

WAYNE MUNICIPAL
AIRPORT AUTHORITY
AGENDA
June 11, 2018
5:30 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

- Runway 13 (tree removal)
- Revolving Hangar Program

6. Old Business

- Parallel Taxiway to Runway 17/35 Paving & lighting
- Chicken Show

7. Airport Managers comments

8. Member comments

9. Other business

10. Adjourn

WAYNE MUNICIPAL AIRPORT AUTHORITY

May 14, 2018

5:30 P.M.

The regular meeting of the Airport Authority of the City of Wayne was called to order at the Nancy Braden Terminal Building on the above date and time by Chairman Tom Schmitz. The following members were present: Tom Schmitz, Travis Meyer, Rod Tompkins, Carl Rump and David Ley. Also, attending the meeting were Beth Porter Airport Authority Treasurer, Kyle Dahl Airport Authority Attorney, David Post Olsson Associates, Karma Schulte Becker Flying Service and Dave Zach.

Tompkins moved and Meyer 2nd to approve the minutes of the April 9, 2018 meeting. Roll was called with the following results: Yeas: Schmitz, Meyer, Tompkins, Rump and Ley. Nays: None. The Chairman declared the motion carried.

Ley moved and Rump 2nd to accept all the claims presented as of May 14, 2018. Roll was called with the following results: Yeas: Schmitz, Meyer, Tompkins, Rump and Ley. Nays: None. The Chairman declared the motion carried.

Ley moved and Meyer 2nd to not accept the CRA offer of Lot 1C – 2.80 Acres of the Opportunity Park Addition due to past use and condition of land. The continuing maintenance cost of owning such land was also considered. Roll was called with the following results: Yeas: Schmitz, Meyer, Tompkins, Rump and Ley. Nays: None. The Chairman declared the motion carried.

Other matters requiring the attention of the Authority were discussed and it was determined that no further formal actions on these matters were needed.

There being no further business, Chairman Schmitz adjourned the meeting at 6:15 PM.

David R. Ley, Secretary

WAYNE AIRPORT AUTHORITY
BANK SUMMARY
CHECKING ACCOUNT
MAY 31, 2018

PREVIOUS BALANCE 310,286.08

DEPOSITS:

Interest on checking account	121.93
Avgas	8,124.24
State of NE	13,143.00
County Treasurer	26,621.47
Payment on accounts receivable	1,964.40
Insurance payment for fence damage	445.00

50,420.04

TOTAL AVAILABLE 360,706.12

CLAIMS:

Claims Paid MAY 266,148.74

BOOK BALANCE AS OF MAY 31, 2018 94,557.38

Plus Outstanding Checks 227,450.32

Less Outstanding Deposits 0.00

BANK BALANCE AS OF MAY 31, 2018 322,007.70

WAYNE MUNICIPAL
AIRPORT AUTHORITY
June 11, 2018

Bank deduction for printing checks 5/30/18			
Total		139.77
Ck # 7402	American Broadband – Telephone		91.58
Ck # 7403	Appeara – Rugs & mops.....		59.00
Ck # 7404	Becker Flying Service –		
	Managers contract	2,000.00	
	Less FBO lease	(100.00)	
	Less storage bldg.....	(61.00)	1,839.00
Ck # 7405	Bomgaars – Blade, flags, rain gauge, water softener salt, flowers, wood finish.....		299.68
Ck # 7406	Century Link – DSL.....		88.99
Ck # 7407	Chesterman Co – Water dispenser rental		7.00
Ck # 7408	City of Wayne		
	AWOS.....	16.88	
	Apron lighting.....	44.94	
	House	130.51	
	Terminal/hangar.....	628.86	
	Shop.....	85.71	
	Office & irrigation	100.21	
	Treasurer’s Fee.....	500.00	1507.11
EFT	Department of Aeronautics –		
	Terminal/Hangar	1,182.00	
	AWOS.....	383.33	1,565.33
Ck # 7409	Fredrickson Oil Company-Service van.....		67.97
Ck # 7410	Gill Hauling- trash removal.....		55.00
Ck # 7411	Helena- Promate.....		40.00
Ck # 7412	Jim Hoffman – Digital TV		48.19
Ck # 7413	John Deere Financial- Bulb.....		14.28
Ck # 7414	Lutt Oil- Tube repair lawn mower		22.84
Ck # 7415	Northeast Power – Electricity PAPI's		102.19
Ck # 7416	Olsson Associates- Progress estimate #14		13,697.77
Ck # 7417	O’Reilly Auto Parts- Sockets, wiper fluid, motor treatment.....		37.81
EFT	Verizon – Cell phone		74.29
Ck # 7418	Wayne Auto Parts- Industrial V-Belt.....		48.14
Ck # 7419	Wisner West- Diesel & gas		400.21
TOTAL		\$20,206.15

