

WAYNE MUNICIPAL  
AIRPORT AUTHORITY  
AMENDED AGENDA  
November 13, 2017  
7:00 p.m.

1. Call to Order

Anyone desiring to view the Open Meetings Act may do so. The document is available for public inspection and is located on the east wall of the Airport Terminal Meeting Room.

The Airport Authority reserves the right to adjourn into executive session as per Section 84-1410 of the Nebraska Revised Statutes.

Public Comments - Anyone desiring to speak on an agenda item is invited to do so, and should limit themselves to three minutes after being recognized by the Chair.

2. Pledge of Allegiance

3. Approval of Minutes

4. Approval of Claims

5. New Business

- Accept Jerome Conrads resignation
- Review Hangar Leases

6. Old Business

- Parallel Taxiway to Runway 17/35 Paving & lighting – Update
  - i. Motion to Approve individuals authorized to sign as airport sponsor

7. Airport Managers comments

8. Member comments

9. Adjourn

WAYNE AIRPORT AUTHORITY  
BANK SUMMARY  
CHECKING ACCOUNT  
October 31, 2017

PREVIOUS BALANCE 353,006.22

DEPOSITS:

Interest on checking account	85.70
Account Receivable	1,743.38
Avgas	10,377.32
County Treasurer	8,131.13

20,337.53

TOTAL AVAILABLE 373,343.75

CLAIMS:

Claims Paid October 9, 2017 32,695.99

BOOK BALANCE AS OF October 31, 2017 340,647.76

Plus Outstanding Checks 2,168.57

Less Outstanding Deposits 2,437.65

BANK BALANCE AS OF October 31, 2017 340,378.68

WAYNE MUNICIPAL  
AIRPORT AUTHORITY  
November 2, 2017

Ck #7267	Sapp Bros Petroleum – West Point – Avgas.....	13,924.00
Ck #7268	Stieren Farm Repair Inc – 1988 John Deere Wheel loader ....	39,000.00
	Total.....	52,924.00
	November 13, 2017	
CK #7269	American Broadband – telephone .....	91.64
Ck #7270	Appeara – Rugs & mops.....	59.00
Ck #7271	Becker Flying Service – Managers contract.....2,000.00 Less FBO lease.....(100.00) Less storage bldg.....(61.00).....	1,839.00
Ck #7272	Beiermann Electric – Hangar door limit switch repairs/replacement.....	1,053.16
EFT	Black Hills Energy – natural gas .....	150.15
Ck #7273	Bomgaars – EZ slide spray & lightbulb .....	24.97
Ck #7274	Century Link – DSL.....	88.99
Ck #7275	Chesterman Co – Water dispenser rental & Water.....	49.00
Ck #7276	City of Wayne AWOS.....18.81 Apron lighting.....9.89 House.....95.48 Terminal/hangar.....505.50 Shop.....62.72 Office & irrigation.....113.61 Publications.....14.32 Postage.....47.31 Treasurer's fee.....500.00.....	1,370.64
EFT	Department of Aeronautics – Terminal/Hangar.....1,182.00 AWOS.....383.33.....	1,565.33
Ck #7277	Heartland Natural Gas – natural gas .....	41.94
Ck #7278	Helena Chemical Co. – Trimec Classic & SCU w/Root Enhancer .....	458.00
Ck #7279	Jim Hoffman – Digital TV .....	48.19
Ck #7280	John Deere Financial – Oil & Plugs.....	19.50
Ck #7281	Nebraska Association of Airport Officials – membership .....	250.00
Ck #7282	North Central Builders – repair damaged wall panels, bifold door, gutter seams.....	1,430.00
Ck #7283	Northeast Power – Electricity PAPI's .....	101.74
EFT	Verizon – cell phone .....	88.86
Ck #7284	Wayne Kiwanis – chicken show omelets .....	45.00
	TOTAL .....	\$ 8,778.11

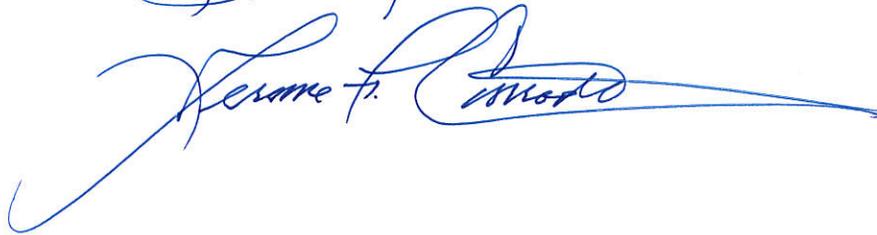
Dear Board

Today I am fulfilling my obligation to The Wayne Airport Authority by resigning my position on the board.

