

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

APPENDIX A
TECHNICAL SUPPLEMENT

McFarland Johnson

A. Technical Supplement

A.1. GLOSSARY OF TERMINOLOGY

100LL/AvGas
: Specialized fuel used to power piston engine aircraft.

AAC — Aircraft Approach Category

A grouping of aircraft based on landing speed.

Category	Approach Speed
A	Less than 91 Knots
B	91 Knots or More but Less than 121 Knots
C	121 Knots or More but Less than 141 Knots
D	141 Knots or More but Less than 166 Knots
E	166 Knots or More

Source: FAA AC 150/5300-13B.

AAGR — Average Annual Growth Rate

AC — Advisory Circular

An AC is an FAA publication that provides guidance for compliance with any rules within the 14 CFR Aeronautics and Space Title, including airworthiness regulations, pilot certification, operations standards, and training standards.

ACAIS — Air Carrier Activity Information System

An FAA database that contains revenue passenger boarding and all-cargo data.

ACIP — Airports Capital Improvement Plan

An internal FAA document that serves as the primary planning tool for identifying and prioritizing critical airport development and associated capital needs for the National Airspace System.

ADG Airplane Design Group

A classification of aircraft based on wingspan and tail height. When the aircraft wingspan and tail height fall in different groups, the higher group is used.

Group	Tail Height	Wingspan
I	< 20’	< 49’
II	20’ - < 30’	49’ - < 79’
III	30’ - < 45’	79’ - < 118’
IV	45’ - < 60’	118’ - < 171’

Source: FAA AC 150/5300-13B.

AIP Airport Improvement Program

The AIP provides grants for the planning and development of public-use airports that are part of the National Plan of Integrated Airport Systems (NPIAS).

ALP Airport Layout Plan

A set of drawings of current and future airport facilities that provides a graphic representation of the existing and long-term development plans for the airport.

ALS Approach Lighting System

Approach lighting systems are designed to facilitate the pilot’s transition from instrument flying to visual identification of the landing runway. Depending on the system installed, the ALS generally consists of five components: sequence flashing lights, approach lights, crossbar lights, runway end identifier lights, and visual approach slope indicators (VASIs) or precision approach path indicators (PAPIs).

A&P Airframe and Powerplant

A license released by the FAA to qualified aircraft mechanics who assist in aircraft maintenance, such engine, landing inspections to name a few.

Approaches

Precision: An instrument approach based on a navigation system that provides course and glidepath deviation information meeting the precision standards of ICAO Annex 10.

Non-Precision: An instrument approach based on navigation system that provides only lateral guidance from the localizer signal. Vertical guidance is not provided in this type of approach.

Visual: An approach to a runway where the pilot proves by visual reference and clears the louds to land at the airport.

ARFF Airport Rescue and Fire Fighting

According to 14 CFR Paragraph 139.315, *Aircraft Rescue and Firefighting: Index Determination*, the Index of an airport is determined by a combination of the length of air carrier aircraft and average daily departures of air carrier operations (generally give or more average daily departures of air carrier aircraft in a single Index group).

Index	Aircraft Size
A	Less than 90' in Length
B	90' to less than 126' in Length
C	126' to less than 159' in Length
D	159' to less than 200' in Length
E	Greater than 200' in Length

Source: 14 CFR § 139.315 - Aircraft rescue and firefighting: Index determination

ASEP Air Service Enhancement Program

A law passed by the Wyoming legislature in 2004 that granted $1.4 million on an annual basis to be used to support air service initiatives.

ASOS Automated Surface Observing System

The ASOS is designed to support weather forecast activities and aviation operations and, at the same time, support the needs of the meteorological, hydrological, and climatological research communities. ASOS works non-stop, updating observations every minute, 24 hours a day, every day of the year. It reports basic weather elements such as sky condition, visibility, type and intensity of precipitation, obstructions to vision, pressure, ambient and dew point temperature, wind direction and speed, precipitation accumulations, and selected significant remarks.[1]

ATADS Air Traffic Activity Data System

Contains air traffic operations data available to the public, released by the 20th of each month for the month prior.

[1] Automated Surface Observing Systems, National Weather Service (NWS), NOAA: https://www.weather.gov/asos/asostech, accessed Jan. 9, 2023.

ATCT Airport Traffic Control Tower

ATP Airline Transport Pilot

AWOS Automated Weather Observation System

An AWOS is a 24-hour real time weather data collection and display system that transmits computer generated voice reports about conditions at the location of the installation. The reports can also be accessed by telephone. A basic AWOS system measures cloud cover and ceiling, visibility, wind speed and direction, temperature, dew point, precipitation accumulation, icing (freezing rain), sea level pressure for altimeter setting, and detects lightning. There are also AWOS-III, AWOS-III P, and AWOS-III P\T. AWOS-III installations report wind, visibility, cloud height, temperature, dew point, pressure, and precipitation. AWOS-III P adds accounts for the type of precipitation, while AWOS-III P/T accounts for thunderstorm activity reporting including all the other services mentioned above.

CAGR Compound Annual Growth Rate

CAP Civil Air Patrol

CFR Code of Federal Regulations

CFR is the codification of the general and permanent rules and regulations published in the Federal Register by the executive departments and agencies of the federal government of the United States.

CIP Capital Improvement Program

A short-range plan, which identifies capital projects and equipment purchases, provide a planning schedule and identifies options for financing the plan.

CPI Consumer Price Index

DBE Disadvantaged Business Enterprise

DCFC Direct Current Fast Charging

Fastest available form to charge electric vehicles.

EAS Essential Air Service

FAA implemented program that guarantees that small were served by certified air carriers before airline deregulation maintain a minimal level of scheduled air service.

Enplanement

A revenue-inducing passenger boarding an aircraft.

FAA — Federal Aviation Administration

Nebraska is part of the FAA Central Regional office.

FAA Aerospace Forecast

Developed to support budget and planning needs for the FAA. The forecasts are developed using statistical models to explain incorporate emerging trends of the different segments of the aviation industry.

FAR — Federal Aviation Regulation

The FAR falls under the CFR Title 14: Aeronautics and Space.

FBO — Fixed Base Operator

An FBO is an organization that provides aviation services, with permission from the airport, such as fueling, hangars, tie-downs, aircraft rental, aircraft maintenance, flight instruction, and other aeronautical services.

FOD — Foreign Object Debris

Form 5010 — Airport Master Record

This is a program created by the FAA to collect and maintain information about airports.

GA — General Aviation

All flights conducted by non-commercial aircraft, that are not scheduled, except for military operations.

GPS — Global Positioning System

HIRL — High Intensity Runway Lights

ICAO — International Civil Aviation Organization

Jet-A

Specialized fuel used to power jet engine aircraft

JROTC — Junior Reserve Officer Training Corps

LCC — Low-Cost Carrier

LIRL Low Intensity Runway Lights

MALSR Medium Intensity Approach Lighting System with Runway Alignment Indicator

A MALSR is a 2,400-foot medium intensity ALS with light stations position every 200 feet (61 m). This system includes sequenced flashing Runway Alignment Indicator Lights (RAILs).

MSA Metropolitan Statistical Area

A geographical region with a high population density and close economic ties.

MIRL Medium Intensity Runway Edge Lights

NAS National Airspace System

Consists of the airspace, navigation facilities and airports of the United States along with their associated information, services, rules, regulations, policies, procedures, personnel and equipment.

NASAO National Association of State Aviation Officials

NAVAID Navigational Aids

NAVAIDS are all equipment, lights, and signs, and charts associated with the navigation of an aircraft both in the air and on the ground. NAVAIDS are depicted on various aeronautical charts. VFR Sectional Charts are referenced by pilots of slow to medium speed aircraft for cross country navigation under Visual Meteorological Conditions (VMC). NAVAID's also include land-based navigational aids like the Non-Directional Beacon, Very High Frequency Omni-Directional Range (VOR), Satellite based systems, and landing guidance systems.

NDOT Nebraska Department of Transportation

NEMA Nebraska Emergency Management Association

NPIAS National Plan of Integrated Airport Systems

A report, released every two years, that identifies all public-use airports that are included in the NAS, the roles they serve, and the amounts and types of federal funding they are eligible for.

NPR — National Priority Ranking

The list of sites of national priority among the known releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.

NSTD — Nonstandard Runway Lighting

PAPI — Precision Approach Path Indicator

A PAPI is a set of equally spaced lights positioned beside the runway. These color-coded lights can be in sets of two or four and provide visual information of an aircraft's position to the airport.

Part 135

An aircraft operator certificate issued by the FAA. There are two basic types of Part 135 certificates: air carrier certificate and operating certificates. An air carrier certificate is issued to those conducting interstate, foreign, overseas transportation, or mail carrier type operations. An operating certificate is issued to those conducting instrastate transportation.

Part 139

An airport operating certificate issued by the FAA to airports that serve scheduled and unscheduled air carrier aircraft operations.

Pavements

Primary: Runways and RSA/ROFA Improvements

Secondary: Taxiways, Taxilanes, TSA/TOFA Improvements, and Aprons

PCI — Pavement Condition Index

The PCI is a rating of the pavement condition based on the distresses observed on the pavement surface by type and severity. The PCI values range from 0 (worst) to 100 (best).

PFC — Passenger Facility Charge

A fee charged to departing and connecting passengers at an airport.

RDC — Runway Design Code

The RDC dictates standards to which a runway must be designed and built. It is made up of the AAC, the ADG, and visibility.

REILs — Runway End Identifier Lights

A REIL system allows pilots to quickly and certainly identify the end of the runway. Specifications for REIL systems vary but are typically a set of sequence flashers that exist at the end of the runway to help lead the aircraft towards the landing zone of the runway.

ROFA — Runway Object Free Area

An area centered on a runway centerline to increase the safety of aircraft operations. This area is to remain clear of all non-air navigation and non-ground maneuvering related objects.

RSA — Runway Safety Area

Defined by the FAA as surfaces surrounding a runway that are prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. RSAs consist of a relatively flat graded area free of objects and vegetation that could damage aircraft. According to FAA guidance, the RSA should be capable, under dry conditions, of supporting aircraft rescue and firefighting (ARFF) equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.

SAF — Sustainable Aviation Fuel

A sustainable, non-conventional, alternative to fossil-based jet fuel

SASP — State Aviation System Plan

SASO — Special Aviation Service Operator

A commercial aeronautical service provider that is authorized to provide a range of activities such as flight training, airframe and powerplant maintenance, avionics sales and maintenance, aircraft rental, air charter or taxi, aircraft management, aircraft storage hangers, aircraft sales, aircraft restoration and refurbishing, and specialized aircraft services.

SHMP — State Hazard Mitigation Program

SIDA — Security Identification Display Area

A special security area designated by an airport operator in the U.S. to comply with TSA requirements.

SRE — Snow Removal Equipment

TAF	FAA's Terminal Area Forecast
	The official FAA forecast of aviation activity for U.S. airports.
TFMSC	Traffic Flow Management System Count
	Designed by the FAA to provide information on traffic counts by airport or city pair for various data groupings such as aircraft type or by the time of day.
TNC	Transportation Network Company
	Provide prearranged transportation services for compensation using an online platform such as: Uber, Lyft.
TOFA	Taxiway Object Free Area
	An area centered on a taxiway centerline to increase the safety of aircraft operations. This area is to remain clear of all non-air navigation and non-ground maneuvering related objects.
TSA	Transportation Security Administration
TSA	Taxiway/Taxilane Safety Area
	The TSA is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft deviating from the taxiway.
ULLC	Ultra Low-Cost Carrier
	Airlines that operate with a low-cost business model and offer much lower airfare than legacy airlines
Up-Gauging	
	When an airline replaces an aircraft with an aircraft of similar type but with more seats. This enables the airline to carry more passengers, while operating the same number of flights.
USDOT	United States Department of Transportation
VASI	Visual Approach Slope Indicators
VFR	Visual Flight Rules

VGSI	Visual Glide Slope Indicator

Provides visual approach slope information. This system projects a split beam of light with the upper segment being white and the lower segment being red, providing the pilot with information on whether they are on the approach glide slope. VGSI include Precision Approach Path Indicators (PAPI) and Visual Approach Slope Indicators (VASI), which are older versions of PAPIs and are being phased out.

VMC	Visual Meteorological Conditions
VOR	Very-High Frequency Omnidirectional Range

A.2. AIRPORT ROLES/CATEGORIES

A.2.1. State Aviation System Plan Roles

Commercial Service

These airports offer scheduled commercial service at their facilities.

Complex Activity

Airports in this category include GA airports with 100 or more annual average B-II or greater operations during our analysis period (2010-2019).

Community Activity

Airports in this category include the remaining GA airports that are included in the NPIAS. These facilities either had no B-II operations or recorded fewer than 100 average annual B-II aircraft, meaning the vast majority of operations are conducted by small aircraft with wingspans of 49 feet or less.

Non-NPIAS

Airports in this category are not in the NPIAS, but are part of the Nebraska Statewide system.

A.2.2. NPIAS Categories

Commercial Service

Publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service.

Primary

Commercial service airports that include those that receive more than 10,000 annual passenger enplanements.

Hub Type	Enplanements
Large Hub	One percent or more of annual U.S. enplanements
Medium Hub	0.25 to 1.0 percent of enplanements
Small Hub	0.05 to 0.25 percent of enplanements
Non-Hub	More than 10,000 enplanements

Source: Federal Aviation Administration.

Nonprimary

Airports providing scheduled passenger service that receive more than 2,500 but less than 10,000 annual passenger enplanements. Reliever and GA airports are also considered nonprimary airports by the FAA for the purposes of distributing nonprimary entitlement funding.

Reliever

An airport designated by the Secretary of Transportation to relieve congestion at a commercial airport and to provide more general aviation access to the overall community.

General Aviation

A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings per year.

A.2.3. ASSET Categories

National

- Very high levels of activity with many jets and multi-engine propeller aircraft.
- Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.

Regional

- High levels of activity with some jets and multi-engine propeller aircraft.
- Supports regional economies by connecting communities to statewide and interstate markets.

Local

- Moderate levels of activity with some multi-engine propeller aircraft.
- Supplements communities by providing access to primarily intrastate and some interstate markets.

Basic

- Moderate to low levels of activity.
- Supports GA activities (emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).

Unclassified

- Moderate to low levels of activity.
- Provides access to the aviation system.

A.3. RUNWAY DESIGN GROUP CLASSIFICATIONS

The Runway Design Code (RDC) signifies the design standards to which a runway will be built. Airport design first requires selecting the RDC and then applying the airport design criteria associated with the RDC, which is predicated on the design aircraft (typically the largest aircraft to utilize a runway). This code then enables airport designers to design a runway that will satisfy the operational requirements of the selected critical aircraft and ensure that all separation and safety requirements are satisfied.

This document provides criteria for grouping of aircraft into RDCs. The RDC consists of a letter representing an AAC which is based on approach speed, a number representing an ADG which is based on tail height and/or wingspan, and a number representing the visibility minimums associated with the runway (based on corresponding runway visual range (RVR) values in feet).

Aircraft Approach Category (AAC)	
Category	**Approach Speed**
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Airplane Design Group (ADG)	
Group	**Tail Height (and/or) Wingspan**
I	< 20′ // < 49′
II	20′ - < 30′ // 49′ - < 79′
III	30′ - < 45′ // 79′ - < 118′
IV	45′ - < 60′ // 118′ - < 171′
V	60′ - < 66′ // 171′ - < 214′
VI	66′ - < 80′ // 214′ - < 262′

Visibility Minimums (VIS)	
RVR (FT)	**Flight Visibility Category (statute mile)**
VIS	Visual Approaches
4000	Lower than 1 mile but not lower than ¾ mile (APV ≥ 3/4 but < 1 mile)
2400	Lower than 3/4 mile but not lower than 1/2 mile (CAT-I PA)
1600	Lower than 1/2 mile but not lower than 1/4 mile (CAT-II PA)
1200	Lower than 1/4 mile (CAT-III PA)

Source: FAA AC 150/5300-13B.



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APPENDIX B
INDUSTRY ENGAGEMENT SUMMARY

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B. Industry Engagement Summary

Throughout the system planning process, engagement with industry professionals was sought to best inform the planning team of both existing conditions, challenges, and needs of those who utilize airports throughout the State. The following methods were employed to both gather information from and disseminate information to industry professionals:

- Visioning Session:
- Project Advisory Committee (PAC) Meetings:
  - 1: April 21, 2021
  - 2: August 3, 2022
  - 3: February 9, 2023
- Regional Meetings:
  - Panhandle
  - Sandhills
  - Southwest
  - Eastern
- Nebraska Aviation Symposium: January 2022
- Industry Group Meetings:
  - Agriculture
  - Emergency Services
- 4 States Conference: August 2022



Nebraska

AVIATION SYSTEM PLAN

Project Visioning – Session #1

February 2021

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DIVISION OF AERONAUTICS

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Visioning Session #1 - Agenda

Brief Introductions (5 Minutes)

Visioning Process (13 Minutes)

Session Objectives (2 Minutes)

Context Setting/Informational Briefs (25 Minutes)

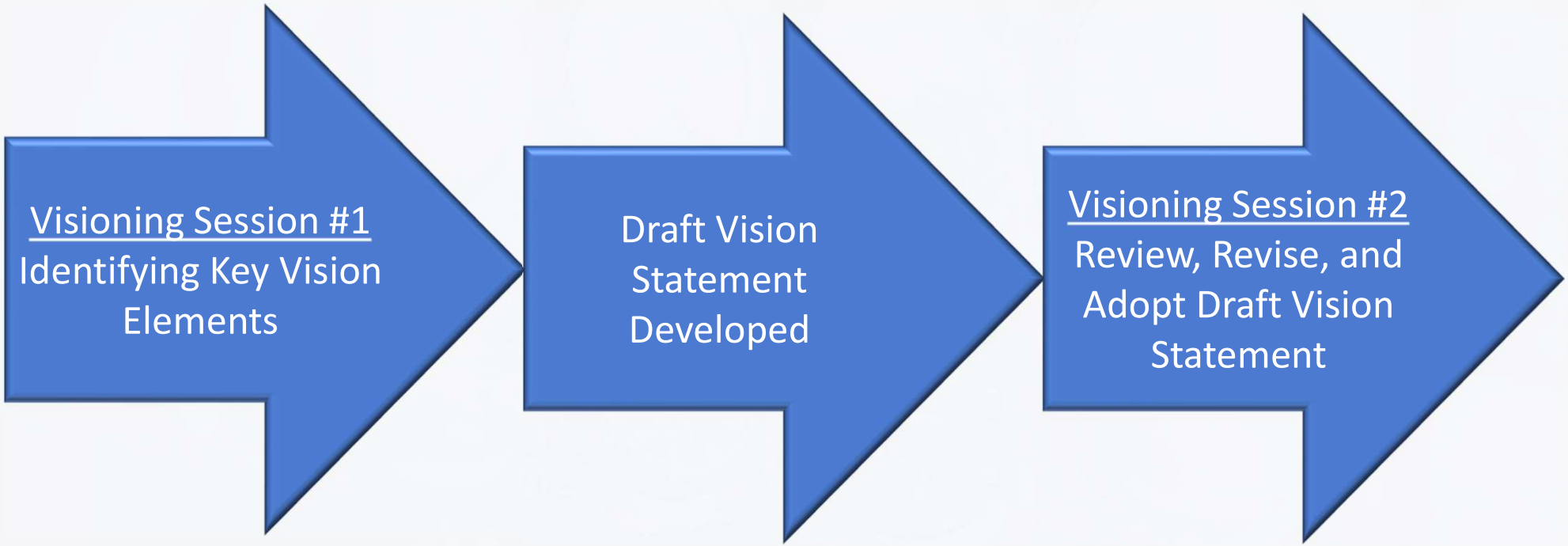
SWOT Analysis (75 Minutes)

Introductions

Introduction Specifics:

- **Name**
- **Organization and Role**

Visioning Process



Visioning Process

Goal of Visioning Process:

- **Develop a vision statement for the Nebraska Aviation System.**

What is a Vision Statement?:

- **A brief description of the desired future state of an entity.**
- ***What do we want to look like XX years from now?***

Visioning Process

What Makes a Good Vision Statement:

- Brief
- Clear/Understandable
- Meaningful
- Long-Term Focus

What a Vision Statement Should NOT Be:

- A description of the organization's work
- Describe how the vision will be reached

Visioning Process

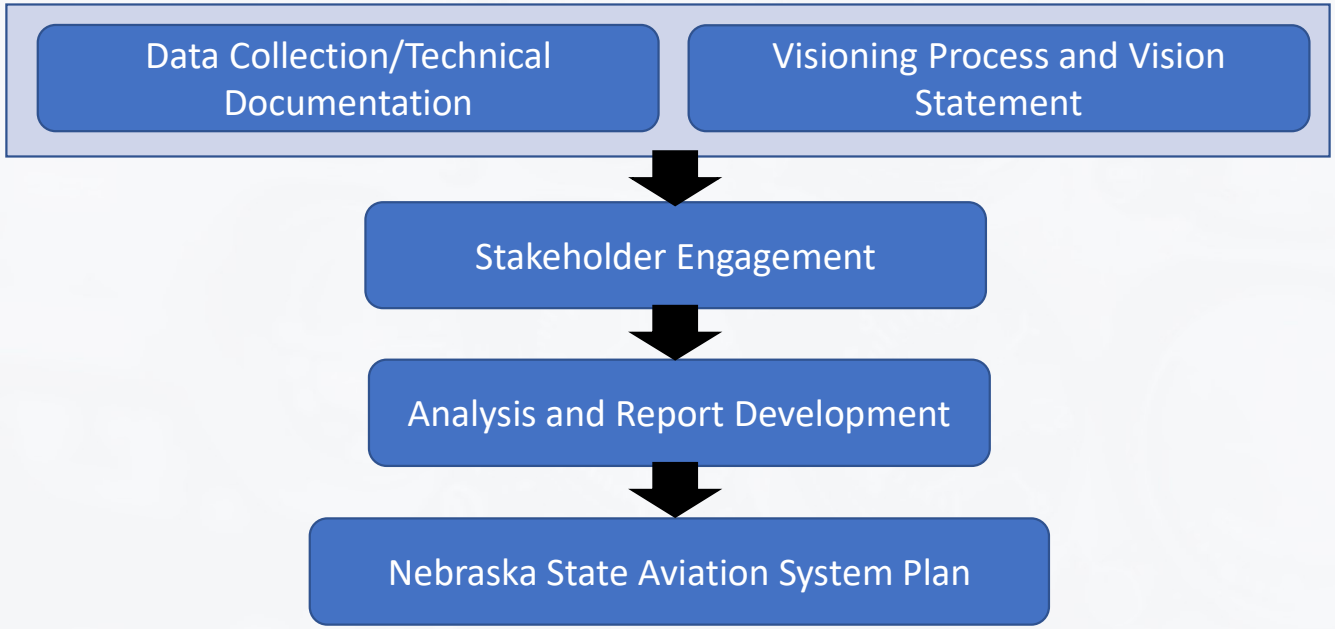
Examples of Good Vision Statements:

- ***To be the world's most loved, most efficient, and most profitable airline.*** **– Southwest Airlines**

- ***Oceana seeks to make our oceans as rich, health and abundant as they once were.*** **- Oceana**

Visioning Process

How Does Visioning Fit into the State System Planning Process:



Session Objectives

Define Key Vision Elements

- SWOT Analysis

Keys to Success

- Be Candid
- Commit to the Process
- Be Flexible

Southwest Airlines Vision Statement
To be the world's most loved, most efficient, and most profitable airline.

Context Setting/Information Briefs

What Information Should We Use to the Inform the SWOT Analysis and Ultimately the Vision?

- Informational Briefs
  - Air Service Trends
  - Agricultural Trends
  - Rural Medical Access
  - Top Industries
- Your Knowledge/Experience
  - Personal Experience
  - System User Feedback
  - Business Knowledge

Air Service Trends

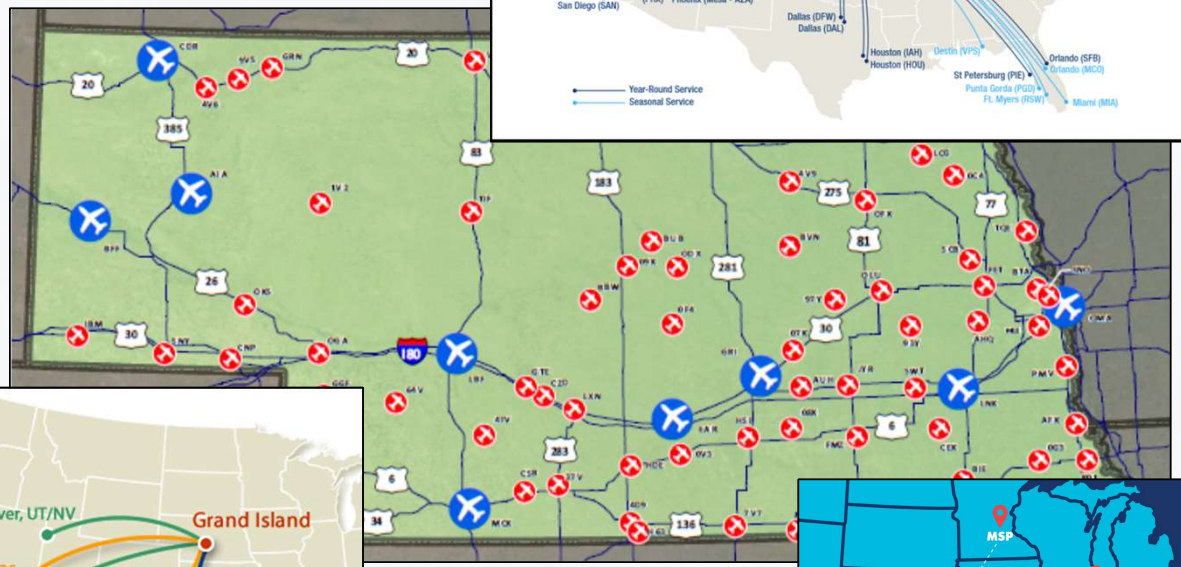
Industry Wide Trends in Air Service

- Airline and Hub Consolidation
- New Airlines and Routes
- Low-Cost Airline Growth
- Pilot Shortage
- Aircraft Up-Gauging

COVID-19 ?

Share of 2020 Enplanements	
Eppley Airfield	89%
Lincoln	6%
Central Nebraska Regional	3%
Kearney Regional	2%
Western Nebraska Regional	
North Platte Regional	
Chadron Municipal	
Alliance Municipal	
McCook Ben Nelson Regional	









DEPARTMENT OF TRANSPORTATION

Agricultural Trends

Agricultural Use of Aviation/Aerial Application

- 436 Aerial Applicators registered in State
- 75% of Aerial Applicators utilize Public-Use Airports
- 45 Million Acres in Farms and Ranches (92% of State Area)
- Agriculture is Compatible Use with Airports

Regulatory Environment

- Pilot Certification
- Facilities for Loading & Storing Chemical Products
- Emergency Response Plans

Use of Technology: Drones/UAV

- 436 Aerial Applicators registered in State
- Soil and Field Analysis
- Seed Planting
- Crop Spraying/Spot Spraying
- Crop Mapping and Surveying
- Irrigation Monitoring and Management
- Real-Time Livestock Monitoring





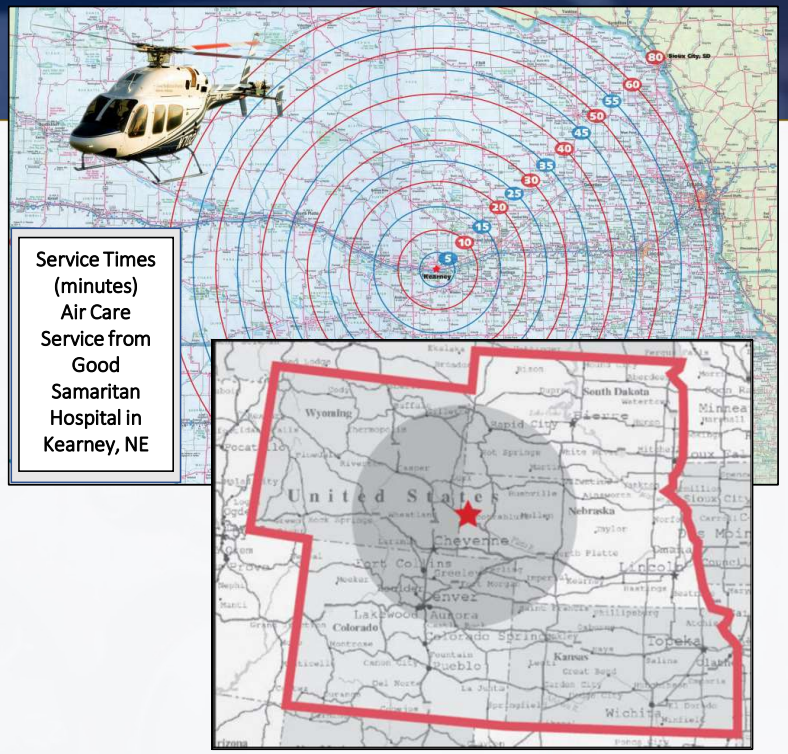
Walt's Aerial Spraying
Central City Nebraska Muni



Rural Medical Access

Air Ambulance Service Providers & Locations

- AirCare – Kearney Regional Airport
- Air Methods – UNMC, Norfolk Regional, Columbus Municipal, Millard, North Platte Regional, & Children's Hospital & Medical Center
- Air Link – Central Nebraska Regional Airport
- North Colorado MedEvac – NCMC, Colorado Plains Regional Airport
- Airlife Denver – Cheyenne Regional Medical Center
- Wyoming LifeFlight – Casper/Natrona County International



Medical Outreach

- Mobile Clinics/Medical Charter – cardiology, oncology, etc.

Designated Trauma Centers	Level	City
CHI Health Creighton Univ. Medical Center Bergen Mercy	I	Omaha
Nebraska Medicine	I	Omaha
Children's Hospital & Medical Center	Pediatric - II	Omaha
Bryan Medical Center West	II	Lincoln
Good Samaritan Hospital	II	Kearney
Regional West Medical Center	II	Scottsbluff

Designated Trauma Centers	Level	City
Great Plains Regional Medical Center	III	North Platte
Mary Lanning Memorial Hospital	III	Hastings
St. Francis Medical Center	III	Grand Island
Columbus Community Hospital	III	Columbus
Faith Regional Health Services	III	Norfolk

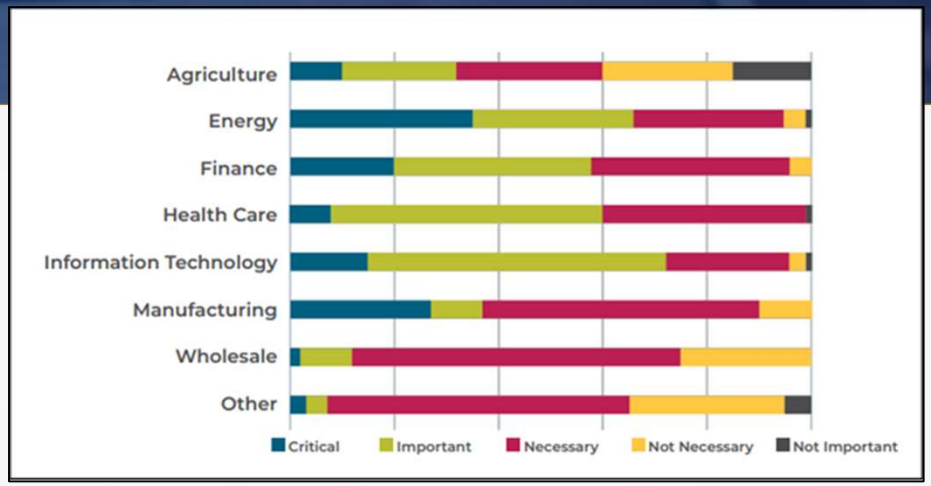
Top Industries

Business Use & Reliance on Aviation

- Passenger Service
  - Scheduled Commercial Airlines
  - Non-Scheduled/Charter Operators
- Cargo Operators
- Aeronautical, On-Airport Business
  - FBO, SASO, MRO
- Non-Aeronautical, Adjacent Business
  - Logistics, Just-In-Time

Industry	Reduction w/o Aviation
Energy	33%
Finance	36%
Health Care	21%
IT	28%
Manufacturing	32%

Importance of Air Travel by Industry



Employer	Industry	Region	In-State Employees
Offutt Air Force Base	Military	Metro	10,964
U. of Nebraska Medical Center	Healthcare	Metro	6,000
Tyson Fresh Meats	Agriculture	Northeast	4,405
Mutual of Omaha	Insurance	Metro	3,500
Tyson Foods Incorporated	Agriculture	South Central	3,145
JBS USA	Agriculture	South Central	3,000
Union Pacific Corporation	Transportation	Metro	2,900
Bank of the West	Finance	Metro	2,861
Children's Hospital & Medical Ctr.	Healthcare	Metro	2,406
Smithfield Foods	Agriculture	Southeast	2,221

SWOT Analysis

What is a SWOT Analysis?



SWOT Analysis

What is a SWOT Analysis?

Internal	**Strengths** What are the strengths of our Aviation System? Where are we successful? What are our positive attributes?	**Weaknesses** What are our challenges? Where do we need to perform better?
External	**Opportunities** What opportunities are on the horizon that could help us improve our success? What is going on outside our aviation system that could help us?	**Threats** What could potentially hinder our success? What could hold us back?

SWOT Analysis

SWOT Example

Internal	**Strengths** "We have a strong network of GA airports that serve the state's agricultural and emergency service needs well."	**Weaknesses** "Limited commercial passenger service to portions of the state."
External	**Opportunities** "The evolution of the UAS industry may present opportunities for improving aviation related services and business development."	**Threats** "Limited Federal Grant Funding"

SWOT Analysis

Strengths (Internal) – Focusing Questions

- What positive aspects/attributes of our aviation system will be important to our future success?
- What are our strengths as an aviation system? Where are we currently successful?

Online Voting

Link posted in chat

Vote for the two (2) strengths that you believe are the most critical to the future success of the Nebraska Aviation System.

SWOT Analysis

Weaknesses (Internal) – Focusing Questions

- What weaknesses to we need to address to improve our future success?
- Where do we need to improve our aviation system?

Online Voting

Link posted in chat

Vote for the two (2) weaknesses that you believe are the most critical to the future success of the Nebraska Aviation System.

SWOT Analysis

Opportunities (External) – Focusing Questions

- What opportunities are coming up that we need to capitalize on?
- What industry changes are occurring that could help us?

Online Voting

Link posted in chat

Vote for the two (2) opportunities that you believe are the most critical to the future success of the Nebraska Aviation System.

SWOT Analysis

Threats (External) – Focusing Questions

- What could hinder our ability to be successful?
- What industry changes are occurring that could hurt us?

Online Voting

Link posted in chat

Vote for the two (2) threats that you believe are the most critical to the future success of the Nebraska Aviation System.

Next Steps

- **Utilize Results of Today's Session to Develop a Draft Vision Statement**

- **Hold Second Visioning Workshop to Review/Revise Draft Vision Statement**

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AVIATION SYSTEM PLAN

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Thank You!

February 2021

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Nebraska

AVIATION SYSTEM PLAN

Project Visioning – Session #2

February 2021

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Visioning Session #2 - Agenda

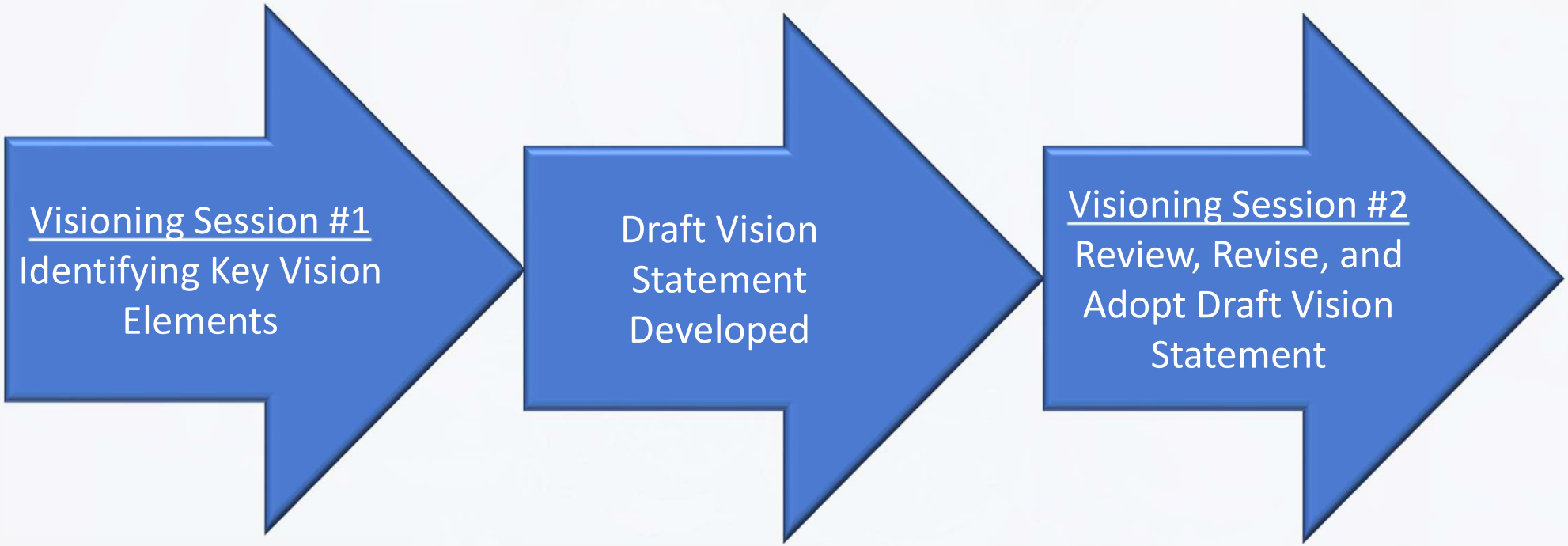
Session Objective and Visioning Process Review (10 Minutes)

Review, Revise and Adopt Vision Statement (80 Minutes)

Session Objective

Review, Revise, and Adopt the Vision Statement

Visioning Process



Visioning Process

Examples of Good Vision Statements:

- ***To be the world's most loved, most efficient, and most profitable airline.*** **– Southwest Airlines**

- ***Oceana seeks to make our oceans as rich, health and abundant as they once were.*** **- Oceana**

Visioning Process

Top Strengths

- Good Basic Infrastructure
- Diversity of Users

Top Weaknesses

- Resistance to Invest in Aviation
- Workforce Awareness and Talent Pipeline

Top Opportunities

- Capitalize on Changing Industry Trends (e.g. pandemic recovery, GA/cargo growth, UAS)
- Build Partnerships for Stakeholders

Top Threats

- Stagnant Federal Funding
- Declining Fuel Tax Revenues

Review, Revise, and Adopt Vision Statement

What Makes a Good Vision Statement:

- Brief
- Clear/Understandable
- Meaningful
- Long-Term Focus

What a Vision Statement Should NOT Be:

- A description of the organization's work
- Describe how the vision will be reached

Top Strengths

- Good Basic Infrastructure
- Diversity of Users

Top Weaknesses

- Resistance to Invest in Aviation
- Workforce Awareness and Talent Pipeline

Vision Statement Workspace:

An aviation system that enhances the quality of life of all Nebraskans through infrastructure and services meeting the diverse and emerging needs of our state.

Top Threats

- Stagnant Federal Funding
- Declining Fuel Tax Revenues

Top Opportunities

- Capitalize on Changing Industry Trends (e.g. pandemic recovery, GA/cargo growth, UAS)
- Build Partnerships for Stakeholders

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AVIATION SYSTEM PLAN

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Thank You!

February 2021

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McFarland Johnson



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AVIATION SYSTEM PLAN

Project Advisory Committee | Meeting #1

April 21, 2021

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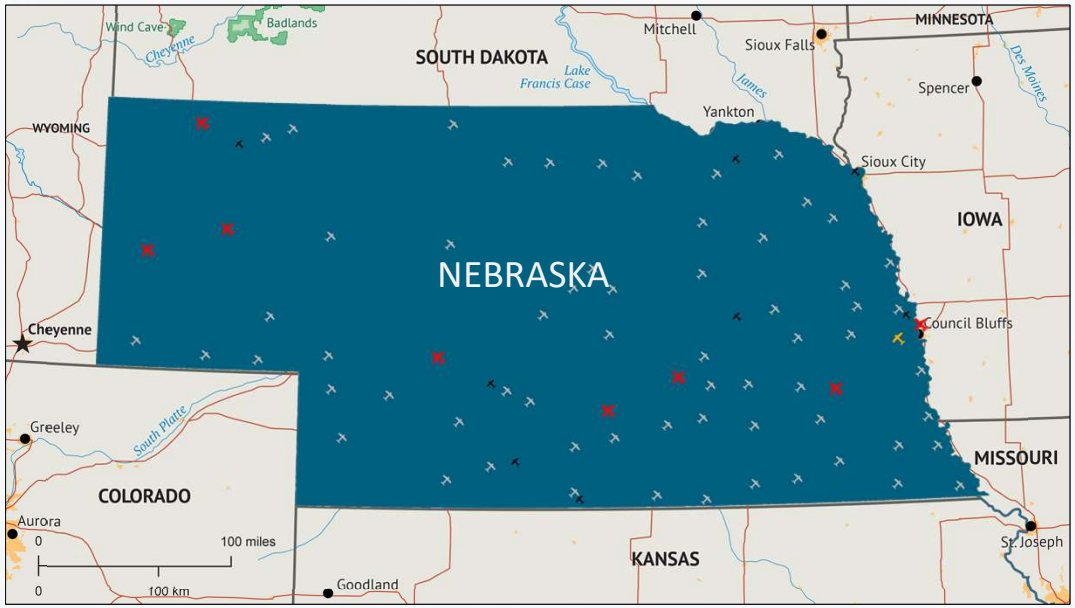
Nebraska Aviation System Plan (NASP)

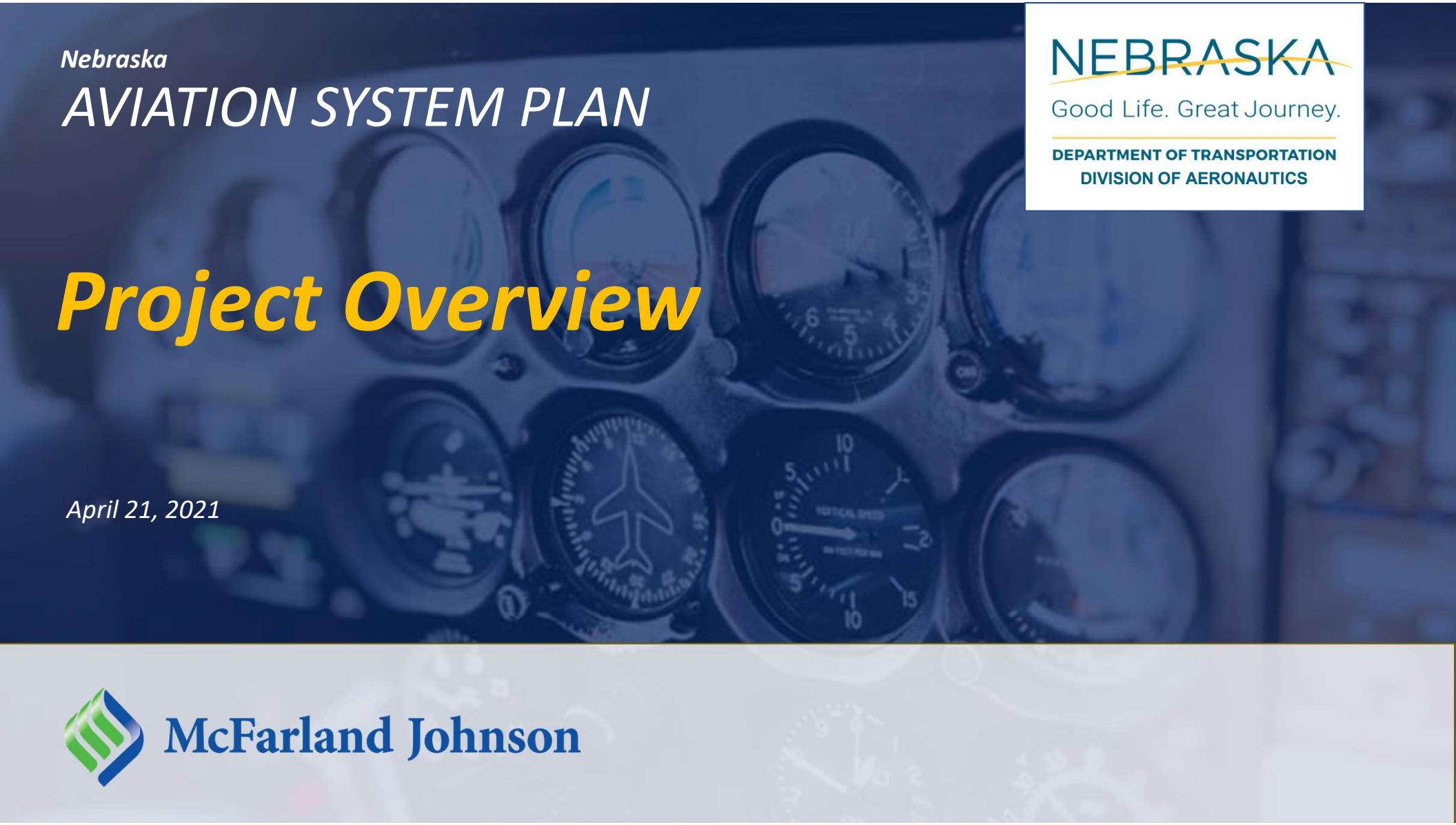
Agenda

- Opening Remarks – Nebraska Department of Transportation Aeronautics Division
- Introductions
- PAC Member Remarks

- McFarland Johnson Presentation
  - Project Overview
  - Preliminary Data Snapshot
  - PAC Role & Orientation
  - Visioning Process & Statement
  - Industry Stakeholder Engagement
  - Schedule Overview

- PAC Meeting #2 – Fall 2021





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AVIATION SYSTEM PLAN

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Project Overview

April 21, 2021

McFarland Johnson

Purpose of a State System Plan

Purpose of a State System Plan

- Forward-looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Priorities
  - by Airport Role, Regions, Statewide
- Estimate Funding Needs

Changes since Last Update – 2002

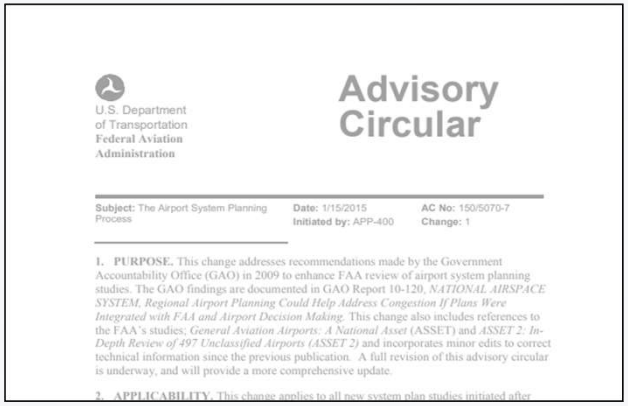
- Impact/Legacy of 9/11 -> Security/Expansion
- Impact/Legacy of 2008 Global Financial Crisis -> Capacity/Mergers
- Impact/Legacy of COVID-19 -> Right-Sizing/Versatility/Public Health
- NE Merger of Roads/Aeronautics -> Creation of DOT (2017)
- NE State Tax Environment -> Aviation Fuel Tax Revenue
- Technology @ Airport & System Level

Surrounding States' SASP Updates

- S. Dakota & Colorado (2020), Wyoming & Kansas (2016), Missouri (2019), Iowa (2019)

NDOT Aero Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: The Airport System Planning Process | Date: 1/15/2015 | Initiated by: APP-400 | AC No: 150/5070-7 | Change: 1

1. PURPOSE. This change addresses recommendations made by the Government Accountability Office (GAO) in 2009 to enhance FAA review of airport system planning studies. The GAO findings are documented in GAO Report 10-120, *NATIONAL AIRSPACE SYSTEM, Regional Airport Planning Could Help Address Congestion If Plans Were Integrated with FAA and Airport Decision Making.* This change also includes references to the FAA's studies; *General Aviation Airports: A National Asset* (ASSET) and *ASSET 2: In-Depth Review of 497 Unclassified Airports (ASSET 2)* and incorporates minor edits to correct technical information since the previous publication. A full revision of this advisory circular is underway, and will provide a more comprehensive update.

