-Year Funding)
Kimball	\$150,000	Hangar (Multi-Year Funding)
Lexington	\$105,835	Snow Removal Equipment Building (Multi-Year Funding)
Lincoln	\$721,800	Rwy 14/32; Twy K, N, P Seal Coat
NDA	\$57,600	PCI System Planning
Norfolk	\$380,000	Hangar Taxilane Paving
North Platte	\$530,838	Wildlife Assessment & Snow Removal Equipment
O'Neill	\$650,000	Hangar
Omaha - Eppley	\$13,358,242	Reconstruct Terminal Ramp (Phase 2)
Omaha - Millard	\$150,000	Rwy Rehab (Multi-Year Funding)
Ord	\$150,000	Hangar (Multi-Year Funding)
Oshkosh	\$195,000	PAPI, REIL, Beacon
Scottsbluff	\$731,000	Snow Removal Equipment & Electrical Upgrade
Seward	\$150,000	Hangar (Multi-Year Funding)
Sidney	\$150,000	Hangar (Multi-Year Funding)
Tecumseh	\$343,930	Hangar Rehab
Tekamah	\$1,525,770	Taxilanes & Apron Pavement Rehab
Valentine	\$150,000	Hangar (Multi-Year Funding)
Wayne	\$150,000	Hangar (Multi-Year Funding)
Total	\$27,196,875	

AGENCY ACCOMPLISHMENTS

2015 - STATE OF NEBRASKA AIRPORT FUNDING

State Grant Funds (Allocations)	Sargent – Obstruction Removal	\$3,600
	Wayne – Replace Regulator	\$5,700
	Gothenburg – Pavement Repair	\$55,000
	Nebraska City – Pave Twy (FAA eligible section)	\$16,061
	Nebraska City – Pave Twy (FAA ineligible section)	\$60,000
	Norfolk – Rehab Storm Sewer	\$22,100
	Pavement Preservation Program	\$25,000
	Wallace – Pavement Investigation	\$3,000
Total		\$190,461
Hangar Loan (Allocations)	Hartington – 6-Place T-Hangar	\$350,000
	Hastings – 6-Place T-Hangar	\$245,000
	Total	\$595,000
Fuel Loan (Allocations)	None	\$0
	Total	\$0

STATE GRANT ALLOCATIONS



AGENCY ACCOMPLISHMENTS

Crack/Joint Sealing and Marking Programs

Russ Gasper

Nebraska airports have access to crack/joint sealing and pavement marking. These programs were developed as a cost-effective service that enhances airport safety and extends pavement life. The NDA supplies two personnel, as well as the equipment and materials. The airport sponsor provides a minimum of one airport personnel to assist with the work. The charge rate covers the actual costs. In addition, if time permits, the NDA provides these services to Nebraska State Parks through the Nebraska Department of Roads. The following is a summary of work completed during 2015.

Crack/Joints Sealed, feet	102,100
Airports Visited for Crack/Joint Sealing	5
State Parks Visited for Crack/Joint Sealing	0
Pavement Marking/Painted, square feet	45,615
Airports Visited for Marking	2

Crew consisted of one person and assistance from state airfield managers

Airport Pavement Inspections

Russ Gasper

Since 1985, the NDA regularly evaluates/inspects pavements at Nebraska public-use airports using the Pavement Condition Index (PCI) to describe/evaluate pavements on a scale of 1 to 100. Pavement inspections are a requirement of the Federal Aviation Administration (FAA) every three years for airports to be eligible for federal funds. The FAA reimburses the NDA for these services. The average PCI for primary pavements (i.e., main runways, taxiways, and aprons) in the state is 87.5. The value is constantly improving due to AIP paving projects. The following airports were inspected during 2015:

Arapahoe	Atkinson	Aurora	Blair	Burwell	Cambridge
Cozad	Curtis	Fairbury	Fairmont	Gothenburg	Grant
Hebron	Imperial	Lexington	Lincoln (1/3)	Loup City	McCook
Millard	North Omaha	North Platte	Ogallala	O'Neill	Ord
Seward	Superior	Tekamah	Wallace	York	

5010 Inspections

Russ Gasper

To comply with the Federal Aviation Administration statutory requirements under the Federal Aviation Act, the NDA collects, maintains and disseminates airport master record data through the 5010 program. Information collected addresses aeronautical data that describes the physical and operational characteristics of public-use airports in the National Airspace System. Public-use airports are inspected at least every three (3) years. The FAA reimburses the NDA for these services. The following airports were inspected during 2015:

Arapahoe	Atkinson	Aurora	Blair	Burwell	Cambridge
Cozad	Curtis	Fairbury	Fairmont	Grant	Imperial
Lexington	Loup City	Millard	North Omaha	Ogallala	O'Neill
Ord	Sargent	Seward	Superior	Tekamah	Trenton
Wallace					

AGENCY ACCOMPLISHMENTS

Airport Licensing

Russ Gasper

In accordance with Nebraska Administrative Code 17, the NDA provides licensing inspections for all public-use airports. Public-use airports are inspected at least every three (3) years, with a license being issued if the safety standards are met or exceeded. Inspections may be used by the airport to assist with local height restriction zoning and to review notices of construction that may conflict with airport zoning. The following airports were inspected during 2015:

Arapahoe	Atkinson	Aurora	Blair	Broken Bow	Burwell
Cambridge	Chappell	Cozad	Curtis	Fairbury	Fairmont
Gothenburg	Grant	Hebron	Imperial	Lexington	Loup City
Millard	North Omaha	Ogallala	O'Neill	Ord	Sargent
Seward	Superior	Tekamah	Trenton	Wallace	

Air Transportation

David Morris

During 2015, 14 Nebraska governmental State agencies utilized the state-owned aircraft for a total of 157.4 hours, which converts to 31,454 total statute miles. The Navajo was used primarily for aerial photo work conducted for the Nebraska Department of Roads (NDOR). Aerial photo flights consisted of one NDA crew member and one NDOR technician. Of the total flight hours (157.4 hours) and mileage (31,454 miles), the Navajo was flown 48.1 hours, which covered approximately 8,038 statute miles. A summary of the aircraft operation hours are presented below.

Aircraft	Number	Hours
King Air	84NE	102.3*
Navajo	100NE	55.1*
Rental	739BM	1.6
Rental	901DC	3.7
		162.7

*Includes hours for aircraft maintenance/testing operations and pilot proficiency testing (i.e. 3.9 hours for King Air and 7.0 hours for Navajo).

Airport Directory

David Morris

The Nebraska Airport Directory was published and distributed in January 2015. The directory is published every other year, and will be published/distributed again in January 2017. Due to the continued strong demand for the directory, the number of directories printed was increased from 4,000 to 4,500.

Aviation Career Fair

David Morris

On September 19, the Department staffed an informational booth at the Boy Scouts of America Aviation career fair. The event was held at the Duncan Aviation maintenance facility located at the Lincoln Municipal Airport.

AGENCY ACCOMPLISHMENTS

PIREPS

Rod de Zafra

PIREPS is the bimonthly general aviation newsletter published by NDA since 1948. The purpose of PIREPS is to keep the aviation community informed of events and local aviation activities, as well as important issues affecting aviation in Nebraska. The end of 2015 saw 3485 total subscribers. The newsletter is sent primarily via postal mail, with electronic delivery comprising approximately 10% of total subscriptions.

In partnership with the University of Nebraska-Omaha's Aviation Institute, PIREPS began to feature articles written by students of the Aviation Writing Class. This offers an opportunity for the next generation of aviation professionals to begin contributing to the dialog of Nebraska aviation.

