

MINUTES  
Nebraska Aeronautics Commission  
August 4, 2023

The Nebraska Aeronautics Commission held their regular meeting at Oracle Aviation, 12916 Millard Airport Plaza, Omaha, Nebraska. The legal ad was published in the July 25, 2023 editions of the Lincoln Journal Star and Omaha Daily Record newspapers and is posted on the website <https://dot.nebraska.gov/aeronautics>. The Commission Book and Public Meetings Act were also posted on the website. Chairperson Scott Tarry called the meeting to order at 1:00 p.m. CST. Commissioners Tom Trumble, Michael Cook, Diana Smith attended. Commissioner Dick Trail attended via Webex. Also present were Director Jeremy Borrell, Deputy Director/Legal Counsel Andre Aman and Engineering Division Manager Anna Lannin.

**Public Comment**

Daniel Owens, Director of Planning and Engineering at Omaha Airport Authority, presented on the ongoing and future projects taking place at Millard Airport.

Tyler Timm, Aircraft Sales/Business Development/Flight Training Administrator at Oracle Aviation, presented on the operations of Oracle Aviation.

**Approval of Minutes**

Motion by Commissioner Smith to approve the minutes of the May 5 and June 27, 2023 meetings. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

**Aeronautics Director's Report**

Jeremy Borrell provided a brief introduction and background before moving into his goals for the Division and status report:

How to achieve the vision set forth for Division of Aeronautics:

- Equitable and efficient utilization of federal and state funds to support the aeronautics system of the State of Nebraska
- Building and maintaining a strong team of individuals who share this vision
- Maintaining an eye on the future and an appreciation for the past

Staffing (Priority #1)

Current staff assessment:

- 19 Full Time Permanent Staff Positions within Division
- 5 Full Time Vacancies
  - Electronic Specialist Senior / NAVAIDS
    - Currently pursuing qualified candidate (Decision Timeframe first week of Sept.)
    - Continuing to evaluate any other applicants
  - Airport Services Manager
    - Looking for a broader pool of qualified applicants before interviewing
    - Hope to begin interviewing soon
  - Airport Liaison Tech II
    - Evaluating potential reclassification to better align with position duties
      - Pavement Management Coordinator
  - Accountant I
    - Evaluating potential reclassification to better align with position duties
      - Federal Aid Administrator I
  - Administrative Specialist
    - Will remain vacant until we determine the best use for this position
- 2 Anticipated Vacancies due to attrition
  - Accountant II (Dr. Maguire)
    - Will be advertised as soon as job posting is completed
  - Engineer (Suman)
    - Will be advertised as soon as job posting is completed
- 1 Temporary Position
  - Airport Liaison Tech I (Riley)
    - Will be vacated when Riley returns to school
    - Riley has been a great asset to the team, and we hope he looks at NDOT for future employment
- Student Work Study and Intern Opportunities
  - Will look to continue the relationship with UNO and any other interested educational institutions to find candidates interested in utilizing these programs

## Nebraska State Airport System Plan

- Background
  - Staff turnover and absences w/ both McFarland Johnson and Division of Aeronautics
  - Had lost momentum
- Current Status

- MJ Online Product
  - Ongoing effort to improve functionality and input data
- Chapters 1-5 have undergone significant review and are only needing final read through
- Chapter 6-8 are currently in the process of review and revision for relative significant change
- Will continue to work to advance this project without rushing out a product we are not happy with
- Both MJ and Nebraska Division of Aeronautics look forward to having this project complete

Continue to leverage the benefits of merged DOT

- Outstanding support from the Director's Office
- Human Resources, Accounting, Legal, Business Technology Support Division
- Materials and Research (Work with NDA and FAA)

Develop accurate funding estimates

- LB 138
  - Conservative approach with opportunity to increase as we move forward
  - Close cooperation with Legal and Controller's offices
- LB 727
  - Will provide funding status in future "Reports of State Funds Available"
  - Independent line item

Update State Programs and develop recommendations for utilization of increased Division funds

- Revolving Hangar Loan Program
- Fuel Storage Loan Program
- State Aid Program
- Sponsor Match
- Pavement Preservation Programs

Aeronautical Education

Work on programs and events that will provide airport sponsors with opportunities to enhance their knowledge on available funding and programs to advance the needs of their airport.