2. APPLICABILITY. This change applies to all new system plan studies initiated after

Key Elements of the Plan – Project Approach

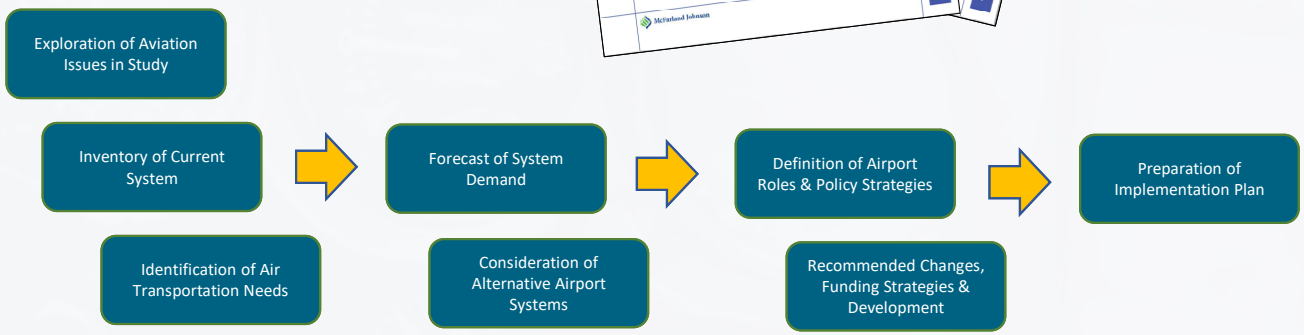
Key Elements of the Plan

- ✱ Visioning Process & Plan
- Project Advisory Committee
- Regional Industry Focus Groups
- Data Collection
- ✱ Airport Roles, System Classification, Performance Measures
- Forecast of System Demand
- ✱ System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- ✱ Dynamic Web-Based System Planning Tool



Project Approach

- Visioning/Direction-Setting
- Regional Outreach to Industry Groups
- Traditional System Planning
- Dynamic/Innovative Solution Delivery



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PAC Role | System Issues & Needs Discussion

April 21, 2021

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PAC Role & Orientation

Provide Strategic Direction at Project Milestones to NASP Team

Ambassadors within Community

Ownership of System Solutions

Project Advisory Committee

- Aviation Industry Knowledge
- State/Geographic Knowledge
- Economic Insights
- Social/Demographic/Cultural Insights
- Technical/Pilot/Operator Knowledge
- Qualitative/Anecdotal Stories
- Guidance/Advice
- Access to Information/Data/People/Business
- Testing Conclusions/Ideas
- Steering/Course Corrections

Tether the Process & Output to:

- Address User Needs
- Advocate for Airports
- Steward Scarce Resources



PAC Insights & System Needs - Discussion

Insights from the Experts

- What does the ***SYSTEM*** need?
- What are issues for USERS?
- What are biggest challenges for SPONSORS?

Airport Needs/Industry Trends

- What issues rise to State-level Importance? the ***SYSTEM*** level
  - Funding/Financing
  - Maintenance (Deferred)
  - Facilities (Improve/Update)
  - Promotion/Support
  - Aviation Education
  - Workforce Development
  - Economic Development
  - Sponsor/Local Issues

Needs by User Group

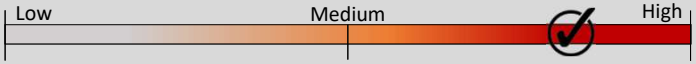
- Small Business/Corporate Needs
- State/Local Agency Needs
- Needs of the Traveling Public

DOT Aeronautics Needs

- Level of Service
- Modernize & Streamline
- State Aviation Policies?

SAMPLE: Hangars or Ground Transportation

- **Statewide Significance**



- **Role**

	Lead	Partner	Support
• NDOT/Aeronautics		✓	
• FAA			✓
• Sponsor	✓		
• Other	✓		

- **Timing/Priority**

	Now	Mid	Long
• Timing/Priority	----------	✓	----------

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AVIATION SYSTEM PLAN

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NASP Visioning Process & Statement

April 21, 2021

McFarland Johnson

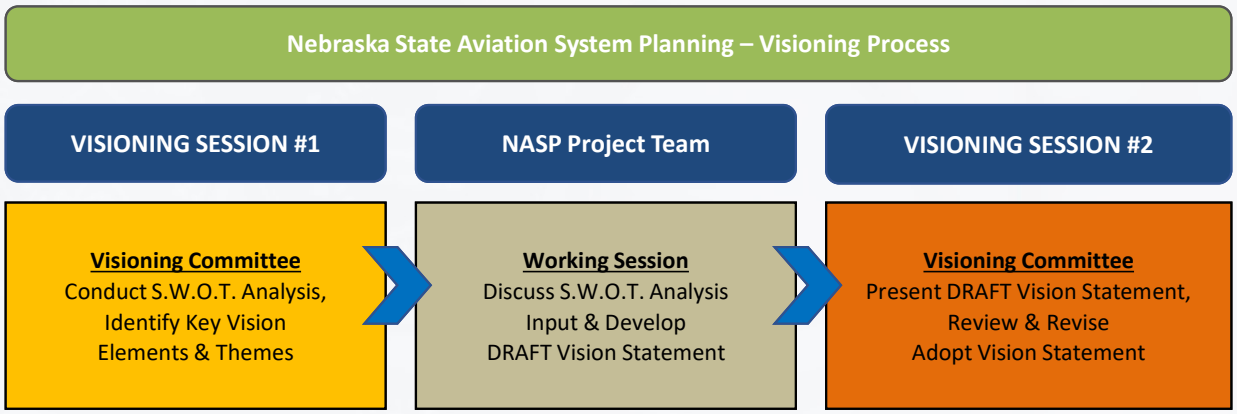
NASP Visioning Process

Visioning Committee

- Todd Duncan, Chairman, Duncan Aviation
- Greg Youell, Executive Director, Omaha-Council Bluffs Metropolitan Area Planning Agency
- Tom Chandler, Regional Manager, Aircraft Owners & Pilots Association
- Jay Anderson, Suburban Air Freight
- David Haring, Executive Director, Lincoln Airport
- Mike Gerdes, President, Silverhawk Aviation

Context Setting/Informational Briefs

- Air Service Trends
- Top Industries in Nebraska
- Nebraska Agriculture Trends
- Rural Medical / Medical Outpatient Clinics



NASP Vision Statement

Top 2 Strengths

- Good Basic Infrastructure
- Diversity of Users

Top 2 Weaknesses

- Investment in Aviation
- Workforce Awareness & Talent Pipeline for Aviation Careers

Top 2 Opportunities

- Capitalizing on Changing Industry Trends (e.g., pandemic recovery, GA/cargo growth, unmanned aerial systems or drones, etc.)
- Build Partnership for Stakeholders

Top 2 Threats

- Stagnant Federal Funding
- Declining Fuel Tax Revenue

VISION STATEMENT:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

What this means for NDOT:

- High-level guidance to NDOT staff.
- Adoption by NDOT Aeronautics Commission.
- Support strategic decision-making for Division of Aeronautics.

What this means for the NASP:

- Provide a strategic focus for the development of the NASP.
- Project work will focus on how the NASP can achieve this Vision.

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AVIATION SYSTEM PLAN

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DIVISION OF AERONAUTICS

NASP Preliminary Data Snapshot

April 21, 2021

McFarland Johnson

NASP Preliminary Data Snapshot

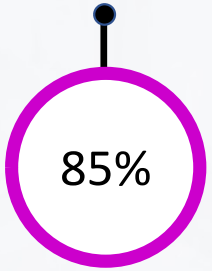
Assemble & Validate Published Data

- Identify Quantitative Insights from Data
- Identify Qualitative Themes from Survey Responses
  - Geographic or User-based Airport Niches or Nuance
- Overlay Nebraska & Local Meaning to NPIAS Framework
- Airport Roles & System Requirements tied to Key Goals

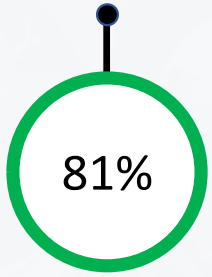
Airport Manager Survey – Coming Soon

- What is your Airport's Primary Role or Function?
- Top 3 Issues/Challenges to Operating/Maintaining?
- Top 3 Facility Needs?
- Most Active Based Tenants?
- Most Frequent Transient Users?
- Business Types/Local Business Partners?
- Aeronautical/Non-Aeronautical Tenants
- Policies, Procedures, Management, Operations

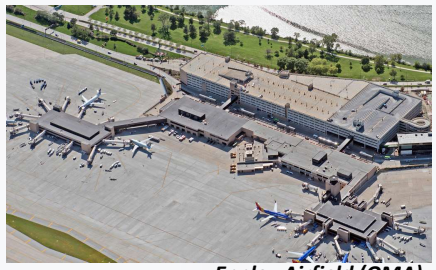
NEBRASKA'S LARGEST COMMERCIAL SERVICE AIRPORTS SERVE



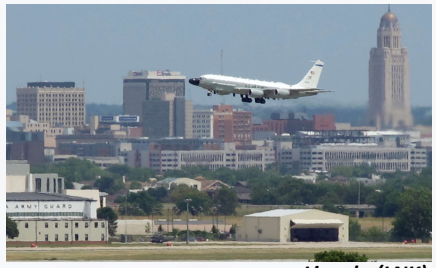
Total Air Carrier Operations



Total Military Operations



Eppley Airfield (OMA)



Lincoln (LNK)



Central Nebraska Regional (GRI)

NASP Preliminary Data Snapshot

80 Airports

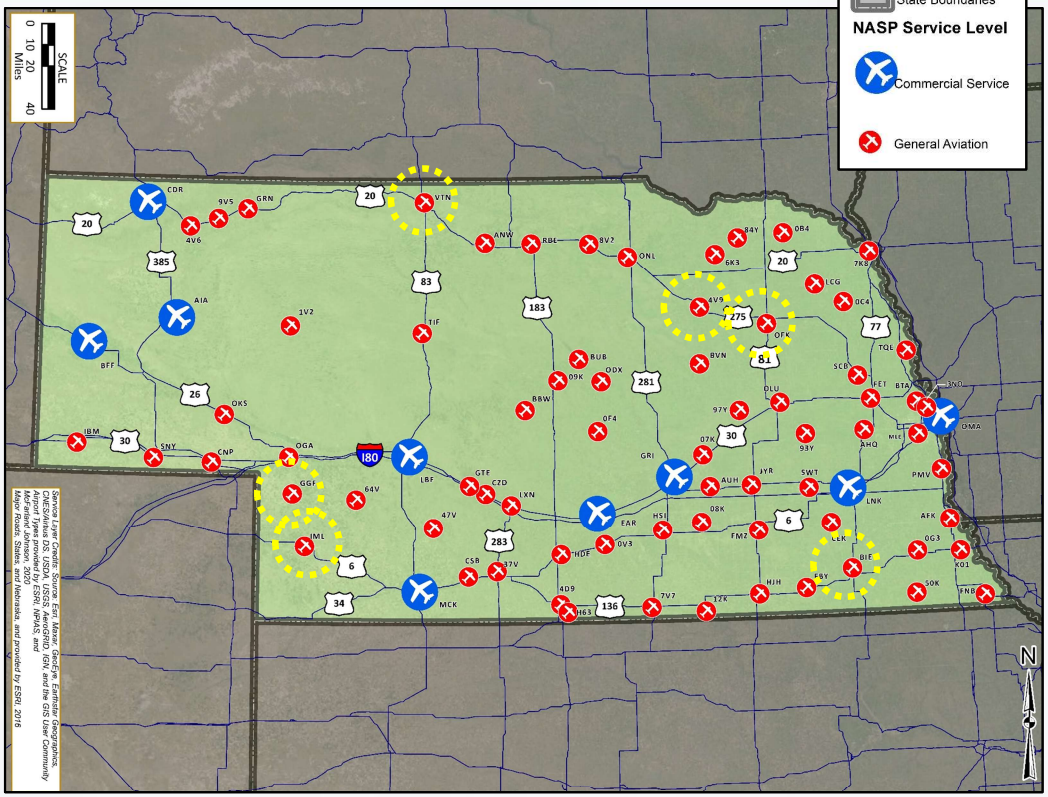
- 71 General Aviation
- 9 Scheduled Commercial Service

What do we Need to Know at *SYSTEM* Level?

- Runways: (36) ≥4,200'-5,000', (17 GA) 5,000'+
- Approach: (59) Non-Precision, (10) Precision
- Weather Reporting: (41) *without* On-Site Weather
- Fuel: (6) without fuel; (35) with 100LL & Jet A

Activity

- Rural Airports busy Air Charter Destinations: Norfolk, Antelope Co., Grant Muni., Imperial, Miller, Beatrice
- Local GA Activity Concentrated in Omaha Metro
  - Top 4 of 6 within 50 miles of CBD
- Itinerant GA Activity Dispersed throughout State



NASP Preliminary Data Snapshot

Regional Look - It's about Access

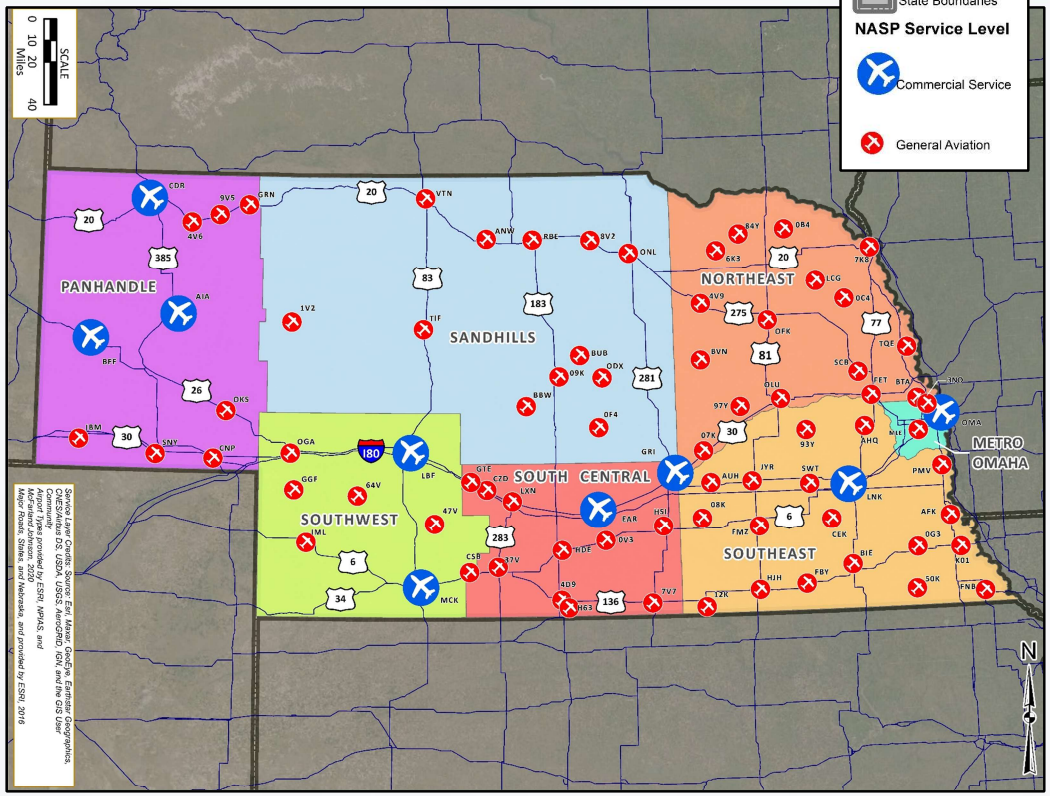
- Panhandle
- Sandhills
- Northeast
- Southwest
- South Central
- Southeast
- Omaha Metro

What do we Need to Know at *SYSTEM* Level?

What are the Issues? Challenges?

Are there Obstacles Aeronautics can Remove?

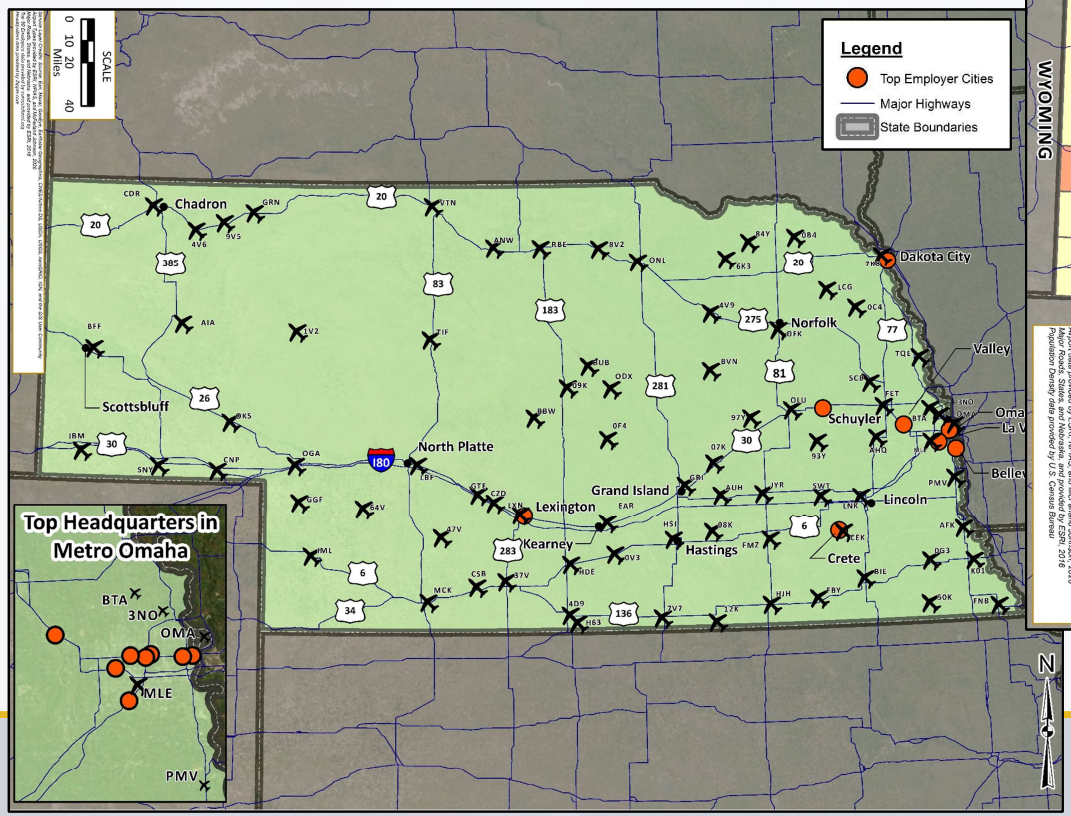
Do DOT/Aeronautics Policies affect your Airport?

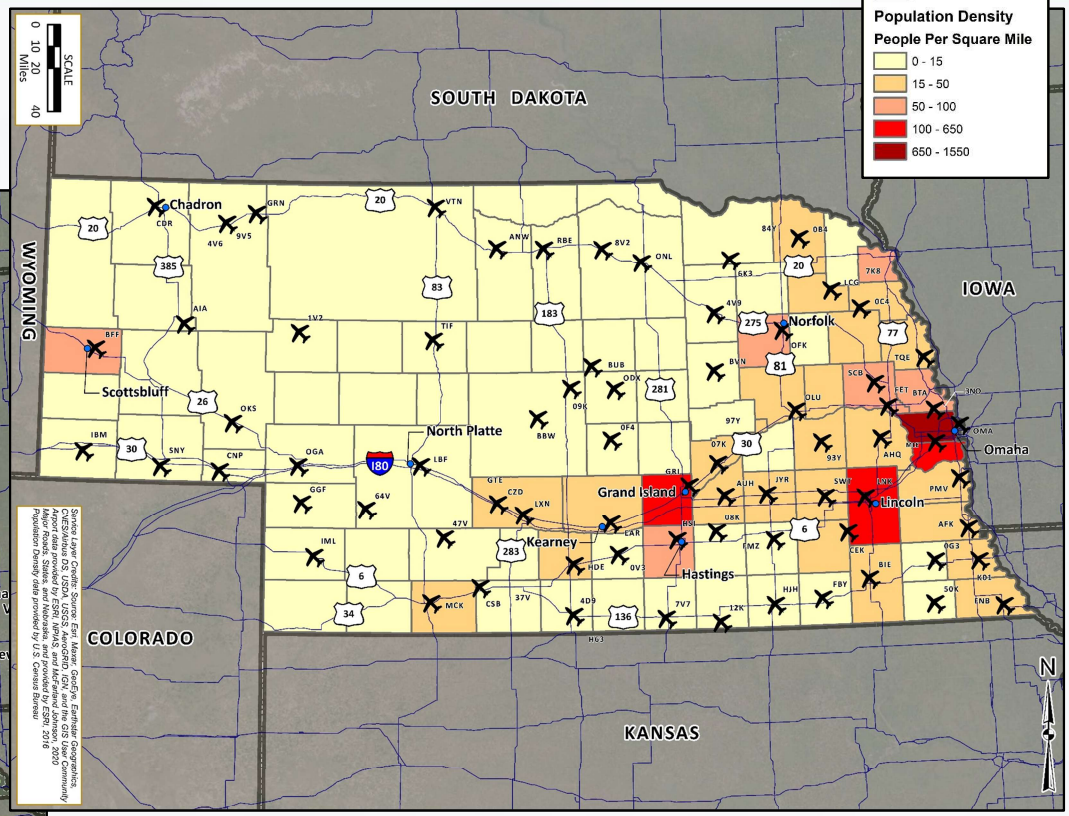


NASP Preliminary Data Snapshot

Geographic Reach/Market or Service Area

- Population Coverage
- Top Employer/Economic Center Coverage



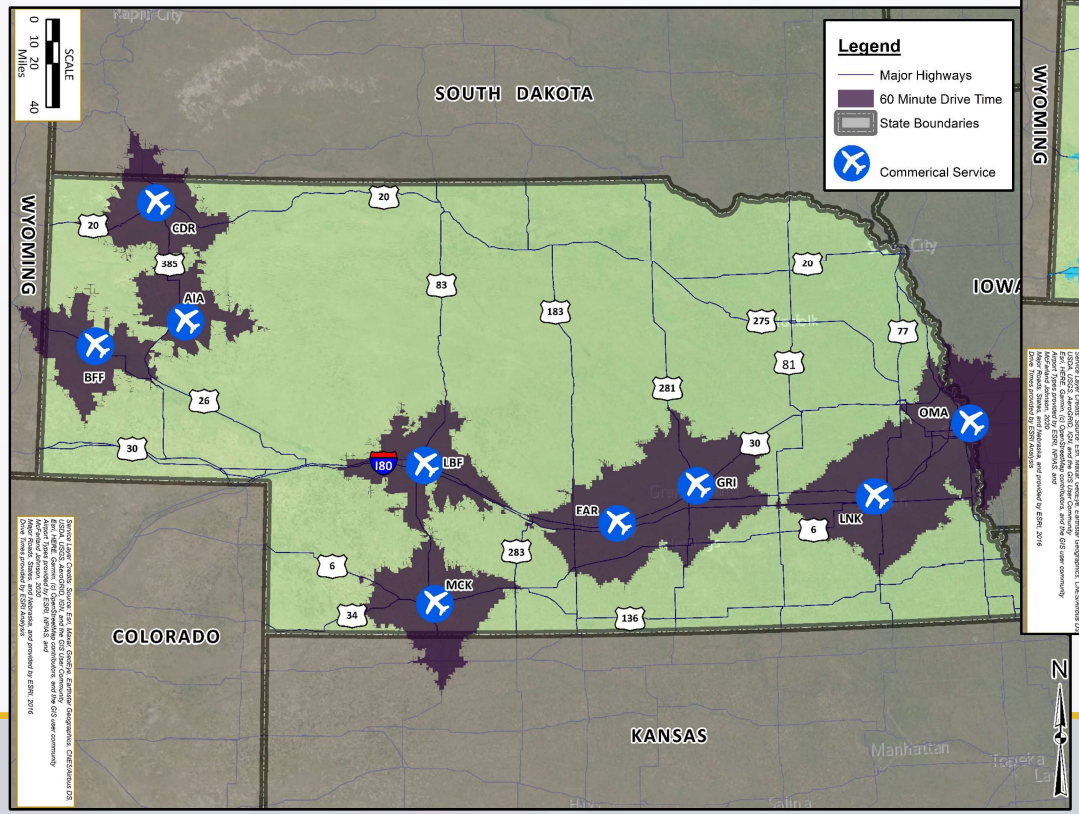


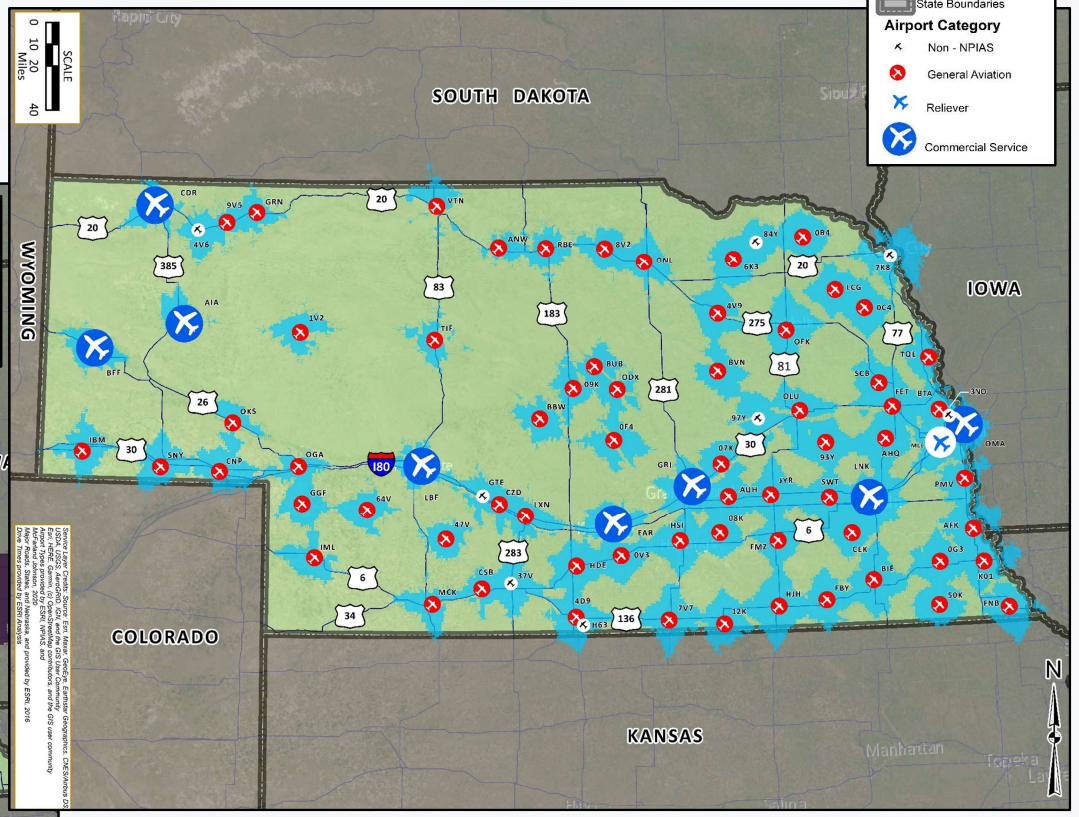
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NASP Preliminary Data Snapshot

Geographic Reach/Market or Service Area

- Commercial Service – ~60-Minute Drive +
- General Aviation – ~30-Minute Drive





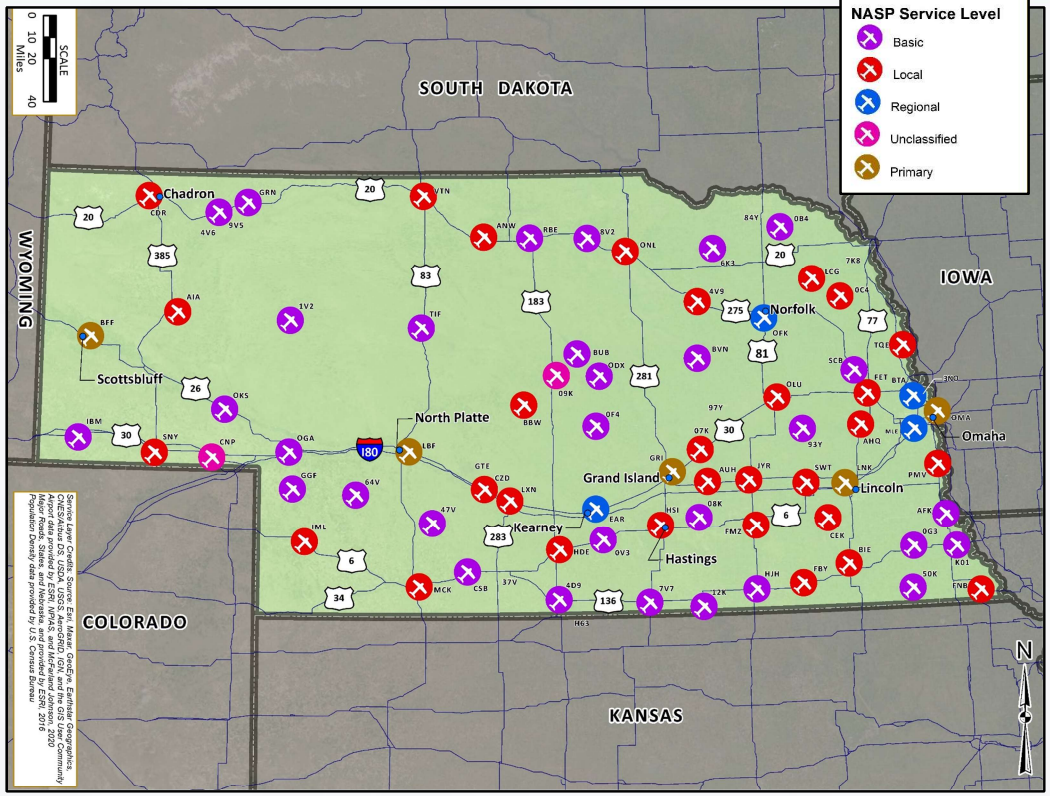
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NASP Preliminary Data Snapshot

FAA NPIAS & ASSET Roles

- 0 National
- 4 Regional (blue)
- 30 Local (red)
- 31 Basic (purple)
- 2 Unclassified
- 8 Non-NPIAS

Role	Definition	Thresholds/ Indicators
National	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.	5,000+ Inst. Ops, 11+ Based Jets, 20 Int'l/500 Interest. Dep., 10,000+ PAX, 500M Pounds Landed Cargo
Regional	Supports regional economies by connecting communities to statewide and interstate markets.	In MSA,10+ Dom. Flights 500 Mi.+ 1,000+ Inst. Ops, 1+ Jets or 100 BAC Non-Primary CS, Reliver with 90+ BAC
Local	Supplements communities by providing access to primarily intrastate and some interstate markets.	Publicly Owned, 10+ Inst. Ops, 15+ Based Aircraft, 2,500+ Annual Enplanements
Basic	Links the community with the national airport system and supports general aviation activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).	Publicly Owned, 10+ Base3d Aircraft/4+ Helos, Located 30+ Mi. from Nearest NPIAS Airport; Use by USFS, USMS, USCBP, USPS, EAS Service, Native American Own/Use,
Unclassified	Provides access to the aviation system.	N/A



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AVIATION SYSTEM PLAN

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DIVISION OF AERONAUTICS

Industry Stakeholder Engagement

April 21, 2021

McFarland Johnson

Industry Stakeholder Engagement

Stakeholder Engagement

- Project Advisory Committee
- Regional Industry Focus Groups
- Airport Managers

Process

- Project Advisory Committee
  - Technical in Nature
  - Steering/Guiding/Advisory
  - Non-voting
  - 3-4 Meetings
- Regional Industry Focus Groups
  - Up to 7 Meetings
  - Local Businesses/Users of Airports in Each Region
- Survey of Airport Managers
  - Data & Insights



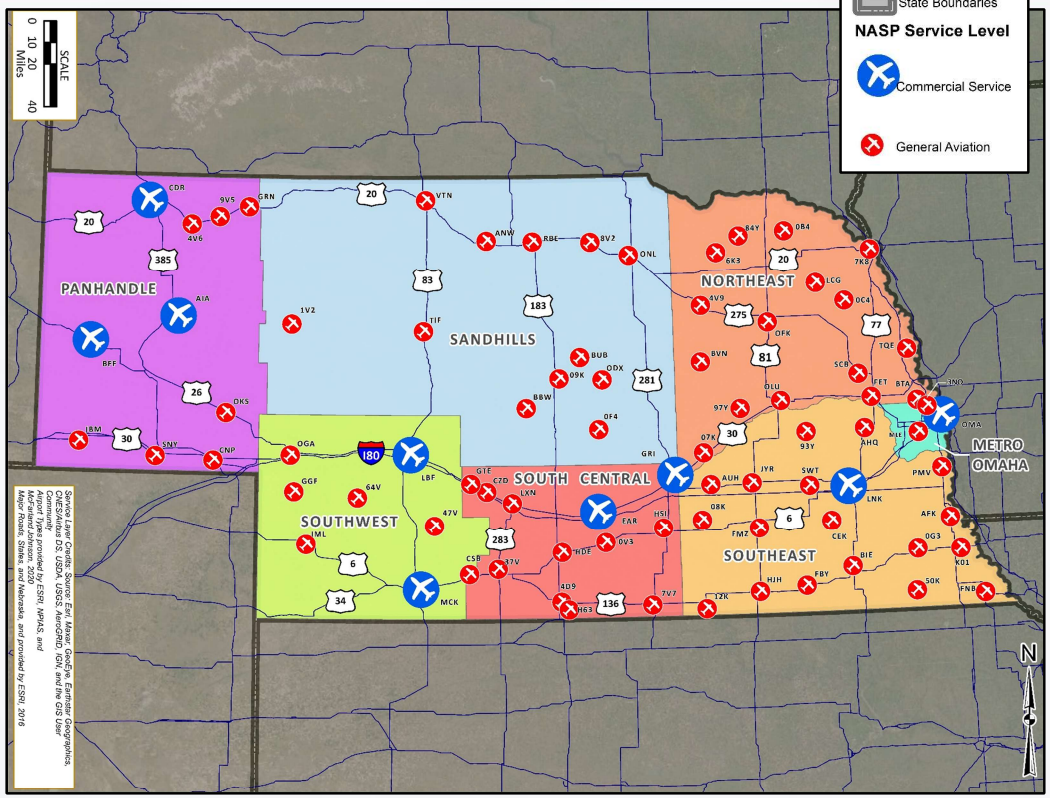
Industry Stakeholder Engagement

Planned Outreach

- Project Advisory Committee
- Airport Manager Survey
- Aeronautics Commission Briefing
- Regional Industry Focus Groups

Regional Industry Focus Groups

- Virtual/June-Timeframe
- Partner with Local Airport/Agency
- User Groups
  - Local Pilots and Itinerant Users
  - Specialty (medical, EM, agriculture, state agency)
  - Local or Aeronautical Business
  - Local Public (City/Town/County)
  - Real Estate/Development Community
  - Tourism/Events/Destinations



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NASP Schedule Overview

April 21, 2021

McFarland Johnson

NASP Schedule Overview

	Project Milestones	Timeframe
To Date: Visioning, Data Collection & Metrics/Framework	• **Foundational SASP Work – PAC #1**  ○ Visioning, Stakeholder Engagement ○ Preliminary Data Snapshot ○ Airport Roles/Classifications/Performance Metrics	**Spring 2021** (~mid-April)
Next: Identify System Gaps & Needs, Policy	• **System Performance & Policy Considerations - PAC #2**  ○ Existing System Performance Evaluation ○ Issues/Gaps/Needs ○ Aviation Policy Considerations	**Fall 2021** (~mid-September)
Solutions & Implementation	• **Future System Design & Costs - PAC #3**  ○ Improvements & Alternatives ○ Implementation Plan	**Winter 2022** (~late February)
Product Delivery	• **Final Deliverables**  ○ Technical Documentation ○ Dynamic Web-Based Planning Tool	**Summer 2022** (~June/July)

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AVIATION SYSTEM PLAN

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Thank You!

April 21, 2021

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McFarland Johnson

Nebraska

STATE AVIATION SYSTEM PLAN

Project Advisory Committee | Meeting #2

August 3, 2022

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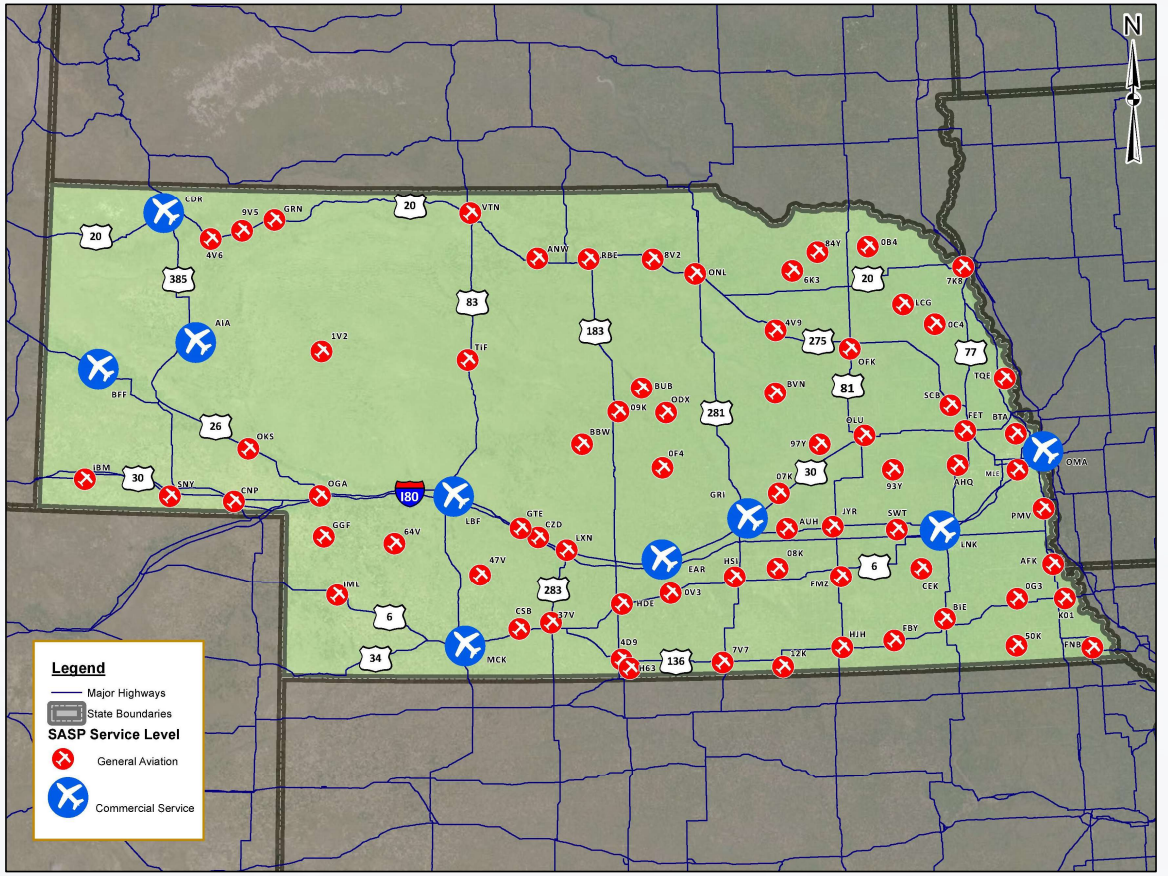
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DIVISION OF AERONAUTICS

McFarland Johnson

Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of PAC Meeting #1
- McFarland Johnson Presentation
  - System Overview
  - Facility & Service Objectives
  - Inventory of Existing System
  - Summary of Aviation Activity & Forecasts
  - Existing System Performance Findings
  - Next Steps
- Schedule Overview
- PAC Meeting #3 – Fall 2022



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STATE AVIATION SYSTEM PLAN

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Recap of PAC Meeting #1

August 3, 2022

McFarland Johnson

Purpose of the SASP

Purpose of a State Aviation System Plan

- Forward-Looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Programming by Airport Role, Regions, & Statewide
- Estimate Funding Needs
- Many Changes Since the Last Plan (2002)
  - Impacts of 9/11, 2008 Global Financial Crisis, & COVID-19
  - NE Merger of Roads/Aeronautics
  - NE State Tax Environment
  - Technology Advancements



NDOT Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term

- Surrounding States with Updated SASPs
  - S. Dakota & Colorado (2020)
  - Missouri & Iowa (2019)
  - Wyoming & Kansas (2016)

Key Elements of the Plan

Key Elements of the Plan

- Visioning Process & Statement
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Data Collection
- Airport Roles, System Classification, & Performance Measures
- Forecast of System Demand
- System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- Dynamic Web-Based System Planning Tool



Source: https://dot.nebraska.gov/aeronautics/

SASP Visioning Process & Statement

Visioning Sessions #1

Visioning Committee:
Conduct S.W.O.T. Analysis, Identify Key Vision Elements & Themes

↓

SASP Project Team

Working Session:
Discuss S.W.O.T. Analysis Input & Development, Draft Vision Statement

↓

Visioning Sessions #2

Visioning Committee:
Present Draft Statement, Review & Revise, Adopt Vision Statement

Vision Statement:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

Industry Stakeholder Engagement

Stakeholder Engagement

- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Airport Manger Surveys

Process

- PAC
  - Meeting in April 2021
  - 1 Additional Meeting
- Regional Industry Focus Groups
  - 3 Completed in 2021-2022
  - Continued Focus Engagement to Follow
- Airport Manager Surveys
  - Completed





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STATE AVIATION SYSTEM PLAN

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System Overview

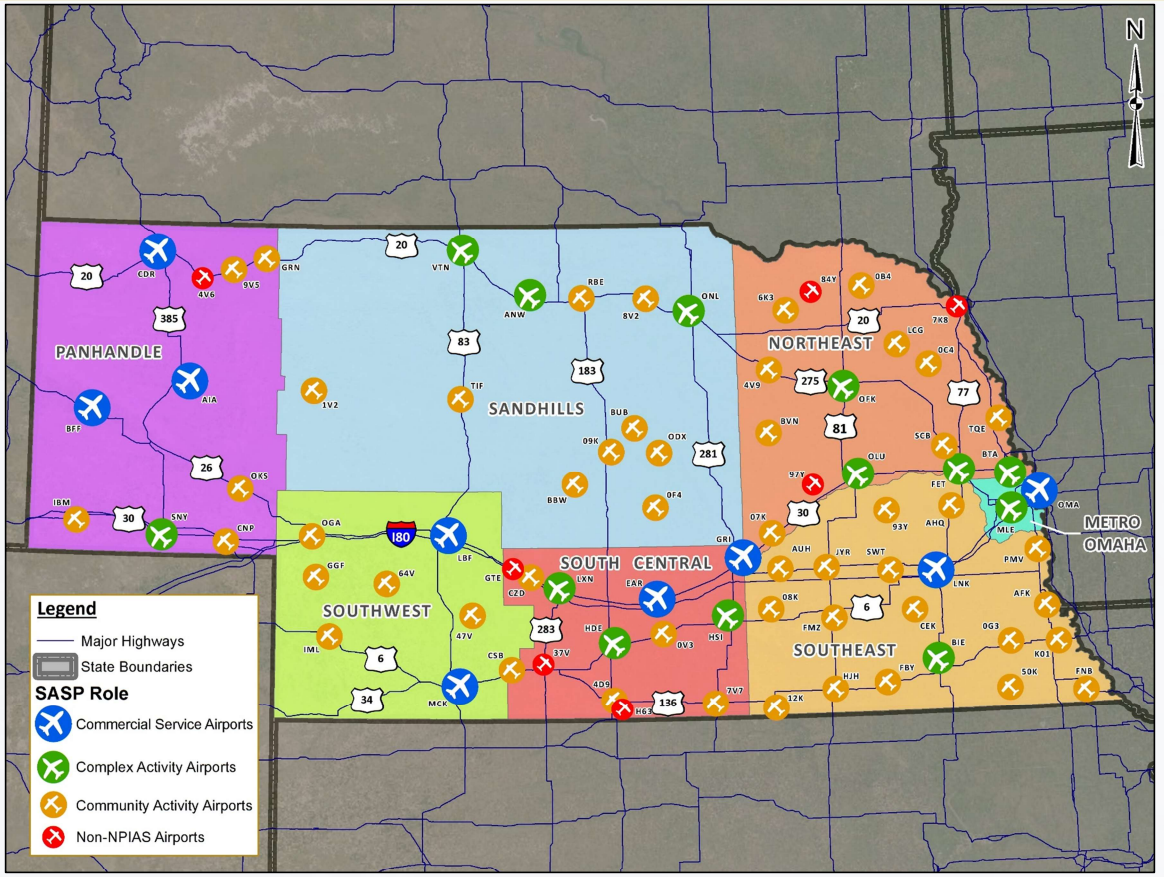
August 3, 2022

McFarland Johnson

Nebraska State Aviation System Plan (SASP)

Elements of the System

- 7 Regions:
  - Panhandle
  - Sandhills
  - Southwest
  - South Central
  - Northeast
  - Southeast
  - Metro
- 79 Licensed Public Use Airports
- 4 SASP Roles:
  - 9 Commercial Service Airports
  - 13 Complex Activity Airports
  - 50 Community Activity Airports
  - 7 Non-NPIAS Airports



SASP Role Descriptions

Commercial Service Airports: Offer scheduled commercial service at their facilities

Complex Activity Airports: General aviation airports with over 100 annual average B-II or greater operations during our analysis period (2010-2019)

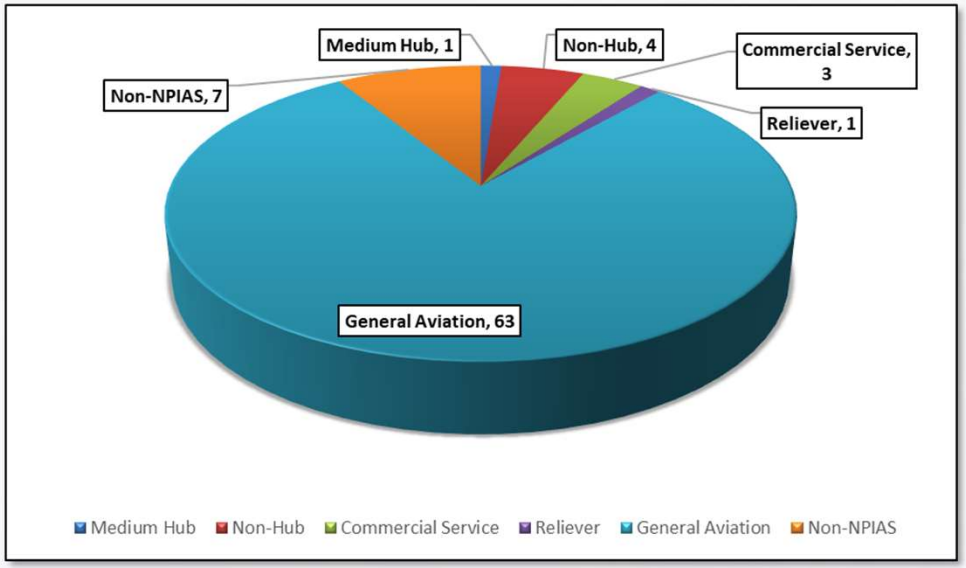
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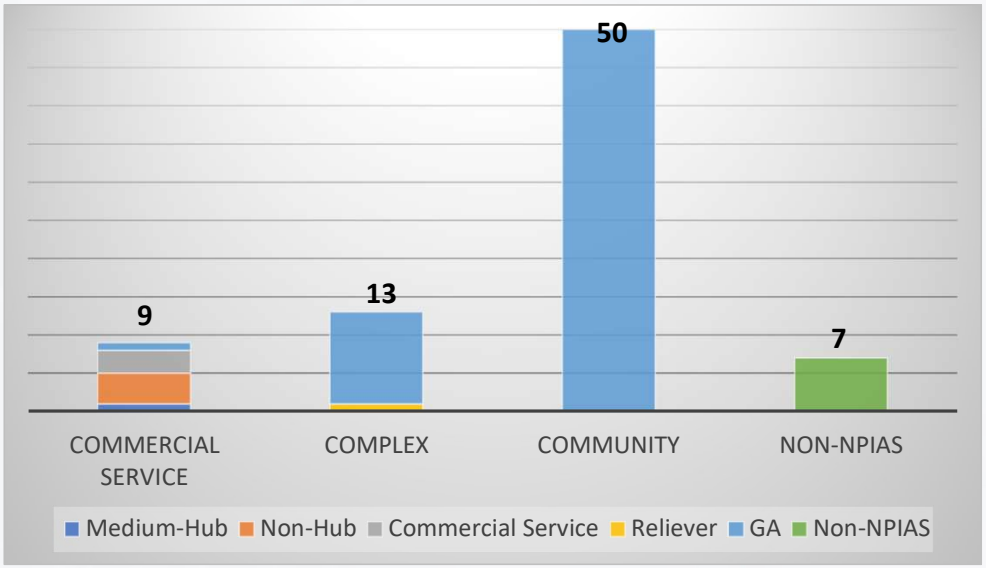
NPIAS Categories & SASP Roles

All 79 Airports by NPIAS Category



Source: FAA NPIAS, 2021-2025.