Aviation Art Contest

David Morris

Since 1986, the Department has co-sponsored an aviation art contest for the benefit of Nebraska's youth. This contest is in conjunction with the Fédération Aéronautique Internationale (FAI), the National Association of State Aviation Officials (NASAO), the National Aeronautic Association (NAA), the Federal Aviation Administration (FAA), Embry-Riddle Aeronautical University, Prescott, Ken Cook Co. and the National Coalition for Aviation and Space Education (NCASE). The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math, and science. There are three categories of contestants, ranging from 6 –17 years of age. This year there were 176 participants with the theme of "World Air Games". This was an excellent opportunity for our youth to grab their favorite artist's tools and create a poster celebrating their thoughts about "World Air Games". After judging was completed at the State level, the contest was wrapped up with an awards ceremony on April 25 at the Nebraska Air National Guard Squadron Headquarters auditorium to recognize the winners for their accomplishments and showcase their art work.

The top three entries in the state competition, in each age group, are forwarded to Washington, D.C. to be judged in the national competition. The first, second and third place finishers at the national competition from each age group are forwarded to FAI headquarters in Lausanne, Switzerland for international judging. Winners of the international competition receive gold, silver or bronze medals. The following is the 2015 list of Nebraska winners and honorable mentions:

Finish	Category I Junior (Age 6-9)		Category II Intermediate (Age 10-13)		Category III Senior (Age 14-17)	
	Name	City	Name	City	Name	City
1st	Grace Plitzuweit	Plymouth	Aidan Buechler	Omaha	Haley Workman	Humboldt
2nd	Jack Timperley	Omaha	Olivia Schwickerath	Lincoln	Madisen Randa	Verdigre
3rd	Emily Gieselman	Omaha	Brandon Hollister	Grand Island	Leslie Jensen	Osmond

Honorable Mentions

Bailey Schwab - Beatrice
 Dustin Kapke - Clatonia
 Joseph Timperley - Omaha
 Benjamin Holsing - Clatonia
 Caleb Kosmos - Beatrice
 John Wehrman - Plymouth

Sam Edstrand - Omaha
 Alexis Solorzano - Osmond
 Angel Reyna - Grand Island
 Tony Munoz - Grand Island
 Lauren Gieselman - Omaha
 Lucy Trejo - Grand Island

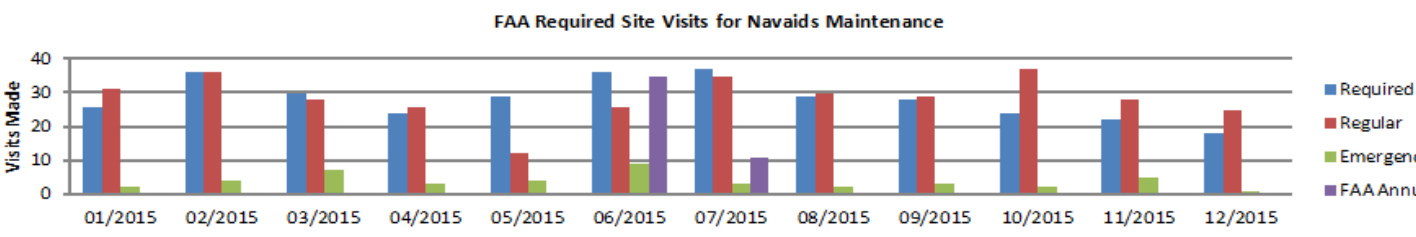
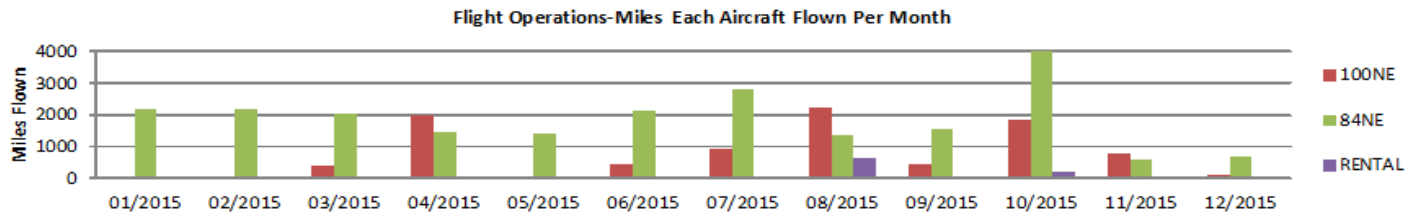
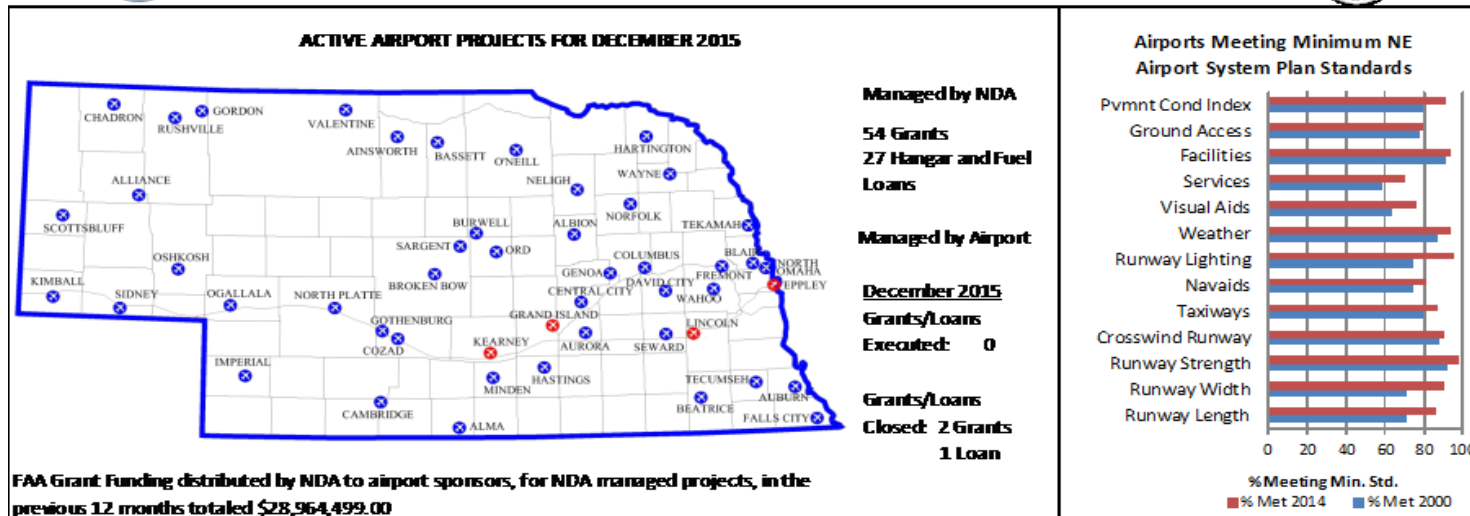
Morgan Mihm - Omaha
 Shelbee Burke - Alliance
 Jessica Knippelmeyer - Grand Island
 Laila Swaim - Grand Island
 Morgan Peterson - Enders
 Nick Anthony - Humboldt

Breanna Ross - Holdrege
 Chloe Workman - Humboldt
 Megan Leasure - Verdigre

The following is the year end (December 2015) monthly dashboard



Department of Aeronautics - Monthly Report (December 2015)





Department of Aeronautics - Monthly Report (December 2015)



Accomplishments / Issues - December 2015

- Federal Aviation Administration (FAA) Aeronautical Studies are reviewed for local zoning violations affecting airports.
Issued: 417
NDA Reviewed: 380
- A value chain analysis was completed on a portion of the Federal Airport Improvement Program. Opportunities to create a more efficient and streamlined process were discovered.
- Planning for the 2016 Aviation Art Contest has begun. All entries sent to the Department of Aeronautics must be postmarked not later than January 22, 2016
- Aviation fuel tax receipts, the department's single largest source of revenue, have remained stagnant or decreased over the last 20 years.
Current receipts are 20.2% less than when they were at their highest in FY 1999-2000.
* Met with the Governor's Policy Research Office and the Budget Division to discuss ideas on increasing Aeronautics' revenue.