I have moved to Tecumseh to assist my mother and with that being a priority I resign effective Oct. 24<sup>th</sup> 2017.

My tenure on the board was wonderful and wish the Best for everyone.

Sincerely

 Jerome F. [unclear]

**Wayne Municipal Airport**

Lease	Airplane N#	Tenant		square footage	Rate \$0.11	Insulated Heated	Quarterly
		Airport Equipment	1	880	\$ 96.80	\$ 25.00	
	Piper Cherokee 8763E	Aaron Mattis 84280 566th Ave Stanton, NE 68779 802-989-9246 Cell 802-989-0940 amathis.vt@gmail.com	2	880	\$ 96.80	\$ 25.00	\$ 365.40
	108 Stinson 97571	Brian Nelson 85481 581st Ave Wakefield, NE 68784	3	880	\$ 96.80	\$ 25.00	\$ 365.40
	KRZ N290KB	Brian Bernadt -Jerry Conratt 720 Lincoln St Wayne, NE 68787 Home 402.833.1777 Cell 402.369.4365 BigBear@Reagan.com	4	880	\$ 96.80	\$ 25.00	\$ 365.40
		Empty	5	1,140	\$ 125.40		\$ 376.20
	RV7A 742TA	Dave Zach 301 S Main St Wayne, NE 68787	6	1,000	\$ 110.00		\$ 330.00
	Cessna	Curt Christensen 2009 S 23rdST Lincoln, NE 68502	7	1,000	\$ 110.00		\$ 330.00
	Alon Aircoupe N5458F	Scott Morgan 58423 867 Rod Allen, NE 68710 Home 402.635.2465 Cell 402.369.6099 scottmorgan5458@gmail.com	8	1,000	\$ 110.00		\$ 330.00
	BE35 3899B	Dennis Dangberg 701 Windom Wayne, NE 68787 720-838-7368 dcdbonanza@yahoo.com	9	1,360	\$ 149.60		\$ 448.80
	Ercoupe 2503H	Lyle Carlson 81451 Hwy 9 Allen, NE 68710 Home 402.945.2923	10	1,140	\$ 125.40		\$ 376.20
	Archer N3574J	IFC Inc. - Doug Nelson 86264 573 Ave Wayne, NE 68787 Home 402.375.4086 Cell 402.375.8968 gnelson@huntel.net	11	1,000	\$ 110.00		\$ 330.00



**WAYNE AIRPORT AUTHORITY  
HANGAR LEASE**

Type of Airplane: \_\_\_\_\_  
N# \_\_\_\_\_

This lease agreement executed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by and between the WAYNE AIRPORT AUTHORITY, hereinafter referred to as "Lessor", and \_\_\_\_\_, hereinafter referred to as "Lessee".

It is agreed by and between the parties as follows:

1. Premises. Lessor hereby leases to Lessee and Lessee here by leases from Lessor, Hangar No. \_\_\_\_\_ of the Wayne Municipal Airport.
2. Term. The term of this lease shall begin on January 1, 2018 and shall end on December 31, 2018, except as hereinafter restricted.
3. Rent. Lessee shall pay quarterly rent in the amount of \$\_\_\_\_\_. per quarter and said rent is payable in advance on the first day of each quarter during the term of this lease. If the Lessee fails to promptly pay its rent when it becomes due, this lease shall be subject to default.
4. Non-payment of Rent. In the event that rent is more than seven days late, Lessor shall give written notice to the Lessee that the Lessee has five days to bring rent current or the Lessor may exercise any legal remedies available under the laws of the State of Nebraska. Notwithstanding any forbearance of a declaration of default by the Lessor a \$25.00 late charge shall be imposed on all rent payments that are more than seven days late. In addition, a subsequent \$25.00 per month late charge shall be imposed for each month thereafter so long as the rent is unpaid.
5. Use. Lessee shall use the hangar for the primary purpose of storing Lessee's private aircraft and aircraft-related equipment, parts, or materials, and for no other purpose without the prior written consent of Lessor. Lessee is hereby prohibited from providing any type of service to the public from said hangar.
6. Assignment; Sublease. Lessee may not mortgage, pledge, convey, assign, sublease or otherwise encumber its interest in this lease without written consent of the Lessor.
7. Purchase of an Aircraft stored in a Hangar. Purchaser(s) of an aircraft already stored in a hangar will be offered the opportunity to remain in the hangar if the current Lessee will no longer meet the lease requirements (i.e., does not have another aircraft to occupy the hangar). A new lease agreement will be executed with the new owner(s). Purchaser(s) of an aircraft already stored in a hangar that reject the offer will not be put on the hangar waiting list unless a new request is submitted.