All 79 Airports by SASP Role



Source: FAA NPIAS, 2021-2025.

All 79 SASP Airports Are Included:

- **1 Medium-Hub; 4 Non-Hub; 3 Commercial Service; 1 Reliever; 63 GA; 7 Non-NPIAS**

79 Airports Are Included:

- **9 Commercial Service; 13 Complex; 50 Community; 7 Non-NPIAS**

Nebraska Aviation Counts! – Economic Impact

Economic Impact by SASP Service Level

NASP Service Level	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
General Aviation	70	3,810	$132.0M	$368.3M	5.7%
Commercial Service	9	60,153	$2,295.9M	$6,121.9M	94.3%
Total	**79**	**63,963**	**$2,427.9M**	**$6,490.2M**	**100%**

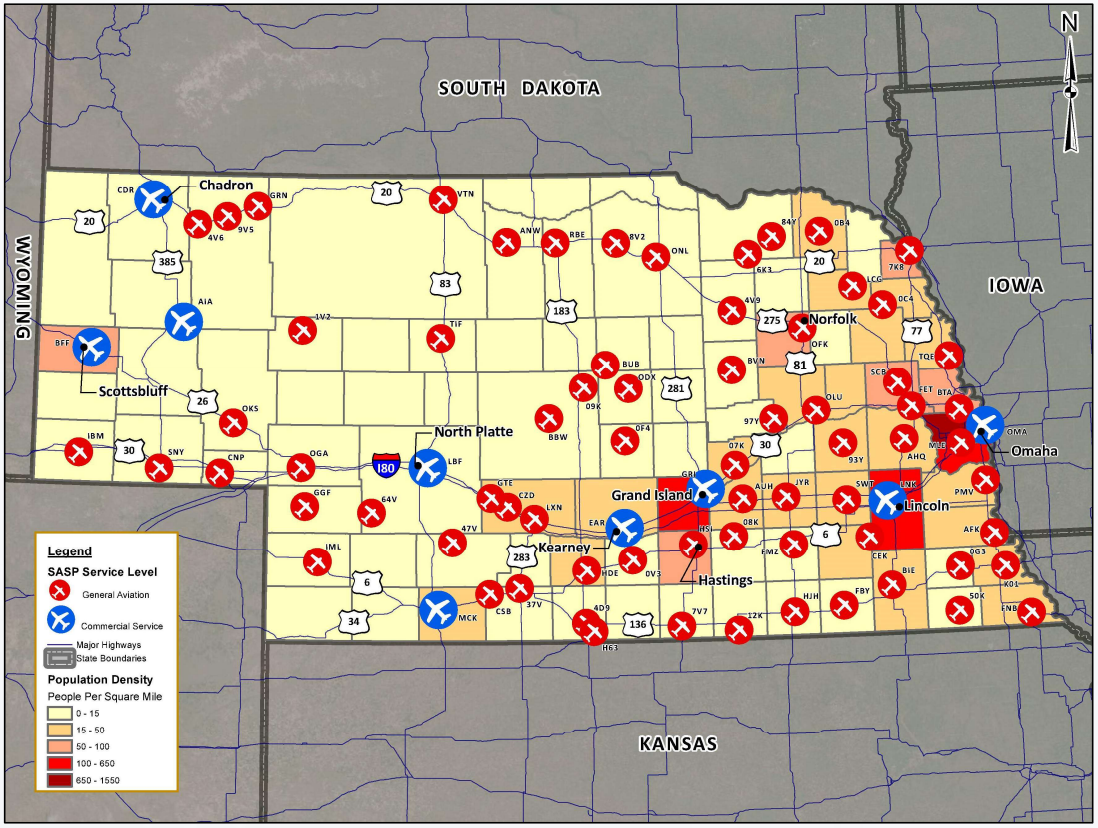
Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Economic Impact by Geographic Region

SASP Region	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
Metro	3	52,597	$ 1,629,700	$ 4,383,100	67.5%
Northeast	16	620	$ 25,629	$ 78,547	1.2%
Sandhills	12	289	$ 12,061	$ 28,635	0.4%
Panhandle	10	1,611	$ 55,118	$ 138,956	2.1%
Southwest	7	1,886	$ 59,778	$ 197,202	3.0%
South Central	12	3,244	$ 100,560	$ 259,875	4.0%
Southeast	19	3,716	$ 545,024	$ 1,403,875	21.6%
Total	79	63,963	$ 2,427.9M	$ 6,490.2M	100%

Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Population Density & Airports



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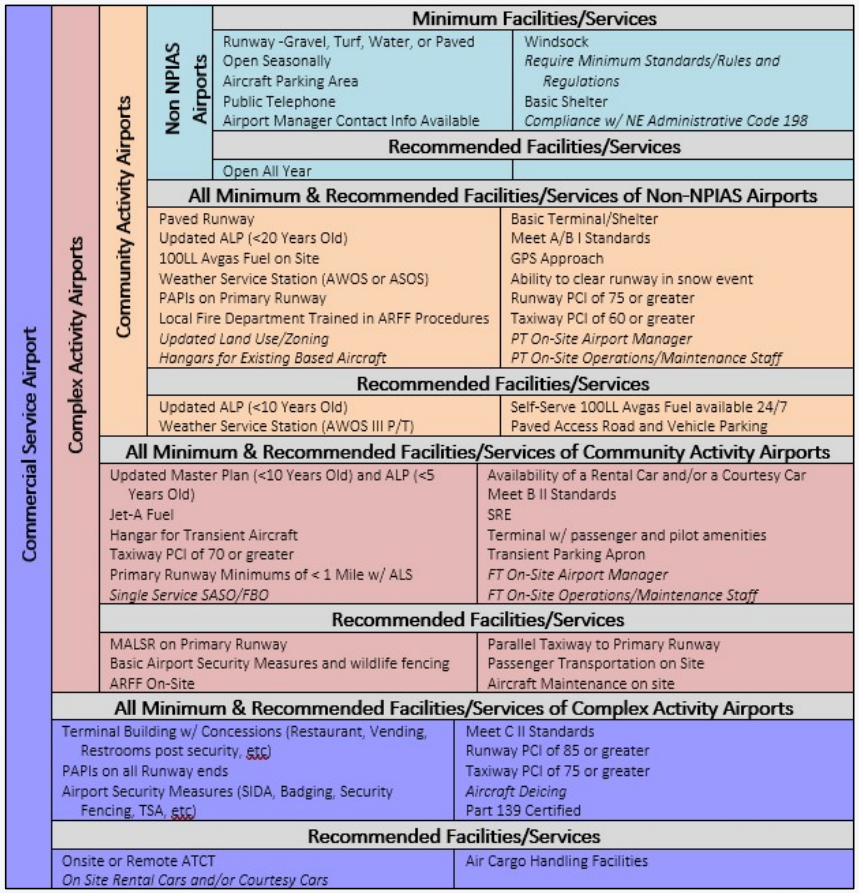
Facility & Service Objectives

August 3, 2022

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Snapshot of Facility and Service Standards

- **Facility and Service Objectives were established for each SASP Role.**
- **Each Role builds upon the previous role.**
- **As airport complexity increases, the more minimum requirements and recommendations there are.**



Non NPIAS Airports	**Minimum Facilities/Services**		
	Runway -Gravel, Turf, Water, or Paved Open Seasonally Aircraft Parking Area Public Telephone Airport Manager Contact Info Available		Windsock *Require Minimum Standards/Rules and Regulations* Basic Shelter *Compliance w/ NE Administrative Code 198*
	Recommended Facilities/Services		
	Open All Year		
Community Activity Airports	**All Minimum & Recommended Facilities/Services of Non-NPIAS Airports**		
	Paved Runway Updated ALP (<20 Years Old) 100LL Avgas Fuel on Site Weather Service Station (AWOS or ASOS) PAPIs on Primary Runway Local Fire Department Trained in ARFF Procedures *Updated Land Use/Zoning* *Hangars for Existing Based Aircraft*		Basic Terminal/Shelter Meet A/B I Standards GPS Approach Ability to clear runway in snow event Runway PCI of 75 or greater Taxiway PCI of 60 or greater *PT On-Site Airport Manager* *PT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	Updated ALP (<10 Years Old) Weather Service Station (AWOS III P/T)		Self-Serve 100LL Avgas Fuel available 24/7 Paved Access Road and Vehicle Parking
Complex Activity Airports	**All Minimum & Recommended Facilities/Services of Community Activity Airports**		
	Updated Master Plan (<10 Years Old) and ALP (<5 Years Old) Jet-A Fuel Hangar for Transient Aircraft Taxiway PCI of 70 or greater Primary Runway Minimums of < 1 Mile w/ ALS *Single Service SASO/FBO*		Availability of a Rental Car and/or a Courtesy Car Meet B II Standards SRE Terminal w/ passenger and pilot amenities Transient Parking Apron *FT On-Site Airport Manager* *FT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	MALSR on Primary Runway Basic Airport Security Measures and wildlife fencing ARFF On-Site		Parallel Taxiway to Primary Runway Passenger Transportation on Site Aircraft Maintenance on site
Commercial Service Airport	**All Minimum & Recommended Facilities/Services of Complex Activity Airports**		
	Terminal Building w/ Concessions (Restaurant, Vending, Restrooms post security, etc) PAPIs on all Runway ends Airport Security Measures (SIDA, Badging, Security Fencing, TSA, etc)		Meet C II Standards Runway PCI of 85 or greater Taxiway PCI of 75 or greater *Aircraft Deicing* Part 139 Certified
	Recommended Facilities/Services		
	Onsite or Remote ATCT *On Site Rental Cars and/or Courtesy Cars*		Air Cargo Handling Facilities

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Inventory of Existing System

August 3, 2022

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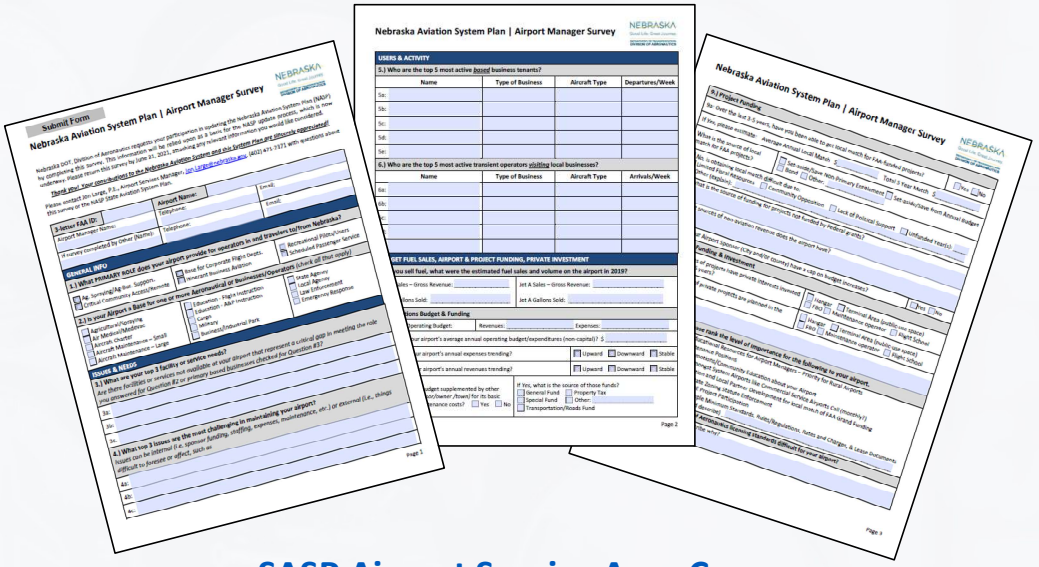
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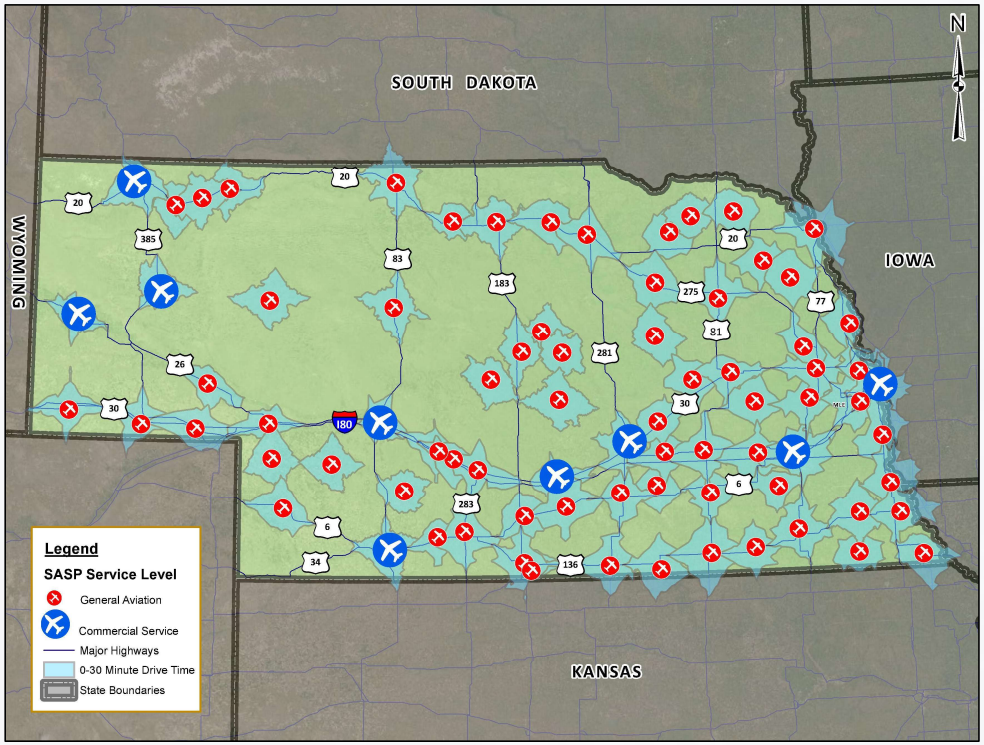
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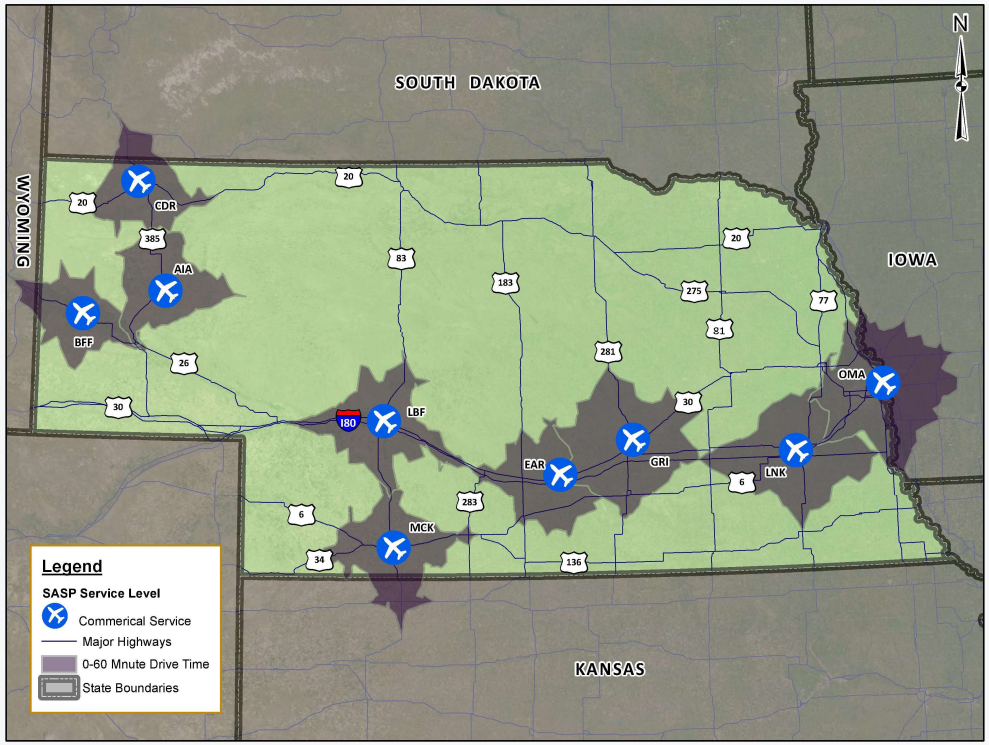
- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
- Key Based & Itinerant User Types
- Budgets, Fuel Sales, Project Funding, & Investments

Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)



60-Minute Drive Time Market Analysis (Commercial Service)



Top Issues & Needs – Manager Surveys

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# of Airports**	**Issues**	**# of Airports**
New Hangars (T-hangars, box, maintenance), Renovations, Expansions, Funding	41	Funding for Maintenance & Expansion (Primarily Sponsor)	51
On-Airport Aeronautical Services (FBO, Maintenance, Flight Instruction, Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	17	Staffing, Volunteer, Board Positions	22
Fuel System Replacements/ Expansions/Upgrades, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

***65 Responses for an 82% Response Rate**

Key User Types – Manager Surveys

Key Based Tenant User Types		Key Transient User Types	
Types	# of Airports	Types	# of Airports
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Miscellaneous Private Business	44	Medical Operators	31
Cargo, Flight Instruction, Corporate/Private/GA	36	Cargo, Charter, GA	23
Medical Operators	4	Miscellaneous Private Business	21
		Power and Energy Industry	11

***65 Responses for an 82% Response Rate**

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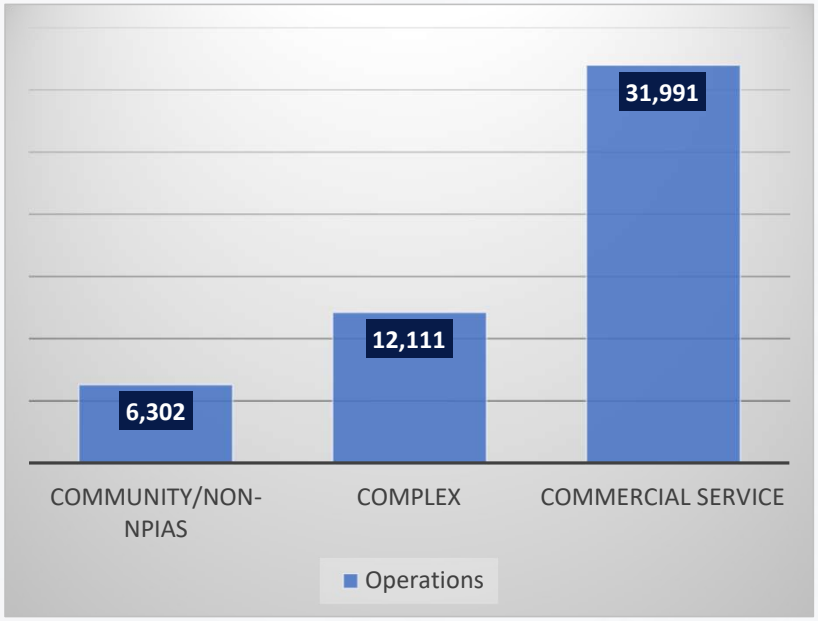
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August 3, 2022

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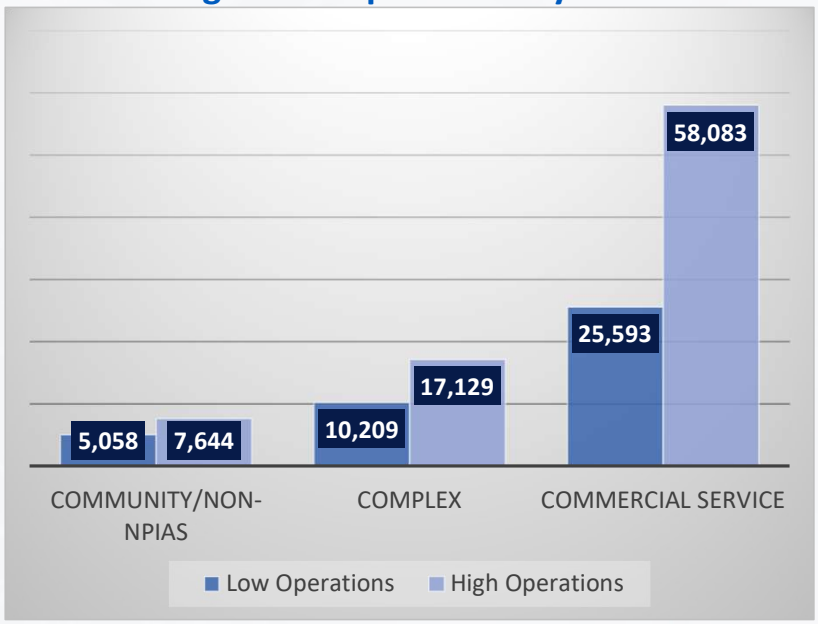
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Average Historical 2019 Operations by SASP Role



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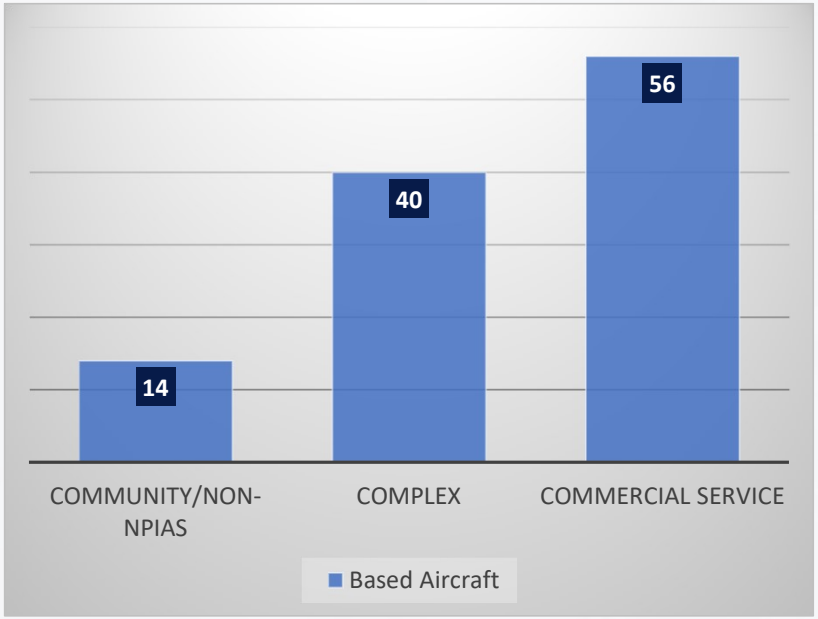
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

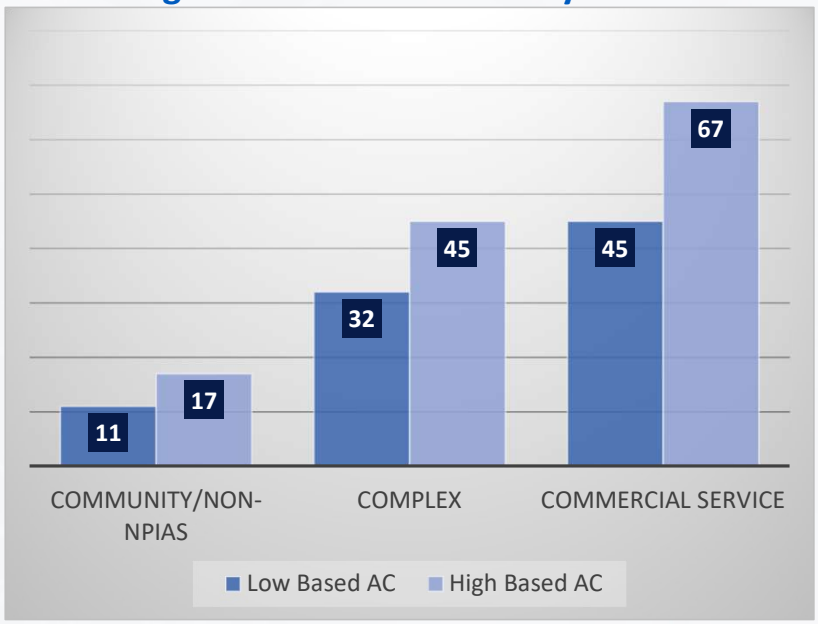
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

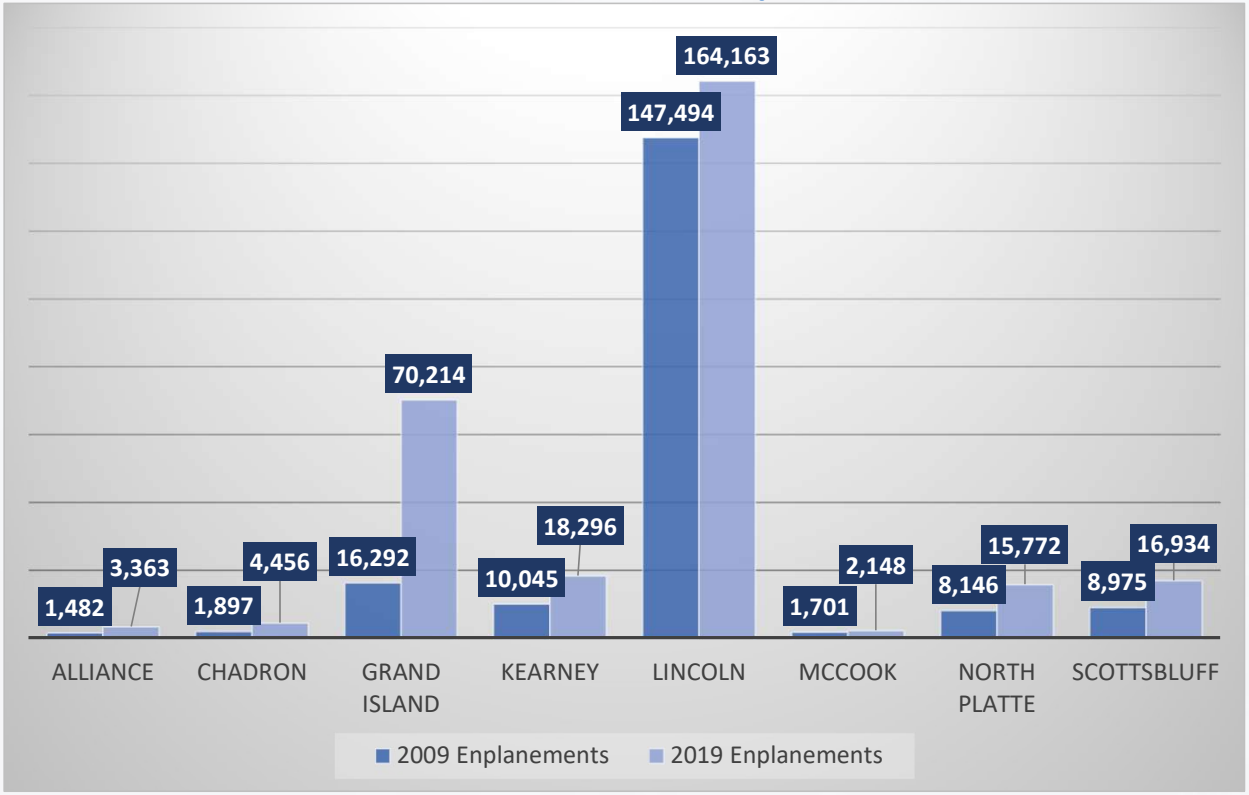
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff
- Contracts last 2-4 years causing volatility.
- Kearney, North Platte, & Scottsbluff have shown strong growth with enhanced EAS service (network carrier).
- Program is under pressure from funding and pilot availability.

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Existing System Performance Findings

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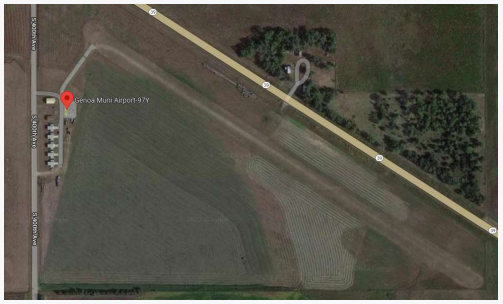
Snapshot of Measuring Airport Performance

- **All NDOT Influenced Factors Total 95 Points**
- **All Locally Controlled Factors Total 5 Points**
- **Each airport, as well as each role group, will be given a score that measures how many standards are met.**
- **Airports that fall into one category can exceed their minimums should business demands or individual planning studies justify a need.**

Category/Minimum Facility & Service Objectives	Scoring Value Range			
	Weight	Yes	Partial	No
Non-NPIAS				
Runway -Gravel, Turf, Water, or Paved	1	100	50	0
Open Seasonally	1	100	50	0
Aircraft Parking Area	2	100	50	0
Public Telephone	2	100	50	0
Airport Manager Contact Info Available	2	100	50	0
Windsock	2	100	50	0
Basic Shelter	1	100	50	0
Community Activity				
Paved Runway	3	100	50	0
Open Year Round	1	100	50	0
100LL Avgas Fuel On Site	1	100	50	0
Weather Service Station (AWOS or ASOS)	2	100	50	0
PAPIs on Primary Runway	2	100	50	0
Basic Terminal/Shelter	1	100	50	0
Meet A/B I Standards	3	100	50	0
GPS Approach	3	100	50	0
Ability to Clear Runway in Snow Event	1	100	50	0
Runway PCI of 75 of Greater	1	100	50	0
Taxiway PCI of 60 or Greater	1	100	50	0
Complex Activity				

Example Airports by Performance Scores

Genoa Municipal



Source: https://maps.google.com.

Wahoo Municipal



Source: https://www.wahoo.ne.us/vnews/display.v/SEC/City%20of%20Wahoo%7CAirport.

Norfolk Regional



Source: https://www.norfolkairportservices.com/default.htm

Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

Points: 11-29 | **Points: 30-60** | **Points: 61-94** | **Points: 95-100**

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Next Steps

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Policy Recommendations

System Policies That Will Be Reviewed:

- Review Channeling Act Legislation
- Multimodal Connectivity
- Land Use & Zoning
- Economic Development
- Marketing
- Financial Sustainability Best Practices
- Bench Marking Against Neighboring States
- Emergency Response & Training Planning
- Aviation Education Support
- Electrification & Alternative Fuel Sources
- Air Service Development/Enhancement (EAS)
- Special Project Funding

Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

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Schedule Overview

August 3, 2022

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Project Schedule

Draft Chapters Under Review

Task	Complete	Jul	Aug	Sep	Oct	Nov	Dec
System Overview							
Facility & Service Objectives							
Inventory of Existing System							
Summary of Aviation Activity & Forecasts							
Existing System Performance Findings							
Recommendations & Policy							
Alternatives & Implementation Plan							
Dynamic Tools							
Final Deliverables							
Project Advisory Committee Meetings							
Regional Stakeholder Meetings							
Aeronautics Commission Presentations							

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Thank You!

August 3, 2022

Contacts:

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Director of Aeronautics
Nebraska DOT
Division of Aeronautics
ann.richart@nebraska.gov

Rick Lucas| Project Manager
McFarland Johnson, Inc.
(305)705-4871
rlucas@mjinc.com

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STATE AVIATION SYSTEM PLAN

Project Advisory Committee | Meeting #4

February 2023

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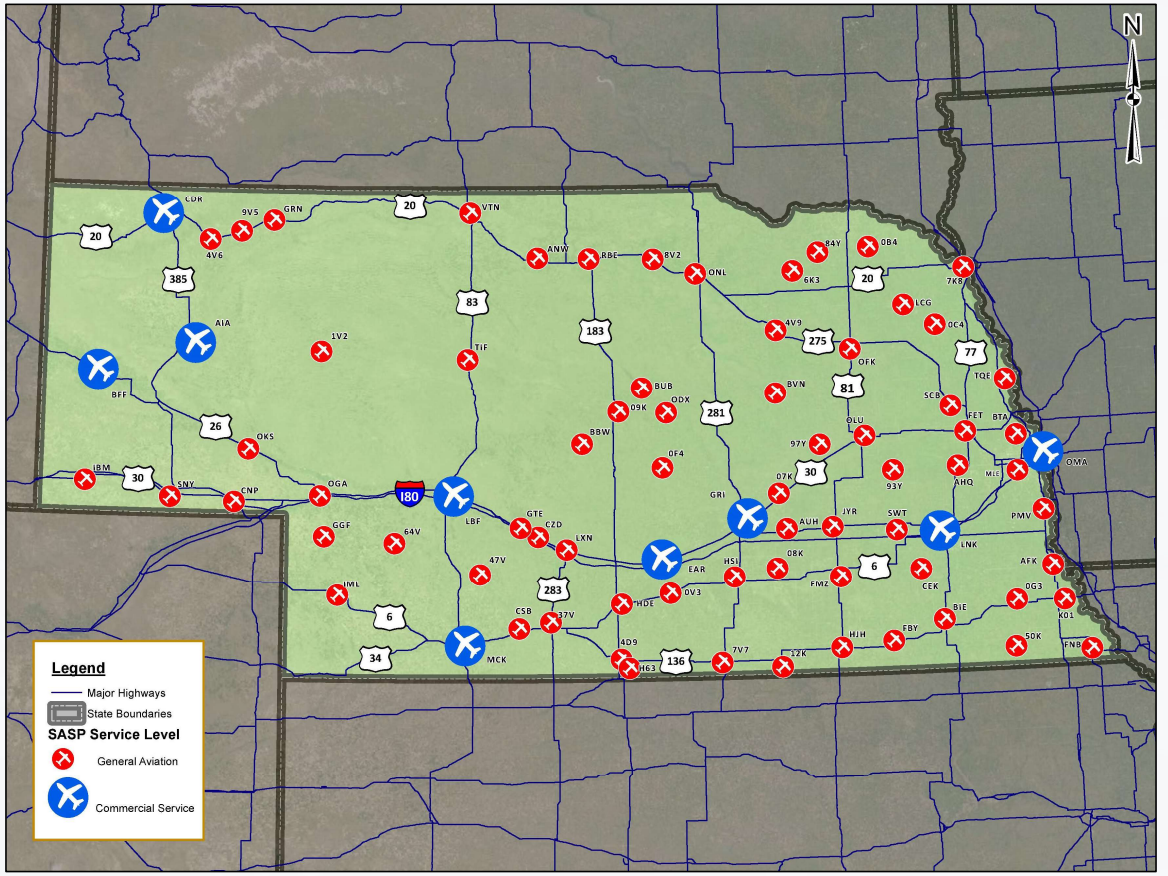
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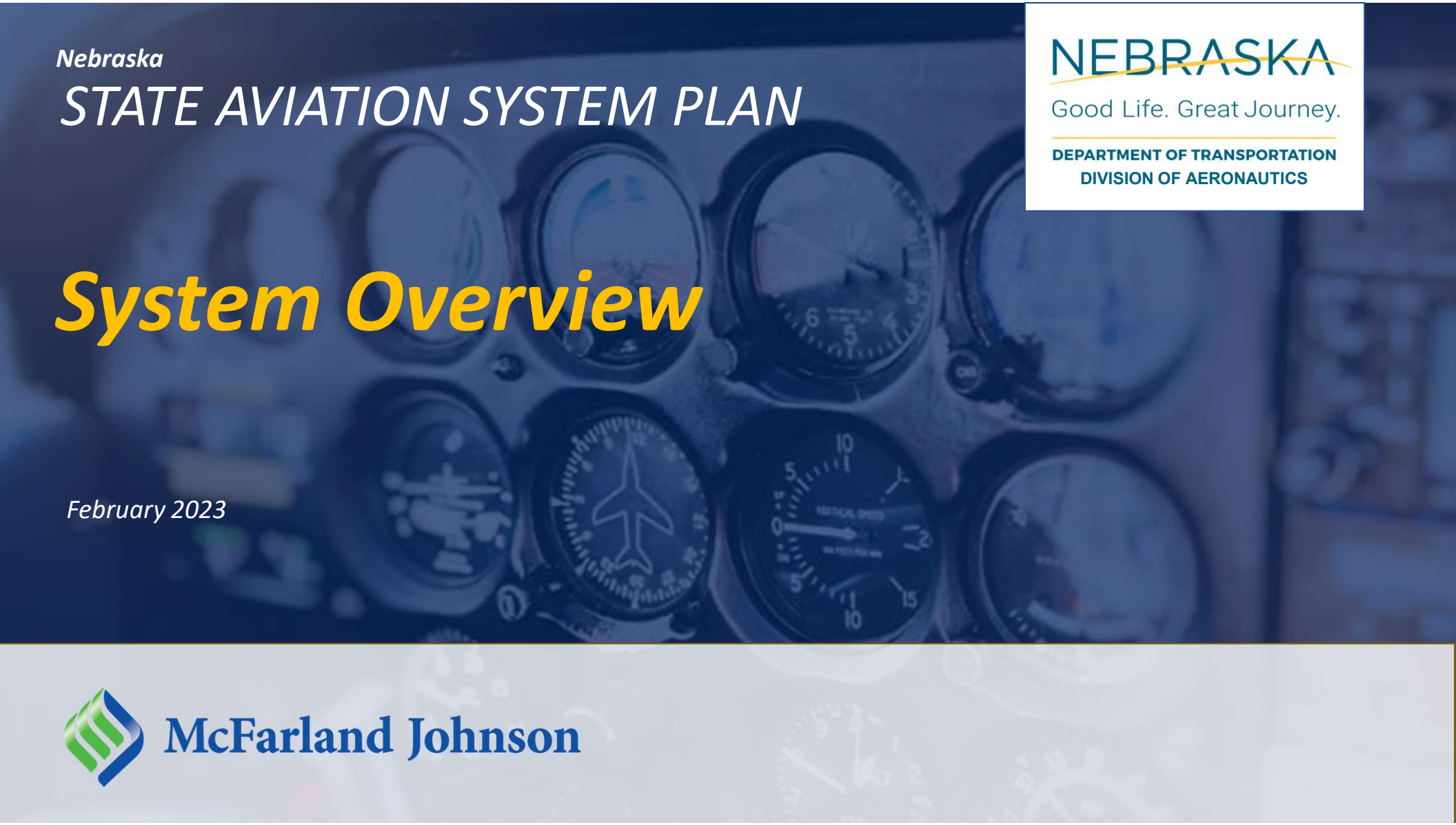
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Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of Prior Efforts
- Existing System Performance Findings
- Policy Recommendations
- Alternatives & Implementation Plan
- Next Steps





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System Overview

February 2023

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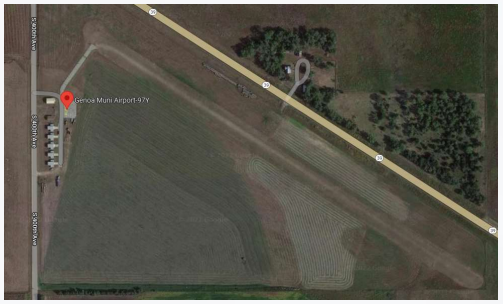
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Norfolk Regional



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Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

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February 2023

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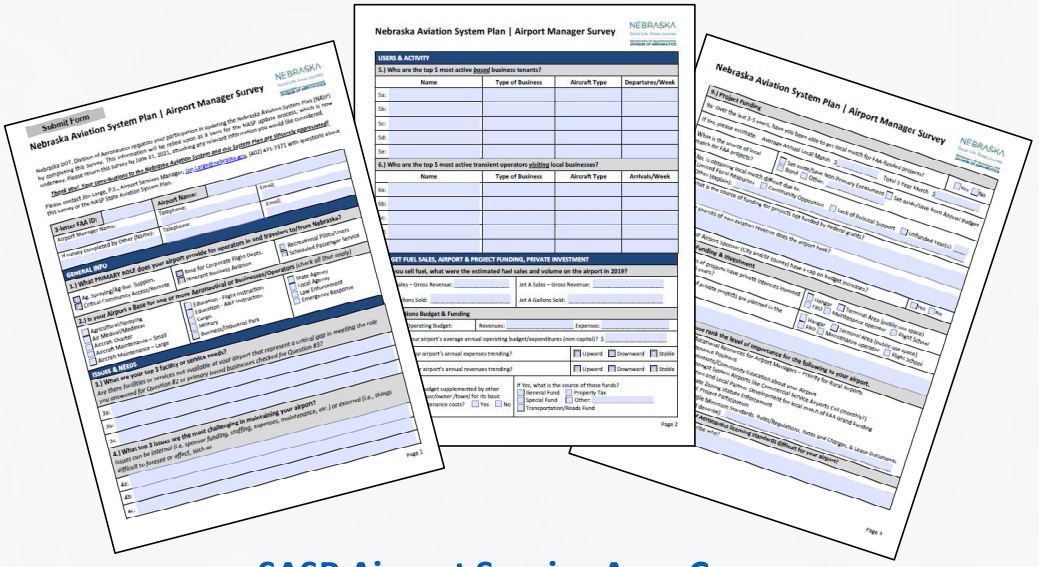
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- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
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***65 Responses for an 82% Response Rate**