Strategic/Priority Projects:

- Mandatory Weather Station up-grades;
5 in each of the next 2 fiscal years
- Rehabilitate the main runway at Scribner State Airfield (contractual and regulatory obligation).
The project is currently advertised for bids, and bid opening will take place at 10:00 am on January 26, 2016, at the Department of Aeronautics.
- Our Flight Scheduler (Staff Assistant II) retired. This position may be filled on a part-time basis if we implement Aircraft/Drone registration.
- Conduct an Economic Impact Study of Nebraska's 79 land-based public use airports; request was submitted to FAA for possible Federal funding in 2017.
- Explore revenue enhancement opportunities

ANNUAL REPORT NEBRASKA AIRPORTS

Nebraska Airports

Russ Gasper

There are 81 public-use airports in Nebraska. These airports are required to have a license issued by the NDA. These airports, as shown below, are inspected every three years and must meet minimum licensing standards as established by the NDA.

Nine (9) airports have commercial air service (Omaha, Lincoln, Grand Island, Kearney, North Platte, McCook, Scottsbluff, Alliance and Chadron), with the remaining 72 airports having general aviation activities. The 9 commercial service and 72 general aviation airports are all Nebraska -licensed public-use airports, which not only generate economic benefits for the State of Nebraska, but also provide medical outreach to rural communities and support for the agriculture industry. In addition, many non-aviation employers rely on the Nebraska Airport System to support their daily business activities, which also contribute to building the State's economy. All licensed public-use airports are publicly-owned facilities except for North Omaha and South Sioux City, which are privately owned.



ANNUAL REPORT AIRPORT FUNDING NEEDS

The Nebraska Department of Aeronautics compiled the following lists of airport projects to illustrate the current infrastructure and funding needs of airports in the State. The airport sponsors were not contacted specifically for their current needs but rather the needs were gathered from the annual update of the Nebraska Airport Capital Improvement Plan and the continuous coordination needed for the Federal Airport Improvement Program (AIP).

Federal funds for airport improvements are received through the Federal Airport Improvement Program. Eligible airports can receive grants to cover up to 90% of project costs. However, federal projects are being delayed or abandoned because the local airport sponsor cannot finance 10% of the project costs and state funds are not available to assist the local airport sponsors with the 10%.

Potential FY2015 Federal funded projects that were delayed because of limited matching funds

Dollar amounts shown are the estimated matching funds for the project.

1. Albion: pave the access road and construct parking for the new terminal building (\$10,900)
2. Stuart-Atkinson: partial parallel taxiway (\$43,000)
3. Central City: construct new T-hangar (\$59,975)
4. Curtis: apron and taxiway rehabilitation (\$65,350)
5. Fairbury: construct new shop hangar (\$185,500)
6. Hyannis (Grant County): airport layout plan (\$20,000)
7. Red Cloud: construct new T-hangar (\$54,200)
8. Superior: install navigational aids (PAPI, REIL, beacon)(\$23,000)

Potential FY2016 Federal funded projects that are being delayed because of limited matching funds

Dollar amounts shown are the estimated matching funds for the project.

1. Aurora: pave the access road and construct parking (\$25,000)
2. Crete: replace T-hangar (\$270,000)
3. Garden County (Oshkosh): pavement maintenance (\$28,000)
4. Rushville: acquire snow removal equipment (\$26,550)
5. Thedford: construct T-hangar(\$180,000)
6. Wallace: airport layout plan (\$20,000)

This list may grow as the projects move into FY2016 and financial commitments for the airport sponsor are requested.

AIRPORT FUNDING NEEDS

To be eligible to receive federal funding, the airport must be listed in the Nation Plan of Integrated Airport Systems (NPIAS). Currently, there are 81 public-use airports in Nebraska of which 73 are listed in the NPIAS; therefore, the 73 airports are eligible to receive federal funding. The remaining eight (8) non-NPIAS airports are not eligible for federal funds and historically have depended on state funds for airport improvements. The non-NPIAS airports include:

1. Arapahoe
2. Bloomfield
3. Genoa
4. Gothenburg
5. Hay Springs
6. North Omaha
7. South Sioux City
8. Trenton

In addition, as part of a new federal program implemented in 2015, general aviation airports must also be classified in the NPIAS in order to received federal entitlement funds, which is the source of funds for this type of airport. In the current NPIAS, three Nebraska airports are unclassified, as their based aircraft count is less than 9. These unclassified airports include:

1. Bassett, Rock County Airport
2. Chappell, Billy G Ray Field
3. Sargent

Currently, Nebraska has eleven public use airports that are in the position of receiving no federal funds.

All Nebraska public-use airports (i.e., 81 airports) can request state grant funds for airside improvements. These state grants can cover up to 90% of the project costs. Due to state funding shortages over the past several years, airport sponsors have become aware of the shortage/limited state funds and are, therefore, no longer requesting state grant funds for their improvements. As a result of the state fund shortage, the Department of Aeronautics has seen a deterioration of the airport system and an increased need for reconstruction due to the delay of timely rehabilitation projects.

The following list includes current unfunded airport needs (limited to projects eligible under the current State Grant Program and those not expected to receive federal funding in the next five years). The list includes the airport, needed project and estimated project cost.

1. Alma: parallel taxiway (pave: \$915,000; light: \$128,000)
2. Arapahoe: runway rehabilitation (reconstruction: \$1,091,100; overlay: \$747,000)

AIRPORT FUNDING NEEDS

3. Arapahoe: install runway lights, beacon (\$113,460)
4. Auburn: taxilanes (\$280,000)
5. Aurora: Runway, taxiway & apron reconstruction (\$6,100,000 – may not have local match)
6. Blair: taxilanes, apron expansion (\$200,000)
7. Blair: extend runway and taxiway to 5,500' (\$2,640,000)
8. Beatrice: rehabilitate taxilanes to hangars A, B, C (\$407,500)
9. Bloomfield: runway rehabilitation (reconstruction: \$981,990; overlay: \$672,300)
10. Bloomfield: install runway lights, beacon (\$102,120)
11. Broken Bow: apron expansion (\$284,250)
12. Chadron: parallel taxiway (\$1,210,000; project could be broken into phases)
13. Chappell: runway rehabilitation (reconstruction: \$1,600,000; overlay: \$1,095,600)
14. Chappell: apron expansion (\$125,000)
15. Cozad: Taxilane reconstruction & apron expansion (\$160,000)
16. Crete: Hangar taxilanes replacement and drainage improvements (\$1,100,000)
17. Crete: Parking lot and road rehabilitation (\$385,000)
18. Fairmont: apron rehabilitation (overlay \$488,787)
19. Fremont: apron expansion and access to new hangar/terminal building (\$620,000)
20. Gordon: runway 11/29, taxiway, apron reconstruction (runway: \$1,070,000; taxiway: \$440,000; apron: \$360,000; they do not have local matching funds)
21. Gothenburg: plan for new airport/new runway with lots of new land (\$150,000)
22. Grand Island: terminal parking lot and Loop Road (\$2,900,000)
23. Grand Island: taxilanes for new aircraft hangars (\$500,000)
24. Grand Island: utility upgrades (sewer)(\$1,500,000)
25. Hartington: light parallel taxiway (\$275,000)
26. Harvard: taxiway rehabilitation (reconstruct: \$502,000; overlay: \$343,620)
27. Hyannis: pavement rehabilitation (reconstruction: \$1,445,700)
28. Lexington: runway and taxiway lights, beacon (\$137,500)
29. Lexington: rehab road and parking lot (\$366,000)
30. Nebraska City: parallel taxiway to runway 33 (\$138,450; federal ineligible section)
31. Nebraska Department of Aeronautics: PCI software update to include PCN values (\$
32. Norfolk: drainage system rehabilitation (\$1,939,688)
33. North Platte: relocate utilities (\$1,000,000)
34. North Omaha: runway rehabilitation (overlay: \$615,000)
35. O'Neill: runway 4/22 lights (\$290,000)
36. O'Neill: pave access road and parking (\$600,000)
37. Ogallala: parallel taxiway (\$1,720,000; project could be broken into phases)
38. Ord: pave access road and parking (\$162,400)
39. Plattsmouth: relocate hangar in the safety area (\$1,950,000)
40. Sargent: 200' runway extension and survey for approach eligibility (pavement: \$87,000 survey: \$120,00)