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Mr. Tom Schmitz, Chairman
Wayne Airport Authority
P.O. Box 8
Wayne, NE 68787-0008



May 15th, 2018

Pete Ricketts, Governor

Subject: Wayne Municipal Airport / Stan Morris Field
Wayne, NE
5010 Obstruction Review of Runway ends 05 and 13

Dear Mr. Schmitz:

During a review of 5010 data for Stan Morris Field, it was noted that Runway ends 05 and 13 had no obstructions listed, yet the clearance slope for both runways showed a 20:1. Normally, if there are no obstructions, the clearance slope would be 50:1.

Inspectors from the Nebraska Department of Transportation Aeronautics Division (NDOT) visited the airport April 24th to gather data for the two runway ends and determine what the clearance slopes actually are.

Briefly, the clearance slope for Runway 05 is 25:1, due to a light pole at the intersection of Highway 35 and Industrial Road (577th Ave.) (see the enclosed Photo 1 / Sketch 1).

For Runway 13, the clearance slope is 18:1 because of a tree growing inside the runway's approach (see Photo 2 / Sketch 2). FAA airside needs require a 20:1 clearance for approaches, in order to meet grant assurances; Nebraska Airport Licensing standards likewise require a 20:1 for both paved and turf runways. Violations of the 20:1 jeopardize a Nebraska airport's license to operate as a public use facility. Your current license expires 12-31-2019; however, we strongly advise you to take immediate action to remove the violating tree.

The obstruction data and revised clearance slopes as described above have been submitted for updating on the Airport Master Record website (see enclosed redlined 5010 form); however, these updates will not appear on the site until July 19th. If the tree in the Runway 13 approach is removed before June 6th (and you provide documentation of the removal), the data and clearance slope can be re-edited to show a 39:1 clearance, due to a metal barrier just to the side of the tree (again, see Photo 2 / Sketch 2).

If you have any questions, please don't hesitate to give us a call.

Sincerely,

Dave Lehnert
Engineering, Division of Aeronautics
Nebraska DOT

Kyle Schneeweis, P.E., Director

Department of Transportation

1500 Highway 2
PO Box 94759
Lincoln, NE 68509-4759

OFFICE 402-471-4567
FAX 402-479-4325
NDOT.ContactUs@nebraska.gov

dot.nebraska.gov

Aeronautics Division

3431 Aviation Road, Ste. 150
PO Box 82088
Lincoln, NE 68501
OFFICE 402-471-2371
FAX 402-471-2906

Navigational Aids Office

Kearney Municipal Airport
5065 Airport Road
Kearney, NE 68847
OFFICE 308-865-5696
FAX 308-865-5697

PHOTO LOG April 24, 2018

Airport: LCG	Site Location: Runway 13 End
<p>Photo 2</p> <p>Description: Tree and Metal Barrier</p> <p>The cones & red lines on the left side mark the west 'flare' of the Rwy 13 Approach.</p> <p>The tree is about 265' from the runway end (measured along centerline). The barrier is a little closer (256') but is markedly lower, resulting in a more compliant clearance slope.</p> <p>Remove the tree; please send documentation ('before & after' photo from same spot) of its removal.</p>	
<p>Sketch 2</p> <p>Description: Tree and Barrier Locator Sketch</p> <p>The red circle is the tree; the blue circle is the barrier.</p>	