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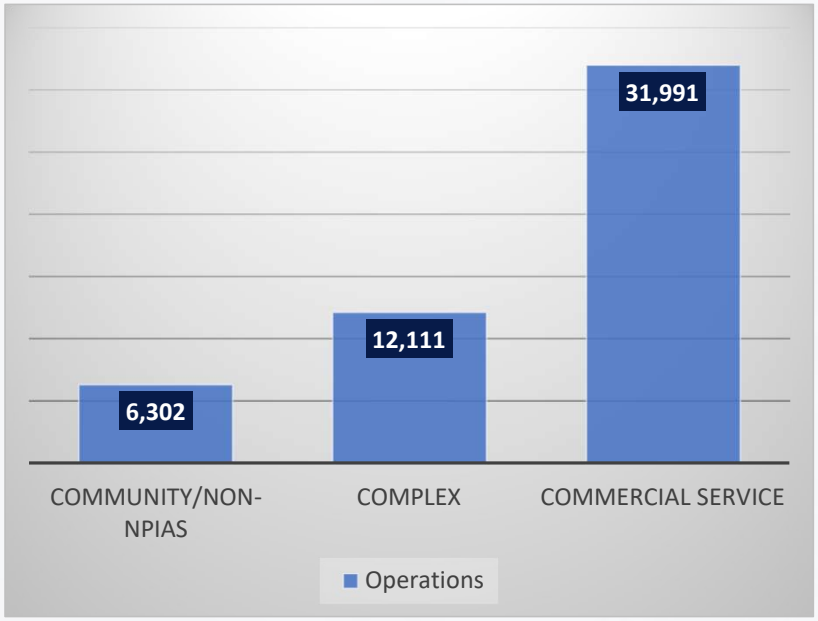
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February 2023

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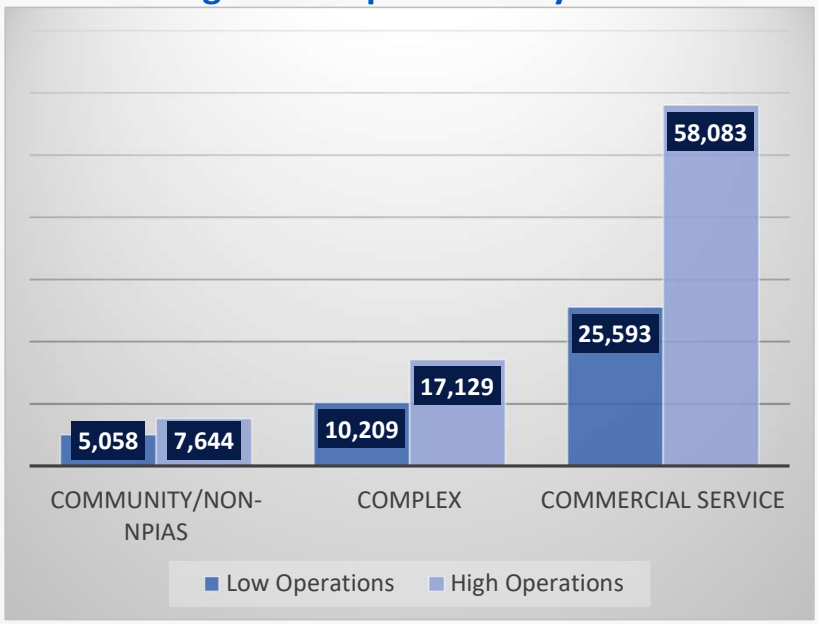
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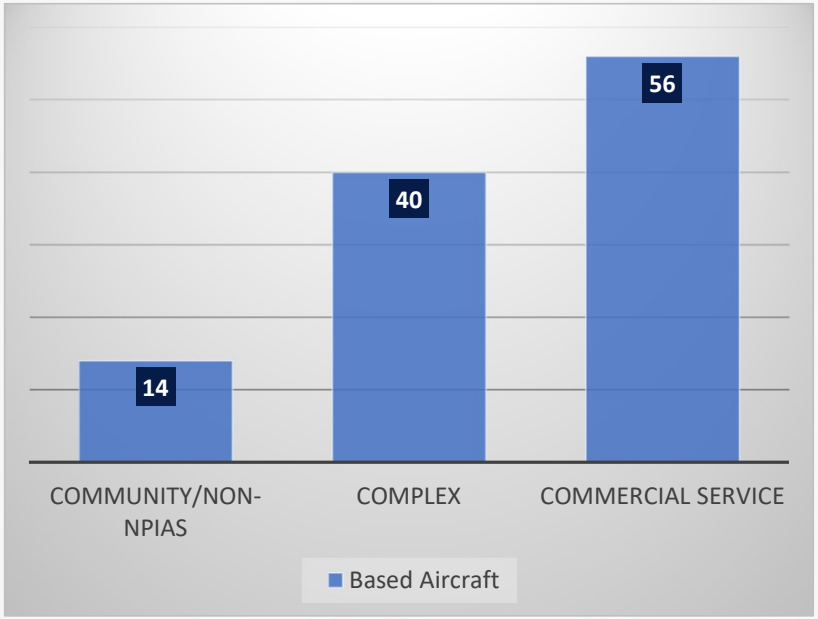
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

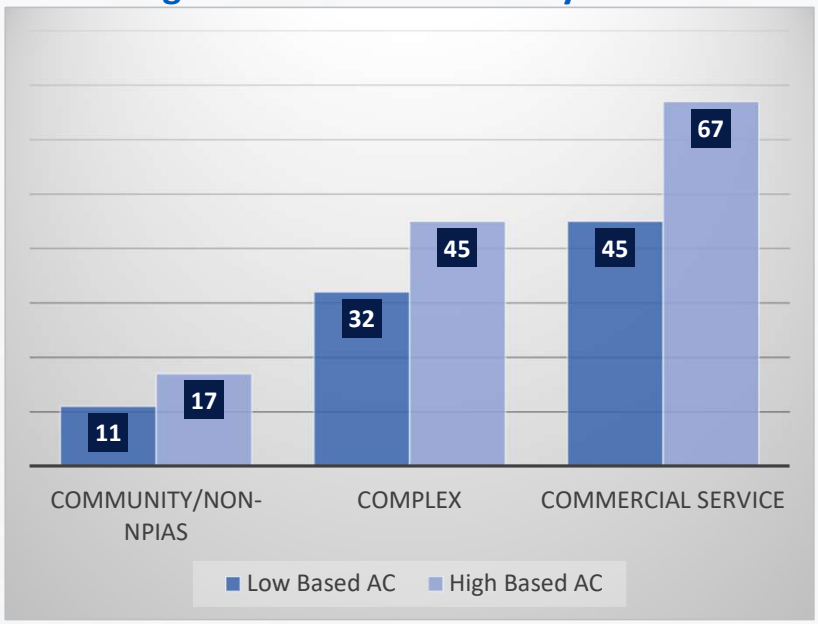
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

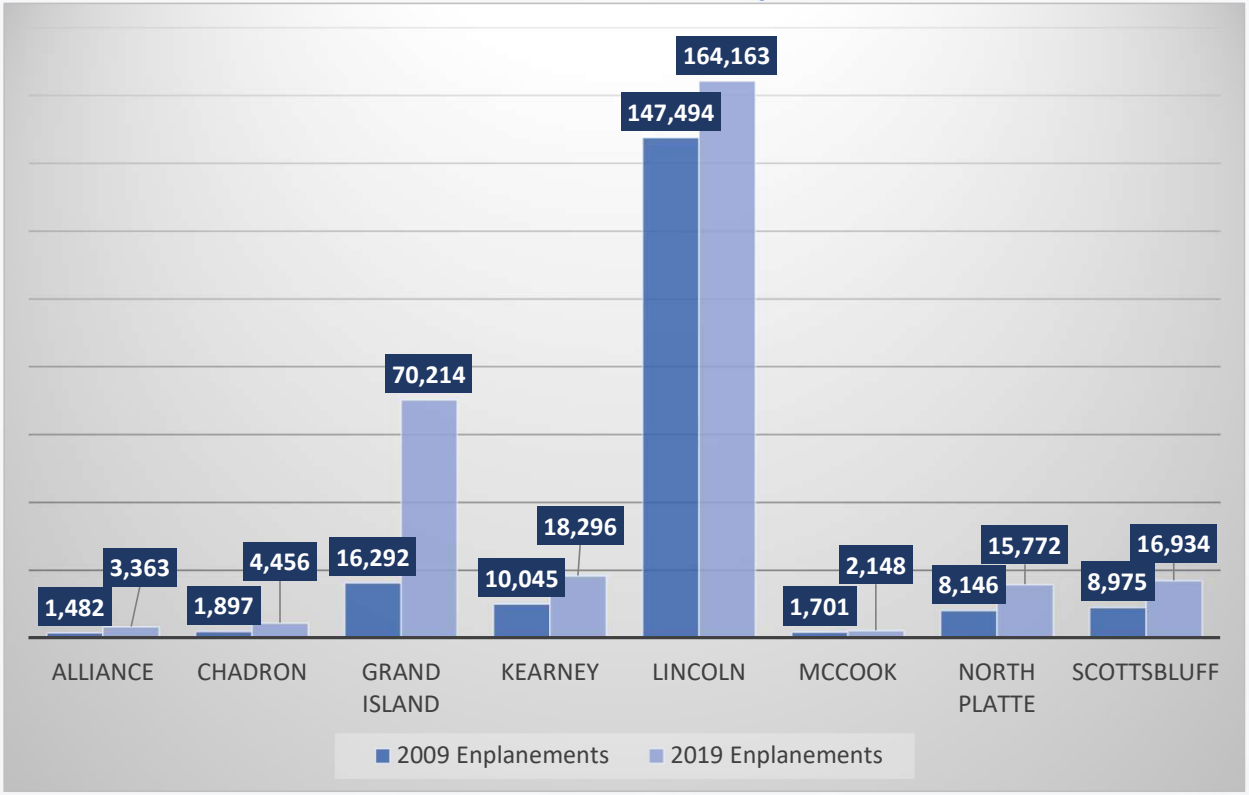
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- **EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff**
- **Contracts last 2-4 years causing volatility.**
- **EAS Changes at Kearney, North Platte, & Scottsbluff Could Adversely Impact Enplanement Levels**
- **Program is under pressure from funding and pilot availability.**

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STATE AVIATION SYSTEM PLAN

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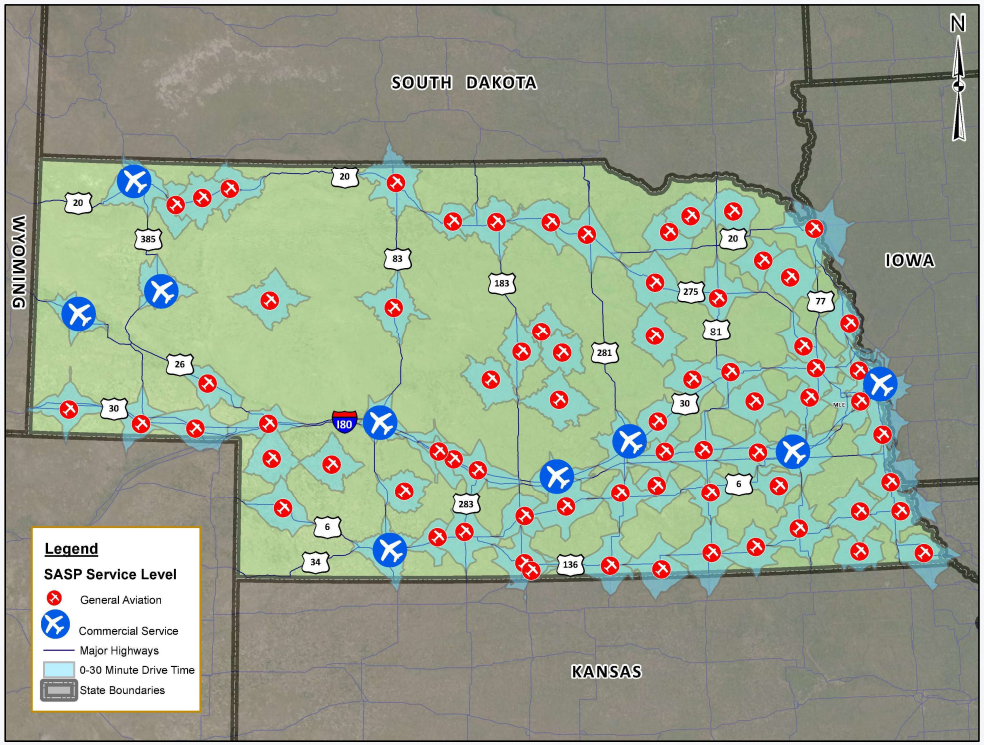
Facility/Service Objectives and System Performance Findings

February 2023

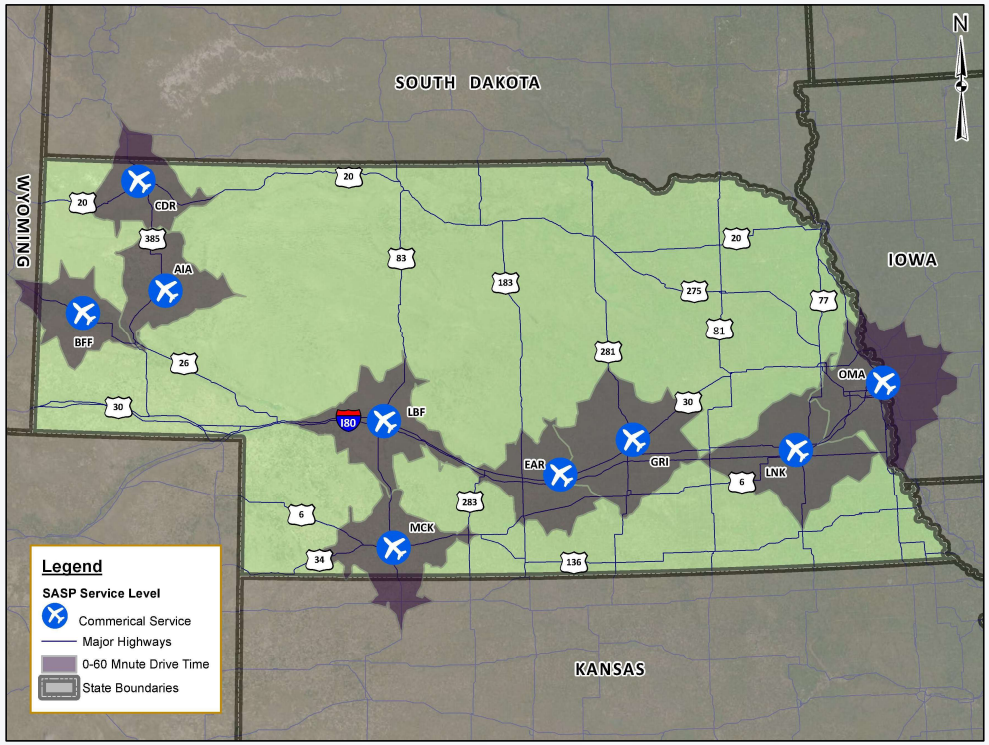
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Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)

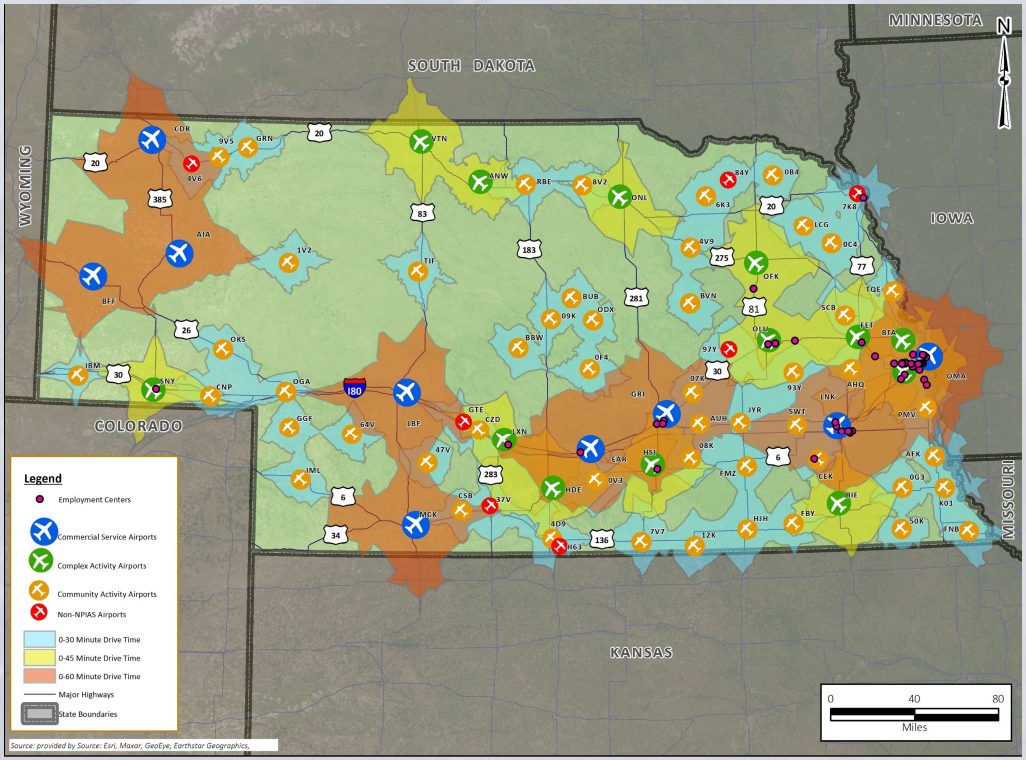


60-Minute Drive Time Market Analysis (Commercial Service)

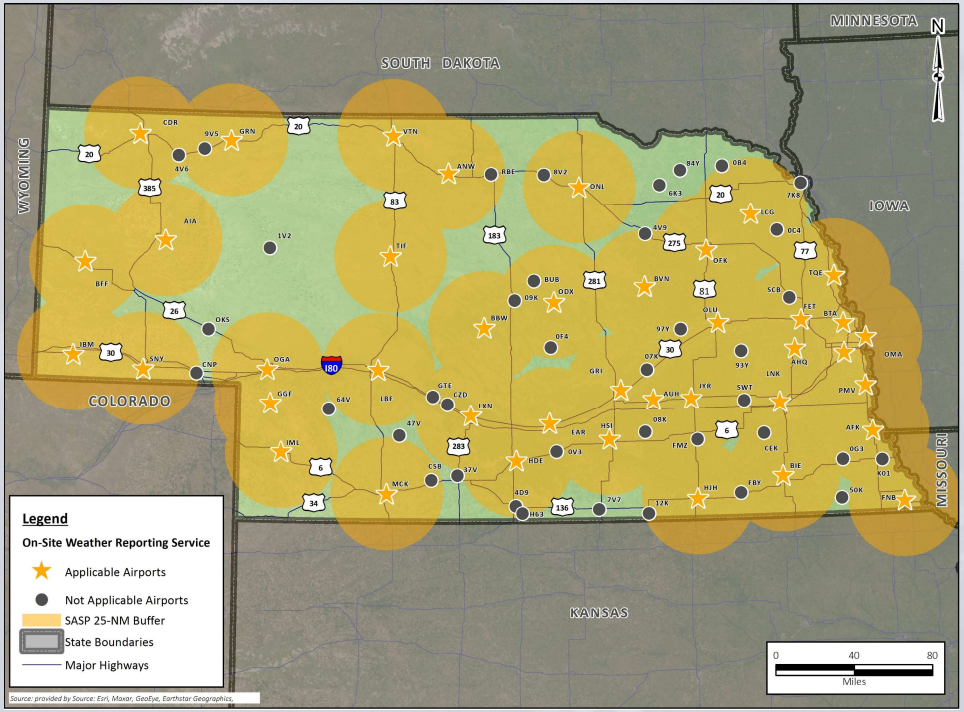


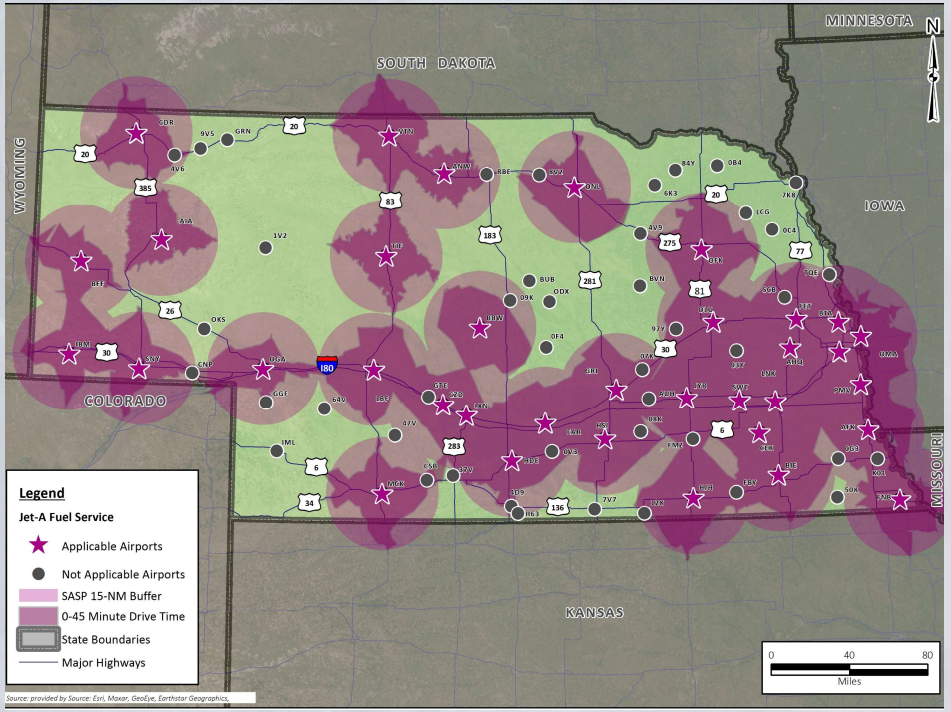
SASP Airports by Role and Key Employers

- **Drive time - Representative of service area reach on the ground for airport facilities**
- **Air Access - Measures Air coverage areas for access and in-flight weather data**



Sample Coverage Analysis





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Policy Recommendations

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Industry Engagement

Agriculture

- **Equipment Support - Use of GA to Transport Time Sensitive Parts**
- **Kosher Beef Plant Near Kearney is Only One in the US - Flies in Rabbis Every Week**

Emergency Response

- **Jet-A Fuel Network Across Nebraska**
- **Jet-A Capacity During Fire Fighting Events**

Tourism

- **Focused Efforts Primarily on OMA, LNK and GRI**

Policy Recommendations

System Policies That Will Be Reviewed:

- **Aviation Education Support**
  - **Nebraska has opportunities to work with secondary technical education programs, university programs, and CAP collaborative education efforts**
- **Workforce Development**
  - **Currently shortages in pilots and trained aircraft maintenance professionals**
- **Air Service Development/Enhancement (EAS)**
  - **There are currently 7 EAS airports in the State. With federal funding for this service at risk, the State should create policy to both maintain and enhance this service**

Policy Recommendations

System Policies That Will Be Reviewed:

- **Financial Sustainability Best Practices**
  - **Appropriate Hangar Rates/ Leases**
- **Emergency Response & Training Planning**
  - **Have in place, policies and plans related to local emergency operations, hazard mitigation, and specific airport emergency plans**
- **Electrification & Alternative Fuel Sources**
  - **As aircraft become more fuel efficient, Nebraska has an opportunity to become a leader in corn based SAF**
- **Special Project Funding**
  - **Funding for projects that do not have a high national priority ranking, but have local or State importance (See Channeling Act Discussion)**

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Alternatives & Implementation Plan

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Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

Baseline Funding Conditions

- What is planning/maintenance?
  - Planning projects include ALP updates, master plans, and EAs.
  - Maintenance projects include rehabilitations, reconstructions, crack sealing, and joint repair.
- What is airside SASP?
  - System plan objectives related to airside facilities.
- What is landside SASP?
  - System plan objectives related to landside facilities.
- What is programmed CIP?
  - All projects that were included on CIP data sheets and designated as “funded”, but were not planning, maintenance, or system plan objectives, are included in this category.
  - Cost estimates included on the CIP are out of date and likely, costs are low.

Baseline Funding Conditions

Estimated Costs over 20-Year Period – All Costs are 2022 Dollars

	Community	Complex	Commercial*	Total	Average Annual
Maintenance/ Planning	$93,749,952	$61,623,126	$69,485,330	$ 224,858,408	$11,242,920
Airside SASP	$13,726,100	$6,308,530	$7,103,320	$ 27,137,950	$1,356,898
Landside SASP	$10,663,000	$19,804,975	$35,054,080.	$ 65,522,055	$3,276,103
Programmed CIP	$142,182,625	$53,681,736	$55,762,660	$ 251,627,021	$12,581,351
Total	$260,321,670	$141,418,367	$167,405,390	***$ 569,145,434***	***$28,457,271***

- **Annual Local Share = $2.85 Million (Average of $37,500/ Airport)**
- **OMA, LNK, GRI Total 20 Year Need Likely Exceeds $1 Billion**

***GRI, LNK, and OMA are not included.**

Baseline Funding Conditions

Estimated Revenues over 20-Year Period

	Community	Complex	Commercial	Total	Average Annual
Estimated Entitlement	$150,000,000	$39,000,000	$ 103,000,000	$ 292,000,000	$14,600,000
Estimated Discretionary	$14,111,460	$11,595,420	$ 49,517,120	$ 75,224,000	$3,761,000
Estimated Total:	$164,111,460	$50,595,420	$ 152,517,120	***$ 367,224,000***	***$18,361,200***
Surplus/(Deficit)	$(96,210,217)	$(90,822,947)	$ (14,888,270)	***$(201,921,434)***	***($10,096,072)***

- **Maintenance/Planning/Environmental costs consumes 50% of total estimated federal funding**
- **Remaining estimated funding balance after SASP objectives covers only 20% of programmed projects**

***GRI, LNK, and OMA are not included.**

Funding Alternatives

No Change In Revenue Streams

- **Historically Cost Estimates not Kept Current**
- **Discretionary Funding Lags Peers ($49K Average Per Airport/Yr)**
- **Identify Challenges to Local Match**

Partially Funded System

- **Estimated Funding Levels Cover Maintenance, Planning and SASP Objectives**
- **Use Planning to Review/Vet Programmed Projects to Maximize Discretionary**

Fully Funded System

- **$10 Million/Yr in State and Federal Funding**
- **Funds Maintenance, Planning, Environmental, SASP Objectives and Currently Programmed Projects**

Positioning for Success

Identifying and Securing Appropriate Funding

- Historically Cost Estimates not Kept Current - Review/Update Programmed Projects
- Discretionary Funding Lags Peers
- Identify Challenges to Local Match
- Prioritize Maintenance at Lower Activity Community Airports
    - Protect Against and Monitor Risks Associated with Limited Funding

Sponsor Performance

- Tracking and Accountability on Non-Infrastructure Objectives
    - I.e. Local Zoning, Emergency Responders Trained in Aircraft Incidents

Recommended for Further Study

- Channeling Act vs Non-Channeling Act
- Coordinated EAS Across the State
- Identify Resources to Support AAM/UAS

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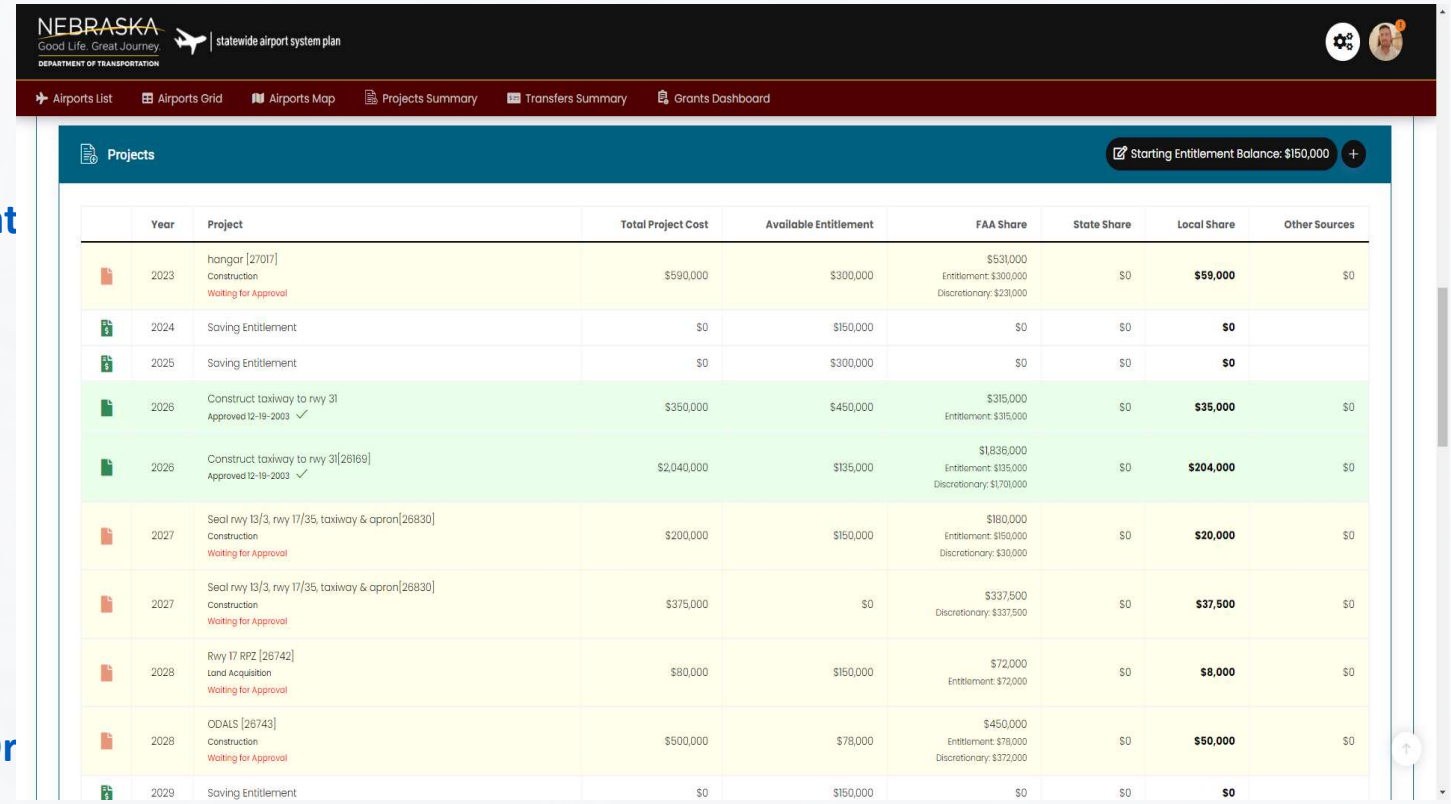
Dynamic Statewide Planning Tools

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Dynamic Tools- CIP

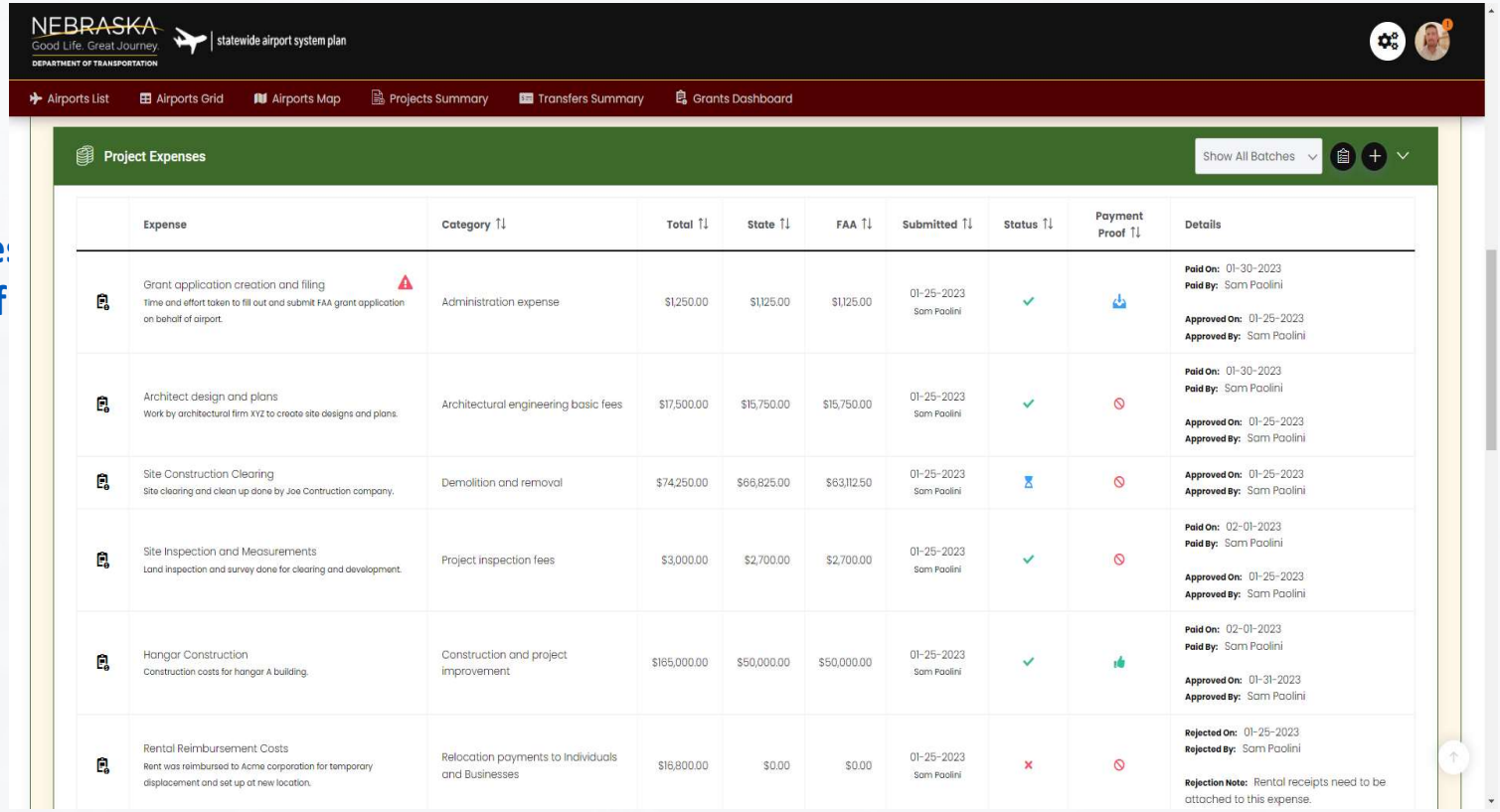
- **Track and Accept New Projects Request**
- **Manage Commission Approval**
- **Change Yearly AIP Entitlement**
- **Automatically Computes Available AIP Entitlement**
- **Move Projects Between Different Fiscal Years**
- **Costs Automatically Adjust For Compounded Yearly Inflation**
- **Supports Multiple Funding Sources**
- **Manage Projects At Airport Or Statewide Level**



	Year	Project	Total Project Cost	Available Entitlement	FAA Share	State Share	Local Share	Other Sources
	2023	hangar [27017] Construction Waiting for Approval	$590,000	$300,000	$531,000 Entitlement: $300,000 Discretionary: $231,000	$0	**$59,000**	$0
	2024	Saving Entitlement	$0	$150,000	$0	$0	**$0**	
	2025	Saving Entitlement	$0	$300,000	$0	$0	**$0**	
	2026	Construct taxiway to rwy 31 Approved 12-19-2003 ✓	$350,000	$450,000	$315,000 Entitlement: $315,000	$0	**$35,000**	$0
	2026	Construct taxiway to rwy 31[26169] Approved 12-19-2003 ✓	$2,040,000	$135,000	$1,836,000 Entitlement: $135,000 Discretionary: $1,701,000	$0	**$204,000**	$0
	2027	Seal rwy 13/3, rwy 17/35, taxiway & apron[26830] Construction Waiting for Approval	$200,000	$150,000	$180,000 Entitlement: $150,000 Discretionary: $30,000	$0	**$20,000**	$0
	2027	Seal rwy 13/3, rwy 17/35, taxiway & apron[26830] Construction Waiting for Approval	$375,000	$0	$337,500 Discretionary: $337,500	$0	**$37,500**	$0
	2028	Rwy 17 RPZ [26742] Land Acquisition Waiting for Approval	$80,000	$150,000	$72,000 Entitlement: $72,000	$0	**$8,000**	$0
	2028	ODALS [26743] Construction Waiting for Approval	$500,000	$78,000	$450,000 Entitlement: $78,000 Discretionary: $372,000	$0	**$50,000**	$0
	2029	Saving Entitlement	$0	$150,000	$0	$0	**$0**	

Dynamic Tools– Grants

- **Track grant documents and project expenses**
- **Submit / Approve / Reject expenses**
- **Categorize types of expenses**
- **Attach receipts and proof of payments**
- **Full approval process with built-in notifications**
- **Manage batch payments**
- **Manage grant FAA draw downs**
- **Track all paid and unpaid expenses across all grants**
- **Sponsor access and status updates**



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Next Steps

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Next Steps

- **Final Stakeholder Input**
- **Finalize Remaining Chapters**
- **Finalize Dynamic Tools & Training**
- **NDOT and FAA Review**
- **Final Deliverables**

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Thank You!

February 2023

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McFarland Johnson, Inc.
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Nebraska Aviation System Plan

Panhandle Regional Meeting - Information Packet

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Nebraska's system of public use airports is a critical component of the state's transportation system, providing integrated and intermodal connectivity that generates substantial contributions to the state and local economies. People, business, and governments rely on Nebraska Aviation System Plan (NASP) airports and air travel for a wide range of activities, from personal recreation and business trips to a myriad of diverse functions serving the local public needs such as emergency or medical response, law enforcement, disaster relief, search and rescue, and access to remote locations.

The NASP builds on the roles defined in ASSET to recognize the unique functions that NASP airports perform to serve the needs of Nebraskans. A key component of the NASP framework is the identification of primary roles or functions of NASP airports, and the survey produced a first-hand account from airport managers as to which primary roles their airports serve.

The table below summarizes the primary roles or functions of NASP airports surveys completed responses by airport managers systemwide. The count of airports sums to 69 airports because several airports that did not respond have fairly clear primary functions, including:

- **Scheduled Passenger Service:** Eppley Airfield, Lincoln, and Kearney Regional
- **Based & Itinerant Business Oriented:** Millard

Airport Manager Survey – Airport Roles

Primary Role	Respondent Airports	
	Count	Percentage
Community All-Purpose[1]	25	36%
Agricultural Spraying & Agricultural Business Support	23	33%
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Scheduled Passenger Service	8	12%
Critical Community Access for Remote Locations	5	7%

Source: Airport Manager Survey Analysis, McFarland Johnson, Inc., 2021.
[1] *Community All-Purpose is a combination of 21 responses that identified recreational activity as their primary role, along with 4 responses that identified multiple primary roles.*
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As shown in the table above:

- 70 percent of NASP airports were identified by their managers as having a role or function that serves primarily multiple community needs and agricultural purposes.

- 12 percent each of NASP airports were identified as serving in business oriented and scheduled passenger service roles.

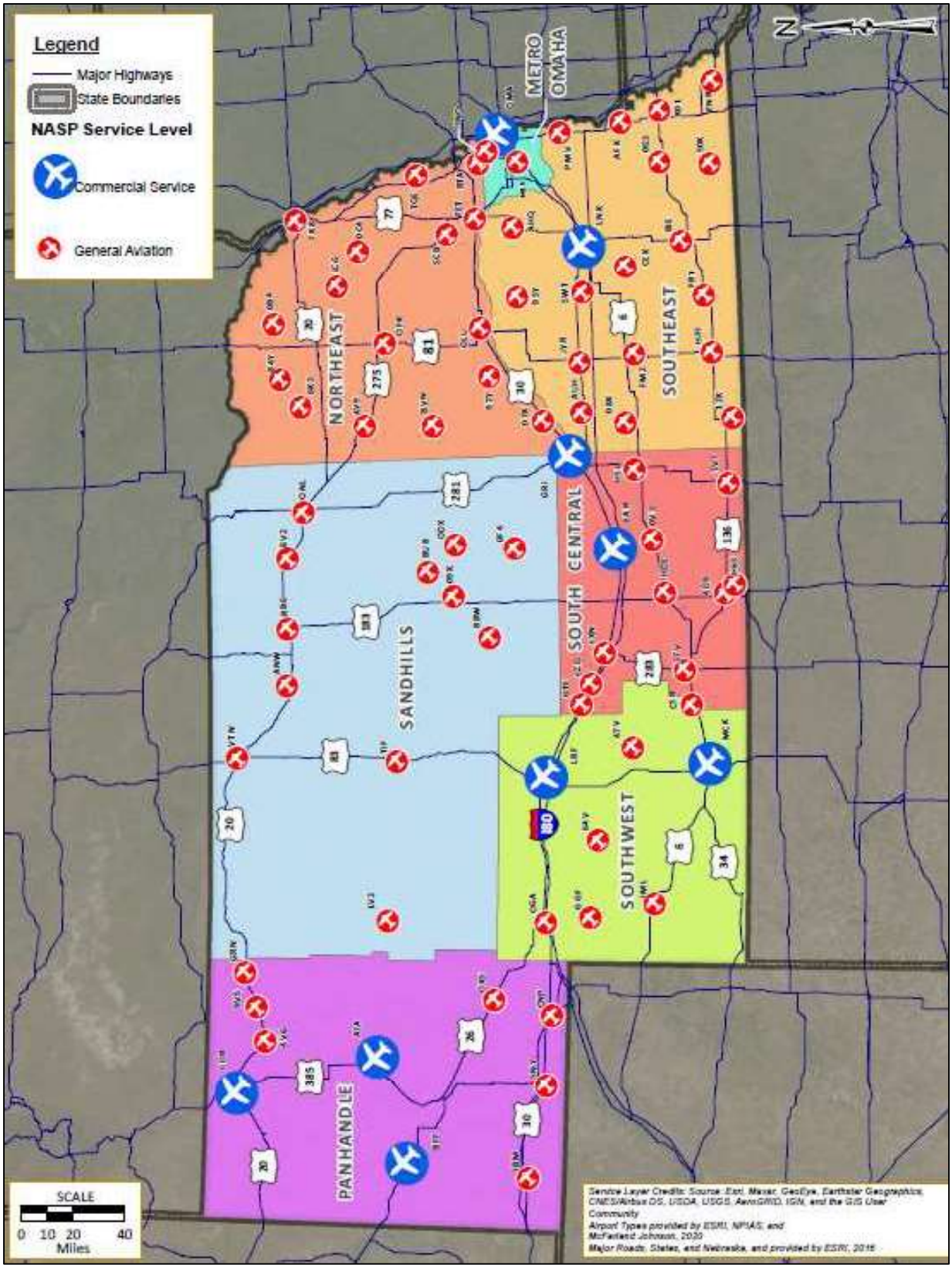
The FAA recognizes the diverse and integral contributions that general aviation (GA) airports make to local communities and economies as illustrated in the figure below, from the ASSET study.

Airport Functions Serving the Public Interest



Source: General Aviation Airports: A National Asset, FAA, 2012.