AIRPORT FUNDING NEEDS

41. Scottsbluff: pave west access road to airport (\$1,951,260)
42. Scottsbluff: parallel taxiway to runway 23 (pave: \$2,822,400; light: \$454,860)
43. Seward: apron (\$625,000)
44. South Sioux City: runway rehabilitation (reconstruction: \$1,208,600)
45. Tecumseh: pave road and parking lot (\$344,000)
46. Wahoo: construct taxilane (\$275,000)
47. Wahoo: entrance road and parking lot (\$350,000)
48. Wallace: runway rehabilitation (reconstruction: \$1,018,000)

Additional Note: Fuel systems are not currently eligible for funding through the State Grant Program. Airport sponsors can request an interest free loan from the department to work on their fuel systems.

Fuel systems are eligible under the current FAA program; however, eligibility restrictions do not allow upgrades or rehabilitation of all existing systems. The following list of airports are not eligible for federal funds related to fuels systems. However, airport sponsors are can request an interest free loan from the department for new/upgraded fuel systems. It should be noted that the loan funds available may not be adequate for the entire list of airports.

1. Stuart-Atkinson
2. Arapahoe
3. Auburn
4. Bloomfield
5. Burwell
6. Cambridge
7. Falls City
8. Hartington (installed card reader)
9. Hebron
10. Holdrege (add Jet A)
11. Minden
12. Nebraska City
13. Pender
14. Sidney (self-fueling)

2015

ANNUAL REPORT

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ANNUAL REPORT AGENCY RECOGNITION

NDA Manager of the Year

Ronnie Mitchell



Robin Edwards

Aeronautics is a small agency and functions best when its employees are accomplished in multiple disciplines. As Division Manager for Accounting and Support, Robin Edward's level of efficiency and organization is awe-inspiring. A consummate manager, she performs and supervises the day-to-day accounting functions of the department, as well as human resources, purchasing and budget. Robin is open-minded and a self-starter; recently completing the state's intensive leadership course and receiving The Nebraska State Government Leadership Certificate.

NDA Employee of the Year

Ronnie Mitchell

Aeronautics is a small agency and as a result, our employees perform multiple duties. Deb Hernandez has done an excellent job of balancing additional job requirements while performing her normal tasks. Ms. Hernandez accepted the task of creating our agency dashboard. Gathering metrics from our managers and compiling the data, she made an outstanding document which is easily read at the highest level of state government. We developed a Facebook page and she took on its management. Deb made it look professional while adding photos of state aviation activities, videos, and even links for job openings in our department. We now reach a much larger audience using social media. Deb performs her duties at a high level and is definitely our Employee of the Year.



Deb Hernandez

AGENCY RECOGNITION

Airport of the Year

David Morris/Rod de Zafra

The Nebraska Department of Aeronautics awarded two “Airport of the Year” awards for 2015. This award is presented to the Part 139 airport and general aviation airport that set them apart from the other public use airports in the state. The Part 139 Airport of the Year is awarded to Nebraska airports that conduct scheduled air service operations. The General Aviation Airport of the Year is awarded to the general aviation airport that best represents aviation in support of its local community and the state at large.

The 2015 Airport of the year is Lloyd W. Carr Field, Sidney, NE. The airport has reinvigorated the airport that serves the local community as well as the panhandle of Nebraska. Through infrastructure



Jeff Barry, Ron Meyer, Jon Leever

improvements it provides full service maintenance for local and transient aircraft. In addition to civilian aircraft operations, Sidney Municipal Airport also hosts military aircraft transiting the area. The new terminal building provides excellent capabilities for pilot and aircrew briefing, as well as a clean comfortable waiting area for passengers. The airport is well kept through a partnership with L&L Aviation, and has a well thought out plan for the future to include replacement of lighting and additional hangar space. The new terminal building provides excellent capabilities for pilot and aircrew briefing, as well as a clean comfortable waiting area for passengers.

Nebraska Regional Airport, Grand Island, NE. The Central Nebraska Regional Airport boasts 64,643 enplanements for 2015, which is an increase of over 3,500 enplanements from 2014. The airport sponsor has worked tirelessly to increase traffic with new FBO facilities, a new Airport Terminal, and community involvement. A significant effort was made by Grand Island to reach the general public and generate interest through the use of its www.flygrandisland.com website, airing two Central Nebraska Regional Airport air service commercials, and numerous events hosted by the airport. The hosted events include: 2015 Blood Drive, car shows, and aircraft displays. The Grand Island Airport Executive Director is routinely asked to speak to the local community and provide tours to schools and retirement homes.

The 2015 Part 139 Airport of the year is the Central Nebraska Regional Airport, Grand Island, NE. The Central Nebraska Regional Airport boasts 64,643



Front Row L to R: Debra Potratz, Amy Dishman, Annette Schimmer, Lynne Werner, Joe Cook, Doug Brown. Back Row L TO R: Wayne Vian, Steve Magnuson, Mike Olson, Brian Quandt, Wes Harris, Justin Astrones

AGENCY RECOGNITION

Project of the Year

The 2015 Project of the Year Award went to the Antelope County Airport Authority, Neligh, Nebraska, which recently completed a \$1.5 million runway project - the rehabilitation and widening of its 3,310-foot crosswind runway. The runway was widened from 50' to 60' and the surface changed from asphalt to concrete with the length remaining constant.

This project (which also included Runway Visibility Zone (RVZ) grading) was approved by the Nebraska Aeronautics Commission on August 6, 2010. Project planning and coordination of funding and bidding occurred in 2013 and 2014. The Notice to Proceed with construction was issued on May 4, 2015 and Substantial Completion occurred on September 2, 2015 (under budget & contract time with no change orders). The Final Inspection was on September 11, 2015. Benesch submitted final documents on January 7, 2016. In addition, the Nebraska Concrete Pavement Association presented this project with an Excellence in Concrete Paving Award at their January 2016 conference.

The NDA recognized the following with certificates for their work on this project: Antelope County Airport Authority: Rick Schindler, Chairman (unable to attend); Alfred Benesch Company.: Andy Beil and Richard Bishop; A & R Construction Company: Jason Aschoff, President.

Barry Scheinost



Barry Scheinost, Richard Bishop, Andy Beil, Jason Aschoff

AGENCY RECOGNITION

State Fly-In

The 23rd Annual State Fly-In was hosted by Hebron Municipal Airport. Activities started on June 5th with prime rib sandwich dinner and entertainment provided by the Thayer County Community players performing a USO style show. This year's fly-in was to commemorate the 71st anniversary of the Normandy invasion, which took place on June 6, 1944. A USO-style show was a great start with over 300 people attending the dinner and show.

Rod de Zafra



Thayer County Community Players



P-40 & P-51

Saturday began with a fly-in breakfast, followed by Roger Zimmerman presenting a Wright Brothers Master Pilot Award for 50 years of flying without an accident to Dan Peterson of Omaha. A panel consisting of AOPA's Regional Representative Yasmina Platt and Congressmen Sam Graves, moderated by NE Aeronautics Director Ronnie Mitchell, held an informative discussion on FAA funding and reauthorization, Third class medical reform, FAA Next Gen, and Unmanned Aerial Systems (UAS). This was followed by FAA operations Safety Manager Dan Petersen's presentation on Preventing Accidents.