8. Control and Access. Lessor reserves the right to control the access to the buildings and hangars and Lessee shall not do anything, which shall interfere with the orderly and efficient operation of the airport by the Lessor.

9. Maintenance. Lessee shall keep the hangar in good repair and clean condition, and shall keep the hangar free and clear of all debris, rubbish, garbage and other materials that are not permitted to be stored in the hangar.

10. Keys. The Authority shall purchase a hangar lock. One key will be maintained by Tenant. The master key will be maintained by the Airport Manager or its authorized representative. The master key will only be used in case of an emergency or for inspections. Under no circumstances will Tenant replace the lock provided by the Authority.

11. Inspection and Repairs. Lessor or its designated agent shall have the right to enter and inspect the hangars and buildings at all reasonable times and places for the purposes of enforcing compliance with the terms and conditions of the lease. Authority shall provide forty-eight (48) hours notice of its intent to inspect.

12. Repairs. Lessor or its designated agent shall have the right to enter to make any repairs or alterations to the hangars and buildings as are, in the sole opinion of the Lessor, desirable or necessary. The Lessor will attempt to contact the leasehold regarding entry unless it is deemed an emergency by the lessor or designated agent.

13. Relocation. Lessor reserves the right to change the location of Lessee's hangar and aircraft upon giving Lessee thirty days advance written notice of the change of location.

14. Disclaimer of Liability. Lessor hereby disclaims, and Lessee hereby releases Lessor from any and all liability, whether for any loss, damage or injury of any nature whatsoever sustained by Lessee, its employees, agents, or invitees during the term of this Agreement, including but not limited to loss, damage or injury to aircraft or other property of the Lessee that may be located or stored in the hangar, unless the loss is caused by or result from the willful negligence of the Lessor or its agents. The Lessee accepts and assumes such responsibility and liability.

15. Indemnification. Lessee agrees to indemnify and save the Lessor, its officers, agents and employees harmless from any liability, including, but not limited to, claims, judgments, fines, costs and attorney's fees, to persons or property resulting from or arising out of or in any way connected with the Lessee's use or occupancy of the hangar. The Lessor shall not be liable for its failure to perform this Agreement or for any loss, injury, damage or delay of any nature whatsoever resulting therefrom caused by any act of God, fire, flood, accident, strike, labor dispute, riot, insurrection, war or any other cause beyond the Lessor's control.

16. Interference. Lessee shall not exercise its rights pursuant to this lease in any way so as to interfere with or adversely affect the use, operation, maintenance, or development of the Wayne Municipal Airport.

17. Reservation of Rights. Lessor has the right to maintain and keep in repair the landing areas of the airport and all publicly owned facilities of the airport, including the right to direct and control all activities of the Lessee in this regard. Lessor reserves the right to develop or improve the landing area and all publicly owned air navigation facilities of the airport, as it deems appropriate, regardless of the desires or views of the Lessee, and without interference or hindrance from the Lessee. This lease agreement shall be subordinate to the provisions of any outstanding agreements between Lessor and the FAA or the Department of Aeronautics, State of Nebraska, relative to the maintenance, operation, or development of the airport and this lease is subject to immediate cancellation in the event of repossession by the Department of Aeronautics, State of Nebraska, or the FAA.