Working with AOPA, the FAA, and the Department of Education get more aviation education into our High School's around the state.

4,281  
Nebraska Aeronautics Commission  
August 4, 2023

**State Pilot Approval**

Motion by Commissioner Trumble for Steven Johnson to be approved as State Pilot. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

**Aeronautics Commission Report on Status of Nebraska Aviation System**

Commissioner Trumble provided a report on the current Status of Nebraska Aviation System.

**Report of State Funds Available**

Andre Aman presented a written report of state funds available.

Nebraska Aeronautics Commission  
August 4, 2023

**PROJECT GRANT FUND**

Funds available April 30, 2023	\$4,058.94
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Commission Actions (5/5/2023 meeting)

None

Subtotal	\$0.00
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Other Actions

None

Subtotal	\$0.00
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Funds available July 31, 2023	<u>\$4,058.94</u>
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*Funds available at August 2022 meeting: \$18,358.94*

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

Funds available April 30, 2023	\$0.00
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Commission Actions (5/5/2023 meeting)	
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None	
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Funds available July 31, 2023	\$0.00
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*Funds available at August 2022 meeting: \$0*

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

Funds available April 30, 2023	\$405,792.18
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Commission Actions (5/5/2023 meeting)	
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None	
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Subtotal	\$0.00
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Other Actions	
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None	
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Subtotal	\$0.00
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Funds available July 31, 2023	\$405,792.18
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*Funds available at August 2022 meeting: \$405,792.18*

**HANGAR REVOLVING LOAN FUND**

Funds available April 30, 2023	\$1,316,425.17
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Commission Actions (5/5/2023 meeting)	
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None	
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Subtotal	\$0.00
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Other Actions	
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Expired 2022 allocation: Wayne Municipal Airport	\$505,170.00
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Subtotal		\$505,170.00
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Receipts		
May	\$0.00	
June	\$34,690.00	
July (includes annual paym.t for Harvard Airfield loan)	\$76,975.00	
Subtotal		\$111,665.00
	5	
Funds available July 31, 2023		<hr/> \$1,933,260.17

*Funds available at August 2022 meeting: \$2,330,866.17*

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

**FUEL STORAGE LOAN FUND**

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Funds available April 30, 2023		\$318,396.91
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Commission Actions (5/5/2023 meeting)		
None		
Subtotal		\$0.00
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Other Actions		
None		
Subtotal		\$0.00
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Receipts		
May	\$0.00	
June	\$400.00	
July	\$200.00	
Subtotal		\$600.00
Funds available July 31, 2023		<hr/> \$318,996.91

*Funds available at August 2022 meeting: \$316,396.91*

*Total amount in Fuel Storage fund: \$336,500*

**NON-PRIMARY ENTITLEMENT TRANSFER PROGRAM**

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Funds available April 30, 2023		\$836.75
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Commission Actions (5/5/2023 meeting)		

None	\$0.00
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Funds Disbursed	
None	
Subtotal	\$0.00
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Funds available July 31, 2023	\$836.75

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

### **Federal Aid Project Requests**

The following projects were provided to the Commission for their review and approval prior to forwarding them to the FAA with requests for funding, as required by state statutes. The FAA considers the request for future federal funding as funds become available. No state funds are requested at this time.

#### Bassett G-04

Scope: Remove and Replace Taxiway Lighting  
Total Estimated Cost: \$250,000

The existing taxiway lighting is old and at the end of its usable life and parts are becoming harder to find. New LED lights will be more energy efficient.

#### Bassett R-01

Scope: Rehab Runway 13/31, Turnarounds, Connecting Taxiway and Apron Pavement  
Total Estimated Cost: \$850,000

Regular pavement maintenance has proven to increase pavement life. Pavement rehabilitation including crack and spall repair, joint resealing, panel replacement and pavement marking will be completed.

Motion by Commissioner Trumble to approve the CIP data sheets for both proposed project at Bassett and forward them to the FAA. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

#### Blair L-05

Scope: Land Acquisition  
Total Estimated Cost: \$400,000

Land acquisition required for Runway 13/31 Extension and County Road Relocation.