Leading off the air show was a Gold Star Family Flag presented to three sisters who had lost a brother in WWII while piloting a P-38 aircraft. They were Anna Belle, Mary, and Margaret Macke. 65 motorcyclists from the American Legion Riders led off with a parade down the runway. Featured acts in the air show were a P-40 was flown by Congressman Sam Graves from Tarkio, MO, and the P-51 by Larry Lumpkins from Council Bluffs, IA. Other flying displays were provided by Harry Barr and Jess Panzer who performed various aerobatic maneuvers to the delight of the crowd.

NE Secretary of State John Gale and his wife Carol attended the Saturday events.



Harry Barr racing a Monte Carlo

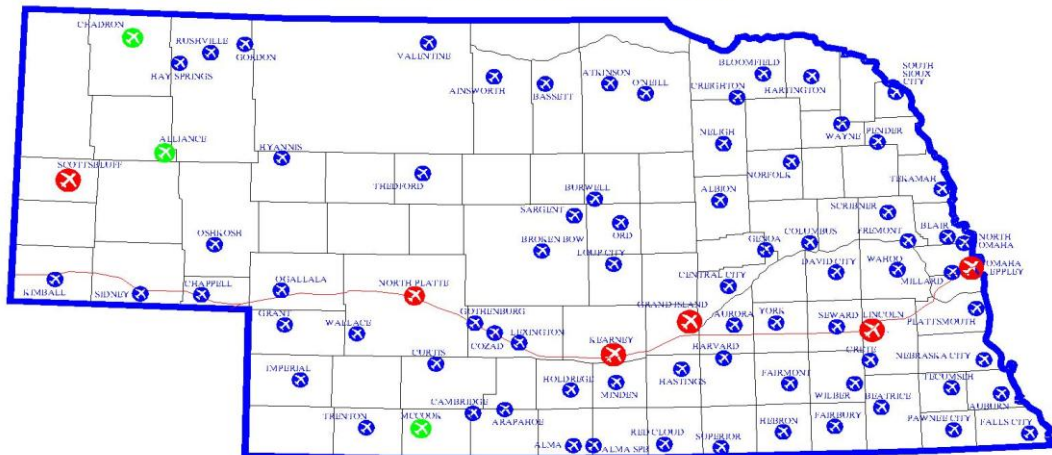
ANNUAL REPORT NEBRASKA AIRPORT INFORMATION

Nebraska Airport Information

Russ Gasper

The 81 public-use airports in Nebraska account for over 880,000 aircraft operations (i.e., landings and takeoffs) and base approximately 1,850 aircraft. It should be noted that nine (9) airports have commercial air service (Omaha, Lincoln, Grand Island, Kearney, North Platte, McCook, Scottsbluff, Alliance and Chadron), with the remaining 72 airports having general aviation activities. The following tables provide information regarding airport operations, based aircraft, airport classification (i.e., in accordance with the Nebraska Aviation System Plan), airport navigational aids, and approach procedure data.

NEBRASKA PUBLIC USE AIRPORTS



NEBRASKA AIRPORT INFORMATION

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
AINSWORTH	AINSWORTH REGIONAL AIRPORT	16	4,000
ALBION	ALBION MUNICIPAL AIRPORT	14	5,100
ALLIANCE	ALLIANCE MUNICIPAL AIRPORT	68	12,579
ALMA	ALMA MUNICIPAL AIRPORT	13	1,250
ALMA	HARLAN COUNTY LAKE (Seaplane Base)	0	2
ARAPAHOE	ARAPAHOE MUNICIPAL AIRPORT	3	2,250
ATKINSON	STUART-ATKINSON MUNICIPAL AIRPORT	14	2,700
AUBURN	FARINGTON FIELD	9	1,976
AURORA	AURORA MUNICIPAL AIRPORT	29	15,925
BASSETT	ROCK COUNTY AIRPORT	6	2,000
BEATRICE	BEATRICE MUNICIPAL AIRPORT	333	10,175
BLAIR	BLAIR MUNICIPAL AIRPORT	47	15,500
BLOOMFIELD	BLOOMFIELD MUNICIPAL AIRPORT	5	4,050
BROKEN BOW	BROKEN BOW MUNICIPAL AIRPORT	22	10,850
BURWELL	CRAM FIELD	11	900
CAMBRIDGE	CAMBRIDGE MUNICIPAL AIRPORT	16	7,000
CENTRAL CITY	CENTRAL CITY MUNICIPAL AIRPORT	21	5,610
CHADRON	CHADRON MUNICIPAL AIRPORT	19	7,665
CHAPPELL	BILLY G RAY FIELD	2	3,645
COLUMBUS	COLUMBUS MUNICIPAL AIRPORT	51	15,000
COZAD	COZAD MUNICIPAL AIRPORT	15	13,000
CREIGHTON	CREIGHTON MUNICIPAL AIRPORT	10	2,320
CRETE	CRETE MUNICIPAL AIRPORT	40	23,420
CURTIS	CURTIS MUNICIPAL AIRPORT	5	6,280
DAVID CITY	DAVID CITY MUNICIPAL AIRPORT	10	3,400
FAIRBURY	FAIRBURY MUNICIPAL AIRPORT	15	6,400
FAIRMONT	FAIRMONT STATE AIRFIELD	19	1,625
FALLS CITY	BRENNER FIELD	20	4,470
FREMONT	FREMONT MUNICIPAL AIRPORT	59	22,300
GENOA	GENOA MUNICIPAL AIRPORT	3	1,050
GORDON	GORDON MUNICIPAL AIRPORT	12	5,120
GOTHENBURG	GOTHENBURG MUNICIPAL AIRPORT	18	7,420
GRAND ISLAND	CENTRAL NEBRASKA REGIONAL AIRPORT	38	27,196
GRANT	GRANT MUNICIPAL AIRPORT	28	9,600
HARTINGTON	HARTINGTON MUNICIPAL AIRPORT/BUD BECKER FIELD	24	6,600
HARVARD	HARVARD STATE AIRFIELD	7	5,000
HASTINGS	HASTINGS MUNICIPAL AIRPORT	24	19,000
HAY SPRINGS	HAY SPRINGS MUNICIPAL AIRPORT	3	400
HEBRON	HEBRON MUNICIPAL AIRPORT	12	4,220
HOLDREGE	BREWSTER FIELD	35	10,600
HYANNIS	GRANT COUNTY AIRPORT	5	1,825
IMPERIAL	IMPERIAL MUNICIPAL AIRPORT	17	9,700
KEARNEY	KEARNEY REGIONAL AIRPORT	38	30,040
KIMBALL	ROBERT E ARRAJ FIELD	5	4,920
LEXINGTON	JIM KELLY FIELD	31	10,640
LINCOLN	LINCOLN AIRPORT	176	60,641
LOUP CITY	LOUP CITY MUNICIPAL AIRPORT	8	1,400