PHOTO LOG April 24, 2018

Airport: LCG	Site Location: Runway 05 End
<p>Photo 1</p> <p>Description: Light Pole at intersection of Hwy 35 and Industrial Road.</p>	 <p>Light Pole creates a 25:1 Clearance Slope</p>
<p>Sketch 1</p> <p>The pole is about 1209' from and 39' above the runway end, 66' left of centerline as seen by aircraft landing on 05.</p> <p>Dotted cyan lines are the Nebraska License surface; red lines are the Part 77 surface (the 'sides' of the License and Part 77 surfaces coincide).</p>	 <p>Light Pole</p>



> 1 ASSOC CITY: WAYNE 4 STATE: NE LOC ID: LCG FAA SITE NR: 12974.*A
> 2 AIRPORT NAME: WAYNE MUNI/ STAN MORRIS FLD 5 COUNTY: WAYNE NE
> 3 CBD TO AIRPORT (NM): 02 E 6 REGION/ADO: ACE/NONE 7 SECT AERO CHT: OMAHA

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: WAYNE AIRPORT AUTHORITY
> 12 ADDRESS: PO BOX 8
WAYNE, NE 68787-0008
> 13 PHONE NR: 402-375-1733
> 14 MANAGER: BECKER FLYING SERVICE, INC.
> 15 ADDRESS: P.O. BOX 188
HARTINGTON, NE 68739-0188
> 16 PHONE NR: 402-841-0659
> 17 ATTENDANCE SCHEDULE:
ALL ALL DUSK-DAWN

SERVICES

> 70 FUEL: 100LL
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
75 TSNT STORAGE: HGR, TIE
76 OTHER SERVICES:
AGRI, INSTR, RNTL

BASED AIRCRAFT

90 SINGLE ENG: 17
91 MULTI ENG: 0
92 JET: 0
TOTAL: 17
93 HELICOPTERS: 0
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.800
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NO
86 FSS: COLUMBUS
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER: 0
102 AIR TAXI: 0
103 G A LOCAL: 6,880
104 G A ITNRNT: 1,100
105 MILITARY: 0
TOTAL: 7,980
OPERATIONS FOR
12 MONTHS
ENDING: 07/28/2016

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 42-14-29.7807N ESTIMATED
20 ARPT LONG: 096-58-56.1756W
21 ARPT ELEV: 1431.7 ESTIMATED
22 ACREAGE: 281
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: NGY
> 26 FAR 139 INDEX:

RUNWAY DATA

> 30 RUNWAY INDENT:
> 31 LENGTH:
> 32 WMDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2D2
> 39 PCN:

	05/23	13/31	18/36
> 30 RUNWAY INDENT:	3,406	2,070	4,201
> 31 LENGTH:	60	120	75
> 32 WMDTH:	CONC-E	TURF-G	CONC-E
> 33 SURF TYPE-COND:			
> 34 SURF TREATMENT:	12.5		30.0
35 GROSS WT: S			
36 (IN THSDS) D			
37 2D			
38 2D/2D2			
> 39 PCN:			
LIGHTING/APCH AIDS			
> 40 EDGE INTENSITY:	MED		MED
> 42 RWY MARK TYPE-COND:	NPI - G / NPI - G	- / -	NPI - G / NPI - G
> 43 VGSI:	/	/	P2L / P2L
44 THR COSSING HGT.:	/	/	41 / 41
45 VISUAL GLIDE ANGLE:	/	/	3.00 / 3.00
> 46 CNTRLN-TDZ:	- / -	- / -	- / -
> 47 RVR-RVV:	- / -	- / -	- / -
> 48 REIL:	/	/	/
> 49 APCH LIGHTS:	/	/	/
OBSTRUCTION DATA			
50 FAR 77 CATEGORY	A(V) / A(NP)	A(V) / A(V)	A(NP) / A(NP)
> 51 DISPLACED THR:	/	/	/
> 52 CTLG OBSTN:	Pole / HILL	Tree / ROAD	/ ROAD
> 53 OBSTN MARKED/LGTD:	/	/	/
> 54 HGT ABOVE RWY END:	39 / 134	14 / 25	/ 22
> 55 DIST FROM RWY END:	1209 / 5,500	265 / 860	/ 660
> 56 CNTRLN OFFSET:	66L / 850L	133R / 0B	/ 0B
57 OBSTN CLNC SLOPE:	25:1 20:1 / 39:1	18:1 20:1 / 34:1	50:1 / 20:1
58 CLOSE-IN OBSTN:	N / N	N / N	N / N
DECLARED DISTANCES			
> 60 TAKE OFF RUN AVBL (TORA):	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	/	/	/
> 63 LNDG DIST AVBL (LDA):	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 013 JEROME CONRADT , CHMN OF ARPT AUTHORITY, PHONE 402-833-1777.
A 030 RWY 13/31 NOT PLOWED WINTER MONTHS.
A 081 SS-2300. MIRL RYS 18/36; 05/23 OPR SS-2300; AFTER 2300 ACTVT - 122.8.
A 110-002 DEER ON AND INVOF ARPT.
A 110-003 TAXI LGTS AER 05 ONLY.