18. No Waiver. Failure of the Lessor to insist in any one or more instances upon the performance of any of the covenants or conditions of this lease, or to exercise any right or privilege herein contained, shall not be construed as thereafter waiving or relinquishing any such covenants, conditions, rights, or privileges, and the same shall continue and remain in full force and effect, and the receipt of any rent by the Lessor from the Lessee shall not operate as a waiver of the right of the Lessor to enforce the payment of additional rent or of any other obligations of this lease by such remedies as may be appropriate and shall not waive or void the right of the Lessor, at any time thereafter, to elect to terminate this lease.

19. Governing Law. All of the rights and remedies of the respective parties shall be governed by the provisions of this instrument and by the laws of the State of Nebraska.

20. Insurance. The parties hereto agree that this lease is a lease of storage space only. It shall be the Lessee's responsibility to insure any hangar contents Lessee elects to store in the hangar, including but not limited to any aircraft in the hangar, against such events as theft, fire, or other damage, and for such limits and coverage as Lessee may desire. The parties further agree that the contents stored in the hangar shall be deemed to be in the full and exclusive care, custody, control and possession of the Lessee, and not the Lessor.

21. Compliance. Lessee agrees that any and all of Lessee's activities relating to the use of the hangar under this lease agreement shall be in accordance with any and all federal, state, and local laws and regulations, including, but not limited to, those laws and regulations pertaining to fire and safety, as well as those rules and regulations promulgated by the Lessor.

22. Quarterly Statements. Lessee acknowledges that rental payments are due on time regardless of whether or not Lessor issues quarterly statements.

23. Default. In the event of a default or breach of any of the terms or conditions stated herein, except rent payments, the Lessee shall have thirty (30) days following receipt of a written notice of said default or breach to cure such default or breach. Failure to timely cure said default or breach shall result in termination of this lease agreement without further notice by the Lessor, and the Lessor may take such steps as may be allowed by Nebraska law to remove the Lessee from the hangar.

24. Expiration. The Lessor shall have the sole and exclusive right to renew this lease agreement for another one-year period at its expiration. This lease shall expire unless the Lessor has given written consent to automatically renew this lease for an additional period of one (1) year. The automatic renewal does not extend to the Lessee. Any Lessee who still occupies a hangar after expiration of the lease or without written consent for renewal of a lease shall be considered a hold over tenant who may be evicted pursuant to Nebraska Law. The Lessee shall be responsible for making certain that all equipment parts, tools and any other items stored or located in the hangar are removed on or before expiration of the lease.

25. Termination by Lessee. In the event that the Lessee does not wish to seek another lease from the Lessor, the Lessee shall give the Lessor forty-five (45) days' notice of their intent to vacate the hangar by the date of the expiration of the lease.

26. Notice. Written notices to the Lessee provided for herein shall be in shall be sufficient if sent by mail to Lessee at the address indicated below. If any such notice shall be returned by the United States Postal Service, notice shall also be given by posting the same on the hangar door. Lessee agrees to notify the Lessor of any change in address or aircraft ownership within thirty (30) days of such change.

Address for Lessee:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

The Lessee may also be contacted by phone or by e-mail at the following:

Home: (\_\_\_\_\_) \_\_\_\_\_

Work: (\_\_\_\_\_) \_\_\_\_\_

Cell: (\_\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

All notices to the Lessor shall be in writing and shall be mailed to:

Wayne Airport Authority  
P.O. Box 8  
Wayne, NE 68787-0008

Executed the day and year first above written.

WAYNE AIRPORT AUTHORITY

\_\_\_\_\_  
Date

By \_\_\_\_\_  
Airport Authority representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
Lessee

\_\_\_\_\_  
Lessee

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Schedule	PAGE 2
Registration Form	PAGE 3
Sponsorship and Exhibitor Info	PAGE 4

**NEBRASKA AVIATION SYMPOSIUM & AVIATION MAINTENANCE AND IA RENEWAL SEMINAR**  
**JANUARY 24-27, 2018**

**2018**

**EARLY REGISTRATION DEADLINE**  
**JANUARY 5, 2018!**

**2018 Nebraska Aviation Symposium &  
Aviation Maintenance and IA Renewal Seminar  
January 24-27, 2018 - Holiday Inn, Kearney, Nebraska**