NEBRASKA AIRPORT INFORMATION

NEBRASKA PUBLIC-USE AIRPORTS BASED AIRCRAFT & ANNUAL OPERATIONS

CITY	AIRPORT	BASED AIRCRAFT*	ANNUAL OPERATIONS*
MCCOOK	MCCOOK BEN NELSON REGIONAL AIRPORT	32	16,900
MINDEN	PIONEER VILLAGE FIELD	19	7,000
NEBRASKA CITY	NEBRASKA CITY MUNICIPAL AIRPORT	12	5,300
NELIGH	ANTELOPE COUNTY AIRPORT	11	5,650
NORFOLK	NORFOLK REGIONAL (KARL STEFAN MEMORIAL FIELD)	46	26,934
NORTH PLATTE	NORTH PLATTE REGIONAL AIRPORT	58	37,814
OGALLALA	SEARLE FIELD	15	4,930
OMAHA	EPPLEY AIRFIELD	118	97,900
OMAHA	MILLARD AIRPORT	102	72,300
OMAHA	NORTH OMAHA AIRPORT	57	14,250
O'NEILL	THE O'NEILL MUNICIPAL AIRPORT - JOHN L BAKER FIELD	22	7,440
ORD	EVELYN SHARP FIELD	11	7,000
OSHKOSH	GARDEN COUNTY AIRPORT	10	6,270
PAWNEE CITY	PAWNEE CITY MUNICIPAL AIRPORT	11	844
PENDER	PENDER MUNICIPAL AIRPORT	13	2,700
PLATTSMOUTH	PLATTSMOUTH MUNICIPAL AIRPORT	42	20,500
RED CLOUD	RED CLOUD MUNICIPAL AIRPORT	10	5,160
RUSHVILLE	MODISSETT FIELD	15	3,250
SARGENT	SARGENT MUNICIPAL AIRPORT	6	5,000
SCOTTSBLUFF	WESTERN NEBR. REGIONAL AIRPORT/WILLIAM B. HEILIG FIELD	42	28,842
SCRIBNER	SCRIBNER STATE AIRFIELD	13	2,550
SEWARD	SEWARD MUNICIPAL AIRPORT	45	12,650
SIDNEY	SIDNEY MUNICIPAL AIRPORT	24	9,775
SOUTH SIOUX CITY	MARTIN FIELD	35	8,100
SUPERIOR	SUPERIOR MUNICIPAL AIRPORT	11	12,500
TECUMSEH	TECUMSEH MUNICIPAL AIRPORT	10	5,480
TEKAMAH	TEKAMAH MUNICIPAL AIRPORT	28	26,270
THEDFORD	THOMAS COUNTY AIRPORT	5	2,025
TRENTON	TRENTON MUNICIPAL AIRPORT	2	3,750
VALENTINE	MILLER FIELD	30	4,900
WAHOO	WAHOO MUNICIPAL AIRPORT	35	16,350
WALLACE	WALLACE MUNICIPAL AIRPORT	13	2,675
WAYNE	WAYNE MUNICIPAL AIRPORT/STAN MORRIS FIELD	17	8,580
YORK	YORK MUNICIPAL AIRPORT	22	10,500
TOTALS:		1,859	885,981

*Based Aircraft and Annual Operations values obtained from the FAA 5010 Database

NEBRASKA AIRPORT INFORMATION

Airports Classifications

Nebraska Aviation System Plan

Nebraska Public-Use Airports are classified in accordance with the Nebraska Aviation System Plan as National, Regional, Local or Limited Airports. Many factors, including serving population centers, accommodating medical needs, serving economic/trade centers, and general aviation coverage, were considered when classifying airports. A summary of the airports in each classification with the minimum standards is presented as follows.

NATIONAL AIRPORTS – Maintain a consistent and contributing role in enabling the local, regional, and statewide economy to have access to and from the national and worldwide economy.

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT CLASSIFICATION

NATIONAL CLASSIFICATION	
ASSOCIATED CITY	AIRPORT NAME
Alliance	Alliance Municipal Airport
Beatrice	Beatrice Municipal Airport
Chadron	Chadron Municipal Airport
Columbus	Columbus Municipal Airport
Fremont	Fremont Municipal Airport
Grand Island	Central Nebraska Regional Airport
Hastings	Hastings Municipal Airport
Kearney	Kearney Regional Airport
Lincoln	Lincoln Airport
McCook	McCook Ben Nelson Regional Airport
Norfolk	Norfolk Regional Airport
North Platte	North Platte Regional Airport
Omaha	Eppley Airfield
Plattsmouth	Plattsmouth Municipal Airport
Scottsbluff	Western Nebraska Regional Airport
Sidney	Sidney Municipal Airport
Valentine	Miller Field
York	York Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN NATIONAL AIRPORT MINIMUM FACILITY STANDARDS

NATIONAL CLASSIFICATION		
FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	C-II or Greater	100%
Runway Length:	75% Large Aircraft at 60% Useful Load	94%
Runway Width:	To Meet ARC	94%
Runway Strength:	To Meet ARC	100%
Crossing Runway:	As Needed to Meet 95% Coverage	50%
Taxiways:	Full Parallel	89%
Navigational Aids:	Precision Approach	50%
Visual Aids:	MALSR, PAPIs	67%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	100%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	56%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	100%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	78%

NEBRASKA AIRPORT INFORMATION

REGIONAL AIRPORTS – Maintain a contributing role in supporting the local and regional economy and connecting it to the state and national economy.

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	REGIONAL CLASSIFICATION	AIRPORT NAME
Ainsworth		Ainsworth Regional Airport
Albion		Albion Municipal Airport
Blair		Blair Municipal Airport
Broken Bow		Broken Bow Municipal Airport
Crete		Crete Municipal Airport
Falls City		Brenner Field
Gordon		Gordon Municipal Airport
Holdrege		Brewster Field
Imperial		Imperial Municipal Airport
Kimball		Robert E. Arraj Field
Lexington		Jim Kelly Field
Nebraska City		Nebraska City Municipal Airport
Neligh		Antelope County Airport
Ogallala		Searle Field
Omaha		Millard Airport
O'Neill		O'Neill Municipal-John L. Baker Field
Ord		Evelyn Sharp Field
Seward		Seward Municipal Airport
Superior		Superior Municipal Airport
Wahoo		Wahoo Municipal Airport
Wayne		Wayne Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN REGIONAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	REGIONAL CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-II or Greater	100%
Runway Length:	100% OF Small Aircraft w/ less than 10 passenger seats	81%
Runway Width:	To Meet ARC	86%
Runway Strength:	To Meet ARC	100%
Taxiways:	Partial Parallel	67%
Navigational Aids:	Non-Precision Approach	100%
Visual Aids:	PAPIs	95%
Lighting:	MIRL, Beacon	100%
Weather:	Automated Weather	76%
Services:	Phone, Restrooms, FBO, Maintenance, Jet Fuel, Ground Transportation, RCO	43%
Facilities:	Terminal, Aircraft Apron, Hangars, Auto Parking	95%
Ground Access:	Full paved road from associated city to terminal Roadway signs on and off site	33%

NEBRASKA AIRPORT INFORMATION

LOCAL AIRPORTS – Maintain a supplemental and contributing role for a local economy.

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT CLASSIFICATION

ASSOCIATED CITY	LOCAL CLASSIFICATION	AIRPORT NAME
Atkinson		Stuart-Atkinson Municipal Airport
Auburn		Farrington Field
Aurora		Aurora Municipal Airport
Cambridge		Cambridge Municipal Airport
Central City		Central City Municipal Airport
Cozad		Cozad Municipal Airport
Creighton		Creighton Municipal Airport
Curtis		Curtis Municipal Airport
David City		David City Municipal Airport
Fairbury		Fairbury Municipal Airport
Fairmont		Fairmont State Airfield
Grant		Grant Municipal Airport
Hartington		Hartington Municipal Airport
Hebron		Hebron Municipal Airport
Hyannis		Grant County Municipal Airport
Loup City		Loup City Municipal Airport
Minden		Pioneer Village Field
Omaha		North Omaha Airport
Oshkosh		Garden County Airport
Red Cloud		Red Cloud Municipal Airport
Scribner		Scribner State Airfield
South Sioux City		Martin Field
Tekamah		Tekamah Municipal Airport
Theadford		Thomas County Airport
Wallace		Wallace Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LOCAL AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	LOCAL CLASSIFICATION MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	B-I or Greater	100%
Runway Length:	95% Small Aircraft (NPIAS Airports)	76%
	75% Small Aircraft (non NPIAS Airports)	92%
Runway Width:	60-ft for NPIAS Airport, 50-ft for non-NPIAS Airport	88%
Runway Strength:	To Meet ARC	92%
Taxiways:	Turnarounds & Connectors	88%
Navigational Aids:	Non-Precision Approach	83%
Visual Aids:	PAPIs	44%
Lighting:	MIRL, Beacon	88%
Services:	Phone, Restrooms, Fuel	88%
Facilities:	Pilots Lounge, Aircraft Apron, Hangars, Auto Parking	84%
Ground Access	Roadway signs on and off site	--

NEBRASKA AIRPORT INFORMATION

LIMITED AIRPORTS – Maintain a limited contributing role for the local economy.