4,285  
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August 4, 2023

Motion by Commissioner Cook to approve the CIP data sheet and forward it to the FAA. Second by Commissioner Trumble. Roll call vote. All voted aye. Motion carried.

O'Neill M-02

Scope: 10,000 Gallon 100LL AVGAS & 10,000 Gallon Jet-A Fuel Tanks and Apron  
Total Estimated Cost: \$1,080,000

Expand fueling capacity at the airport.

Motion by Commissioner Smith to approve the CIP data sheet and forward it to the FAA. Second by Commissioner Tarry. Roll call vote. All voted aye. Commissioner Cook's vote is noted as being a "reluctant aye". Motion carried.

Rushville R-01

Scope: Rehabilitate Runway 14/32, Taxiway and Apron Pavement  
Total Estimated Cost: \$720,000

The existing pavement was placed in 2004, regular pavement maintenance has proven to extend the usable life of all pavements. The project shall consist of removal and replacement of joint sealant and pavement marking, also crack repair and selective panel replacement.

Motion by Commissioner Cook to approve the CIP data sheet and forward it to the FAA. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

Scottsbluff C-06

Scope: Joint/Crack Seal and New Pavement Markings – GA/Commercial Apron  
Total Estimated Cost: \$750,000

The existing joint filler in the GA and Commercial aprons has oxidized and become brittle. The joint filler is debonding from the joint and causing a FOD issue on the apron surface. The airport needs to route out the existing joint filler and install new joint filler in all existing joints and cracks. The airport also needs to install new pavement markings on the apron surface as part of the project scope.

Motion by Commissioner Trumble to approve the CIP data sheet and forward it to the FAA. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

Pender G-03

Scope: Remove & Replace Runway 15/33 Lighting and PAPIs, Install REILs  
Total Estimated Cost: \$500,000

The runway lighting and PAPIs are old and at the end of their useful life. Replacing the lighting and PAPIs and installing REILs will give the airport years of maintenance free use.



Motion by Commissioner Smith to approve the CIP data sheet and forward it to the FAA. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

### **Pavement Preservation Program (Seal Coat)**

It has been several years since a project has been completed using the Pavement Preservation Program. Currently we are working with NDOT Materials & Research Division to improve the specifications before bidding a project for the Arapahoe Municipal Airport. This is a non-NPIAS airport with aging asphalt.

The program currently covers 75% of the eligible project costs with the airport sponsor responsible for the remaining 25%. We request a program modification for the Arapahoe project to allow 90% of the costs to be grant funded. This change would be consistent with the state grant program.

We hope to work with the Commission to have a major rewrite of the program completed prior to initiating future projects from this program.

Motion by Commissioner Cook to approve request to fund 90% of the eligible costs for the proposed project at the Arapahoe Municipal Airport. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

### **Bloomfield Runway Rehab Update**

Roger Knobloch of Garver presenting.

Steve and Cindy Barney present to represent the Airport.

The Bloomfield Airport Authority received a state grant in 2022 to rehabilitate their runway. The project was design and bid.

Mr. Knobloch presented available options to board, along with the recommendation that a repackage/rebid is the best alternative.

Mr. Barney stated that the airport would prefer to reapply for funding at October meeting.

Board acknowledges options, contractor recommendation, and airport preference.

### **North Platte Terminal Building**

Ryan Hanson of HDR Engineering, Inc. presented an update.

The North Platte Airport Authority intends to construct a new passenger terminal at the North Platte Regional Airport to enhance the customer experience and drive economic development opportunities to western Nebraska.

Constructed in 1952, the existing terminal is dated, space-constrained and unable to provide an acceptable level of service for current and forecasted demand. The addition of jet bridge boarding, modern restrooms, natural light, and food and beverage service post-security will meet today's airport user expectations.

The construction schedule is to be determined based on availability of federal funds for the project. The Airport Authority is pursuing several competitive federal grant opportunities to support the construction of the new terminal in the next 2-3 years, including programs established by the Bipartisan Infrastructure Law (BIL) of 2021. The existing terminal building will remain open and functional until the new terminal building is constructed.