111 INSPECTOR: (S)

112 LAST INSP: 07/28/2016

113 LAST INFO REQ:



Rwy 13 Approach 5.25.18

Wayne Municipal Airport



Rwy 13 Approach
After tree removal

5-25-18

Wayne Municipal Airport





Wayne Municipal Airport 5-25-18

Before other miscellaneous trees
were removed



Wayne Municipal Airport

5-25-18

After other miscellaneous trees
were removed

Beth Porter - RE: Wayne Municipal Airport tree

From: "Lehnert, Dave" <dave.lehnert@nebraska.gov>
To: Beth Porter <bporter@cityofwayne.org>
Date: 5/29/2018 11:28 AM
Subject: RE: Wayne Municipal Airport tree
Cc: "Lannin, Anna" <anna.lannin@nebraska.gov>, "Gasper, Russ" <russ.gasper@n...>
Attachments: Acknowl ltr 5-29-18.pdf

Dear Ms. Porter & Mr. Schmitz,

Thank you for the documentation of the tree removal. Attached is a PDF of our formal letter and redlined 5010 form; paper copies will be mailed to Mr. Schmitz today.

You may note that the new clearance slope for runway 13 is listed as 36:1; in my letter of May 15th, I had said it would be a 39:1 after the tree removal. Unfortunately the 5010 website allows only whole-number entries for the obstruction data, and I calculated the new slope using the metal barrier's measured height of 6.5' above the runway end. I changed it to 7' above (better it be listed as higher, not lower, than it is!), resulting in a 36:1.

Thanks again for dealing with this so quickly. If you have any questions, feel free to call or email.

Dave Lehnert

Aviation Liaison Technician II

Aeronautics Division

Nebraska Department of Transportation

OFFICE 402-471-7928

dave.lehnert@nebraska.gov

dot.nebraska.gov | [Twitter](#)

From: Beth Porter <bporter@cityofwayne.org>
Sent: Friday, May 25, 2018 12:10 PM
To: Tom Schmitz <toschmi01@gmail.com>; Lehnert, Dave <dave.lehnert@nebraska.gov>
Subject: Wayne Municipal Airport tree

Dave,

I received a letter from you dated 5/15/18 regarding a tree growing in the approach of Runway 13 at the Wayne Municipal Airport. The tree was removed today and I have attached pictures as documentation of this removal. Please note that additional trees were removed today also and I have attached pictures for your reference.

If you have any questions please do not hesitate to contact me.

Thank you.

Beth Porter
Finance Director
City of Wayne
402-375-1733

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Mr. Tom Schmitz, Chairman
Wayne Airport Authority
P.O. Box 8
Wayne, NE 68787-0008



May 29th, 2018

Pete Ricketts, Governor

Subject: Wayne Municipal Airport / Stan Morris Field
Wayne, NE
5010 Obstruction Review of Runway ends 05 and 13

Dear Mr. Schmitz:

This letter is to acknowledge NDOT / Aeronautics has received documentation of the tree removal at the Runway 13 end (see our letter dated 15 May 2018).

Many thanks for your prompt attention to this matter. Because you were able to have the tree removed so quickly, we were able to submit a new edit to the 5010 website ahead of the June 6th cut-off date. When revisions are published July 19, Obstruction Data for the Runway 13 end will show a Clearance Slope of 36:1 (see the enclosed redlined 5010 form).

FAA airside needs require a 20:1 clearance for approaches, in order to meet grant assurances; Nebraska Airport Licensing standards likewise require a 20:1 for both paved and turf runways. The revised 36:1 is in compliance, then, with both FAA and Nebraska standards.