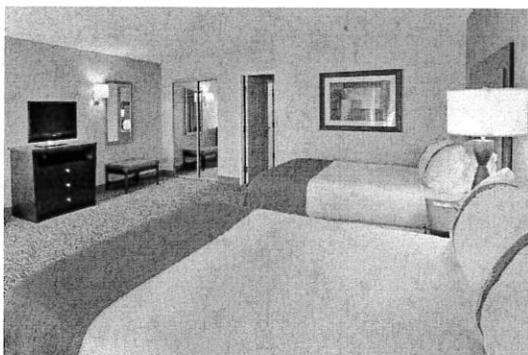
For three days in January, aviation enthusiasts from across the state will come together in Kearney to enjoy:

- Cutting-edge educational programming
- Invaluable connections at the exhibit hall
- Banquets and entertainment
- Networking with fellow aviation management, airport operations, aircraft maintenance and aviation safety personnel.

NAC will be celebrating their 26th Anniversary and Aviation Maintenance Professionals will be celebrating their 47th year.

Be sure to mark January 24-27, 2018 on your calendar now. The deadline for early registration is January 5, 2018, so take a few minutes today to complete the registration form in this brochure, as registration fees increase after January 5, 2018. We look forward to seeing you in Kearney!

## REGISTER TODAY!



Holiday Inn - Kearney  
110 S 2nd Ave, Kearney  
Nebraska 68847  
(308) 237-5971 or  
Toll-free at 855-444-5769 option "0"

Please contact Holiday Inn directly to reserve a room and be sure to identify yourself as an NAC Symposium attendee to receive the group rate of \$97.95/standard room. Rooms will be held for Nebraska Aviation Symposium until January 4, 2018.

[LODGING & DIRECTIONS](#)

**We are accepting applications for the NAS and NAMS Scholarship Program  
2018!**

[Apply HERE!](#)

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*MailChimp*



# Debra Finn, Wayne County Clerk

510 Pearl Street, Ste 5  
Wayne, Nebraska 68787-1939

(402) 375-2288  
FAX (402) 375-4137  
E-mail: Deb.Finn@wayne.nacone.org

**To:** City of Wayne  
Wayne Municipal Airport Authority  
Wakefield Public School  
Wayne Community Schools  
Winside Public School

**From:** Debra Finn, Wayne County Clerk 

**Subject:** Filing Certification  
Filing Deadlines

**Date:** November 6, 2017

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## **Filing Certification:**

The governing board of each political subdivision that will hold an election in conjunction with the statewide Primary Election must certify to the election commissioner or county clerk the name of the subdivision, the number of officers to be elected, the length of terms of office, the vacancies to be filled by election, and the number of votes to be cast by a registered voter for each office. A certification form is enclosed for you to complete. The deadline to return the completed certification is **January 5, 2018**.

## **Filing Deadlines:**

The candidate filing deadlines for the 2018 Primary Election are:

- **February 15, 2018** -- Last day for incumbents to file for office. This deadline applies to all elected officeholders, regardless of their position. (Example -- A School Board Member decides to file for City Council must file by the incumbent deadline as that individual currently holds an elected office.)
- **March 1, 2018** -- Last day for non-incumbents (new filers) to file for office.
- Candidate filing forms are available at the County Clerk's Office.

# CERTIFICATION

*(Due in the Office of the County Clerk/Election Commissioner no later than January 5, 2018.)*

Pursuant to Nebraska State Statute 32-404(2), the governing board of each political subdivision which will hold an election in conjunction with a statewide election shall certify to the County Clerk the name of the subdivision, the number of officers to be elected, the length of the terms of office, the vacancies to be filled by election and length of remaining term. The certification must be completed in full. If you have any questions regarding the certification, do not hesitate to contact our office.