Also present was North Platte Airport Manager, Sam Seafeldt.

### **Revolving Hangar Loan Program**

Updated Revolving Hangar Loan Program was presented by Anna Lannin and Commissioner Trumble. Additional amendments were discussed and agreed upon.

Motion by Commissioner Cook to approve the Revolving Hangar Loan Program as amended. Second by Commissioner Trumble. Roll call vote. All voted aye. Motion carried.

### **Hangar Loan Requests**

#### Lexington

Scope: Construct Storage Hangar

Total Estimated Cost: \$685,626

The airport is in need of additional hangar space to store itinerant aircraft and larger based aircraft.

Nathan Masten, Lexington Airport Manager, presented on behalf of the Lexington Airport Authority. Chris Corr (Olsson) answered questions regarding hangar plans.

#### Seward

Scope: Construct 10 Place T-Hangar

Total Estimated Cost: \$777,720

The airport currently has no available hangar space, additional stalls will provide pilots safe aircraft storage.

Greg Whisler, Seward Airport Manager, presented on behalf of the Seward Airport Authority. Chris Corr (Olsson) answered questions regarding hangar plans.

Sidney

Scope: Construct 8-Place T-Hangar

Total Estimated Cost: \$853,914

Proposed tenants have expressed a desire for bigger more modern up-to-date hangars with electrical internet, insulation, heat and larger hangar doors. We have a total of 14 T-hangars with the last T-hangar construction done 30+ years ago.

The hangar is currently about 60% completed.

George Lapaseotes, Sidney Airport Manager, and Ron Meyer, Sidney Authority Chairman, presented on behalf of the Sidney Airport Authority.

Motion by Commissioner Trumble to approve the Hangar Loans for Lexington and Seward in the full amount and Sidney in the amount of \$469,000. Second by Commissioner Cook. Roll call vote. All voted aye. Motion carried.

**AUGUST 2023 HANGAR LOAN ALLOCATIONS**

	AIRPORT	SCOPE	COST ESTIMATE	LOAN ALLOCATION
1	Lexington	Construct Storage Hangar	\$1,906,032	\$685,626
2	Seward	Construct 10 Place T-Hangar	\$2,020,525	\$777,720
3	Sidney	Construct 8 Place T-Hangar	\$1,978,222	\$469,000
<b>TOTAL</b>				<b>\$1,932,346</b>

The next meeting is tentatively set for Friday, October 20, 2023 at 1:00 pm CDT in Fremont, Nebraska. Motion by Commissioner Cook to adjourn the meeting. Second by Commissioner Smith. Roll call vote. All voted aye. Motion carried.

The meeting adjourned at 3:19 p.m.

Submitted by,



Jeremy Borrell  
Director



PILOT QUALIFICATION SHEET

In accordance with Paragraph 3-104 of Nebraska Statutes, the below listed individual seeks approval from the Nebraska Aeronautics Commission to be employed as a pilot by the State of Nebraska.

Name Steven Charles Johnson Date 27 July 2023

Address 1720 W. Superior Bldg 5870; Lincoln, NE 68516

Agency Nebraska State Patrol


Requests approval as a Class 3 Pilot. List FAA Airmen certificates and ratings currently held:

ATP: AMEL and Rotorcraft; Commercial: ASEL; CFI/CFII: ASEL, AMEL, Rotorcraft

Airman medical certificate Date 4/29/2022 Class 1

Flight Experience	NDA Recommended Flight Time	Applicant's Flight Time
Total flight hours	<u>1,500</u>	<u>5,018.1</u>
Pilot in command	<u></u>	<u>3,787.9</u>
Cross country	<u>500</u>	<u>1,694.0</u>
Inst. time (hood, act. & sim)	<u>70</u>	<u>699.3</u>
Multi-engine PIC	<u></u>	<u>318.6</u>
Nighttime	<u>50</u>	<u>841.6</u>

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

  
Signature of applicant

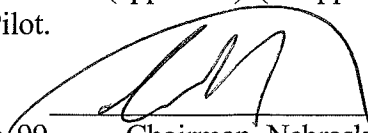
Recommendation of Director

I have reviewed the qualifications and find the above applicant (meets) (does not meet) the qualifications established by the Nebraska Aeronautics Commission to act as pilot of State of Nebraska-owned aircraft. Further I (do) (do not) recommend Commission approval of the applicant as a Class 3 Pilot.