Thank you again for your quick and efficient response. If you have any questions, please don't hesitate to give us a call.

Sincerely,

Dave Lehnert
Engineering, Division of Aeronautics
Nebraska DOT

Kyle Schneweis, P.E., Director

Department of Transportation

1500 Highway 2
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Lincoln, NE 68509-4759

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Aeronautics Division

3431 Aviation Road, Ste. 150
PO Box 82088
Lincoln, NE 68501
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FAX 402-471-2906

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> 34 SURF TREATMENT:
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36 (IN THSDS) D
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> 48 REIL:	/	/	/
> 49 APCH LIGHTS:	/	/	/
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DECLARED DISTANCES			
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> 61 TAKE OFF DIST AVBL (TODA):	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	/	/	/
> 63 LNDG DIST AVBL (LDA):	/	/	/

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A 110-002 DEER ON AND INVOF ARPT.
A 110-003 TAXI LGTS AER 05 ONLY.

052 RWY 13 CTLG OBSTN LOW METAL BARRIER

111 INSPECTOR: (S)

112 LAST INSP: 07/28/2016

113 LAST INFO REQ:

REVOLVING HANGAR PROGRAM

APPROVED 12/7/12

Nebraska Department of Aeronautics

- I.** **Program Intent.** The Nebraska Department of Aeronautics (NDA) 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 should be owned by 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. Privately owned public use airports must have at least one paved runway, retail sale of aviation fuel and facilities for sheltering, servicing or repair of aircraft.

B. What is eligible?

1. T-hangars with 40'- 48' wide doors. Larger doors may be eligible upon special approval from the Commission.
2. Shop and storage hangars.
3. Ramps - from the hangar door to the edge of the taxiway, including fillets. Maximum eligible dimensions are:
 - a. T-hangars - 15' wide, plus fillets.
 - b. Shop/storage hangars - No greater than the width of the door.
 - c. Length - 27.5'.
4. Moving an existing hangar to another location on the same airport when that hangar violates state or federal safety or design standards.
5. Existing Hangar rehabilitation to include re-sheeting roof and side. The supporting structure has been determined to be structurally sound by a

licensed structural engineer.

6. Hangar door replacements.
7. Other - finished end units, full or partial floors, electrical service, outlets, lights, stubbed in utilities, other necessary items within 27.5' of the building and engineering fees.
8. Acquiring private hangars is eligible for state funds if no state funds were previously expended for the hangar.
9. Not Eligible - Full utilities such as water & heat (except for electricity), framing, insulation and other miscellaneous interior work.

C. Other conditions that must be met.

1. The hangar must be built on a site that is shown on the currently approved Airport Layout Plan.
2. The hangar building must meet the department's minimum standards (NDA Specification H-40).
3. The sponsor must insure the hangar 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. NDA Share. NDA will loan 70% of the eligible costs for new construction and 50% of the eligible costs for existing hangar rehabilitation and/or door replacement, up to the amount approved by the Commission.
- B. Maximum. \$600,000 per airport. The balance of previous agreements plus the new amount can't exceed \$600,000.
- C. Repayment Period. The repayment is based on the total of all loans outstanding under the program. This includes the new program loan amount requested plus the balance on any previous program loans at the time of request.

<u>Amount due</u>	<u>Repayment Period</u>
0 - \$600,000	10 years
Existing Hangar rehabilitation and/or Replacement Doors	5 years

Acquire Private Hangar

5 years

- D. Payments. Monthly payments will be billed to the sponsor. 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. Transfer of Ownership Penalty. Should the airport owner transfer ownership of the hangar to a private party within 20 years of the loan allocation date, the airport owner shall pay a penalty to the hangar loan fund the sum of 25% of the total loan amount contributed by the Aeronautics Commission.

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

- A. Description of the hangar.
 - 1. T-hangars - standard or nested, number of units, door sizes.
 - 2. Shop/Storage - length & width, number & location of doors, and door sizes.
 - 3. Rehabilitate existing hangar and or replacement doors – describe hangar to be retrofitted and proposed method for reconstruction.
- B. Description of existing hangars, number of hangar spaces on the airport and number of based aircraft. 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 current location of these aircraft, 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 amount of money available for the hangar project should be provided.
- F. Sketch of the proposed or existing hangar's location. A partial print of the current ALP is preferred.