| Subdivision Name                                            | Number of Vacancies | Election(s)     | Number to Vote for |
|-------------------------------------------------------------|---------------------|-----------------|--------------------|
| [ ] School District _____                                   | _____               | Primary/General | _____              |
| [ ] City of _____                                           | _____               | Primary/General | _____              |
| [ ] Village of _____                                        | _____               | General Only    | _____              |
| <input checked="" type="checkbox"/> Airport Authority _____ | <u>2</u>            | Primary/General | <u>2</u>           |
| [ ] Mayor of _____                                          | _____               | Primary/General | _____              |
| [ ] Other _____                                             | _____               | Primary/General | _____              |

| Office to be elected                                               | Term length | Present office holder's name | Salary, if any |
|--------------------------------------------------------------------|-------------|------------------------------|----------------|
| <i>Board Member</i><br>Wayne Airport Authority <u>6</u>            | <u>6</u>    | <u>Rod Tompkins</u>          | <u>Ø</u>       |
| <i>Board Member</i><br><del>Wayne Airport Authority</del> <u>6</u> | <u>6</u>    | <u>Carl Rump</u>             | <u>Ø</u>       |
| _____                                                              | _____       | _____                        | _____          |
| _____                                                              | _____       | _____                        | _____          |
| _____                                                              | _____       | _____                        | _____          |

11-8-17  
(Date)

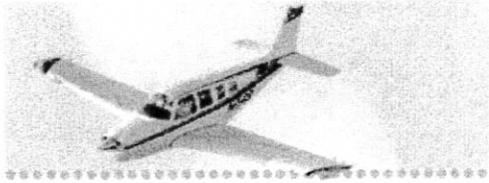
*Nancy A. Braden*  
(Signature of Certifying Officer/Title)

**Return to:** Debra Finn, Wayne County Clerk, 510 N Pearl St, Ste 5, Wayne, NE 68787  
or E-mail: [deb.finn@wayne.nacone.org](mailto:deb.finn@wayne.nacone.org) or FAX: 402-375-4137

**\*\*32-404 December 1<sup>st</sup> Notice of Filing Deadlines\*\***  
February 15, 2018 Incumbent Filing Deadline  
March 1, 2018 Last day for Non-incumbents to file

July 15, 2018 Incumbent Filing Deadline for Class II Schools, Villages, Townships, Weed Boards, ESU, > \$40 million Public Power  
August 1, 2018 Last day for Non-incumbents to file for Class II Schools, Villages, Townships, Weed Boards, ESU, > \$40 million Public Power

32-608 (4) No filing fee shall be required for any candidate filing for an office in which a per diem is paid rather than a salary or for which there is a salary of less than five hundred dollars per year. No filing fee shall be required for any candidate for membership on a school board, on the board of an educational service unit, on the board of governors of a community college area, on the board of directors of a natural resources district, or on the board of trustees of a sanitary and improvement district.



NEBRASKA  
ASSOCIATION OF AIRPORT OFFICIALS

September 20<sup>th</sup>, 2017

Dear Representative Fortenberry:

On behalf of the Nebraska Association of Airport Officials, I write to ask you to oppose H.R. 2997, which would privatize the nation's air traffic control system by removing Congressional oversight and placing it under the control of a board

overseen by private interests

If Congress is cut out of the process, private interests and commercial airlines would have free rein to raise fees and taxes on consumers, who already face fewer choices and worse treatment, and cut routes to small towns and rural communities which have already seen a 20% cut in commercial airline service. While there are currently over 3000 airports around the country that connect communities to critical services, under this plan, airlines and their allies would be able to direct resources to their biggest 30 or so hub airports, and shut out lower cost competitors from the system. These are the same airlines who already control 70% of the market and can barely go a week without a major consumer incident or a technical outage.

Currently, Congressional oversight ensures that communities of all sizes have access to air transportation. Our network of airports drive business growth and commerce, and facilitate access to emergency services, medical care, disaster relief, fire-fighting, and many other critical services.

Businesses, especially small- and mid-sized businesses, rely on these airports and general aviation aircraft to access rural markets, transport parts, tools and personnel between branches, and reach multiple locations in one day. However, privatization would threaten this important economic activity and lifeline to our communities.

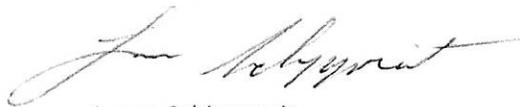
There is no evidence that privatizing our system would save costs or alleviate delays. The Canadian privatized system, which is often held up as the system the U.S. should emulate, is more expensive than the system we have in the US, and has seen taxes and fees change multiple times. According to the Department of Transportation, the airlines themselves are responsible for most of the airline delays in the United States, so privatization would do nothing to alleviate the woes that plague most

consumers on a daily basis.