  
Director/NDOT – Division of Aeronautics

If the applicant is not recommended it is due to the following:

The applicant is (approved) (disapproved) by the Nebraska Aeronautics Commission as a Class 3 Pilot.

  
Chairman, Nebraska Aeronautics Commission



DRAFT

# REVOLVING HANGAR LOAN PROGRAM

Nebraska DOT Division of Aeronautics

Approved by the Aeronautics Commission on 04 August, 2023

**I. Program Intent.** The Nebraska DOT / Division of Aeronautics (NDOT or “Aeronautics”) and the Nebraska Aeronautics Commission have developed this program to assist municipalities who wish to increase or improve the available hangar space at their public-use airports. Assistance is provided through a no interest loan.

This program is intended to aid and foster aviation interests and activities throughout the state. Hangars at public use airports should be considered public assets. These hangars provide unique capabilities for the community to aid and foster aviation activity. For the benefit of the community, hangars built through this program should remain the property of the public body that owns and operates the airport. While various lease agreements, even long term, are made with private individuals or firms, the ownership of these facilities must remain in the hands of the public, to manage as a public asset for the community.

## **II. Eligibility.**

A. Who is eligible? Any municipality that operates a public use airport or persons owning privately owned public use airports. A municipality can be an airport authority, city, county, or village.

B. What is eligible?

1. T-hangars.
2. Box hangars.
3. Ramps - from the hangar door to the edge of the taxiway.
4. Moving an existing hangar, that violates state or federal safety or design standards, to another location on the same airport.
5. Existing hangar rehabilitation which may include re-sheeting building and door replacement. Rehabilitation is eligible if the supporting structure has been determined to be structurally sound and serviceable by a licensed structural engineer for 20 years after the rehabilitation.

6. Other - finished end units, floors, electrical systems, stubbed-in utilities, insulation, other necessary items within 27.5' of the building, and engineering fees. Must meet eligibility requirements for any applied federal funding programs being utilized.
  7. Acquiring private hangars is eligible for state funds if no state funds were previously expended for the hangar and the structure has been determined to be structurally sound and serviceable by a licensed structural engineer for at least 20 years.
  8. **Not Eligible** – Finished interior spaces, such as bathrooms and offices, in non-public areas of the hangar.
- C. Other conditions that must be met.
1. The hangar location must be consistent with what is shown on the currently approved Airport Layout Plan.
  2. The hangar building must meet the department's minimum standards (Aeronautics Specification H-40).
  3. The sponsor must insure the hangar, at replacement value, for the life of the loan agreement.
  4. The airport must meet the department's licensing standards, Title 17, Chapter 1 of the Nebraska Administrative Code.

### **III. Funding and Payments.**

- A. NDOT Share. Aeronautics may loan up to 80% of the eligible costs, up to the amount approved by the Commission.
- B. Maximum. \$1,000,000 per project.
- C. Repayment Period. The hangar loan repayment period is 20 years.
- D. Payments. Monthly payments will be paid via EFT (Electronic Funds Transfer). The payment amount will be the amount of the new loan agreement divided by the repayment period divided by 12 months per year. No interest or carrying charges will be charged.
- E. Funding from Other Sources. If federal funds or other funding sources pay for a portion of the project, the loan can include the local share.



- F. Transfer of Ownership Penalty. Should the airport sponsor transfer ownership of the hangar within 20 years of the loan allocation date, the airport sponsor shall pay the balance of the loan and a penalty to the hangar loan fund for the accrued simple interest over the entire time of the loan at a rate of 5% or as set at the time of the loan.

**IV. Application.** Items A-E should be provided on the department's application form. The application must include:

- A. Description of the project.
- B. Inventory of existing hangars, number of hangar spaces on the airport, number of based aircraft, and number of existing hangar spaces not used by aircraft.
- C. Specific information on the demand for more or improved hangar space. Include the hangar waiting list, if applicable. The list should contain the aircraft make/model, "N" numbers, the address of the current owner, and whether these are single or multi-engine.
- D. Estimated cost.
- E. Funding assurance. A statement from the sponsor, their lender or financial agent indicating the sponsor has the funds in addition to the loan amount to complete the project.
- F. Sketch of the proposed or existing hangar's location.