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT CLASSIFICATION

ASSOCIATED CITY	AIRPORT NAME
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chappell	Billy G. Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport

NEBRASKA AVIATION SYSTEM PLAN LIMITED AIRPORT MINIMUM FACILITY STANDARDS

FACILITY	MINIMUM CRITERIA	MEETING CRITERIA
Airport Reference Code (ARC):	A-1 or Turf	100%
Runway Length:	95% Small Aircraft (NPIAS Airports) Maintain Existing (non NPIAS) Airports)	90%
Runway Width:	60-ft Paved or 120-ft Turf (NPIAS Airport) 50-ft Paved or 100-ft Turf (non-NPIAS Airport)	90%
Taxiways:	Turnarounds and/or Connectors	100%
Lighting:	Reflectors or LIRL, Beacon	95%
Services:	Phone, Restrooms	71%
Facilities:	Aircraft Apron, Hangars, Auto Parking	100%
Ground Access	Roadway signs on and off site	--

NEBRASKA AIRPORT INFORMATION

Navigational Aids

Marcy Meyer

Navigational Aids are vital for the safe operation of aircraft in the state. The following is a summary of navigational aids operated during 2015.

NEBRASKA WEATHER REPORTING LOCATIONS

ID	LOCATION	FACILITY	AOMC MONITORED	DATED COMMISSIONED	OWNER	FREQUENCY	TELEPHONE NUMBER
KANW	Ainsworth	AWOS III PT		Nov 1, 1995	NDA	118.325	(402)-387-2329
KBVN	Albion	AWOS III PT		August 3, 2004	LOCAL*	118.575	(402)395-2052
KAIA	Alliance	ASOS	X	May 16, 1996	FAA	135.075	(308)-762-1221
KAUH	Aurora	AWOS III PT		July 5, 1991	NDA	121.225	(402) 694-5472
KBIE	Beatrice	AWOS III PT		September 1, 1991	NDA	125.325	(402) 228-3229
KBTA	Blair	AWOS III PT		September 27, 2007	NDA	120.225	(402) 426-0448
KBBW	Broken Bow	ASOS	X	July 29, 1999	FAA	120.000	(308) 872-5354
KCDR	Chadron	ASOS	X	August 30, 2000	FAA	118.050	(308) 432-5574
KOLU	Columbus	AWOS III			FAA	125.525	(402) 563-3895
KFNB	Falls City	ASOS	X	August 30, 2000	FAA	119.275	(402) 245-5948
KFET	Fremont	AWOS III PT		July 5, 1991	NDA	121.275	(402) 727-9135
KGRI	Grand Island	ASOS/ATIS	X	October 1, 1992	NWS	127.4	(308) 382-5590
KHSI	Hastings	ASOS	X	May 30, 1995	FAA	120.525	(402) 463-4029
KHDE	Holdrege	AWOS III PT		April 4, 1991	NDA	121.325	(308) 995-6433
KHJH	Hebron	AWOS III PT		February 24, 2004	LOCAL*	118.525	(402) 768-2501
KIML	Imperial	ASOS	X	June 30, 2000	FAA	124.175	(308) 882-5186
KEAR	Kearney	AWOS III			FAA	123.875	(308) 237-5608
KIBM	Kimball	AWOS III PT		March 11, 2003	NDA	118.075	(308) 235-2516
KLXN	Lexington	AWOS III PT		April 4, 1991	NDA	121.025	(308) 324-5975
KLNK	Lincoln	ASOS/ATIS	X	November 1, 1992	NWS	118.05	(402) 474-9214
KAFK	Nebraska City	AWOS III PT		May 13, 2003	LOCAL*	128.325	(402) 873-7375
KMCK	McCook	ASOS	X	December 4, 1996	FAA	119.025	(308) 345-1193
KMLE	Millard	AWOS III PT		November 20, 1991	NDA	118.250	(402) 895-6778
KOFK	Norfolk	ASOS	X	April 1, 1996	NWS	119.025	(402) 644-4480
KLBF	North Platte	ASOS	X	February 1, 1996	NWS	118.425	(308) 534-1617
KOGA	Ogallala	AWOS III PT		July 5, 1991	NDA	121.275	(308) 284-6573
KOMA	Omaha	ASOS/ATIS	X	February 22, 1996	FAA	120.4	(402) 344-0324
KOFF	Offutt AFB	Observer/ATIS				126.025	
KONL	O'Neill	AWOS III PT		July 5, 1991	NDA	121.125	(402) 336-4834
KODX	Ord	ASOS	X	August 30, 2000	FAA	119.925	(308) 728-7954
KPMV	Plattsmouth	AWOS III PT		September 26, 2006	LOCAL*	118.975	(402) 298-7524
KBFF	Scottsbluff	ASOS	X	June 1, 1995	NWS	121.025	(308) 632-8949
KSNY	Sidney	ASOS	X	December 14, 1995	FAA	125.775	(308) 254-3525
KTQE	Tekamah	ASOS	X	May 30, 1995	FAA	127.275	(402) 374-2853
KTIF	Theftord	AWOS III PT		April 19, 2004	NDA	120.825	(308) 645-0488
KVTN	Valentine	ASOS	X	October 1, 1995	NWS	118.075	(402) 376-1673
KAHQ	Wahoo	AWOS III P		May 17, 2011	LOCAL*	125.975	(402) 443-4030
KLCG	Wayne	AWOS III PT		June 6, 2005	LOCAL*	120.125	(402) 375-0111
KJYR	York	AWOS III PT		July 12, 2001	NDA	124.175	(402) 362-3785

ASOS: Automated Surface Observation System, AOMC- ASOS Operations and Monitoring Center;
 AWOS III PT: Automated Weather Observation System NWS: National Weather Service Silver Spring, MD
 P: Precipitation; T: Thunderstorm; *Indicates Maintenance Contracted thru NDA

NEBRASKA AIRPORT INFORMATION

NEBRASKA APPROACH PROCEDURES - 2015

APPROACH TYPE & NUMBER OF APPROACHES	
ILS (Instrument Landing System), ILS or LOC	22
LOC (Localizer)	2
VOR (VHF Omni-Directional Range), VOR/DME	60
RNAV(GPS)	172
NDB (Non-Directional Beacon)	28
GPS (Global Positioning System)	2
Airports w/ SIAP's (Standard Instrument Approach Procedures)	65

2015

ANNUAL REPORT

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ANNUAL REPORT NEBRASKA AERIAL APPLICATORS

The following article was prepared by Russ Gasper, Nebraska Department of Aeronautics, and published by the following: Nebraska Aviation Trades Association, Midwest Flyer Magazine, National Agricultural Aviation Association, Ag Air Update and Nebraska Department of Aeronautics.

AGRICULTURE, AERIAL APPLICATORS and AIRPORTS Is Bigger Better/Does Size Matter

By: Russ Gasper

Nebraska Dept. of Aeronautics

When it comes to agricultural receipts, bigger is not better and size does not matter: Nebraska and Iowa rank in the top four in the U.S. in agricultural receipts for all commodities along with California and Texas, but Nebraska and Iowa are not in the top ten when it comes to total area. The following table (Table I) shows that Nebraska and Iowa are much smaller in size; however, Nebraska and Iowa are able to compete with the big guys (i.e., Texas and California) for the top producers in U.S. agricultural receipts for all commodities.