Nebraska System Airports by Region



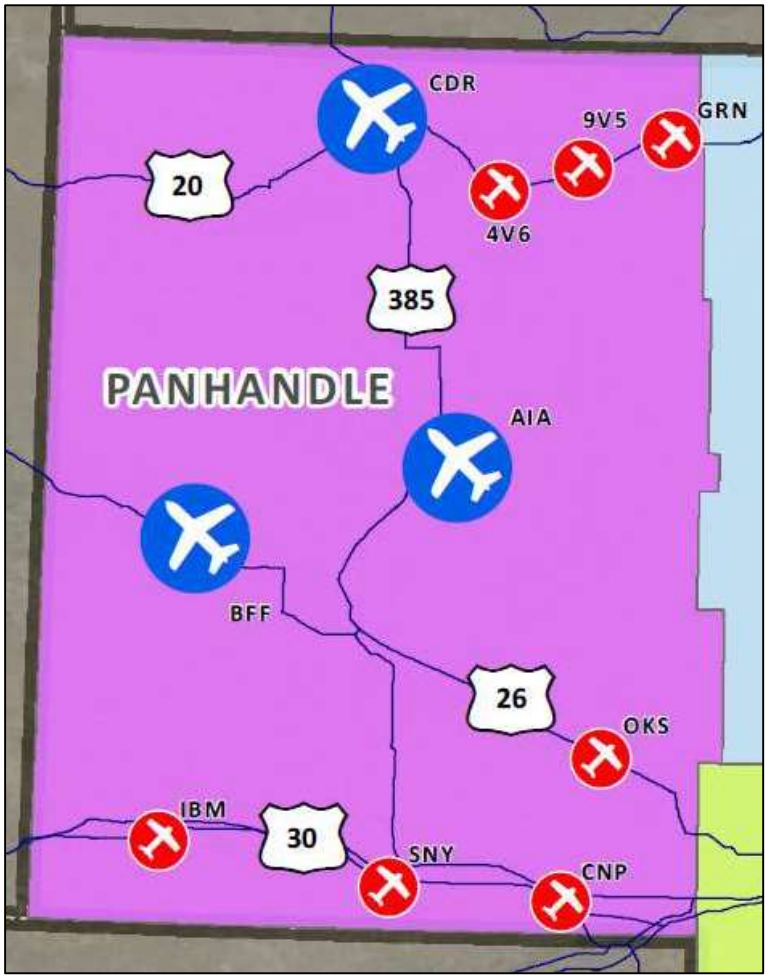
Source: McFarland Johnson, Inc., 2021

Nebraska SASP Airports in Panhandle Region

Panhandle – 10 – 3 Commercial Service, 7 General Aviation			
ID	**City**	**Airport Name**	**Service Level**
AIA	Alliance	Alliance Municipal	Commercial Service
CDR	Chadron	Chadron Municipal	Commercial Service
CNP	Chappell	Billy G Ray Field	General Aviation
GRN	Gordon	Gordon Municipal	General Aviation
4V6	Hay Springs	Hay Springs Municipal	General Aviation
IBM	Kimball	Kimball Municipal/Robert E Arraj Field	General Aviation
OKS	Oshkosh	Garden County/King Rhiley Field	General Aviation
9V5	Rushville	Modisett	General Aviation
BFF	Scottsbluff	Western Nebraska Regional/William B Heilig Field	Commercial Service
SNY	Sidney	Sidney Municipal/Lloyd W Carr Field	General Aviation

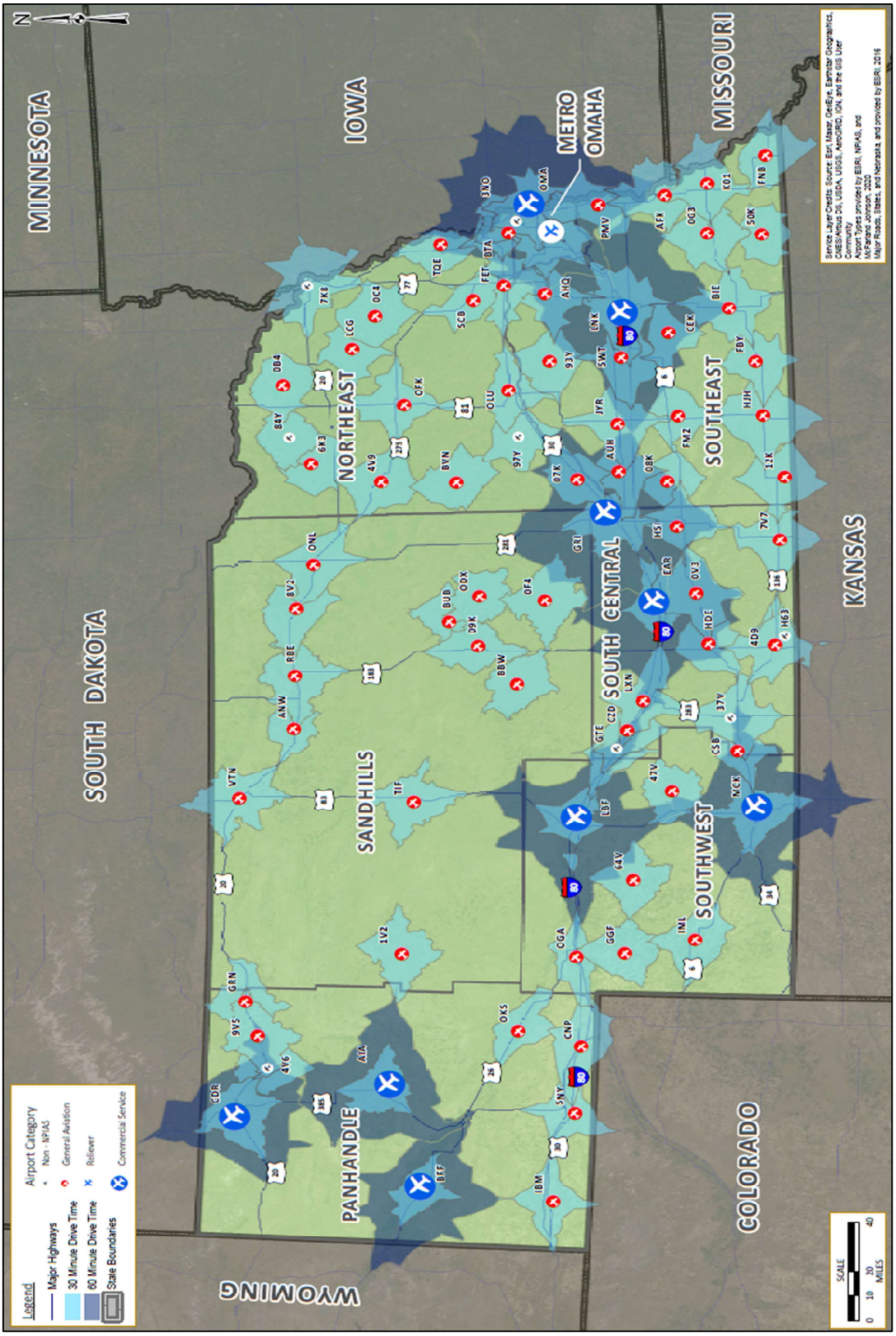
Source: McFarland Johnson, Inc., 2021.

Panhandle Region Airports



Source: McFarland Johnson, Inc. 2021.

30 and 60-Minute Drive Time to NASP Airports



Source: McFarland Johnson, Inc., 2021.



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Nebraska Aviation System Plan

Sandhills Regional Meeting - Information Packet

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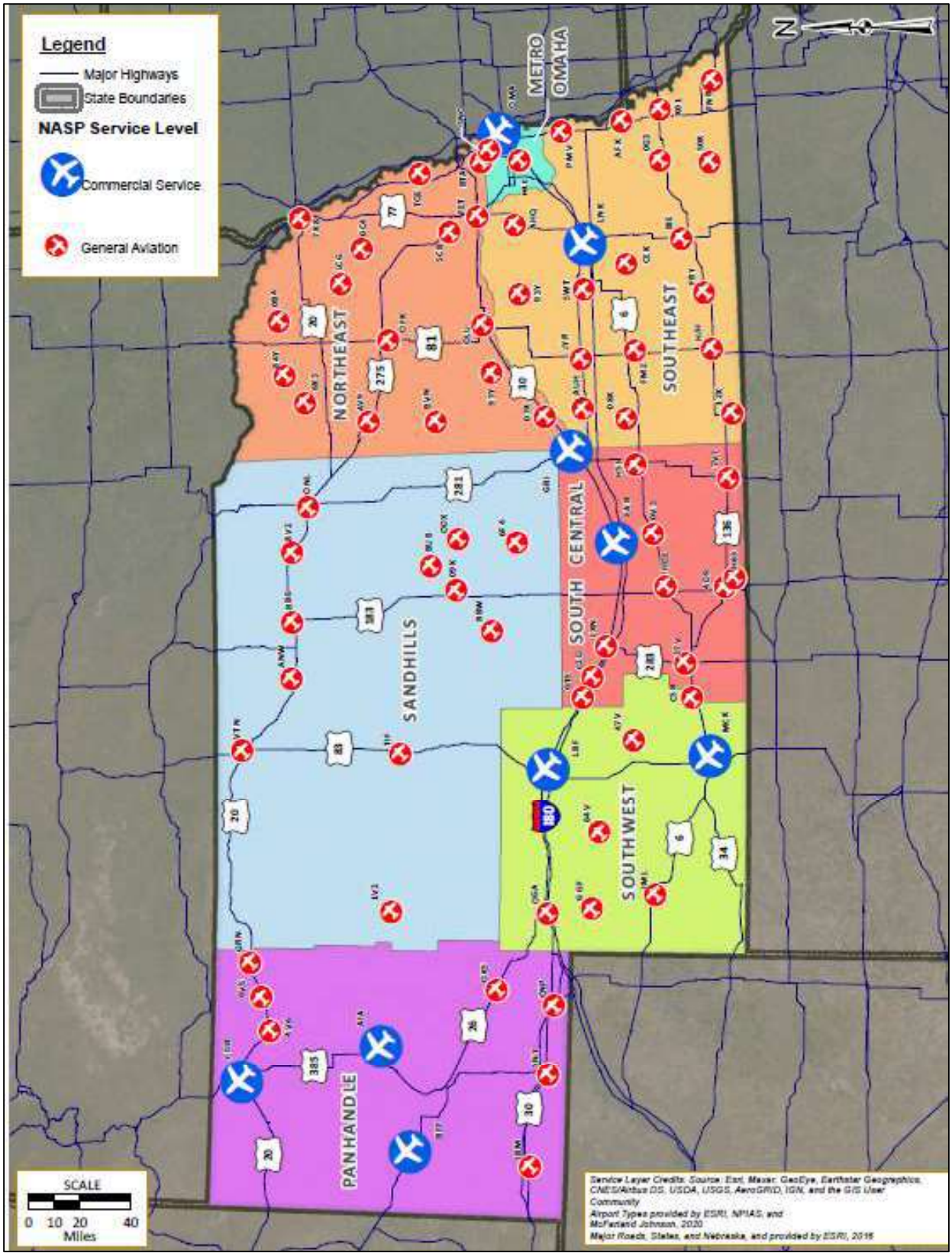
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Airport Functions Serving the Public Interest



Source: General Aviation Airports: A National Asset, FAA, 2012.

Nebraska System Airports by Region



Source: McFarland Johnson, Inc., 2021

Nebraska SASP Airports in Sandhills Region

Sandhills – 12 General Aviation			
ID	**City**	**Airport Name**	**Service Level**
ANW	Ainsworth	Ainsworth Regional	General Aviation
8V2	Atkinson	Stuart-Atkinson Municipal	General Aviation
RBE	Bassett	Rock County	General Aviation
BBW	Broken Bow	Broken Bow Municipal/Keith Glaze Field	General Aviation
BUB	Burwell	Cram Field	General Aviation
1V2	Hyannis	Grant County	General Aviation
0F4	Loup City	Loup City Municipal	General Aviation
ONL	O'Neill	The O'Neill Municipal John L Baker Field	General Aviation
ODX	Ord	Evelyn Sharp Field	General Aviation
09K	Sargent	Sargent Municipal	General Aviation
TIF	Thedford	Thomas County	General Aviation
VTN	Valentine	Miller Field	General Aviation

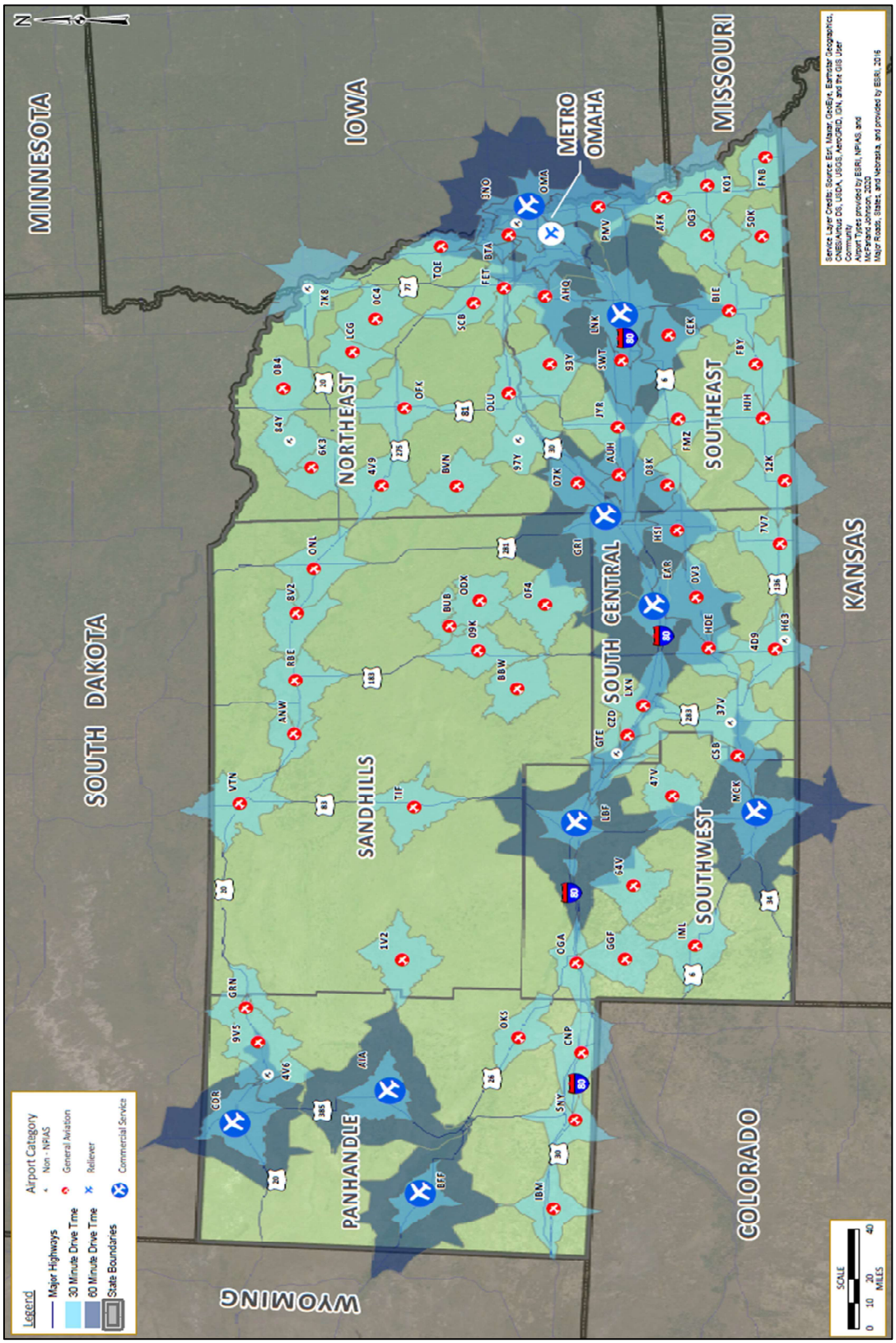
Source: McFarland Johnson, Inc., 2021.

Sandhills Region Airports



Source: McFarland Johnson, Inc., 2021.

30 and 60-Minute Drive Time to NASP Airports



Source: McFarland Johnson, Inc., 2021.



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Nebraska Aviation System Plan

Southwest Regional Meeting - Information Packet

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Source: Airport Manager Survey Analysis, McFarland Johnson, Inc., 2021.
[1] *Community All-Purpose is a combination of 21 responses that identified recreational activity as their primary role, along with 4 responses that identified multiple primary roles.*
[2] *Based & Itinerant Business Oriented is the combination of respondents with a predominance of itinerant and based business aviation activity.*

As shown in the table above:

- 70 percent of NASP airports were identified by their managers as having a role or function that serves primarily multiple community needs and agricultural purposes.

- 12 percent each of NASP airports were identified as serving in business oriented and scheduled passenger service roles.

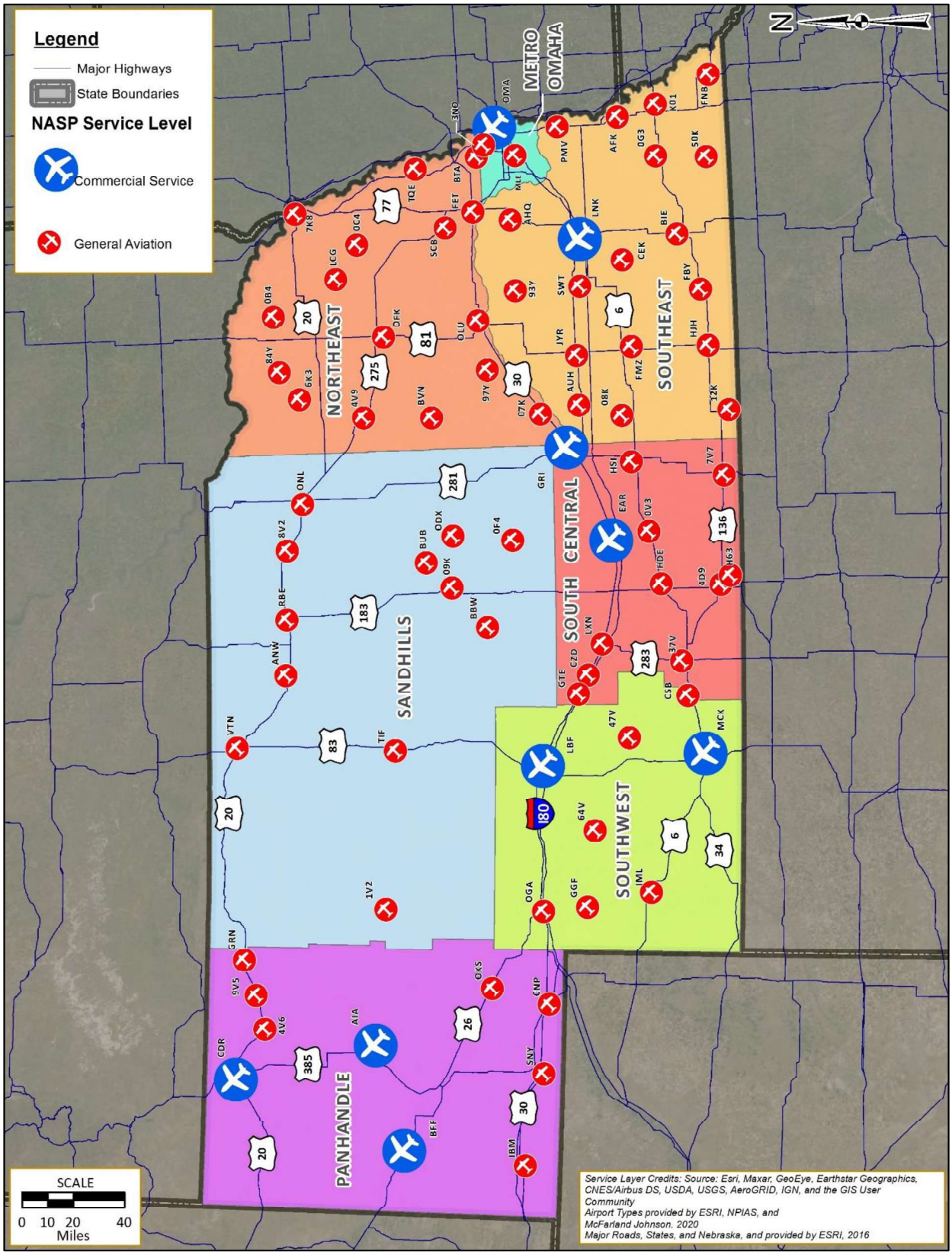
The FAA recognizes the diverse and integral contributions that general aviation (GA) airports make to local communities and economies as illustrated in the figure below, from the ASSET study.

Airport Functions Serving the Public Interest



Source: General Aviation Airports: A National Asset, FAA, 2012.

Nebraska System Airports by Region



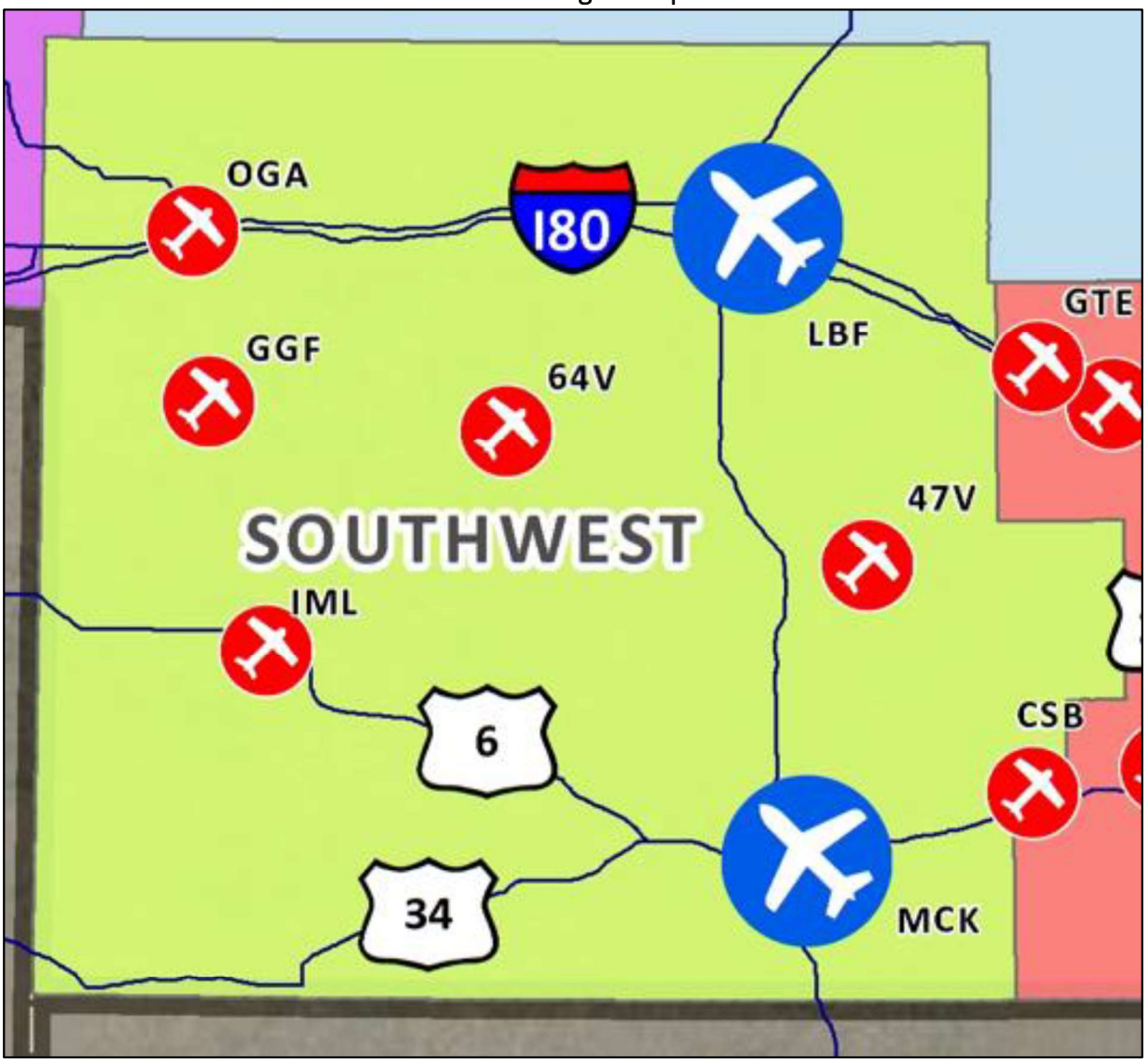
Source: McFarland Johnson, Inc., 2021

Nebraska SASP Airports in Southwest Region

Southwest – 2 Commercial Service, 5 General Aviation			
ID	**City**	**Airport Name**	**Service Level**
47V	Curtis	Curtis Municipal	General Aviation
GGF	Grant	Grant Municipal	General Aviation
IML	Imperial	Imperial Municipal	General Aviation
MCK	Mc Cook	Mc Cook Ben Nelson Regional	Commercial Service
LBF	North Platte	North Platte Regional Airport Lee Bird Field	Commercial Service
OGA	Ogallala	Searle Field	General Aviation
64V	Wallace	Wallace Municipal	General Aviation

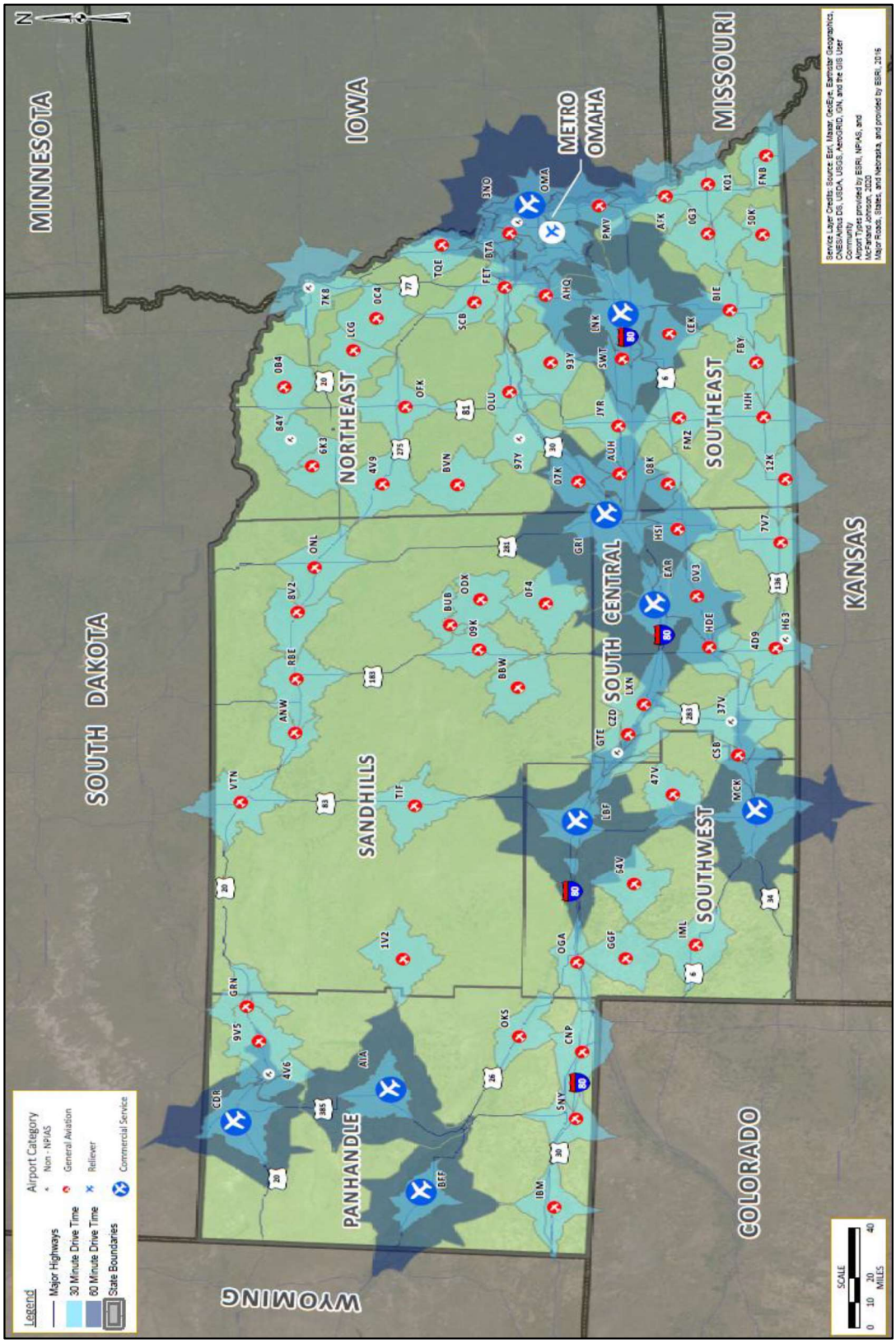
Source: McFarland Johnson, Inc., 2021.

Southwest Region Airports



Source: McFarland Johnson, Inc., 2021.

30 and 60-Minute Drive Time to NASP Airports



Source: McFarland Johnson, Inc., 2021.



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Eastern Region Focus Group

August 3, 2022

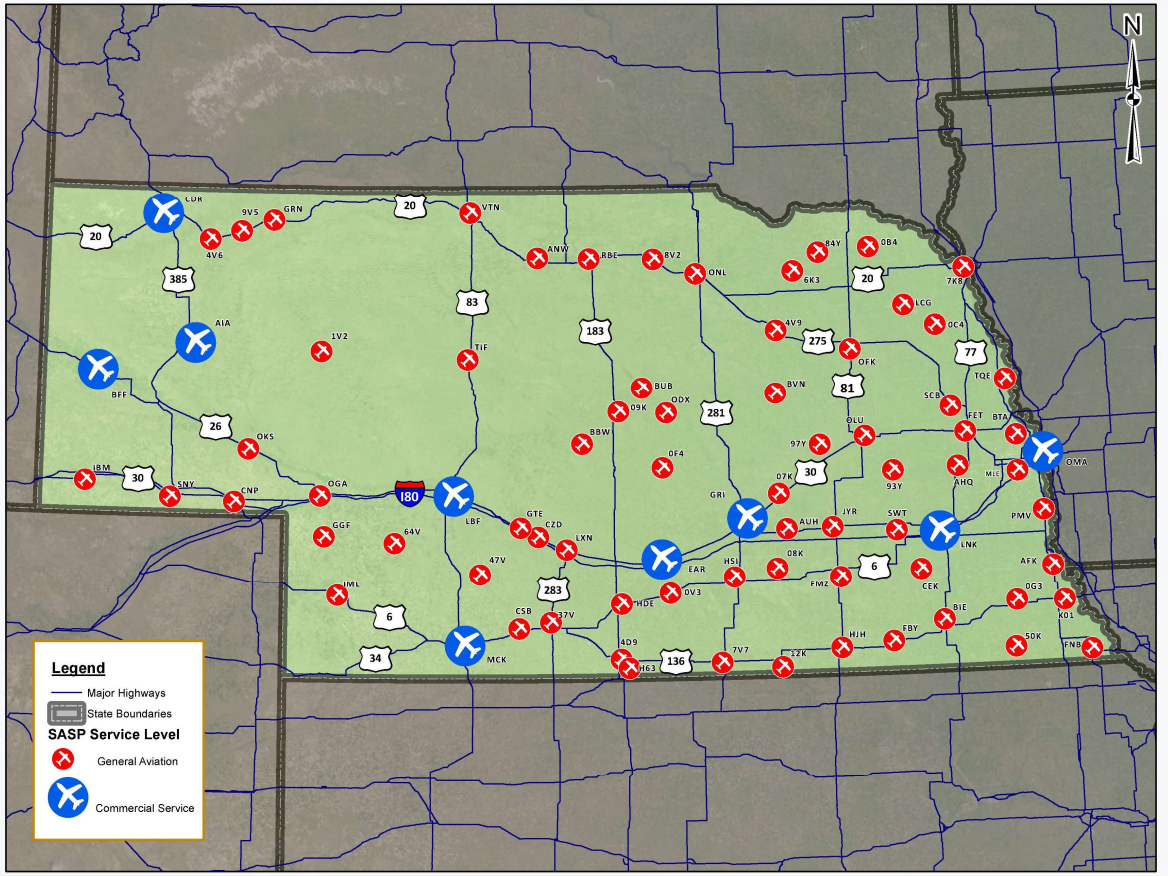
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Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of the Process
- McFarland Johnson Presentation
  - System Overview
  - Facility & Service Objectives
  - Inventory of Existing System
  - Summary of Aviation Activity & Forecasts
  - Existing System Performance Findings
  - Next Steps
- Schedule Overview



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Recap of the Process

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Purpose of the SASP

Purpose of a State Aviation System Plan

- Forward-Looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Programming by Airport Role, Regions, & Statewide
- Estimate Funding Needs
- Many Changes Since the Last Plan (2002)
  - Impacts of 9/11, 2008 Global Financial Crisis, & COVID-19
  - NE Merger of Roads/Aeronautics
  - NE State Tax Environment
  - Technology Advancements



NDOT Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term

- Surrounding States with Updated SASPs
  - S. Dakota & Colorado (2020)
  - Missouri & Iowa (2019)
  - Wyoming & Kansas (2016)

Key Elements of the Plan

Key Elements of the Plan

- Visioning Process & Statement
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Data Collection
- Airport Roles, System Classification, & Performance Measures
- Forecast of System Demand
- System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- Dynamic Web-Based System Planning Tool



Source: https://dot.nebraska.gov/aeronautics/

SASP Visioning Process & Statement

Visioning Sessions #1

Visioning Committee:
Conduct S.W.O.T. Analysis, Identify Key Vision Elements & Themes

↓

SASP Project Team

Working Session:
Discuss S.W.O.T. Analysis Input & Development, Draft Vision Statement

↓

Visioning Sessions #2

Visioning Committee:
Present Draft Statement, Review & Revise, Adopt Vision Statement

Vision Statement:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

Industry Stakeholder Engagement

Stakeholder Engagement

- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Airport Manger Surveys

Process

- PAC
  - Meeting in April 2021
  - 1 Additional Meeting
- Regional Industry Focus Groups
  - 3 Completed in 2021-2022
  - Continued Focus Engagement to Follow
- Airport Manager Surveys
  - Completed





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System Overview

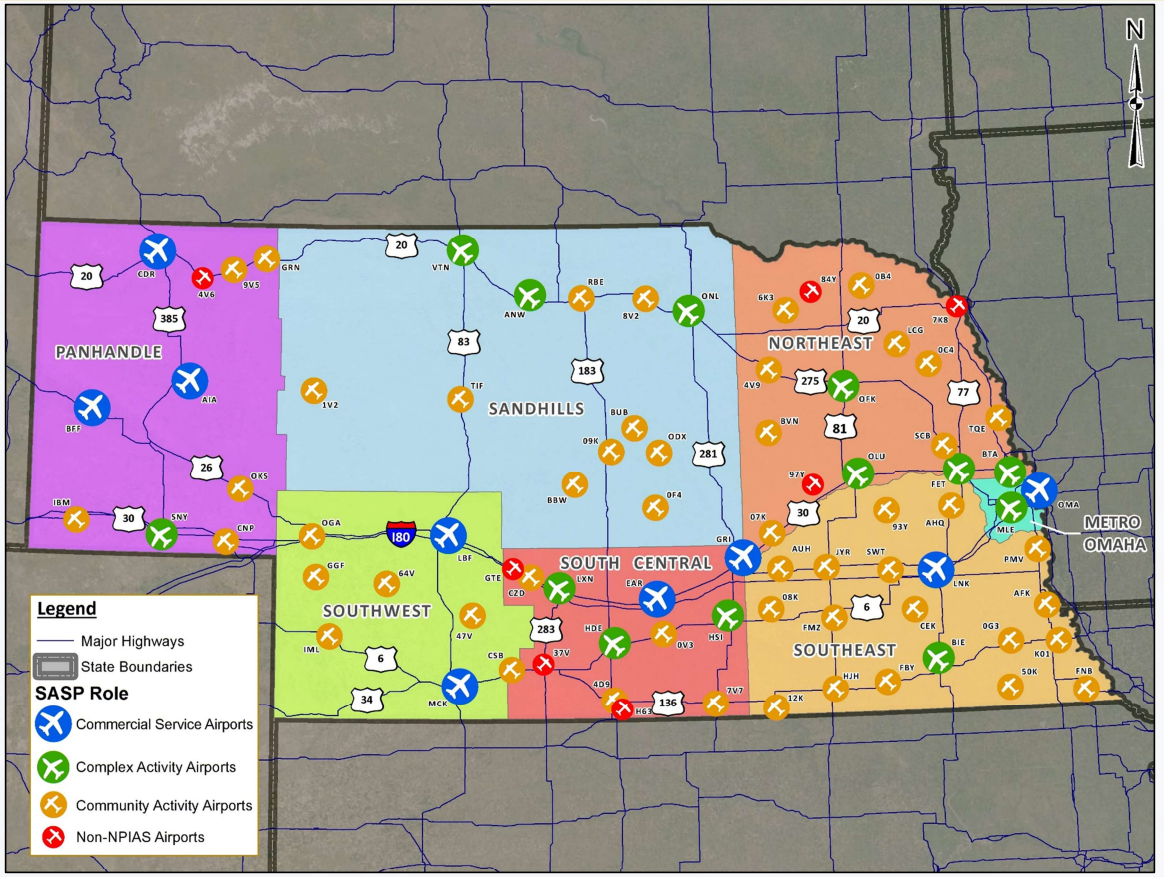
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Nebraska State Aviation System Plan (SASP)

Elements of the System

- 7 Regions:
  - Panhandle
  - Sandhills
  - Southwest
  - South Central
  - Northeast
  - Southeast
  - Metro
- 79 Licensed Public Use Airports
- 4 SASP Roles:
  - 9 Commercial Service Airports
  - 13 Complex Activity Airports
  - 50 Community Activity Airports
  - 7 Non-NPIAS Airports



SASP Role Descriptions

Commercial Service Airports: Offer scheduled commercial service at their facilities

Complex Activity Airports: General aviation airports with over 100 annual average B-II or greater operations during our analysis period (2010-2019)

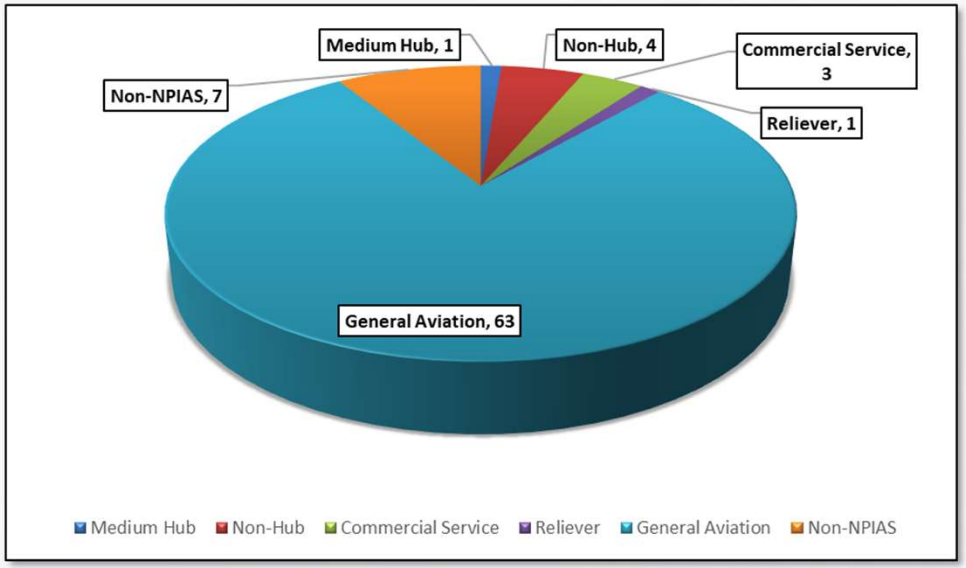
Community Activity Airports: Remaining general aviation airports that are included in the NPIAS. These facilities either had no B-II operations or recorded less than 100 average annual operations by B-II aircraft, meaning the vast majority of operations are conducted by small aircraft with wingspans of 49 ft or less.

Non-NPIAS Airports: Not included in the NPIAS, but are part of the Nebraska Statewide system.



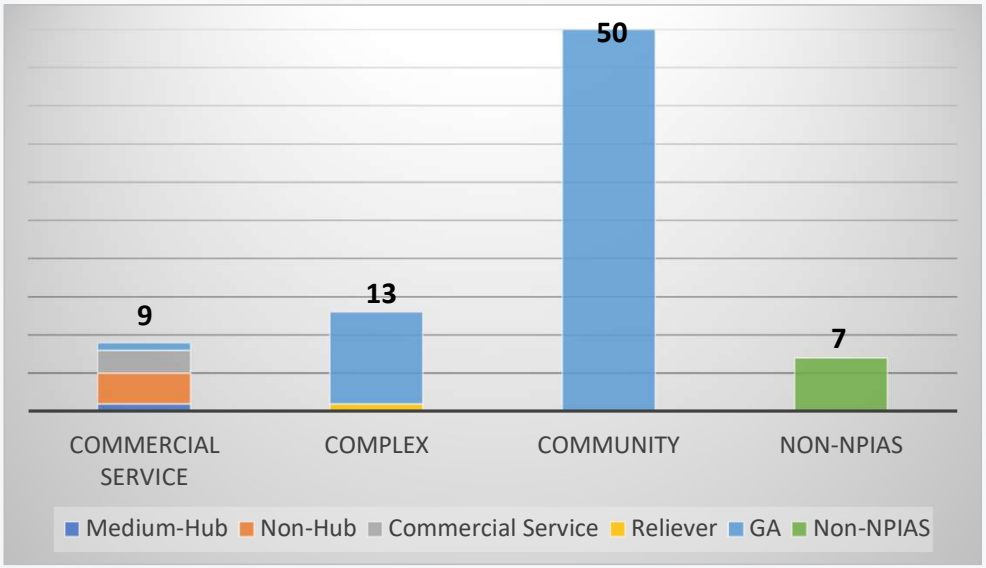
NPIAS Categories & SASP Roles

All 79 Airports by NPIAS Category



Source: FAA NPIAS, 2021-2025.

All 79 Airports by SASP Role



Source: FAA NPIAS, 2021-2025.