V. How the Program Works.

- A. Commission Approval. The airport sponsor or the state airport engineer 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 NDA's Lincoln office on or before June 1. The Commission can take one of the following actions.

1. Approve the project and allocate (reserve) funds.
2. Approve the project and place it on the list for future funding. The list will be used when there is not enough money in the hangar fund to allocate funds for the project. When funds become available, NDA will notify the sponsor that it is next on the list. The sponsor can then prepare for bids and proceed with construction.
3. Disapprove the project.

Allocated funds will be withdrawn, without prejudice, if the municipality has not signed a construction contract within eleven months of the Commission's approval or of notification that funds are available.

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

Priority No. 1: Build new buildings or rehabilitate existing buildings at airports that have all existing spaces full and the number of spaces requested \leq the number of planes on waiting list.

Priority No. 2: Build new buildings or rehabilitate existing buildings at airports that have some empty hangars, but the hangars are too small for the size of aircraft.

Priority No. 3: Hangar rehabilitation or hangar door replacement

Priority No. 4: Build new buildings or rehabilitate existing buildings at all other airports.

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; and
2. An airport can reduce their requested amount by asking for less than 70% for a new building (or 50% of a building rehabilitation and or door replacement), or by requesting a less expensive building.

C. Plans & Specifications.

1. T-Hangars, Shop/Storage Hangars and Rehabilitate existing hangar and or

Replacement Doors. The sponsor must hire an engineer to prepare the plans and specifications, bid the project and provide on site inspection at critical construction events. Consultants will use the standard NDA consultant agreement. NDA must approve the plans and specifications before advertisement. Engineering costs are eligible under this program.

- D. Bidding. The sponsor opens the bids and then awards the contract subject to NDA's concurrence.
- E. Plan Review. NDA must receive one copy of the building plans and design computations stamped by a Nebraska registered professional engineer. The sponsor's consultant must submit the plans and specifications for review by the State Fire Marshal's office and the plan must meet all state and local electrical code. If the building is to be heated or cooled, the plan must comply with the International Energy Conservation Code (IECC).
- F. Hangar Program Agreement. After the sponsor sends in the building plans, computations and signed contract, NDA will prepare the loan agreement. 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 billings to NDA. NDA will reimburse the sponsor for 70% (or 50% for hangar rehabilitation and or replacement doors) of eligible incurred costs. The NDA 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. The sponsor accepts the building and advises NDA in writing.
 - 3. The sponsor insures the building against fire, hail, and windstorms including extended coverage with loss payable to NDA and the sponsor as their interests may appear. A copy of the insurance certificate must be sent to NDA.

When all three items have been done, NDA will forward the final 10% due.

- I. Repayment. The conditional sales contract will include the repayment schedule. NDA will begin billing the sponsor when the construction is complete or when the hangar is used for aviation purposes, whichever is first.

It should be noted that, for consideration at the August Commission Meeting, applications MUST be received at the NDA's Lincoln office on or before June 1.

HANGAR LOAN APPLICATION
NEBRASKA DEPARTMENT OF AERONAUTICS

Airport _____ **Location** _____

Description of Request:

T-Hangar: Number of stalls: _____ Nested or standard: _____
Door sizes: _____

Shop/Storage Hangar: Length _____ x Width _____
Door size: _____

Door Replacement: Number of Doors: _____ Door sizes: _____
Hangar description: _____

Hangar Rehabilitation: Number of Doors: _____ Door sizes: _____
Hangar description: _____

Description / Justification: _____

Cost Estimate:	<u>Hangar Only</u>	<u>Taxiway Only</u>
Construction	_____	_____
Engineering	_____	_____
Administration	<u>N/A</u>	<u>\$2,000</u>
Total	_____	_____

- _____ Existing hangar information (CONTACT NDA FOR DETAILS).
- _____ Waiting list attached.
- _____ Sketch of hangar location attached.

The sponsor of this airport has or will have sufficient funds for 30% of the hangar costs, 20% of the taxiway costs and 50% of rehabilitation or replacement door costs, as applicable.

Signature