**V. How the Program Works.**

- A. Commission Approval. The airport sponsor or their representative may present the application to the Aeronautics Commission at the August Commission Meeting. It should be noted that, for consideration at the August Commission Meeting, applications must be received at the Aeronautics Lincoln office on or before July 15. The Commission can take one of the following actions:
1. Approve the loan request and allocate (reserve) funds.
  2. Disapprove the loan request.

The Commission may only award loans in the total amount not to exceed the hangar loan account balance on the date of the allocation meeting.

Allocated funds will be withdrawn, without prejudice, if the airport sponsor has not signed a construction contract within eleven (11) months of the Commission's loan award. The eleven-month requirement may be extended by the Chairperson of the Aeronautics Commission at the recommendation of the Division of Aeronautics, for circumstances beyond the airport sponsor's control, such as the award of an FAA grant. A granted extension will expire no later than September 30<sup>th</sup> of the year that the original 11 month period ended.

B. Priorities. The Commission will use the following priorities as a guide in selecting projects to be approved.

Note: Primary airports will be considered against the following prioritization criteria after all general aviation airport applications have been considered.

Priority No. 1: Build new buildings

Priority No. 2: Rehabilitate existing buildings

Priority No. 3: Acquire existing buildings.

Tiebreaker: When two or more requests have the same priority, additional consideration will be given to:

1. Airports that have the longest waiting list or most pressing need; or
2. An airport can reduce their requested amount by asking for less than 80%.

C. Plans & Specifications. T-Hangars, Box Hangars and rehabilitate existing hangar and/or door replacement. The sponsor must hire a qualified consulting firm, acceptable to Aeronautics, to prepare the plans and specifications, bid the project, and provide on-site inspection at critical construction events. Consultants will use the Sample Consultant Agreement provided by Aeronautics. Aeronautics must approve the plans and specifications before advertisement. Engineering costs are eligible under this program.

D. Plan Review. Aeronautics must receive one copy of the project plans and specifications stamped by a Nebraska registered professional engineer. The sponsor must obtain all applicable permits and code reviews.

E. Bidding. The sponsor opens the bids and then awards the contract subject to Aeronautics' concurrence.

F. Hangar Program Agreement. After the sponsor sends in the bid package,

Aeronautics will prepare the loan agreement. The bid package will include the recommendation of award, performance bonds, proof of liability, workers' compensation, and builder's risk. The agreement states the maximum amount of money that may be advanced and the repayment schedule.

G. Construction and Funding. The sponsor pays the contractor as construction progresses and sends a copy of the paid invoices to Aeronautics. Aeronautics will reimburse the sponsor for 80% of eligible incurred costs. Aeronautics will retain 10% from each reimbursement until the sponsor has completed the "Project Close Out" list described below.

H. Project Close Out. The following steps are required.

1. The construction is completed, and final bills have been submitted.
2. A set of as-built plans have been submitted to Aeronautics.
3. The sponsor accepts the building and advises Aeronautics in writing.
4. The sponsor insures the building against fire, hail, and windstorms including extended coverage with loss payable to Aeronautics and the sponsor as their interests may appear. A copy of the insurance certificate must be sent to Aeronautics annually.

When all four items have been done, Aeronautics will forward the final 10% due.

# HANGAR LOAN APPLICATION

NEBRASKA DOT / DIVISION OF AERONAUTICS  
Due to Aeronautics Prior to July 15

Airport \_\_\_\_\_ Location \_\_\_\_\_

Description of Project (Enter Project Type from List in Paragraph II B): \_\_\_\_\_

\_\_\_\_\_

Justification: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Cost Estimate:

Construction \_\_\_\_\_

Engineering \_\_\_\_\_

Total \_\_\_\_\_

## Attachments:

- Existing hangar inventory.
- Waiting list attached.
- Sketch of hangar location.
- Statement of financial assurance

The sponsor of this airport has or will have sufficient funds in addition to the loan amount to complete the project.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date