All 79 SASP Airports Are Included:

- **1 Medium-Hub; 4 Non-Hub; 3 Commercial Service; 1 Reliever; 63 GA; 7 Non-NPIAS**

79 Airports Are Included:

- **9 Commercial Service; 13 Complex; 50 Community; 7 Non-NPIAS**

Nebraska Aviation Counts! – Economic Impact

Economic Impact by SASP Service Level

NASP Service Level	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
General Aviation	70	3,810	$132.0M	$368.3M	5.7%
Commercial Service	9	60,153	$2,295.9M	$6,121.9M	94.3%
Total	**79**	**63,963**	**$2,427.9M**	**$6,490.2M**	**100%**

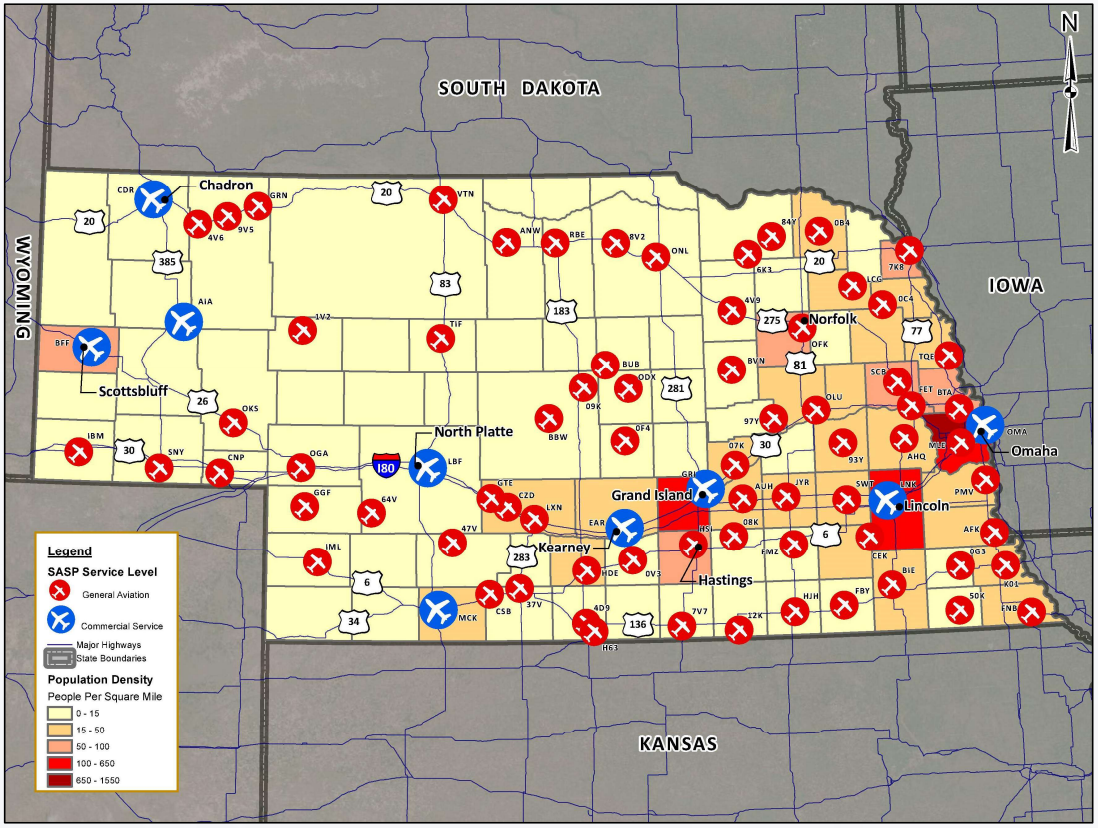
Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Economic Impact by Geographic Region

SASP Region	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
Metro	3	52,597	$ 1,629,700	$ 4,383,100	67.5%
Northeast	16	620	$ 25,629	$ 78,547	1.2%
Sandhills	12	289	$ 12,061	$ 28,635	0.4%
Panhandle	10	1,611	$ 55,118	$ 138,956	2.1%
Southwest	7	1,886	$ 59,778	$ 197,202	3.0%
South Central	12	3,244	$ 100,560	$ 259,875	4.0%
Southeast	19	3,716	$ 545,024	$ 1,403,875	21.6%
Total	79	63,963	$ 2,427.9M	$ 6,490.2M	100%

Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Population Density & Airports



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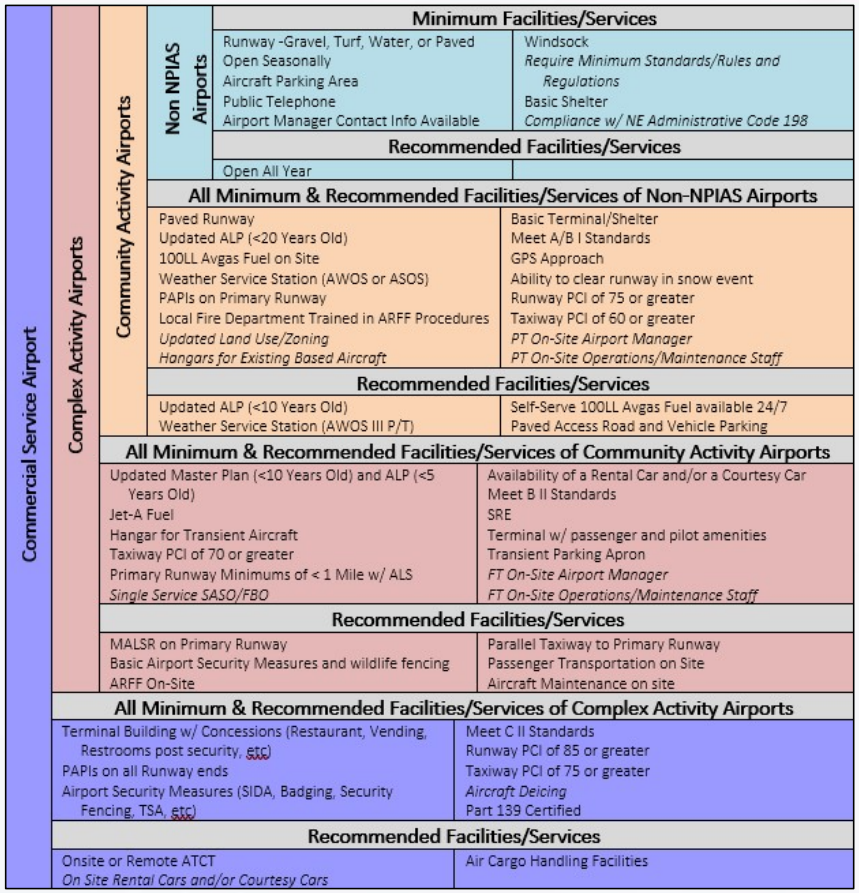
Facility & Service Objectives

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Snapshot of Facility and Service Standards

- **Facility and Service Objectives were established for each SASP Role.**
- **Each Role builds upon the previous role.**
- **As airport complexity increases, the more minimum requirements and recommendations there are.**



Non NPIAS Airports	**Minimum Facilities/Services**		
	Runway -Gravel, Turf, Water, or Paved Open Seasonally Aircraft Parking Area Public Telephone Airport Manager Contact Info Available		Windsock *Require Minimum Standards/Rules and Regulations* Basic Shelter *Compliance w/ NE Administrative Code 198*
	Recommended Facilities/Services		
	Open All Year		
Community Activity Airports	**All Minimum & Recommended Facilities/Services of Non-NPIAS Airports**		
	Paved Runway Updated ALP (<20 Years Old) 100LL Avgas Fuel on Site Weather Service Station (AWOS or ASOS) PAPIs on Primary Runway Local Fire Department Trained in ARFF Procedures *Updated Land Use/Zoning* *Hangars for Existing Based Aircraft*		Basic Terminal/Shelter Meet A/B I Standards GPS Approach Ability to clear runway in snow event Runway PCI of 75 or greater Taxiway PCI of 60 or greater *PT On-Site Airport Manager* *PT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	Updated ALP (<10 Years Old) Weather Service Station (AWOS III P/T)		Self-Serve 100LL Avgas Fuel available 24/7 Paved Access Road and Vehicle Parking
Complex Activity Airports	**All Minimum & Recommended Facilities/Services of Community Activity Airports**		
	Updated Master Plan (<10 Years Old) and ALP (<5 Years Old) Jet-A Fuel Hangar for Transient Aircraft Taxiway PCI of 70 or greater Primary Runway Minimums of < 1 Mile w/ ALS *Single Service SASO/FBO*		Availability of a Rental Car and/or a Courtesy Car Meet B II Standards SRE Terminal w/ passenger and pilot amenities Transient Parking Apron *FT On-Site Airport Manager* *FT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	MALSR on Primary Runway Basic Airport Security Measures and wildlife fencing ARFF On-Site		Parallel Taxiway to Primary Runway Passenger Transportation on Site Aircraft Maintenance on site
Commercial Service Airport	**All Minimum & Recommended Facilities/Services of Complex Activity Airports**		
	Terminal Building w/ Concessions (Restaurant, Vending, Restrooms post security, etc) PAPIs on all Runway ends Airport Security Measures (SIDA, Badging, Security Fencing, TSA, etc)		Meet C II Standards Runway PCI of 85 or greater Taxiway PCI of 75 or greater *Aircraft Deicing* Part 139 Certified
	Recommended Facilities/Services		
	Onsite or Remote ATCT *On Site Rental Cars and/or Courtesy Cars*		Air Cargo Handling Facilities

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Inventory of Existing System

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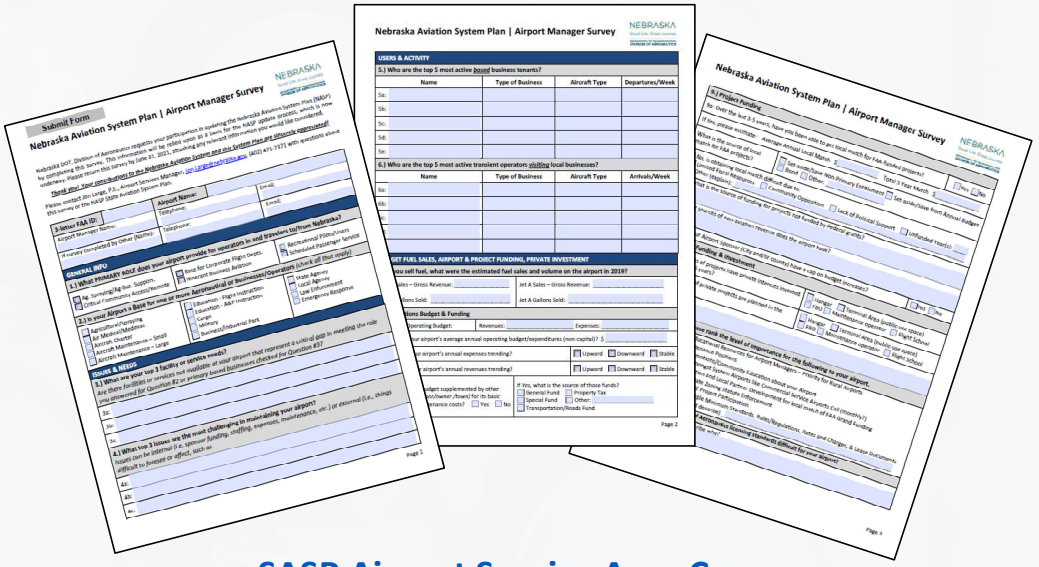
Data Collection and Components

How Data Was Collected:

- Airport Manger Surveys
- FAA 5010-1 Forms
- NDOT Discussions

What Was Identified:

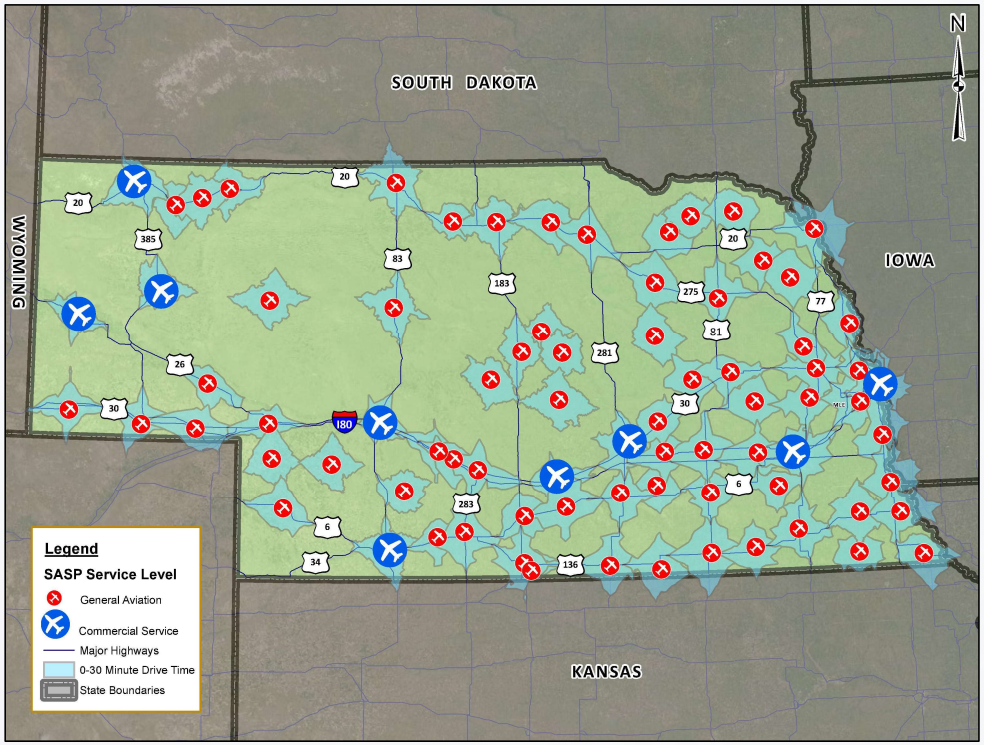
- Airside Facilities
  - Runways
  - Other Airfield Pavements
  - Instrument Approaches, Visual Aids, & Weather Reporting
- Landside Facilities & Services
  - Fuel Services
  - Aircraft Storage
  - Operator & Passenger Services



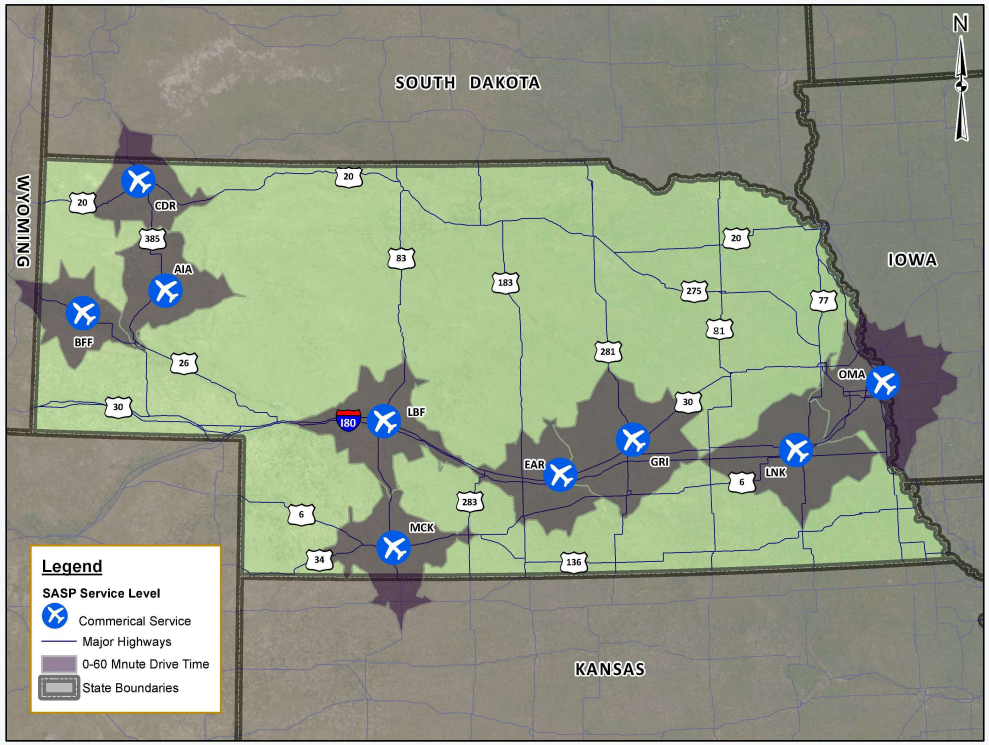
- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
- Key Based & Itinerant User Types
- Budgets, Fuel Sales, Project Funding, & Investments

Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)



60-Minute Drive Time Market Analysis (Commercial Service)



Top Issues & Needs – Manager Surveys

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# of Airports**	**Issues**	**# of Airports**
New Hangars (T-hangars, box, maintenance), Renovations, Expansions, Funding	41	Funding for Maintenance & Expansion (Primarily Sponsor)	51
On-Airport Aeronautical Services (FBO, Maintenance, Flight Instruction, Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	17	Staffing, Volunteer, Board Positions	22
Fuel System Replacements/ Expansions/Upgrades, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

***65 Responses for an 82% Response Rate**

Key User Types – Manager Surveys

Key Based Tenant User Types		Key Transient User Types	
Types	# of Airports	Types	# of Airports
Agricultural	46	Agricultural Industry	37
Miscellaneous Private Business	44	Medical Operators	31
Cargo, Flight Instruction, Corporate/Private/GA	36	Cargo, Charter, GA	23
Medical Operators	4	Miscellaneous Private Business	21
		Power and Energy Industry	11

***65 Responses for an 82% Response Rate**

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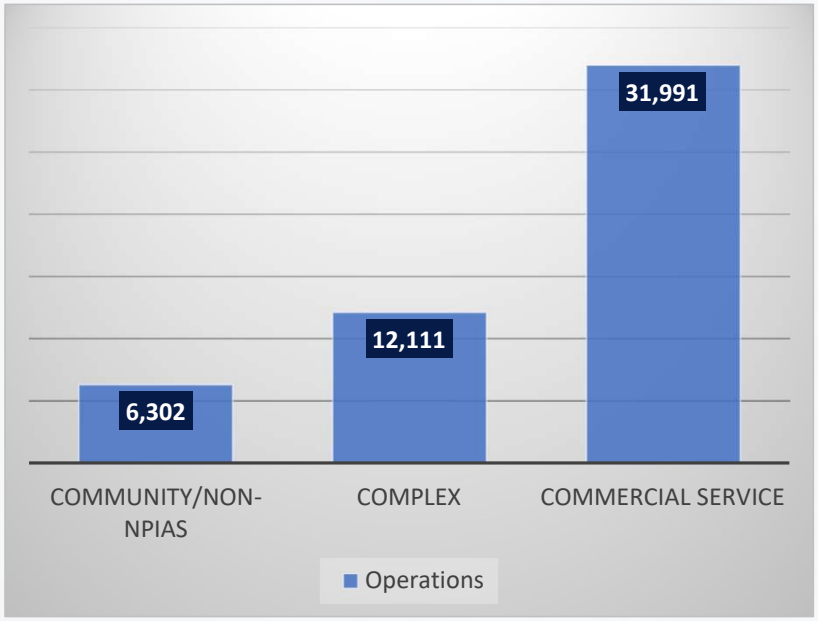
Summary of Aviation Activity & Forecasts

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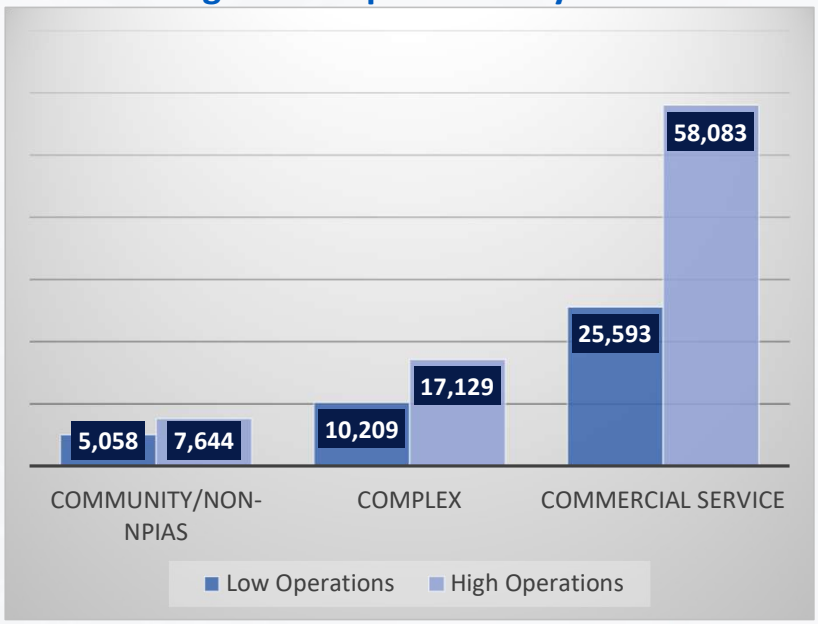
Operations by SASP Role

Average Historical 2019 Operations by SASP Role



- **Commercial Service Range: 7,665 to 100,139**
- **Complex Range: 4,000 to 24,000**
- **Community/Non-NPIAS Range: 300 to 23,785**

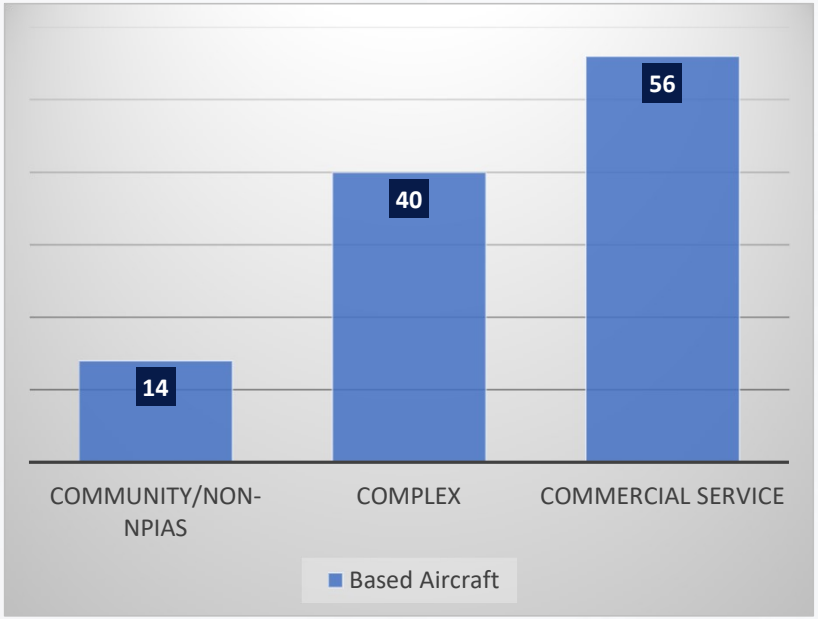
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

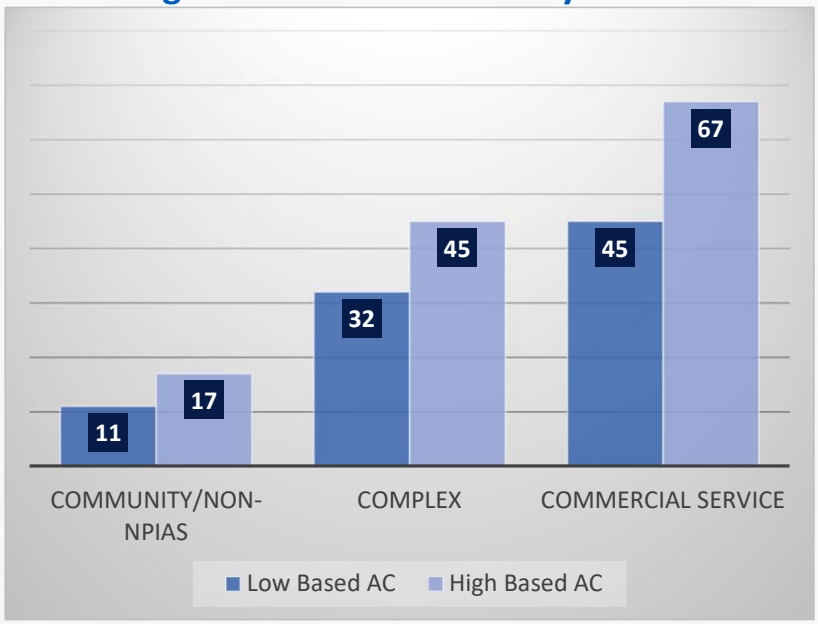
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

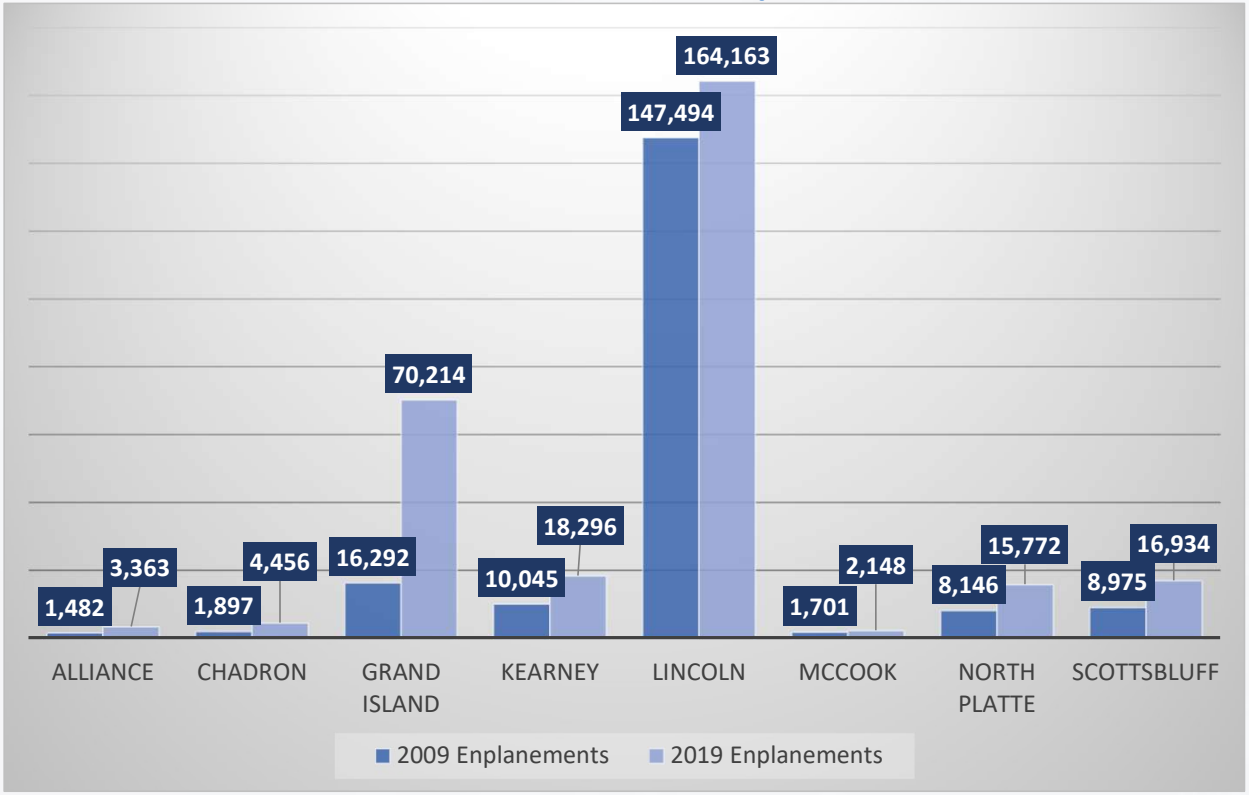
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff
- Contracts last 2-4 years causing volatility.
- Kearney, North Platte, & Scottsbluff have shown strong growth with enhanced EAS service (network carrier).
- Program is under pressure from funding and pilot availability.

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Existing System Performance Findings

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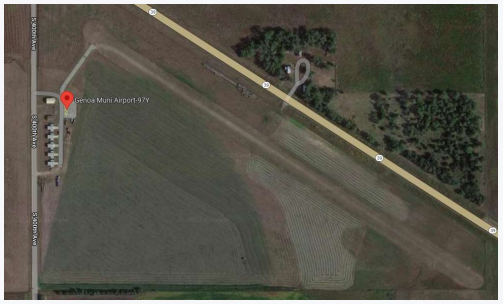
Snapshot of Measuring Airport Performance

- **All NDOT Influenced Factors Total 95 Points**
- **All Locally Controlled Factors Total 5 Points**
- **Each airport, as well as each role group, will be given a score that measures how many standards are met.**
- **Airports that fall into one category can exceed their minimums should business demands or individual planning studies justify a need.**

Category/Minimum Facility & Service Objectives	Scoring Value Range			
	Weight	Yes	Partial	No
Non-NPIAS				
Runway -Gravel, Turf, Water, or Paved	1	100	50	0
Open Seasonally	1	100	50	0
Aircraft Parking Area	2	100	50	0
Public Telephone	2	100	50	0
Airport Manager Contact Info Available	2	100	50	0
Windsock	2	100	50	0
Basic Shelter	1	100	50	0
Community Activity				
Paved Runway	3	100	50	0
Open Year Round	1	100	50	0
100LL Avgas Fuel On Site	1	100	50	0
Weather Service Station (AWOS or ASOS)	2	100	50	0
PAPIs on Primary Runway	2	100	50	0
Basic Terminal/Shelter	1	100	50	0
Meet A/B I Standards	3	100	50	0
GPS Approach	3	100	50	0
Ability to Clear Runway in Snow Event	1	100	50	0
Runway PCI of 75 of Greater	1	100	50	0
Taxiway PCI of 60 or Greater	1	100	50	0
Complex Activity				

Example Airports by Performance Scores

Genoa Municipal



Source: https://maps.google.com.

Wahoo Municipal



Source: https://www.wahoo.ne.us/vnews/display.v/SEC/City%20of%20Wahoo%7CAirport.

Norfolk Regional



Source: https://www.norfolkairportservices.com/default.htm

Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

Points: 11-29 | **Points: 30-60** | **Points: 61-94** | **Points: 95-100**

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Next Steps

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Policy Recommendations

System Policies That Will Be Reviewed:

- Review Channeling Act Legislation
- Multimodal Connectivity
- Land Use & Zoning
- Economic Development
- Marketing
- Financial Sustainability Best Practices
- Bench Marking Against Neighboring States
- Emergency Response & Training Planning
- Aviation Education Support
- Electrification & Alternative Fuel Sources
- Air Service Development/Enhancement (EAS)
- Special Project Funding

Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

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Schedule Overview

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Project Schedule

Draft Chapters Under Review

Task	Complete	Jul	Aug	Sep	Oct	Nov	Dec
System Overview							
Facility & Service Objectives							
Inventory of Existing System							
Summary of Aviation Activity & Forecasts							
Existing System Performance Findings							
Recommendations & Policy							
Alternatives & Implementation Plan							
Dynamic Tools							
Final Deliverables							
Project Advisory Committee Meetings							
Regional Stakeholder Meetings							
Aeronautics Commission Presentations							

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Thank You!

August 3, 2022

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AVIATION SYSTEM PLAN

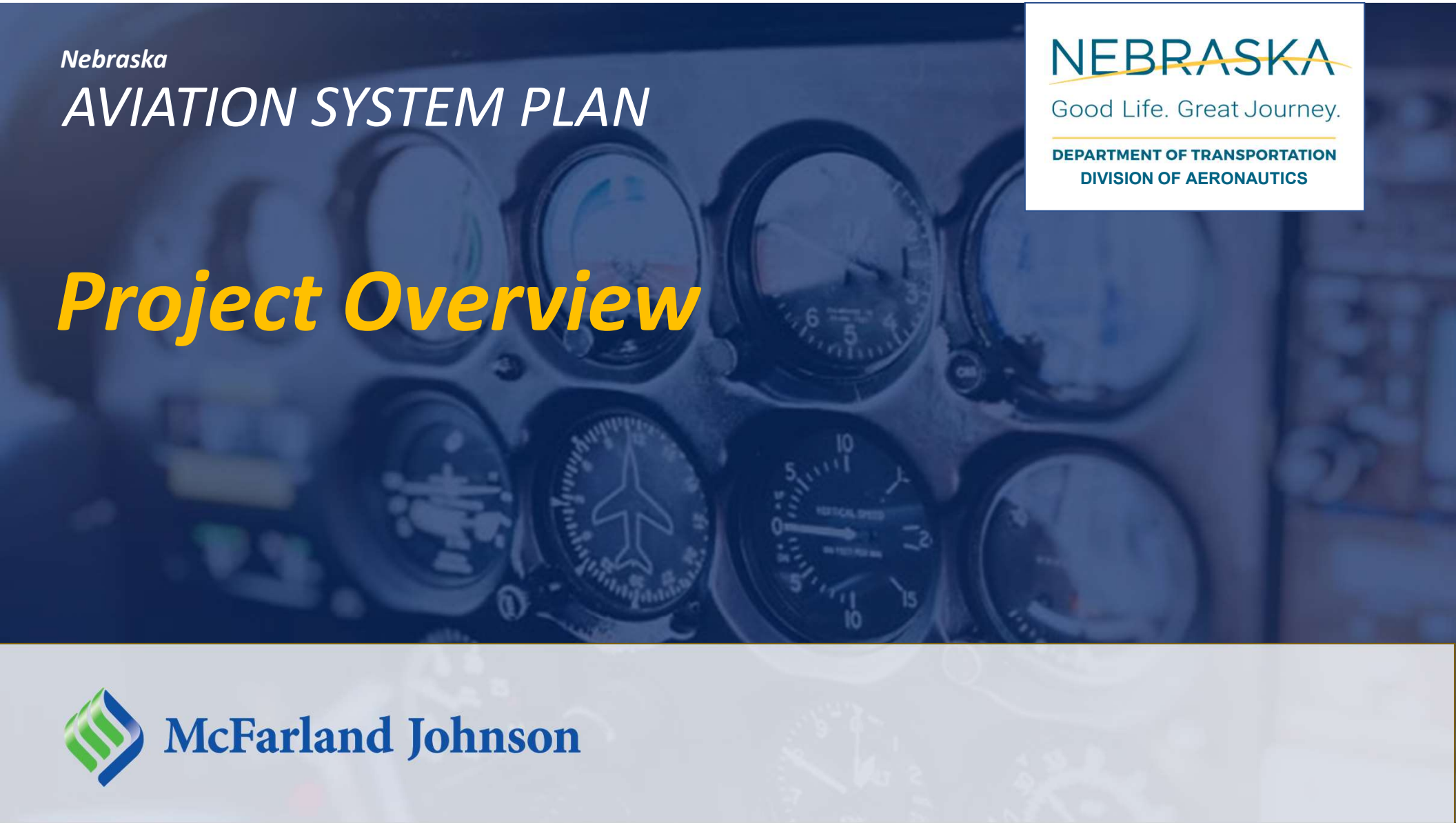
Project Informational Session
Nebraska Aviation Symposium - 2022

January 27, 2022

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DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

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AVIATION SYSTEM PLAN

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Project Overview

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Purpose of a State System Plan

Purpose of a State System Plan

- Forward-looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Priorities
  - by Airport Role, Regions, Statewide
- Estimate Funding Needs

Changes since Last Update – 2002

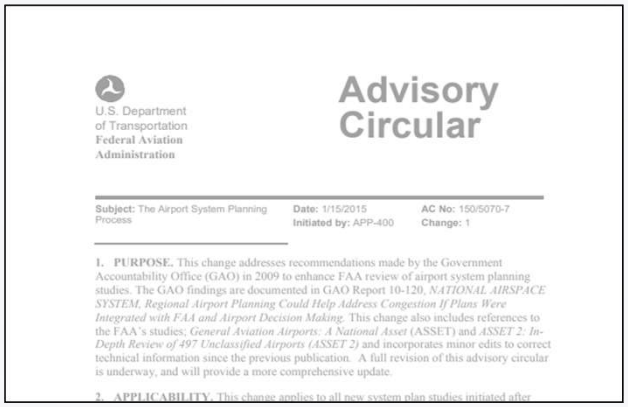
- NE Merger of Roads/Aeronautics -> Creation of DOT (2017)
- NE State Tax Environment -> Aviation Fuel Tax Revenue
- Technology @ Airport & System Level
- Impact/Legacy of 9/11 -> Security/Expansion
- Impact/Legacy of 2008 Global Financial Crisis -> Capacity/Mergers
- Impact/Legacy of COVID-19 -> Right-Sizing/Versatility/Public Health

Surrounding States' SASP Updates

- S. Dakota & Colorado (2020), Wyoming & Kansas (2016), Missouri (2019), Iowa (2019)

NDOT Aero Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term



U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: The Airport System Planning Process | Date: 1/15/2015 | Initiated by: APP-400 | AC No: 150/5070-7 | Change: 1

1. PURPOSE. This change addresses recommendations made by the Government Accountability Office (GAO) in 2009 to enhance FAA review of airport system planning studies. The GAO findings are documented in GAO Report 10-120, *NATIONAL AIRSPACE SYSTEM, Regional Airport Planning Could Help Address Congestion If Plans Were Integrated with FAA and Airport Decision Making.* This change also includes references to the FAA's studies; *General Aviation Airports: A National Asset* (ASSET) and *ASSET 2: In-Depth Review of 497 Unclassified Airports (ASSET 2)* and incorporates minor edits to correct technical information since the previous publication. A full revision of this advisory circular is underway, and will provide a more comprehensive update.

2. APPLICABILITY. This change applies to all new system plan studies initiated after

Key Elements of the Plan – Project Approach

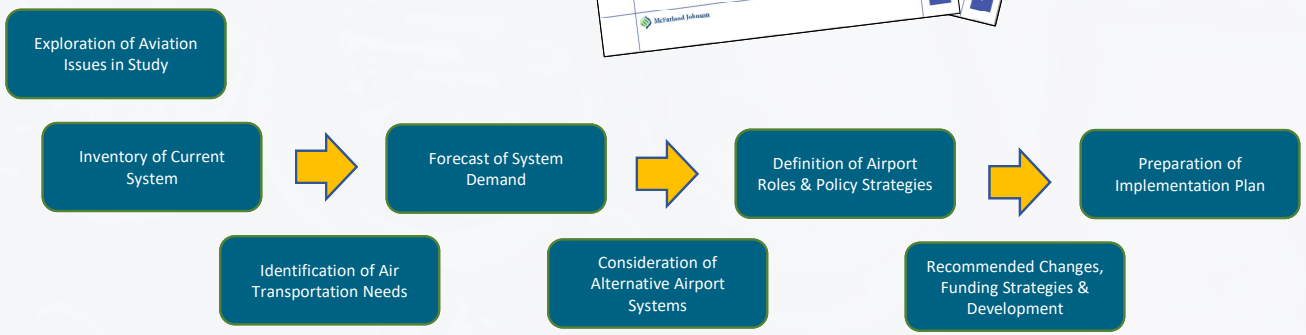
Key Elements of the Plan

- ✓ Visioning Process & Plan
- ✓ Project Advisory Committee
- ✓ Regional Industry Focus Groups
- ✓ Data Collection
- ✓ Airport Roles, System Classification, Performance Measures
- ✓ Forecast of System Demand
- ✱ System Improvements, Cost Estimates, Prioritization & Alternatives
- ✱ Implementation Plan/Work Plans
- ✱ Dynamic Web-Based System Planning Tool



Project Approach

- Visioning/Direction-Setting
- Regional Outreach to Industry Groups
- Traditional System Planning
- Dynamic/Innovative Solution Delivery



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NASP Visioning Process & Context Setting

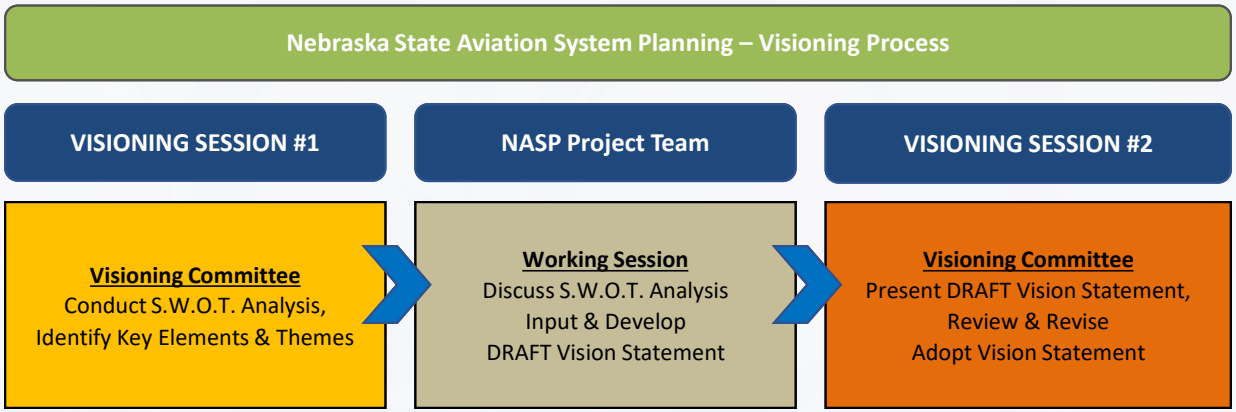
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NASP Visioning Process

Visioning Committee

Context Setting/Research Briefs

- Air Service Trends
- Top Industries in Nebraska
- Nebraska Agriculture Trends
- Rural Medical / Medical Outpatient Clinics



VISION STATEMENT:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

What this means for NDOT:

- Guide/Support Decision-Making – Staff/Commission

What this means for the NASP:

- Provide a strategic focus for the development of the NASP.

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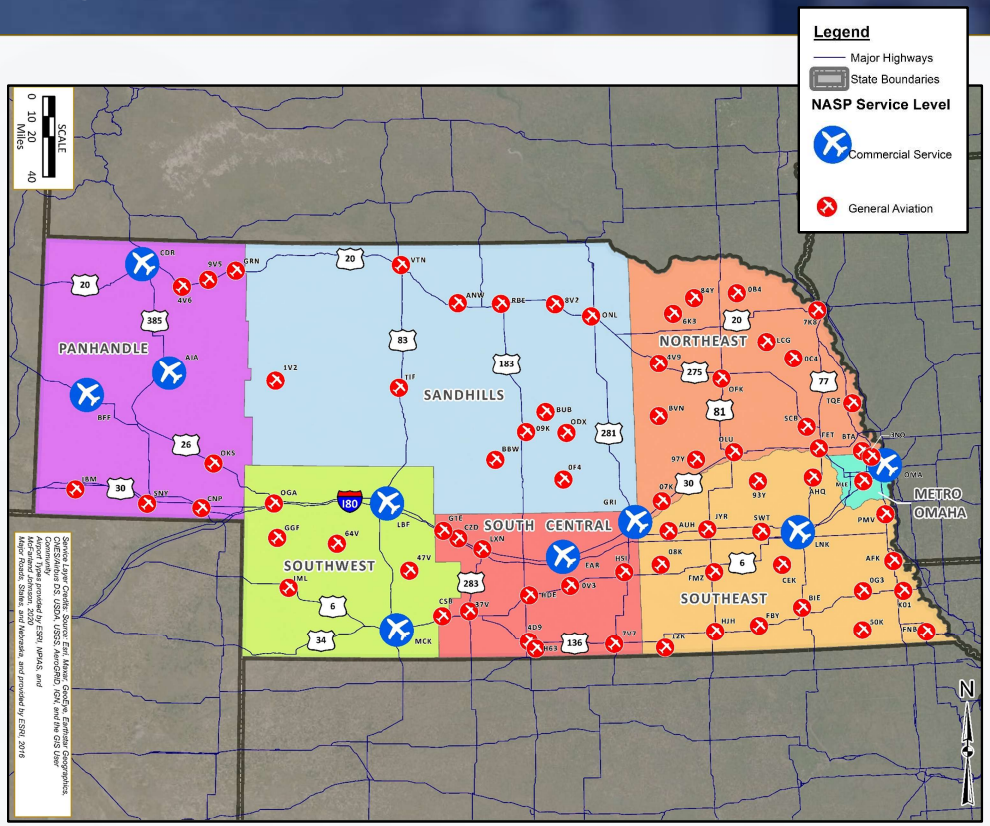
Stakeholder Engagement

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Stakeholder Engagement

Regional Focus Groups – Outreach to Date

- Panhandle
  - City of Scottsbluff
  - Northwest Nebraska Development Corporation
- Southwest
  - Keith County Area Development
  - McCook Economic Development Corporation
  - North Platte Area Chamber & Development
  - West Central Nebraska Development District
- Sandhills
  - City of Atkinson
  - City of Bassett
  - Central Nebraska Economic Development District
  - Custer County Economic Development Corporation
  - Holt County Economic Development
  - North Central Development Center



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NASP Data & Forecast Snapshot

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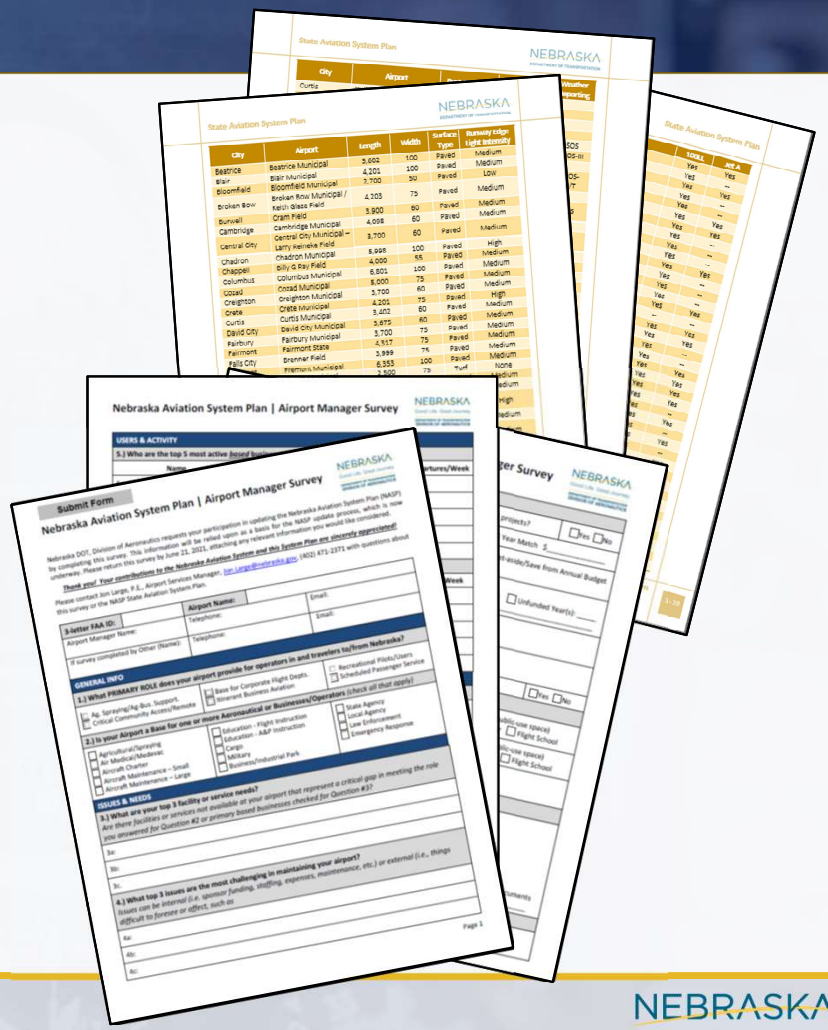
NASP Data Snapshot

Assemble & Validate Published Data

- Identify Quantitative Insights from Data
- Identify Qualitative Themes from Survey Responses
  - Geographic or User-based Airport Niches or Nuance
- Overlay Nebraska & Local Meaning to NPIAS Framework
- Airport Roles & System Requirements tied to Key Goals

Airport Manager Survey

- What is your Airport's Primary Role or Function?
- Top 3 Issues/Challenges to Operating/Maintaining?
- Top 3 Facility Needs?
- Most Active Based Tenants?
- Most Frequent Transient Users?
- Business Types/Local Business Partners?
- Aeronautical/Non-Aeronautical Tenants
- Policies, Procedures, Management, Operations



NASP Data Snapshot

80 Airports

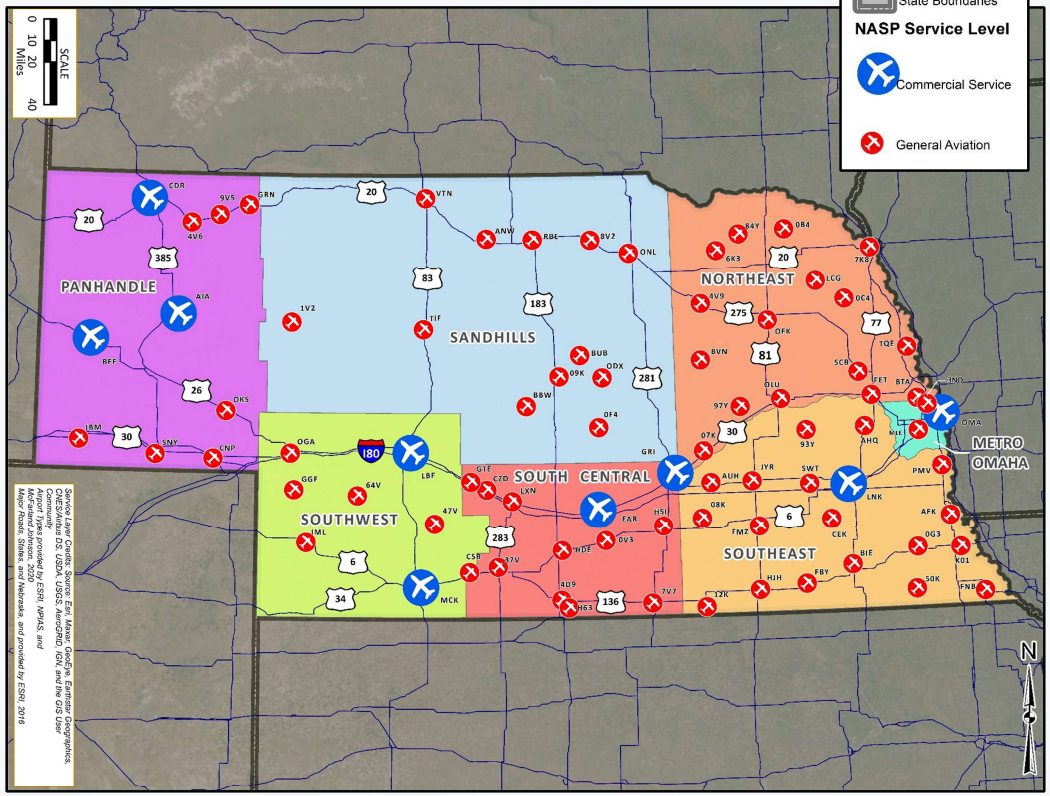
- 71 General Aviation
- 9 Scheduled Commercial Service

What do we Need to Know at *SYSTEM* Level?

- Runways: (36) ≥4,200'-5,000', (17 GA) 5,000'+
- Approach: (59) Non-Precision, (10) Precision
- Weather Reporting: (41) *without* On-Site Weather
- Fuel: (6) without fuel; (35) with 100LL & Jet A

Regional Perspective

- Airport Perform certain Roles & Functions
- What are the Issues? Challenges?
- Are there Obstacles Aeronautics can Remove?



NASP Data Snapshot

Primary Airport Roles/Functions

- 70 percent of NASP airports were identified by their managers as having a role or function that serves primarily multiple community needs and agricultural purposes.
- 11 percent each of NASP airports were identified as serving in business oriented and scheduled passenger service roles. McCook Ben Nelson Regional selected all roles and is counted in the community all-purpose category

Based & Transient Users

- 84 mentions of Based Ag Spraying/Support
- 37 mentions of Transient Ag Industry
- Miscellaneous/All-Purpose Ops
  - Private, Medical, GA, Cargo, Charter

Primary Role	Respondent Airports	
	Count	Percentage
Community All-Purpose[1]	25	36%
Agricultural Spraying & Agricultural Business Support	24	34%
Based & Itinerant Business Oriented[2]	8	11%
Scheduled Passenger Service	8	11%
Critical Community Access for Remote Locations	5	7%

[1] *Community All-Purpose is a combination of 21 responses that identified recreational activity as their primary role, along with 4 responses that identified multiple primary roles.*

[2] *Based & Itinerant Business Oriented is the combination of respondents with a predominance of itinerant and based business aviation activity.*

Top 5 Based Tenant Business Types		Top 5 Transient Business Types	
Types	# Airports	Types	# Airports
Agricultural	84	Agricultural Industry	37
Miscellaneous Private Business	45	Medical Operations	32
Cargo, Flight Instruction, Corporate/Private/General Aviation	36	Cargo, Charter, General Aviation	23
Medical Operators	4	Miscellaneous Private Business	21
		Power & Energy Industry	11
		Recreation & Tourism	5

NASP Data Snapshot

Areas of Need

- Facilities: Hangars, Pavements, Fuel Systems, Terminal/Landside
- Services: Aeronautical
- Staffing: Maintenance & Volunteer
- Funding: Sponsor/Operational & Projects

- Revenue Generation & Local Match
  - 27 airport managers ranked #1
  - 40 airport managers ranked within top 3

- Assistance with Minimum Standards, Rules/Regulations, Rates & Charges, Sample Leases
  - 10 airport managers each ranked #1

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# Airports**	**Issues**	**# Airports**
New Hangars (Renovations, Expansions, Funding for)	42	Funding for MX & Expansion (Primarily Sponsor)	52
On-Airport Aeronautical Services (FBO, MX, Instr., Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	18	Staffing, Volunteer, Board Positions	22
Fuel System Replace/ Expand/ Upgrade, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

Area of Need	Mode Rank	Airport Manager Ranking			Resp. Rate
		#1	Top 3	Bottom 3	
Training & Education for Airport Managers	4	9	**21**	6	36%
Staffing Maintenance Positions	**1**	**10**	**24**	14	34%
Marketing/Promotions & Community Education	2	9	**35**	6	31%
Coordination with System Airports	8	5	7	**25**	39%
Revenue Generation & Partner Development for Local Match	**1**	**27**	**40**	3	31%
Assistance with State Zoning Enforcement	6	5	**21**	11	36%
Assistance with DBE Participation	8	5	10	**25**	36%
Assistance with Minimum Standards, Rules/Regulations, Rates & Charges, Sample Leases	3	**10**	**25**	7	33%

NASP Data Snapshot

Question #1: do airports with a published approach have the support equipment/services to make the best use of it?