TABLE I

State	NE	IA	TX	CA
U.S. Rank by Ag Cash Receipts	3	2	4	1
All Agriculture Cash Receipts, \$Billion	23	31	22	46
U.S. Rank by Size	16	26	2	3
Size, Square Miles	77,421	56,272	268,272	163,696

A major commodity for agricultural receipts is crop production. In Nebraska, three of the top five agricultural commodities are crops: corn, soybeans and wheat. These are also Nebraska's main exported crops. It is estimated that in Nebraska every dollar in agricultural exports generates \$1.34 in economic activity. Nebraska's \$5-6 billion in agricultural crop exports translates into approximately \$7-\$8 billion in additional economic activity, which is approximately 35% of all agricultural cash receipts. These facts and figures may not be surprising to most Nebraskans; however, many Nebraskans overlook the contributions of aerial applicators and the 80 public-use airports that support applicator activity to make Nebraska a leader in agriculture on a national level.

NEBRASKA AERIAL APPLICATORS

The Nebraska Department of Agriculture has 436 applicators registered to do business in Nebraska. The other leaders in agriculture have comparable numbers of applicators registered in their states; however, it should be noted that Nebraska has the fewest number of public-use airports (See Table 2).

TABLE 2

State	NE	IA	TX	CA
Public-Use Airports	80	116	297	243
Aerial Applicators Registered with State's Ag Dept.	436	333	443	458

Nebraska aerial applicators represent a small portion (436) of Nebraska's population working in agriculture. It is estimated that 1 in 4 jobs in Nebraska are related to agriculture, which would be 250,000 jobs, as Nebraska has approximately 1,000,000 people employed in the state. In recent years, more and more farmers are using aerial applicators to control diseases and pests. The reason for the increasing use of aerial applicators is threefold: 1) maximized crop yields, 2) improved flight technology, and 3) development of fungicides.

Aerial applicators have the ability to apply products at the right time, at the right place and in the right amount, to maximize crop yields. In addition, aerial applicators have several advantages that include the ability to treat more acres per day than ground rigs; the ability to make extensive applications in narrow, busy treatment windows, especially if weather/soil conditions are unfavorable; they cause less crop damage, which is estimated to be 1.5-5% of crop yields; and they cause no soil compaction, hence preventing soil runoff. The National Agricultural Aviation Association (NAAA) has indicated:

- ➔ the average aerial applicator has 21.3 years of experience
- ➔ aerial applicators have a commercial pilot's certificate, and must meet requirements of FAA regulations Part 137, which allows low-level aviation operations
- ➔ 87% of the aircraft used are fixed-wing; the remaining 13% are rotorcraft/helicopters
- ➔ of the combined fleet 67% are turbine powered and 33% have piston engines. (At the 2015 NATA Nebraska conference it was reported that 94% of ag operations are done with fixed wing aircraft while 3% is done by helicopters and 3% by other means.)
- ➔ aerial applicators account for just under 20% of all applied crop protection products on commercial farms and 100% of forest protection applications
- ➔ applicator's most commonly treated crops are corn, wheat/barley, soybeans, and alfalfa

NEBRASKA AERIAL APPLICATORS

Advances in aircraft have also ignited aerial applicator popularity. Aircraft are twice as big as they were several years ago. The most popular aircraft today are powered by a turbine engine and carry 400 to 500 gallons of product, which together allow applicators efficient applications by dispensing huge swaths of product across a field during flight. The move to larger turbine engine aircraft has not only added aircraft power for quicker application of larger areas, but has proven to be more mechanically reliable, resulting in less maintenance. For aerial applicator aircraft, bigger is better and size does matter.

In recent years, there has been an explosion in the growth of aerial applicators due to the development of fungicides that are designed to be applied to the corn tassel. In addition, advances in flight technology allow for more timely, efficient, and effective application of protection products. The University of Illinois conducted a study that recorded a yield increase of 18.6 bushels per acre with aerially applied fungicides. However, on average, retailers report that their customers are indicating increases of 7-10 bushels per acre.

During the spring and summer of 2015, all 80 Nebraska public-use airports replied to questions regarding 2015 aerial applicator activities at their airport. Based on the responses, 66 of the public-use airports (82.5%) indicated that they anticipate applicator aircraft using their facility for base operations, fuel, and/or maintenance. The combined total of aircraft using the 66 airports is anticipated to be 321. The use of public-use airports in Nebraska by aerial applicators is very significant and somewhat surprising, because the general industry thinking is that aerial applicators operate off privately owned airfields.

Based on NAAA data, Nebraska appears to be within the national trends/norms for aerial applicators. Therefore, using the national trends with information collected within Nebraska and applying similar lines of thinking to other states, Nebraska is a leader in resourceful use of limited valuable assets (i.e., public-use airports and aerial applicators). For example, 321 aircraft use 66 public-use airports (i.e., 82.5% of the public-use airports are used) with 436 registered applicators in Nebraska. One could only assume that this equates to approximately 4.9 aerial applicator aircraft per public-use airport in Nebraska. In actuality, the responses indicated that the number of aircraft using an airport ranges from one (1) to as many as sixteen (16). Table 3 illustrates a similar line of thinking applied to the other top agriculture states.

NEBRASKA AERIAL APPLICATORS

TABLE 3

State	NE	IA	TX	CA
Aircraft Using Public-Use Airport	321	245*	326*	337*
82.5% Public-Use Airports	66	96*	245*	200*
Aerial Applicator Aircraft Per Airport	4.9	2.6*	1.3*	1.7*

*Indicates correlated value based on Nebraska data

Based on USDA data, approximately 8,800,000 acres of corn are planted annually in Nebraska. If an acre produces 160 bushels of corn, approximately 1,400,000,000 bushels of corn are produced annually in Nebraska (See Table 4). Assuming aerial applicators treat 15% of the corn crop, we can estimate that 211,200,000 bushels of corn receive an aerial treatment. Based on a study by Purdue University, crop loss due to ground trample from ground applicator rigs could range from approximately 1.5% to 5.0%. Therefore, if the same 211,200,000 bushels were not treated by aerial applicators but treated with ground rigs, and it is assumed that 3% crop loss occurs (6,366,000 bushels), it is estimated that \$25,464,000 is lost in crop yields. If the \$25,464,000 lost in crop yields were exported corn, approximately \$34,000,000 would be lost in additional Nebraska economic activity. Based on crop production, aerial applicators provide significant financial advantages from an economic/business stand point.

TABLE 4

	Aerial Applicator	Ground Rig
Totaled Area Planted	8,800,000 acres	8,800,000 acres
Average Yield	160 bushels/acre	160 bushels/acre
Average Total Yields	1,408,000,000 bushels	1,408,000,000 bushels
15% Treated	211,200,000 bushels	211,200,000 bushels
Loss Due to Crop Trample (3%)	0 bushels	6,366,000 bushels
Total Yields	211,200,000 bushels	204,834,000 bushels
Total Cash Receipts (\$4.00/bushel)	\$844,800,000	\$819,336,000

From a farmer's stand point, applying treatments (fungicides, pesticides, etc.) with aerial applicators also indicates substantial financial advantages (See Table 5) if crop loss is part of a farmer's cost equation.

NEBRASKA AERIAL APPLICATORS

TABLE 5

Aerial Applicator	Ground Rig
160 bushels/acre	160 bushels/acre
\$4.00/bushel	\$4.00/bushel
Crop \$640/acre	Crop \$640/acre
Treatment \$9.00/acre	Treatment \$7.00/acre
Trampling 0%	Trampling 3%, \$19.20/acre
Total \$9.00/acre	Total \$26.20/acre

The next time you are asked “Why does our community support this small general aviation airport?,” you can reply with “This small airport is a valuable asset for the community in the role it plays in the agricultural economy of the State.” Aerial applicators with the general aviation airport access may be viewed as a small part of the agricultural economy in Nebraska; however, together the applicators and airports have a vital role in sustaining Nebraska as an agricultural leader on the national level. As the old saying goes, it is not the size of the tool that matters; it is how you use it. Nebraska airports and aerial applicators are prime examples of an efficient system that work in harmony with one another to maximize lesser resources while maintaining national leadership in crop output, which concludes that bigger is not always better and size may not matter.