Privatization of air traffic control would give private stakeholders and commercial airlines free rein to raise fares, disregard consumers and cut services to small communities and rural areas with no recourse of oversight from Congress.

Please say no to H.R. 2997 and keep Congressional oversight of this vital system in place.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lance Schipporeit".

Lance Schipporeit

President, Nebraska Association of Airport Officials

Senator Deb Fisher  
454 Russell Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-6551

Senator Ben Sasse  
136 Russell Senate Office Building  
Washington, DC 20510  
Phone: (202) 224-4224

Congressman Jeff Fortenberry  
1514 Longworth House Office  
Washington, DC 20515  
Phone: (202) 225-4806

Congressman Adrian Smith  
320 Cannon HOB  
Washington, DC 20515  
Phone: (202) 225-6435

Congressman Don Bacon  
1516 Longworth HOB  
Washington, DC 20515  
Phone: (202) 225-4155

Honorable Senators/Congressmen:

As the FAA noted in their 2015 Economic Impact of Civil Aviation to the U.S. Economy report, Nebraska's aviation community partners contribute \$3,900,000,000 to the State of Nebraska's economy. This economic impact comes from airlines, general and business aviation, air medivac, as well as aerial applicators.

As the on-going debate continues for a FAA Reauthorization Bill, the aviation community in Nebraska would like to weigh in on your decision-making process. Three issues we would like to provide input on are:

- 1) A fully funded, multi-year authorization,
- 2) Privatization of the Air Traffic Control system currently operated by the FAA, and
- 3) The 1500-hour rule for pilots to receive the Air Transport Pilot (ATP) certificate.

#### **Fully funded, Multi-year authorization**

As you know, the FAA has been operating under continuing resolutions for some time now and it appears that trend is continuing. It has become increasingly difficult for the FAA and airports in general to plan projects when operating under these "short term" budget extensions. What is needed is a long-term reauthorization of at least 3-years, with timely appropriations to allow distribution of AIP grants before the end of the fiscal year. With a short term extension providing a temporary way forward, we cannot stress enough the importance of a stable, long-term authorization.

#### **Proposed "Not-For Profit" Air Traffic Control System**

The air traffic control system operated by the FAA is by far the safest operating air traffic control system in the world. We have heard the privatized not-for-profit organization will invest billions of dollars to upgrade our air traffic control system, yet the Congressional Budget Office projects a \$20B shortfall in the ten year review period. We have to ask where will the money to cover this shortfall come from? Who will be on the corporate board making decisions? Will the not-for-profit organization continue to develop Next Gen and ADS-B technologies? If a user fee structure including General Aviation is proposed in the future, what will the structure look like? These and many other questions need to be answered before we can make an informed decision.

With approximately 90% of Nebraska's 885,000 aviation operations being general aviation operations, the imposition of fees to access this critical transportation system in a largely rural state like Nebraska would have a significant impact

### **Pilot Shortage**

We are seeing Essential Air Service providers being challenged to find enough qualified pilots to fly routes on a consistent basis. With the recent collapse of PenAir in Nebraska, many of our communities have had to scramble to find new service providers for their airports. While there are many factors that contribute to the challenges Essential Air Service providers face, among them is the ability to hire and retain pilots meeting the current flight hour requirements. And that is not projected to change. In a 2014 GAO report on the Aviation Workforce, they report data collected from a number of sources suggest the need for 1900 to 4500 new pilots on average annually for the next 10 years, the they also report steady declines in pilot program enrollments over the last several years. Combine that with a projection of almost 35,000 legacy pilot retirements over the next 20 years and we believe a pilot shortage is very real. While we are extremely sensitive to the origins of the "1500 hour" rule, we would encourage all of you to consider **Alternative Pathways** that Senator Thune from South Dakota has proposed, and the more current recommendations of the FAA's Air Carrier Training Advisory Rulemaking Committee, to ensure the quality of the nation's pilots, while also maintaining an adequate pool of pilots to support the entire commercial air service system all the way down to Essential Air Service levels.

In closing, aviation, in all of its various forms, is critical to the State of Nebraska and we would appreciate your attention to these issues.

Sincerely,