- Are there alternative airports in the region?
- Is there growth in BII+ Complex Operations?
- Is it a Master Plan issue or System Plan issue?

Airport	RWY	Approach Lighting	WX	Fuel	Primary Function
Northeast					
Central City	3,700	-	-	100LL	All-Purpose
Neligh	3,700	PAPI	-	100LL	Agricultural
Scribner	4,200	-	-	-	-
Southeast					
Auburn	3,750	-	-	100LL	All-Purpose
Seward	4,200	PAPI	-	100LL/Jet	Critical Access
Tecumseh	3,501	-	-	100LL	Agricultural

Airport	RWY	Approach Lighting	WX	Fuel	Primary Function
Panhandle					
Chappell	4,000	-	-	100LL	All-Purpose
Oshkosh	4,699	PAPI, REIL	-	100LL	-
Southwest					
Curtis	3,402	-	-	100LL	Agricultural
Grant	4,797	-	AWOS-III	100LL	Agricultural
Sandhills					
Atkinson	3,900	-	-	100LL	All-Purpose
Thedford	4,400	-	AWOS-III	100LL	Business
South Central					
Cambridge	4,098	PAPI	-	100LL/Jet	Agricultural
Cozad	5,000	PAPI	-	100LL/Jet	Agricultural

NASP Data Snapshot

Question #1: do airports with a published approach have the support equipment/services to make the best use of it?

- CIP validates Division's planning/process
- Are there alternative airports in the region?
- Is there growth in BII+ Complex Operations?
- Is it a Master Plan issue or System Plan issue?

Airport	RWY	Approach Lighting	WX	Fuel	Primary Function
Northeast					
Central City	3,700	-	NF/2032 AWOS-A	100LL	All-Purpose
Neligh	3,700	PAPI	2023 AWOS-III	100LL	Agricultural
Scribner	4,200	-	-	-	-
Southeast					
Auburn	3,750	-	-	100LL	All-Purpose
Seward	4,200	PAPI, 2028 REIL	2028 AWOS-III	100LL/Jet	Critical Access
Tecumseh	3,501	-	2040 AWOS-III	100LL	Agricultural

Airport	RWY	Approach Lighting	WX	Fuel	Primary Function
Panhandle					
Chappell	4,000	NF/2027 PAPI, REIL	NF/2032 AWOS-A	100LL	All-Purpose
Oshkosh	4,699	PAPI, REIL	2026 AWOS-III	100LL	-
Southwest					
Curtis	3,402	2024 PAPI	NF/2032 AWOS-A	100LL	Agricultural
Grant	4,797	2026 PAPI, REIL	AWOS-III	100LL	Agricultural
Sandhills					
Atkinson	3,900	2024 PAPI, REIL	-	100LL	All-Purpose
Thedford	4,400	2022 PAPI, REIL	AWOS-III	100LL	Business
South Central					
Cambridge	4,098	PAPI, 2032 REIL	2023 AWOS-III	100LL/Jet	Agricultural
Cozad	5,000	PAPI 2026,REIL	2026 AWOS	100LL/Jet	Agricultural

NASP Data Snapshot

Question #2: do agricultural airports have jet fuel available?

- Are there alternative airports in the region?
- Is there growth in BII+ Complex Operations?
- Is it a Master Plan issue or System Plan issue?

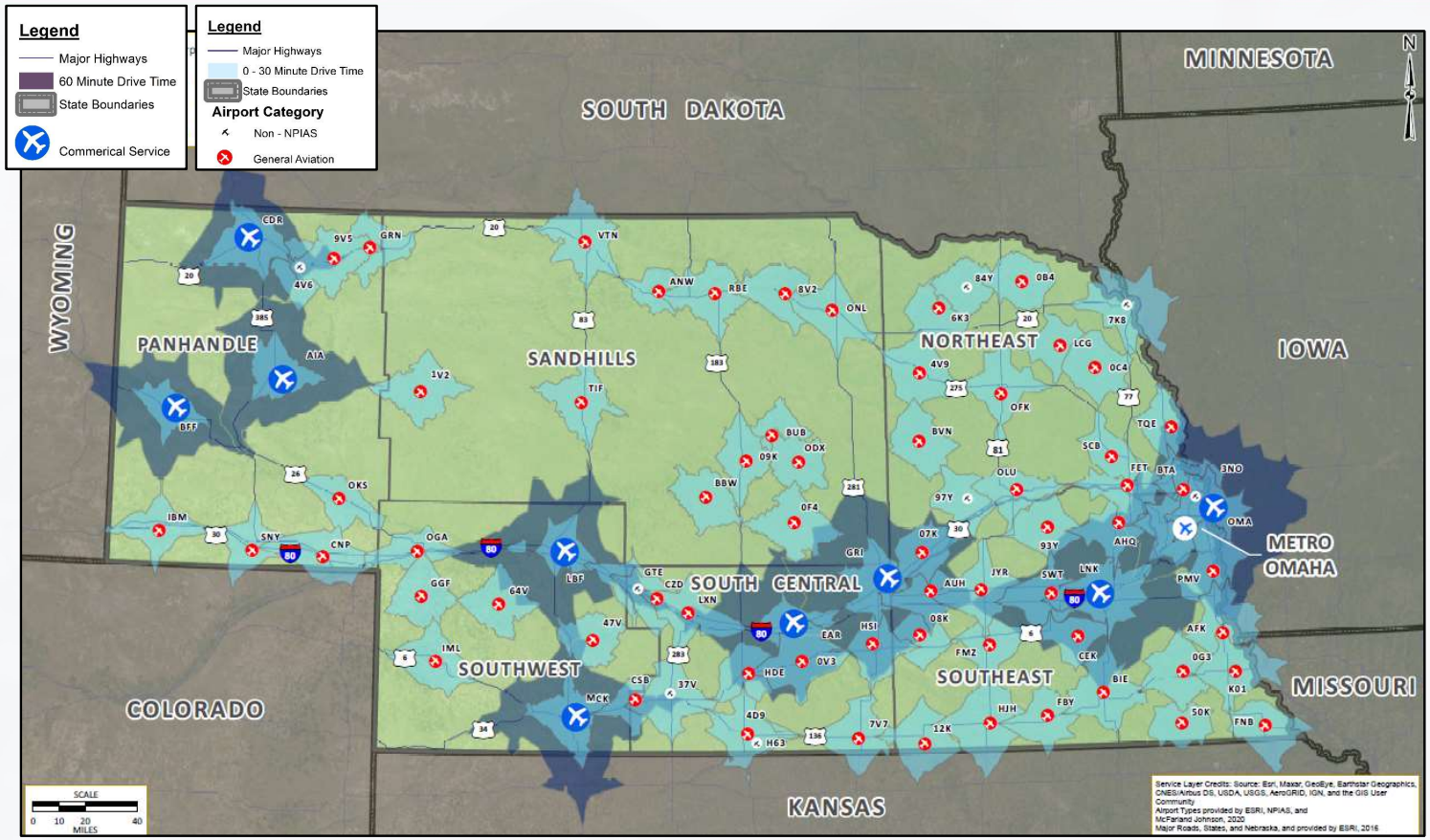
Airport	RWY	Approach Lighting	WX	Fuel
Northeast				
Bloomfield[1/]	2,700	-	-	-
Columbus	**6,801**	**MALSR/PAPI/REIL**	**AWOS-III**	**100LL/Jet**
Creighton	3,700	PAPI	-	100LL
Neligh	3,700	PAPI	-	100LL
Tekamah	4,000	REIL	ASOS	100LL
Southeast				
David City	3,675	PAPI, REIL	-	100LL/Jet
Hebron	3,600	PAPI, REIL	AWOS-III	100LL
Superior	4,301	PAPI, REIL	-	100LL
Tecumseh	3,501	-	-	100LL

Airport	RWY	Approach Lighting	WX	Fuel
Panhandle				
Rushville	3,909	PAPI, REIL	-	100LL
Southwest				
Curtis	3,402	-	-	100LL
Grant	4,797	-	-	100LL
Imperial	5,022	PAPI, REIL	ASOS	100LL
Wallace	2,800	-	-	-
Sandhills				
Bassett	4,698	PAPI	-	100LL
Broken Bow	4,203	PAPI, REIL	ASOS	100LL/Jet
O'Neill	**4,408**	**PAPI, REIL**	**AWOS-III**	**100LL/Jet**
Sargent	3,000	-	-	-
South Central				
Cambridge	4,098	PAPI	-	100LL/Jet
Cozad	5,000	PAPI	-	100LL/Jet
Holdrege	**4,701**	**PAPI/REIL**	**AWOS-III**	**100LL/Jet**
Lexington	**5,489**	**PAPI/REIL**	**AWOS-III**	**100LL/Jet**
Minden	3,900	PAPI	-	100LL
Red Cloud	3,702	PAPI, REIL	-	100LL

NASP Data Snapshot

Geographic Reach/Market or Service Area

- Commercial Service
  ~60-Minute Drive +
- General Aviation
  ~30-Minute Drive

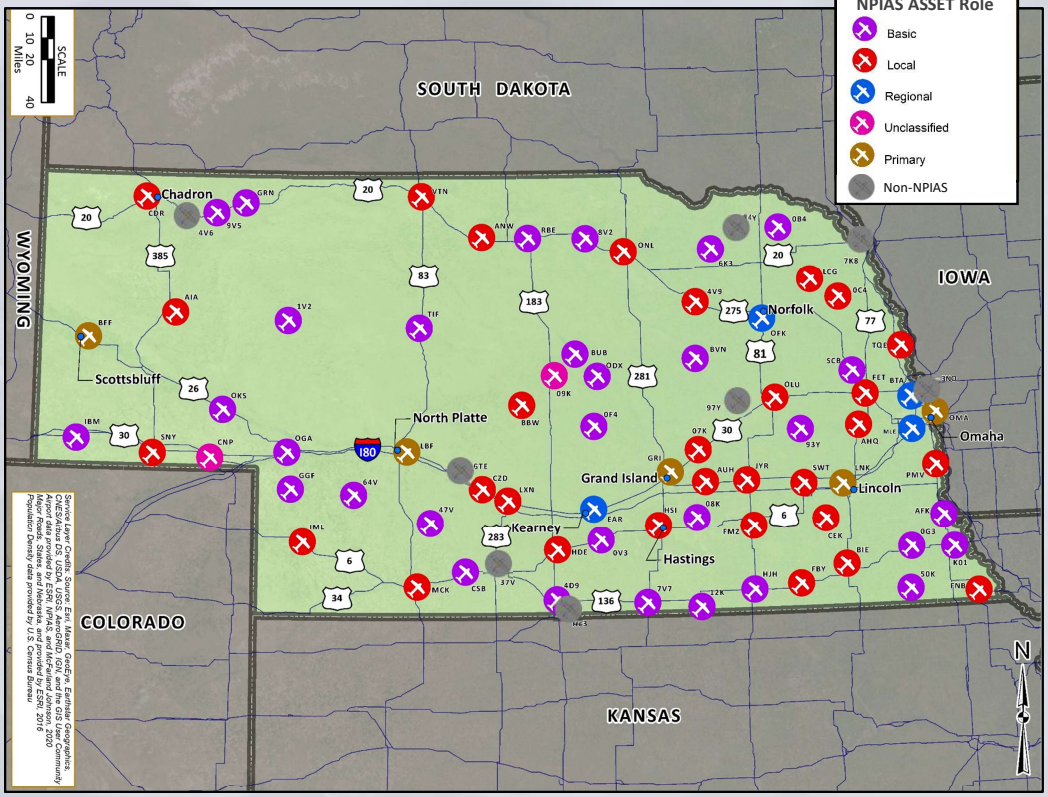


NASP Data Snapshot

FAA NPIAS & ASSET Roles

- 0 National
- 4 Regional (blue)
- 30 Local (red)
- 31 Basic (purple)
- 2 Unclassified
- 8 Non-NPIAS

Role	Definition	Thresholds/ Indicators
National	Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.	5,000+ Inst. Ops, 11+ Based Jets, 20 Int'l/500 Interest. Dep., 10,000+ PAX, 500M Pounds Landed Cargo
Regional	Supports regional economies by connecting communities to statewide and interstate markets.	In MSA,10+ Dom. Flights 500 Mi.+ 1,000+ Inst. Ops, 1+ Jets or 100 BAC Non-Primary CS, Reliver with 90+ BAC
Local	Supplements communities by providing access to primarily intrastate and some interstate markets.	Publicly Owned, 10+ Inst. Ops, 15+ Based Aircraft, 2,500+ Annual Enplanements
Basic	Links the community with the national airport system and supports general aviation activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training and personal flying).	Publicly Owned, 10+ Based Aircraft/4+ Helos, Located 30+ Mi. from Nearest NPIAS Airport; Use by USFS, USMS, USCBP, USPS, EAS Service, Native American Own/Use,
Unclassified	Provides access to the aviation system.	N/A



NASP Forecast Snapshot

Methodology

- Purpose
  - FAA Central Coordination
  - System Planning vs. Master Planning
- Groupings
  - Scheduled Commercial Service Airports
  - Greater than 100 Avg Annual B-II+ Operations
  - Less than 100 B-II+ Complex Operations
- Forecast Ranges
  - + 20% Indicative of New Local Business, Tenant, Strong Economy Etc.
  - - 20% Indicative of Loss of Local Business, Tenant, or Weak Economy Etc.
  - Range is Prudent for Planning Purposes, Activity Outside of Range of Reasonableness Should be Documented/Detailed in Airport Master Planning Process

Nebraska State Aviation System Planning – Activity Forecasts

GENERAL AVIATION

Average Annual B-II+ Operations <100

- Forecast provides range of reasonableness for system-wide plan

Average Annual B-II+ Operations >100

- Apply AAGR
- Grouped in increments of 100
- Recommendations reflect trend & build toward 500+ operations

COMMERCIAL SERVICE

- EAS Maintains Existing Due to Nature of the Program
- OMA and LNK (Non-EAS) to Defer to Master Plan Recommendations

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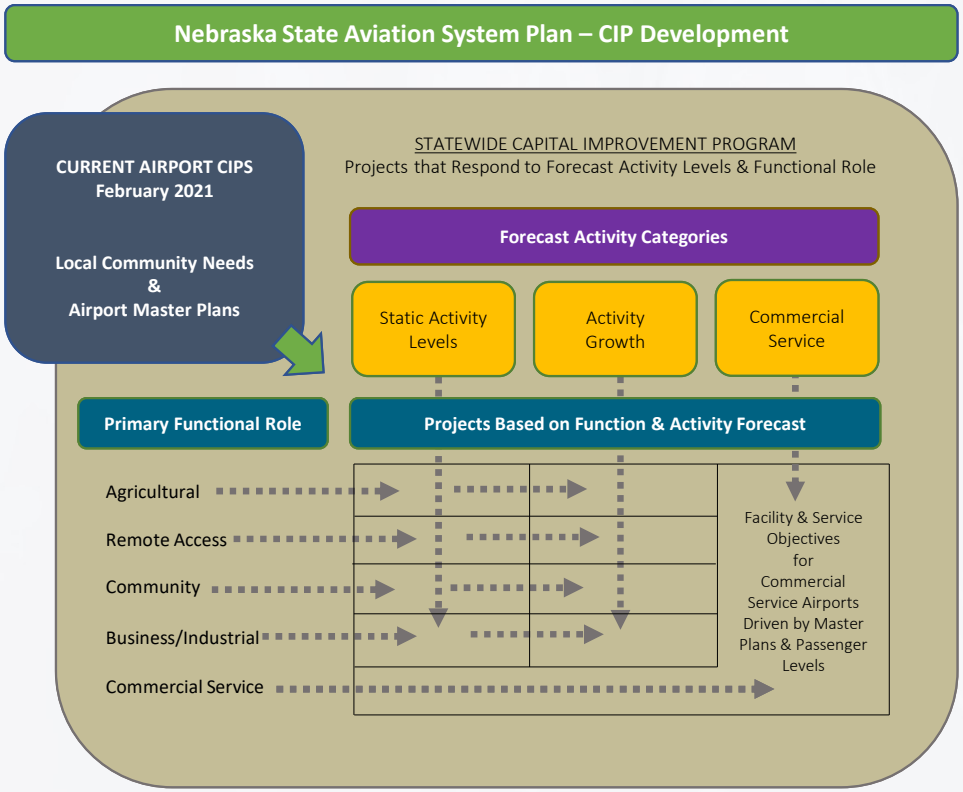
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Formulating the Statewide CIP, Strategic Initiatives & Policy Updates

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Formulation of Statewide CIP: Inputs



NASP PERFORMANCE METRICS

Minimum Facility & Service Objectives by Functional Role

Airport	Role	Minimums Met	Minimums Not Met
Ainsworth			
Albion			
Alliance			

SYSTEM NEEDS & REGIONAL NUANCES

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NASP Schedule Overview

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NASP Schedule Overview

To Date: Visioning, Data Collection & Metrics/Framework

Now: Identify System Gaps & Needs, Policy

Next: Solutions & Implementation

Product Delivery

Project Milestones	Timeframe
• **Foundational SASP Work – PAC #1** ✓ ○ Visioning, Stakeholder Engagement ○ Preliminary Data Snapshot ○ Airport Roles/Classifications/Performance Metrics	**Summer/Fall 2021**
• **System Performance & Policy Considerations - PAC #2** ✓ ○ Existing System Performance Evaluation ○ Issues/Gaps/Needs ○ Aviation Policy Considerations	**Spring 2022**
• **Future System Design & Costs - PAC #3** * ○ Improvements & Alternatives ○ Implementation Plan	**Summer/Fall 2022**
• **Final Deliverables** * ○ Technical Documentation ○ Dynamic Web-Based Planning Tool	**Late 2022**

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Thank You!

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STATE AVIATION SYSTEM PLAN

Agricultural Aviation Focus Group

August 4, 2022

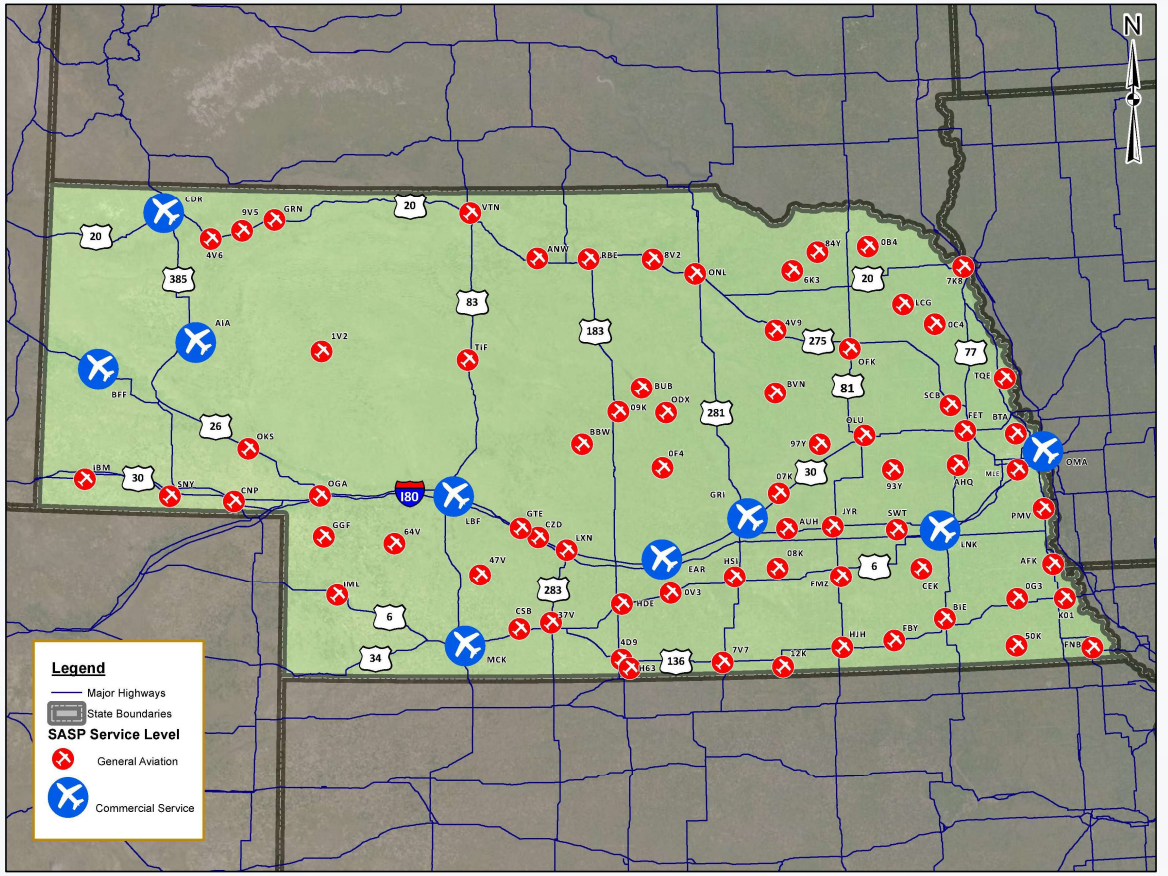
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Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of the Process
- McFarland Johnson Presentation
  - System Overview
  - Facility & Service Objectives
  - Inventory of Existing System
  - Summary of Aviation Activity & Forecasts
  - Existing System Performance Findings
  - Next Steps
- Schedule Overview



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STATE AVIATION SYSTEM PLAN

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Recap of the Process

August 4, 2022

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Purpose of the SASP

Purpose of a State Aviation System Plan

- Forward-Looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Programming by Airport Role, Regions, & Statewide
- Estimate Funding Needs
- Many Changes Since the Last Plan (2002)
  - Impacts of 9/11, 2008 Global Financial Crisis, & COVID-19
  - NE Merger of Roads/Aeronautics
  - NE State Tax Environment
  - Technology Advancements



NDOT Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term

- Surrounding States with Updated SASPs
  - S. Dakota & Colorado (2020)
  - Missouri & Iowa (2019)
  - Wyoming & Kansas (2016)

Key Elements of the Plan

Key Elements of the Plan

- Visioning Process & Statement
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Data Collection
- Airport Roles, System Classification, & Performance Measures
- Forecast of System Demand
- System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- Dynamic Web-Based System Planning Tool



Source: https://dot.nebraska.gov/aeronautics/

SASP Visioning Process & Statement

Visioning Sessions #1

Visioning Committee:
Conduct S.W.O.T. Analysis, Identify Key Vision Elements & Themes

↓

SASP Project Team

Working Session:
Discuss S.W.O.T. Analysis Input & Development, Draft Vision Statement

↓

Visioning Sessions #2

Visioning Committee:
Present Draft Statement, Review & Revise, Adopt Vision Statement

Vision Statement:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

Industry Stakeholder Engagement

Stakeholder Engagement

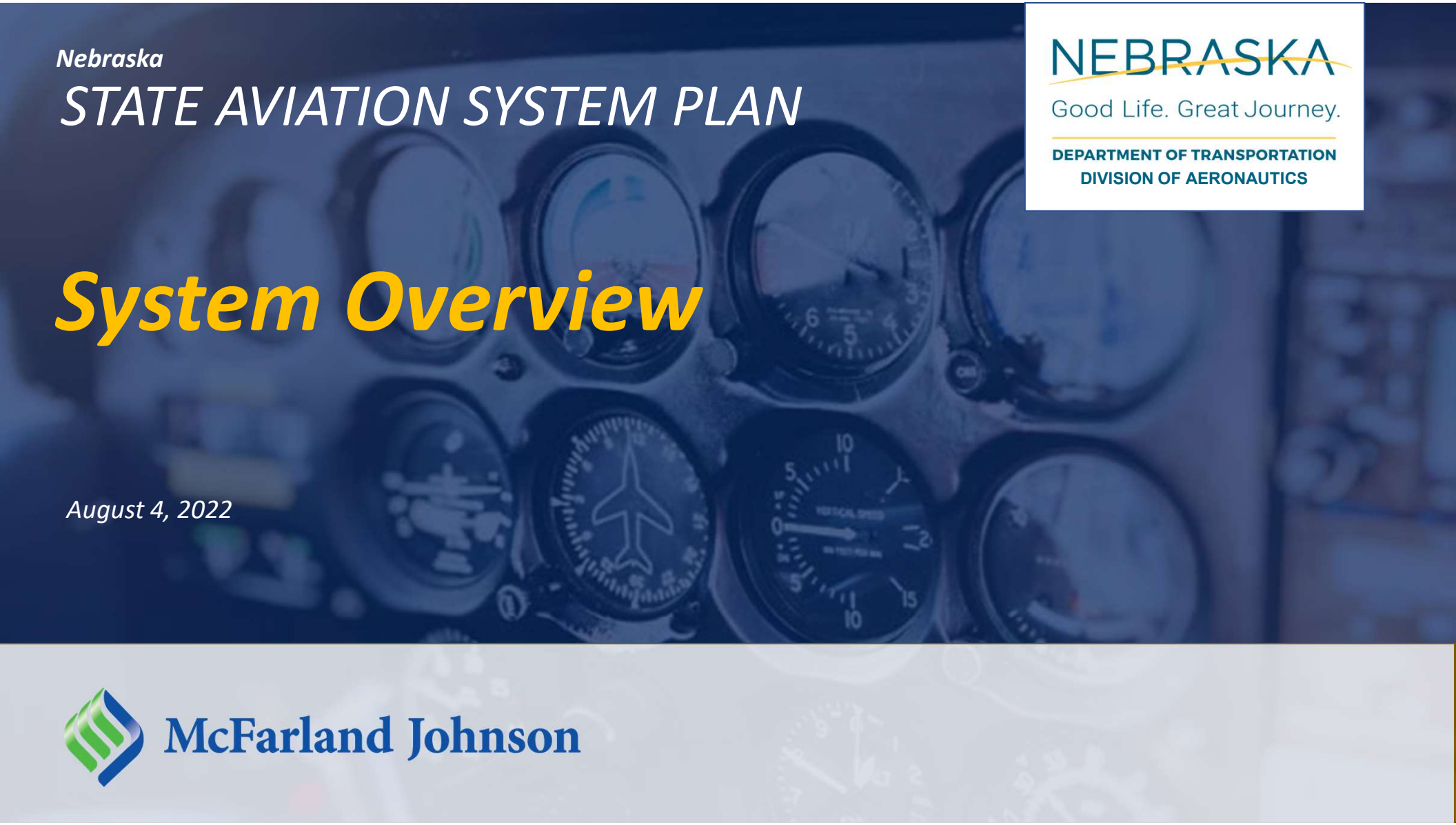
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Airport Manger Surveys

Process

- PAC
  - Meeting in April 2021
  - 1 Additional Meeting
- Regional Industry Focus Groups
  - 3 Completed in 2021-2022
  - Continued Focus Engagement to Follow
- Airport Manager Surveys
  - Completed







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System Overview

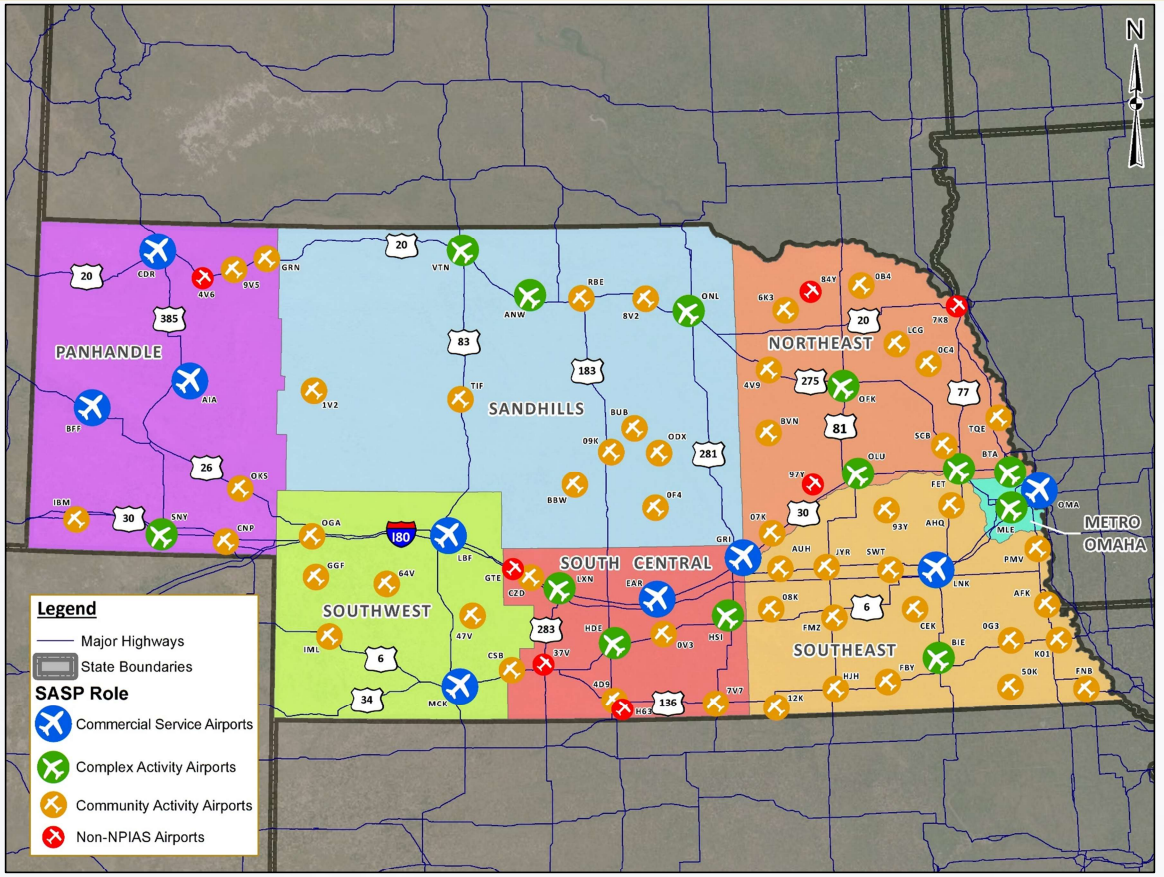
August 4, 2022

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Nebraska State Aviation System Plan (SASP)

Elements of the System

- 7 Regions:
  - Panhandle
  - Sandhills
  - Southwest
  - South Central
  - Northeast
  - Southeast
  - Metro
- 79 Licensed Public Use Airports
- 4 SASP Roles:
  - 9 Commercial Service Airports
  - 13 Complex Activity Airports
  - 50 Community Activity Airports
  - 7 Non-NPIAS Airports



SASP Role Descriptions

Commercial Service Airports: Offer scheduled commercial service at their facilities

Complex Activity Airports: General aviation airports with over 100 annual average B-II or greater operations during our analysis period (2010-2019)

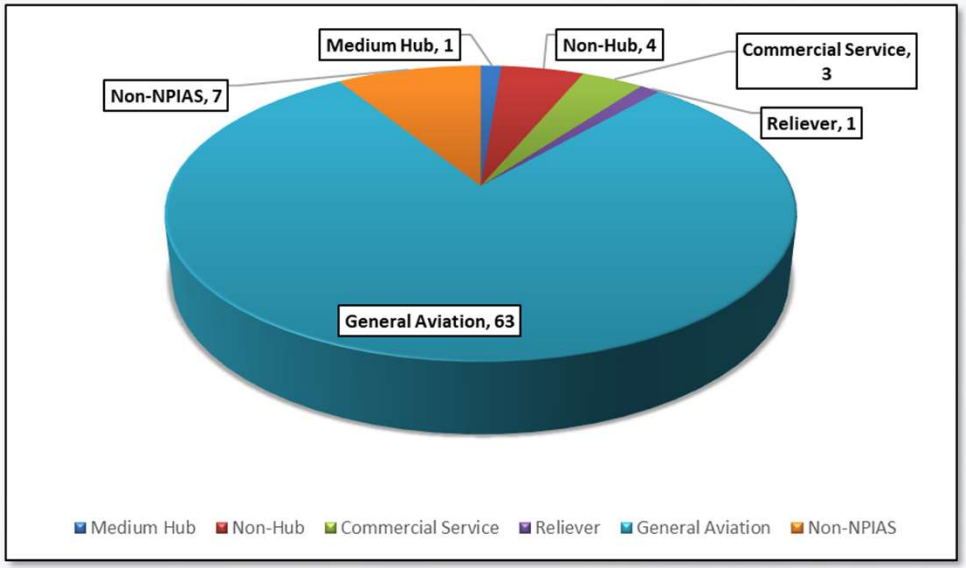
Community Activity Airports: Remaining general aviation airports that are included in the NPIAS. These facilities either had no B-II operations or recorded less than 100 average annual operations by B-II aircraft, meaning the vast majority of operations are conducted by small aircraft with wingspans of 49 ft or less.

Non-NPIAS Airports: Not included in the NPIAS, but are part of the Nebraska Statewide system.



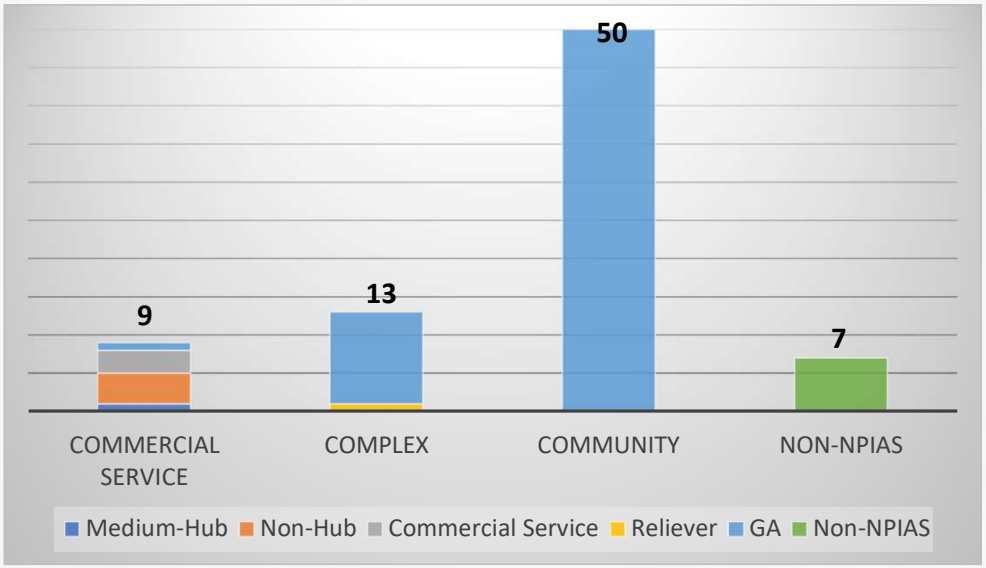
NPIAS Categories & SASP Roles

All 79 Airports by NPIAS Category



Source: FAA NPIAS, 2021-2025.

All 79 Airports by SASP Role



Source: FAA NPIAS, 2021-2025.

All 79 SASP Airports Are Included:

- **1 Medium-Hub; 4 Non-Hub; 3 Commercial Service; 1 Reliever; 63 GA; 7 Non-NPIAS**

79 Airports Are Included:

- **9 Commercial Service; 13 Complex; 50 Community; 7 Non-NPIAS**

Nebraska Aviation Counts! – Economic Impact

Economic Impact by SASP Service Level

NASP Service Level	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
General Aviation	70	3,810	$132.0M	$368.3M	5.7%
Commercial Service	9	60,153	$2,295.9M	$6,121.9M	94.3%
Total	**79**	**63,963**	**$2,427.9M**	**$6,490.2M**	**100%**

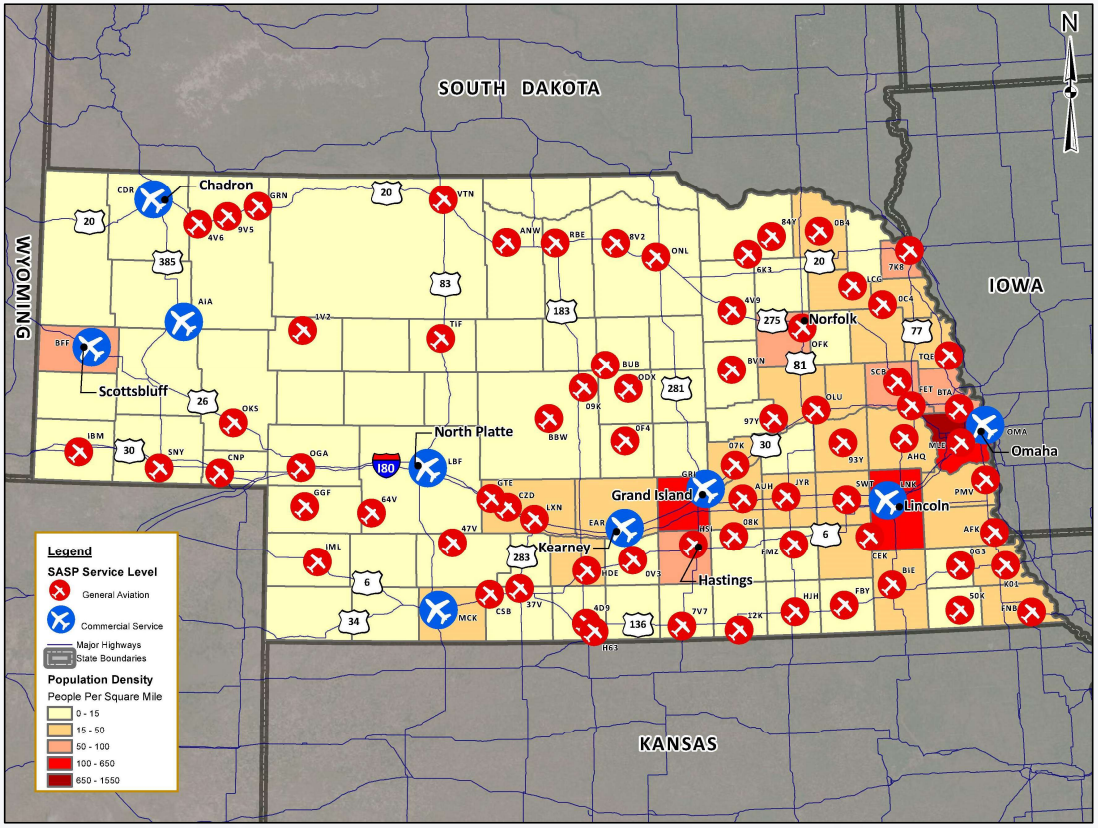
Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Economic Impact by Geographic Region

SASP Region	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
Metro	3	52,597	$ 1,629,700	$ 4,383,100	67.5%
Northeast	16	620	$ 25,629	$ 78,547	1.2%
Sandhills	12	289	$ 12,061	$ 28,635	0.4%
Panhandle	10	1,611	$ 55,118	$ 138,956	2.1%
Southwest	7	1,886	$ 59,778	$ 197,202	3.0%
South Central	12	3,244	$ 100,560	$ 259,875	4.0%
Southeast	19	3,716	$ 545,024	$ 1,403,875	21.6%
Total	79	63,963	$ 2,427.9M	$ 6,490.2M	100%

Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Population Density & Airports



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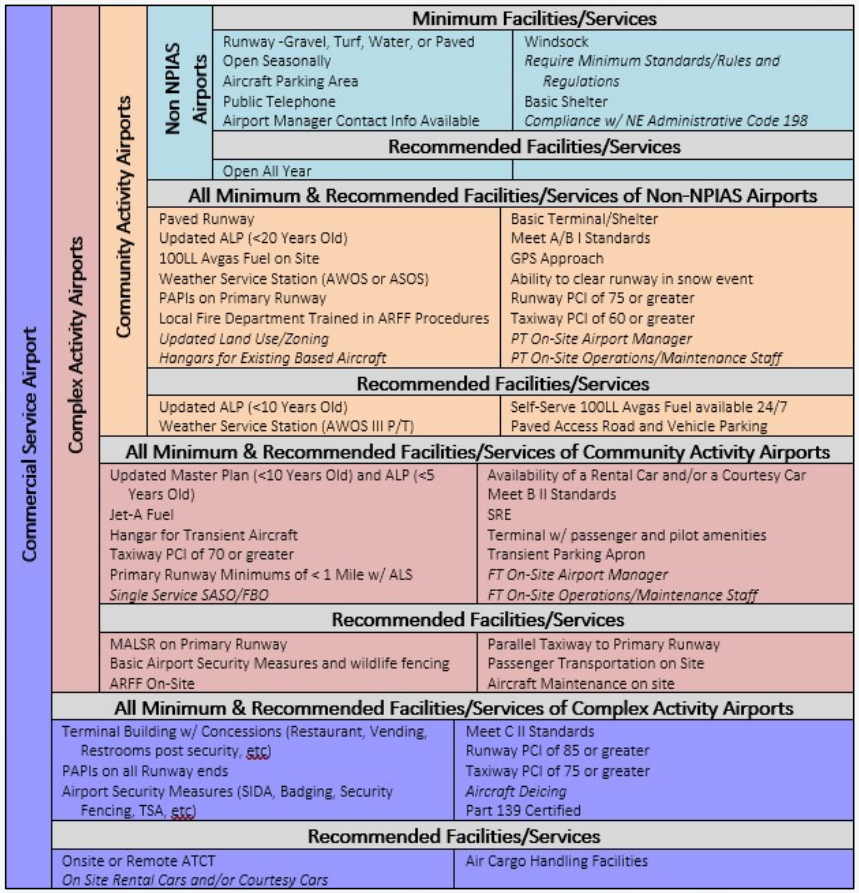
Facility & Service Objectives

August 4, 2022

McFarland Johnson

Snapshot of Facility and Service Standards

- **Facility and Service Objectives were established for each SASP Role.**
- **Each Role builds upon the previous role.**
- **As airport complexity increases, the more minimum requirements and recommendations there are.**



Non NPIAS Airports	**Minimum Facilities/Services**		
	Runway -Gravel, Turf, Water, or Paved Open Seasonally Aircraft Parking Area Public Telephone Airport Manager Contact Info Available		Windsock *Require Minimum Standards/Rules and Regulations* Basic Shelter *Compliance w/ NE Administrative Code 198*
	Recommended Facilities/Services		
	Open All Year		
Community Activity Airports	**All Minimum & Recommended Facilities/Services of Non-NPIAS Airports**		
	Paved Runway Updated ALP (<20 Years Old) 100LL Avgas Fuel on Site Weather Service Station (AWOS or ASOS) PAPIs on Primary Runway Local Fire Department Trained in ARFF Procedures *Updated Land Use/Zoning* *Hangars for Existing Based Aircraft*		Basic Terminal/Shelter Meet A/B I Standards GPS Approach Ability to clear runway in snow event Runway PCI of 75 or greater Taxiway PCI of 60 or greater *PT On-Site Airport Manager* *PT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	Updated ALP (<10 Years Old) Weather Service Station (AWOS III P/T)		Self-Serve 100LL Avgas Fuel available 24/7 Paved Access Road and Vehicle Parking
Complex Activity Airports	**All Minimum & Recommended Facilities/Services of Community Activity Airports**		
	Updated Master Plan (<10 Years Old) and ALP (<5 Years Old) Jet-A Fuel Hangar for Transient Aircraft Taxiway PCI of 70 or greater Primary Runway Minimums of < 1 Mile w/ ALS *Single Service SASO/FBO*		Availability of a Rental Car and/or a Courtesy Car Meet B II Standards SRE Terminal w/ passenger and pilot amenities Transient Parking Apron *FT On-Site Airport Manager* *FT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	MALSR on Primary Runway Basic Airport Security Measures and wildlife fencing ARFF On-Site		Parallel Taxiway to Primary Runway Passenger Transportation on Site Aircraft Maintenance on site
Commercial Service Airport	**All Minimum & Recommended Facilities/Services of Complex Activity Airports**		
	Terminal Building w/ Concessions (Restaurant, Vending, Restrooms post security, etc) PAPIs on all Runway ends Airport Security Measures (SIDA, Badging, Security Fencing, TSA, etc)		Meet C II Standards Runway PCI of 85 or greater Taxiway PCI of 75 or greater *Aircraft Deicing* Part 139 Certified
	Recommended Facilities/Services		
	Onsite or Remote ATCT *On Site Rental Cars and/or Courtesy Cars*		Air Cargo Handling Facilities

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Inventory of Existing System

August 4, 2022

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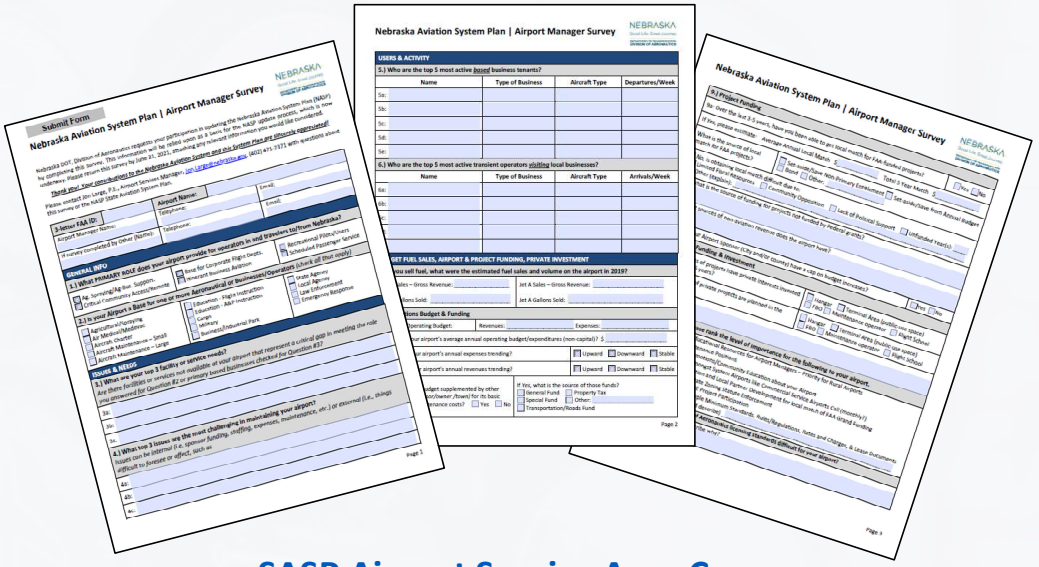
Data Collection and Components

How Data Was Collected:

- Airport Manger Surveys
- FAA 5010-1 Forms
- NDOT Discussions

What Was Identified:

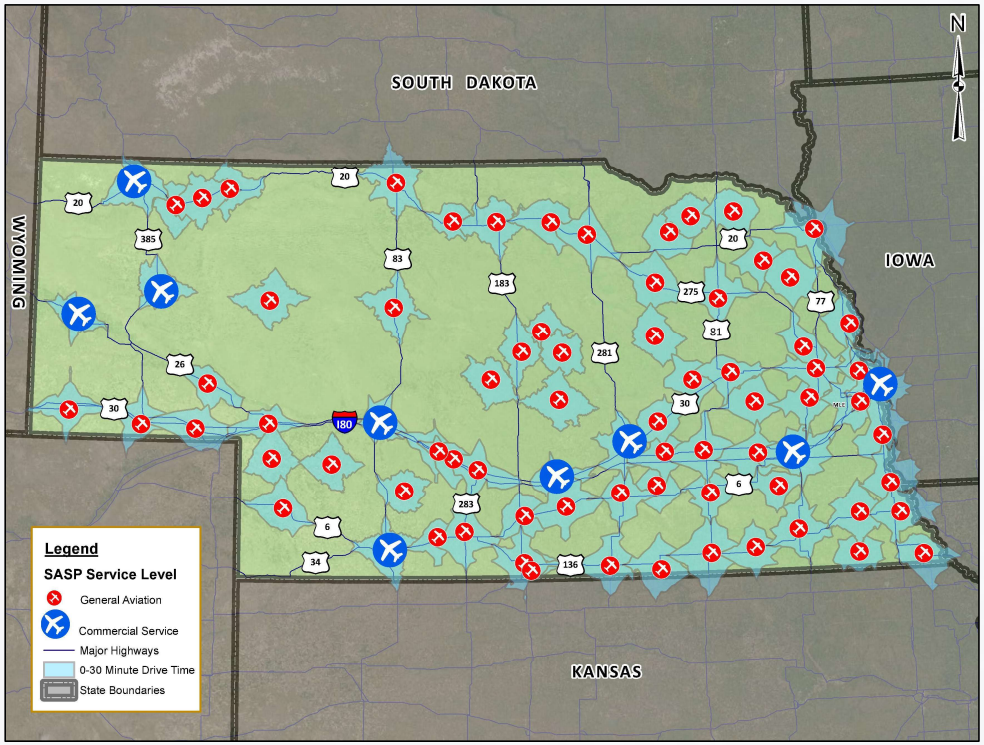
- Airside Facilities
  - Runways
  - Other Airfield Pavements
  - Instrument Approaches, Visual Aids, & Weather Reporting
- Landside Facilities & Services
  - Fuel Services
  - Aircraft Storage
  - Operator & Passenger Services



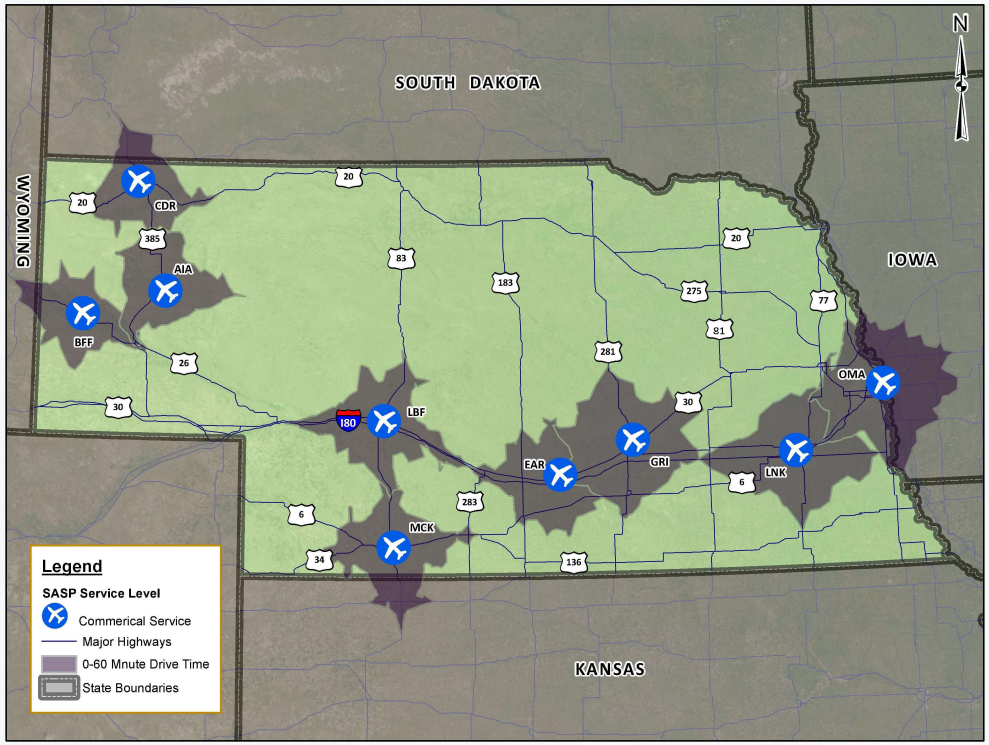
- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
- Key Based & Itinerant User Types
- Budgets, Fuel Sales, Project Funding, & Investments

Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)



60-Minute Drive Time Market Analysis (Commercial Service)



Top Issues & Needs – Manager Surveys

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# of Airports**	**Issues**	**# of Airports**
New Hangars (T-hangars, box, maintenance), Renovations, Expansions, Funding	41	Funding for Maintenance & Expansion (Primarily Sponsor)	51
On-Airport Aeronautical Services (FBO, Maintenance, Flight Instruction, Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	17	Staffing, Volunteer, Board Positions	22
Fuel System Replacements/ Expansions/Upgrades, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

***65 Responses for an 82% Response Rate**

Key User Types – Manager Surveys

Key Based Tenant User Types		Key Transient User Types	
Types	# of Airports	Types	# of Airports
Agricultural	46	Agricultural Industry	37
Miscellaneous Private Business	44	Medical Operators	31
Cargo, Flight Instruction, Corporate/Private/GA	36	Cargo, Charter, GA	23
Medical Operators	4	Miscellaneous Private Business	21
		Power and Energy Industry	11

***65 Responses for an 82% Response Rate**

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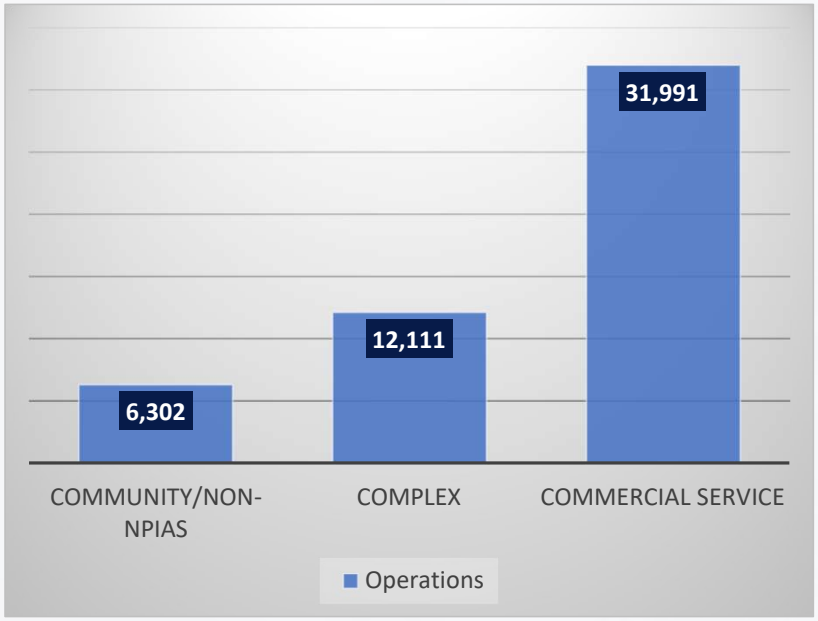
Summary of Aviation Activity & Forecasts

August 4, 2022

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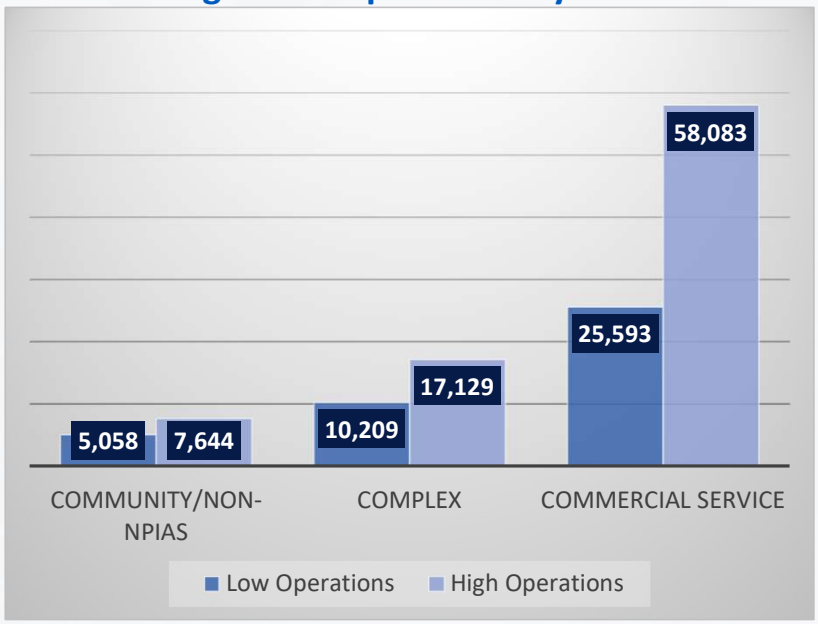
Operations by SASP Role

Average Historical 2019 Operations by SASP Role



- **Commercial Service Range: 7,665 to 100,139**
- **Complex Range: 4,000 to 24,000**
- **Community/Non-NPIAS Range: 300 to 23,785**

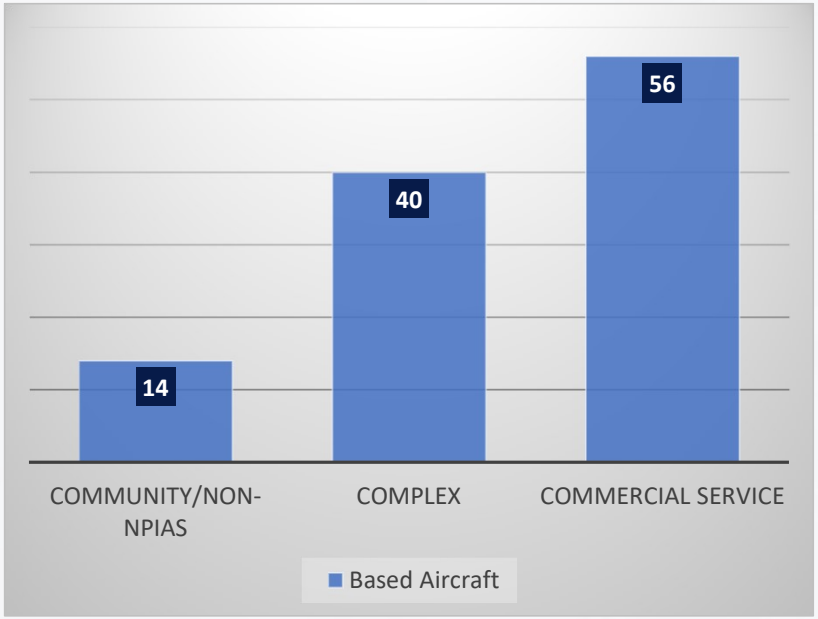
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

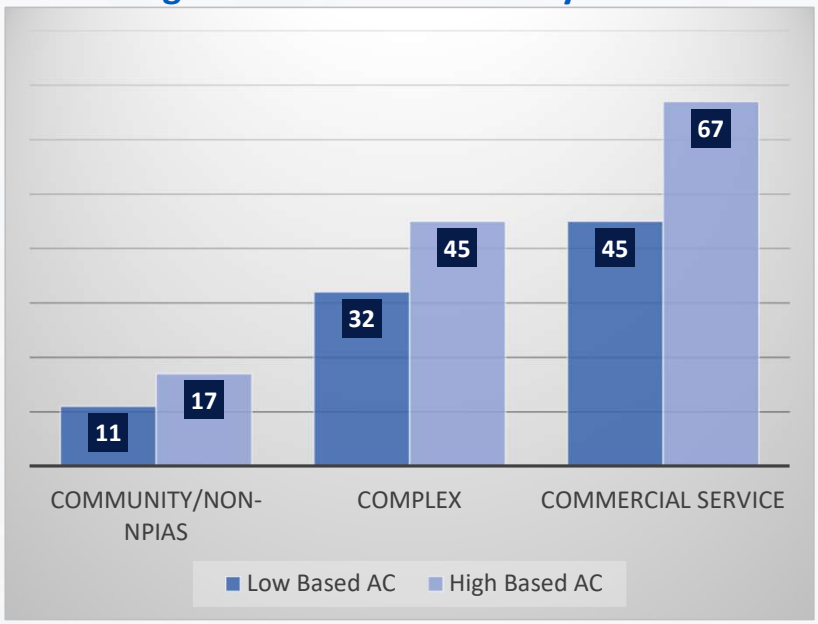
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

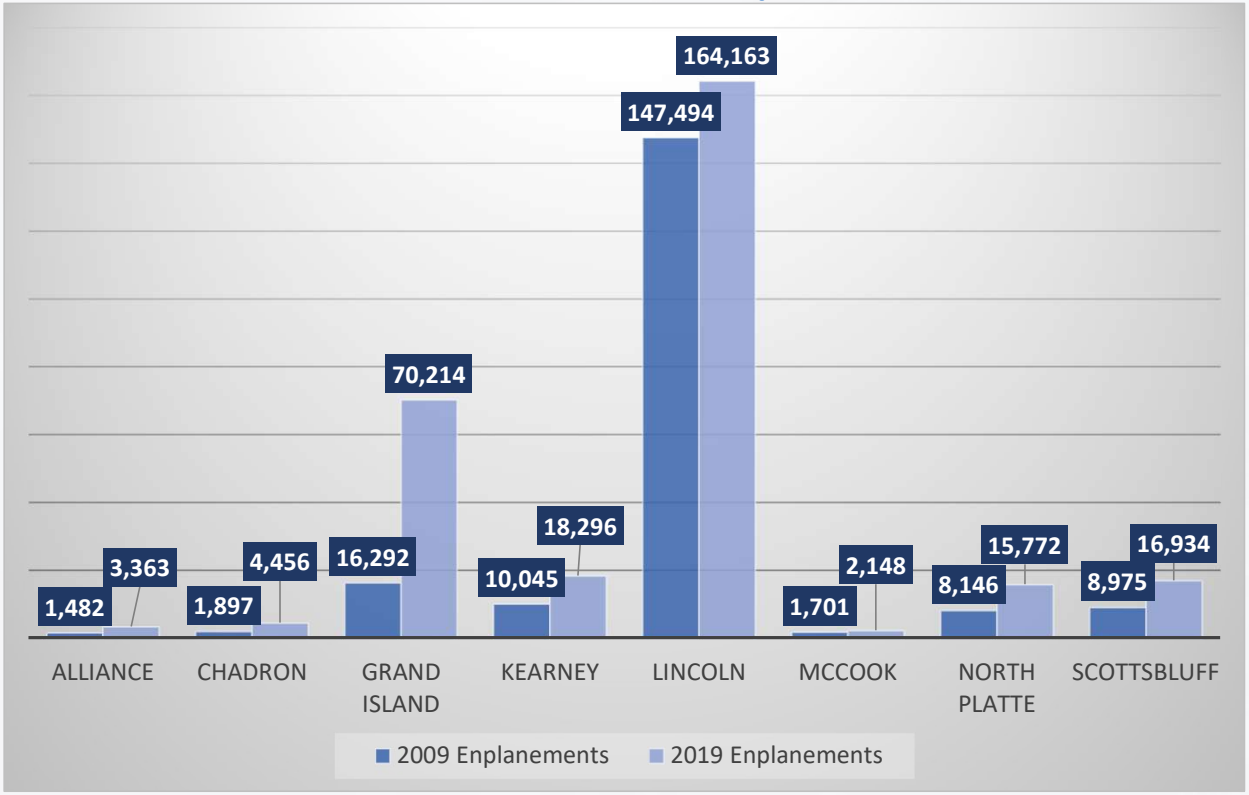
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff
- Contracts last 2-4 years causing volatility.
- Kearney, North Platte, & Scottsbluff have shown strong growth with enhanced EAS service (network carrier).
- Program is under pressure from funding and pilot availability.

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Existing System Performance Findings

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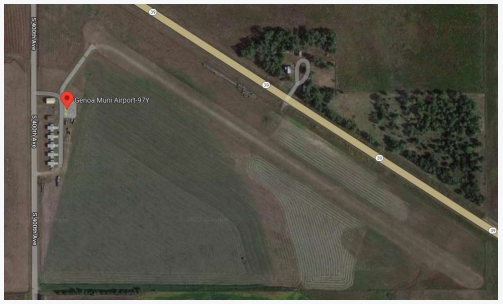
Snapshot of Measuring Airport Performance

- **All NDOT Influenced Factors Total 95 Points**
- **All Locally Controlled Factors Total 5 Points**
- **Each airport, as well as each role group, will be given a score that measures how many standards are met.**
- **Airports that fall into one category can exceed their minimums should business demands or individual planning studies justify a need.**

Category/Minimum Facility & Service Objectives	Scoring Value Range			
	Weight	Yes	Partial	No
Non-NPIAS				
Runway -Gravel, Turf, Water, or Paved	1	100	50	0
Open Seasonally	1	100	50	0
Aircraft Parking Area	2	100	50	0
Public Telephone	2	100	50	0
Airport Manager Contact Info Available	2	100	50	0
Windsock	2	100	50	0
Basic Shelter	1	100	50	0
Community Activity				
Paved Runway	3	100	50	0
Open Year Round	1	100	50	0
100LL Avgas Fuel On Site	1	100	50	0
Weather Service Station (AWOS or ASOS)	2	100	50	0
PAPIs on Primary Runway	2	100	50	0
Basic Terminal/Shelter	1	100	50	0
Meet A/B I Standards	3	100	50	0
GPS Approach	3	100	50	0
Ability to Clear Runway in Snow Event	1	100	50	0
Runway PCI of 75 of Greater	1	100	50	0
Taxiway PCI of 60 or Greater	1	100	50	0
Complex Activity				

Example Airports by Performance Scores

Genoa Municipal



Source: https://maps.google.com.

Wahoo Municipal



Source: https://www.wahoo.ne.us/vnews/display.v/SEC/City%20of%20Wahoo%7CAirport.

Norfolk Regional



Source: https://www.norfolkairportservices.com/default.htm

Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

Points: 11-29 | **Points: 30-60** | **Points: 61-94** | **Points: 95-100**

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Next Steps

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Policy Recommendations

System Policies That Will Be Reviewed:

- Review Channeling Act Legislation
- Multimodal Connectivity
- Land Use & Zoning
- Economic Development
- Marketing
- Financial Sustainability Best Practices
- Bench Marking Against Neighboring States
- Emergency Response & Training Planning
- Aviation Education Support
- Electrification & Alternative Fuel Sources
- Air Service Development/Enhancement (EAS)
- Special Project Funding

Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

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Schedule Overview

August 4, 2022

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Project Schedule

Draft Chapters Under Review

Task	Complete	Jul	Aug	Sep	Oct	Nov	Dec
System Overview							
Facility & Service Objectives							
Inventory of Existing System							
Summary of Aviation Activity & Forecasts							
Existing System Performance Findings							
Recommendations & Policy							
Alternatives & Implementation Plan							
Dynamic Tools							
Final Deliverables							
Project Advisory Committee Meetings							
Regional Stakeholder Meetings							
Aeronautics Commission Presentations							

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Thank You!

August 4, 2022

Contacts:

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Director of Aeronautics
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Division of Aeronautics
ann.richart@nebraska.gov

Rick Lucas| Project Manager
McFarland Johnson, Inc.
(305)705-4871
rlucas@mjinc.com

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Emergency Services Focus Group

August 4, 2022

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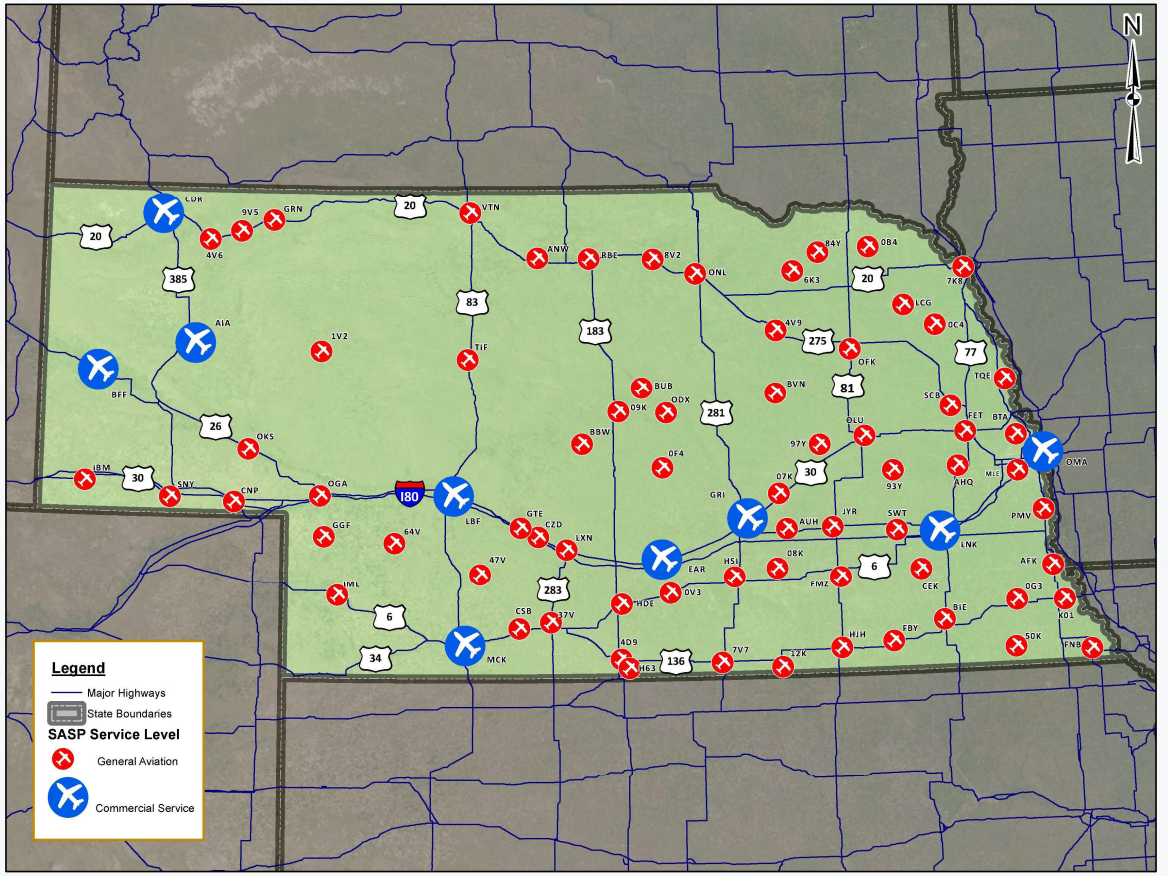
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Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of the Process
- McFarland Johnson Presentation
  - System Overview
  - Facility & Service Objectives
  - Inventory of Existing System
  - Summary of Aviation Activity & Forecasts
  - Existing System Performance Findings
  - Next Steps
- Schedule Overview



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Recap of the Process

August 4, 2022

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Purpose of the SASP

Purpose of a State Aviation System Plan

- Forward-Looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Programming by Airport Role, Regions, & Statewide
- Estimate Funding Needs
- Many Changes Since the Last Plan (2002)
  - Impacts of 9/11, 2008 Global Financial Crisis, & COVID-19
  - NE Merger of Roads/Aeronautics
  - NE State Tax Environment
  - Technology Advancements



NDOT Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term

- Surrounding States with Updated SASPs
  - S. Dakota & Colorado (2020)
  - Missouri & Iowa (2019)
  - Wyoming & Kansas (2016)

Key Elements of the Plan

Key Elements of the Plan

- Visioning Process & Statement
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Data Collection
- Airport Roles, System Classification, & Performance Measures
- Forecast of System Demand
- System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- Dynamic Web-Based System Planning Tool



Source: https://dot.nebraska.gov/aeronautics/

SASP Visioning Process & Statement

Visioning Sessions #1

Visioning Committee:
Conduct S.W.O.T. Analysis, Identify Key Vision Elements & Themes

↓

SASP Project Team

Working Session:
Discuss S.W.O.T. Analysis Input & Development, Draft Vision Statement

↓

Visioning Sessions #2

Visioning Committee:
Present Draft Statement, Review & Revise, Adopt Vision Statement

Vision Statement:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

Industry Stakeholder Engagement

Stakeholder Engagement

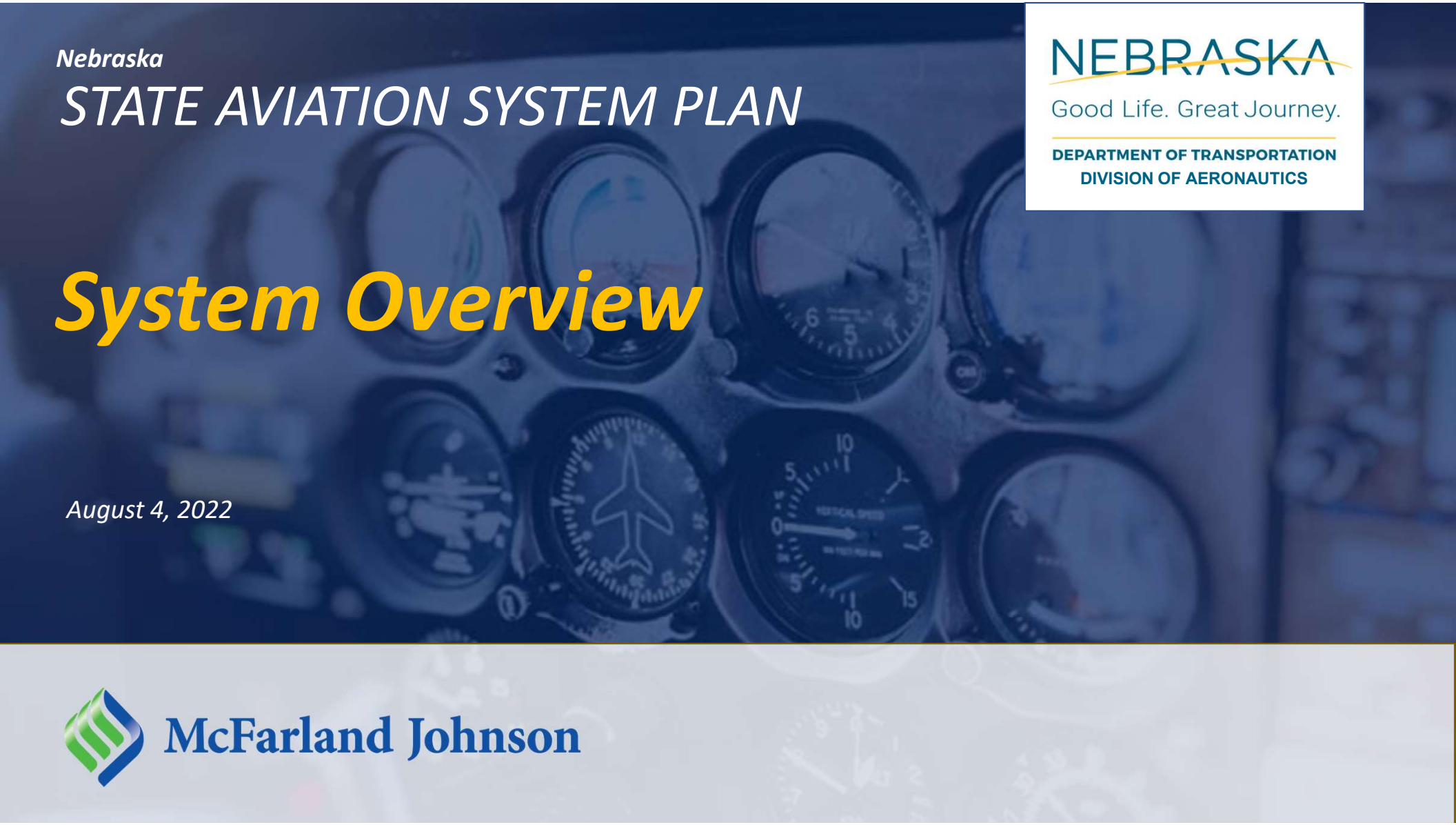
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Airport Manger Surveys

Process

- PAC
  - Meeting in April 2021
  - 1 Additional Meeting
- Regional Industry Focus Groups
  - 3 Completed in 2021-2022
  - Continued Focus Engagement to Follow
- Airport Manager Surveys
  - Completed







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System Overview

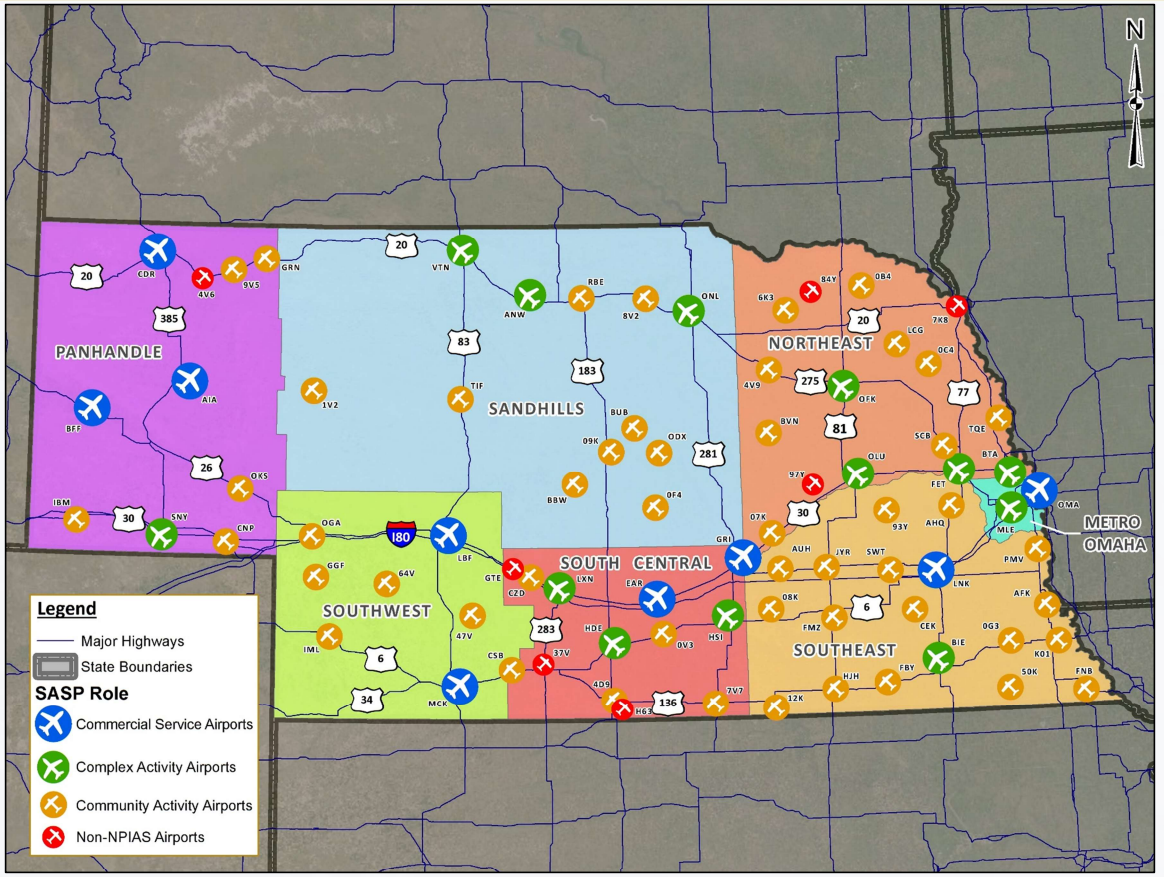
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Nebraska State Aviation System Plan (SASP)

Elements of the System

- 7 Regions:
  - Panhandle
  - Sandhills
  - Southwest
  - South Central
  - Northeast
  - Southeast
  - Metro
- 79 Licensed Public Use Airports
- 4 SASP Roles:
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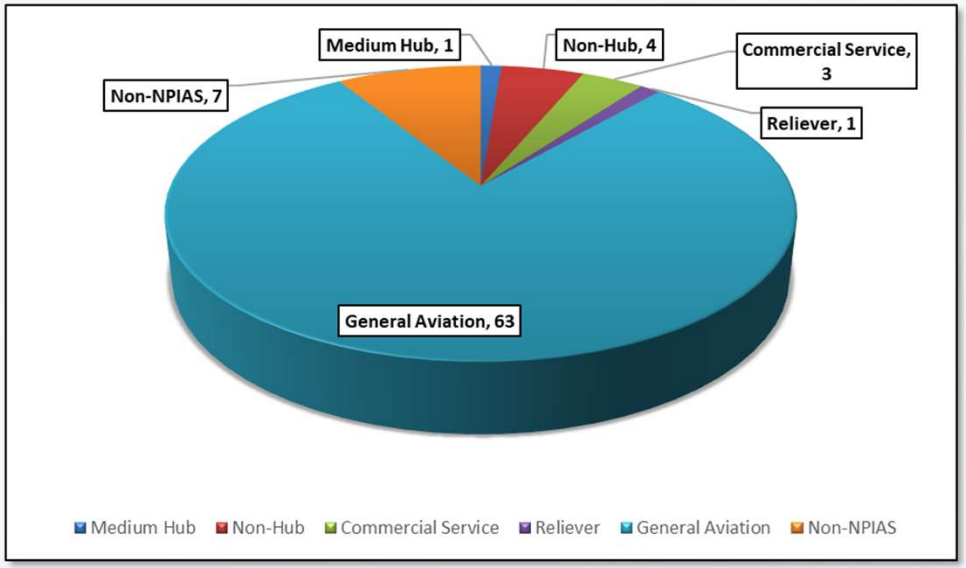
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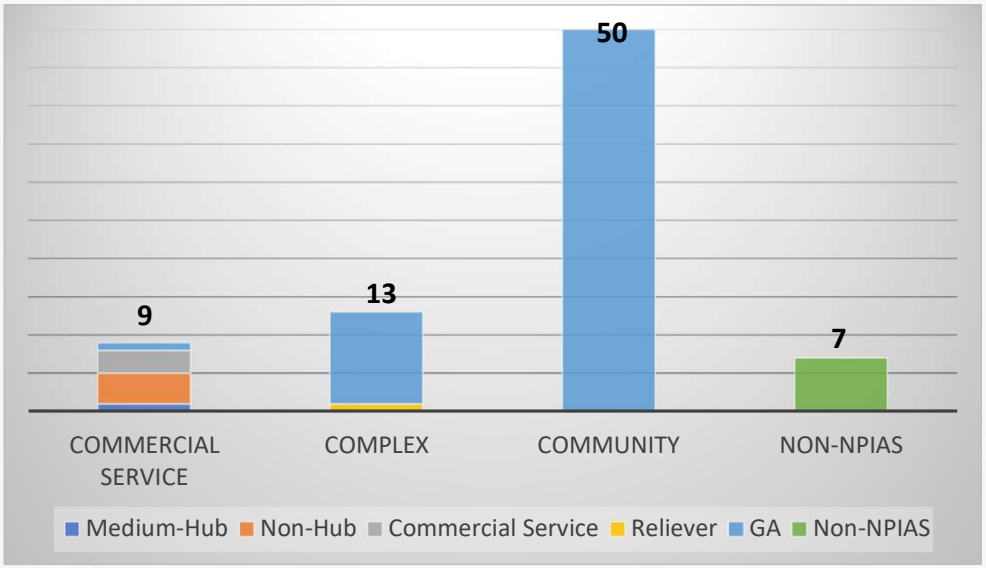
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Total	**79**	**63,963**	**$2,427.9M**	**$6,490.2M**	**100%**

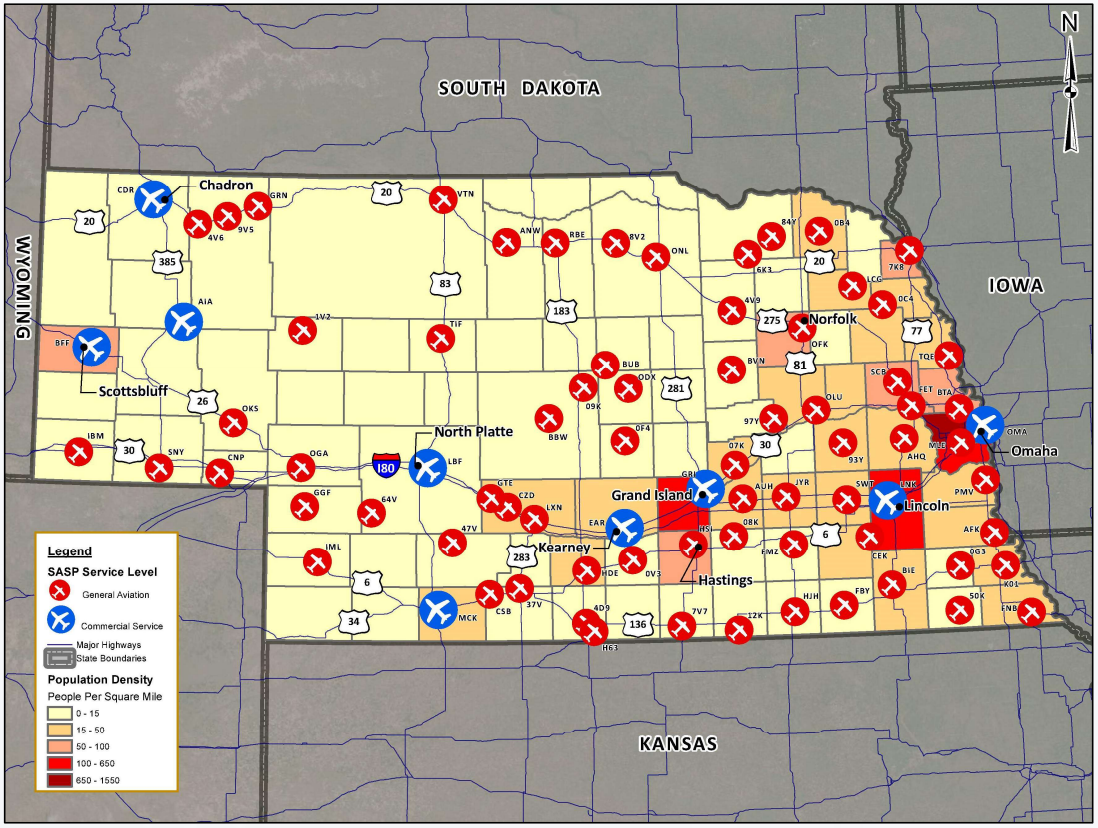
Sources: Nebraska Aviation Counts! Economic Impact Study, Division of Aeronautics, 2019. McFarland Johnson Analysis, 2021.

Economic Impact by Geographic Region

SASP Region	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
Metro	3	52,597	$ 1,629,700	$ 4,383,100	67.5%
Northeast	16	620	$ 25,629	$ 78,547	1.2%
Sandhills	12	289	$ 12,061	$ 28,635	0.4%
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Population Density & Airports



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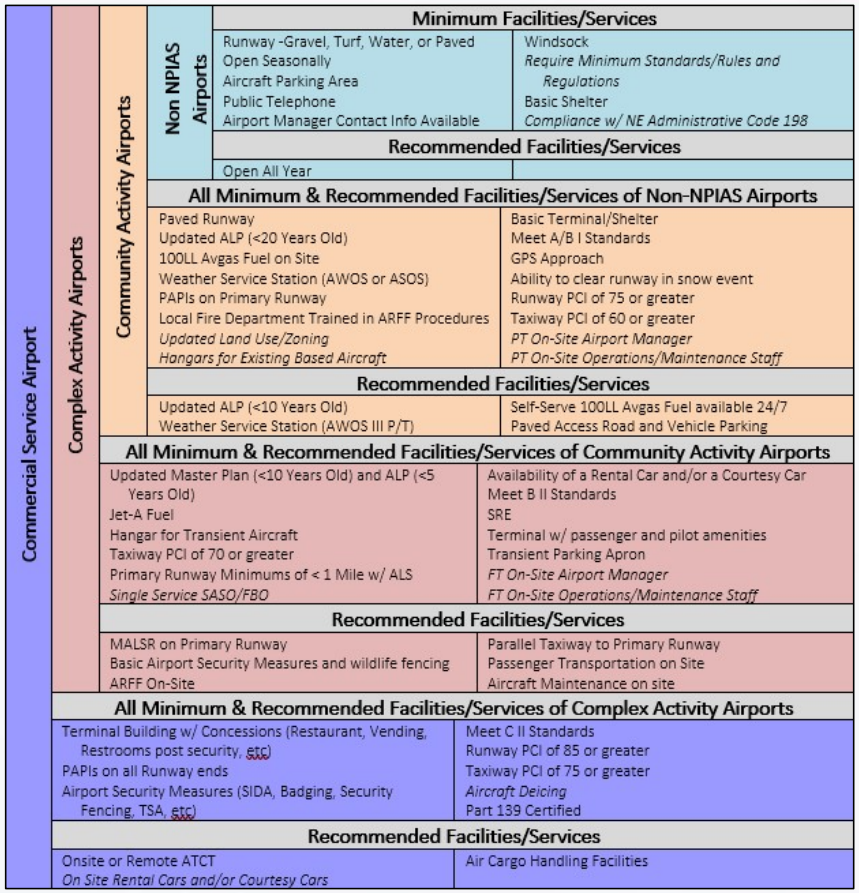
Facility & Service Objectives

August 4, 2022

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Snapshot of Facility and Service Standards

- **Facility and Service Objectives were established for each SASP Role.**
- **Each Role builds upon the previous role.**
- **As airport complexity increases, the more minimum requirements and recommendations there are.**



Non NPIAS Airports	**Minimum Facilities/Services**		
	Runway -Gravel, Turf, Water, or Paved Open Seasonally Aircraft Parking Area Public Telephone Airport Manager Contact Info Available		Windsock *Require Minimum Standards/Rules and Regulations* Basic Shelter *Compliance w/ NE Administrative Code 198*
	Recommended Facilities/Services		
	Open All Year		
Community Activity Airports	**All Minimum & Recommended Facilities/Services of Non-NPIAS Airports**		
	Paved Runway Updated ALP (<20 Years Old) 100LL Avgas Fuel on Site Weather Service Station (AWOS or ASOS) PAPIs on Primary Runway Local Fire Department Trained in ARFF Procedures *Updated Land Use/Zoning* *Hangars for Existing Based Aircraft*		Basic Terminal/Shelter Meet A/B I Standards GPS Approach Ability to clear runway in snow event Runway PCI of 75 or greater Taxiway PCI of 60 or greater *PT On-Site Airport Manager* *PT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	Updated ALP (<10 Years Old) Weather Service Station (AWOS III P/T)		Self-Serve 100LL Avgas Fuel available 24/7 Paved Access Road and Vehicle Parking
Complex Activity Airports	**All Minimum & Recommended Facilities/Services of Community Activity Airports**		
	Updated Master Plan (<10 Years Old) and ALP (<5 Years Old) Jet-A Fuel Hangar for Transient Aircraft Taxiway PCI of 70 or greater Primary Runway Minimums of < 1 Mile w/ ALS *Single Service SASO/FBO*		Availability of a Rental Car and/or a Courtesy Car Meet B II Standards SRE Terminal w/ passenger and pilot amenities Transient Parking Apron *FT On-Site Airport Manager* *FT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	MALSR on Primary Runway Basic Airport Security Measures and wildlife fencing ARFF On-Site		Parallel Taxiway to Primary Runway Passenger Transportation on Site Aircraft Maintenance on site
Commercial Service Airport	**All Minimum & Recommended Facilities/Services of Complex Activity Airports**		
	Terminal Building w/ Concessions (Restaurant, Vending, Restrooms post security, etc) PAPIs on all Runway ends Airport Security Measures (SIDA, Badging, Security Fencing, TSA, etc)		Meet C II Standards Runway PCI of 85 or greater Taxiway PCI of 75 or greater *Aircraft Deicing* Part 139 Certified
	Recommended Facilities/Services		
	Onsite or Remote ATCT *On Site Rental Cars and/or Courtesy Cars*		Air Cargo Handling Facilities

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Inventory of Existing System

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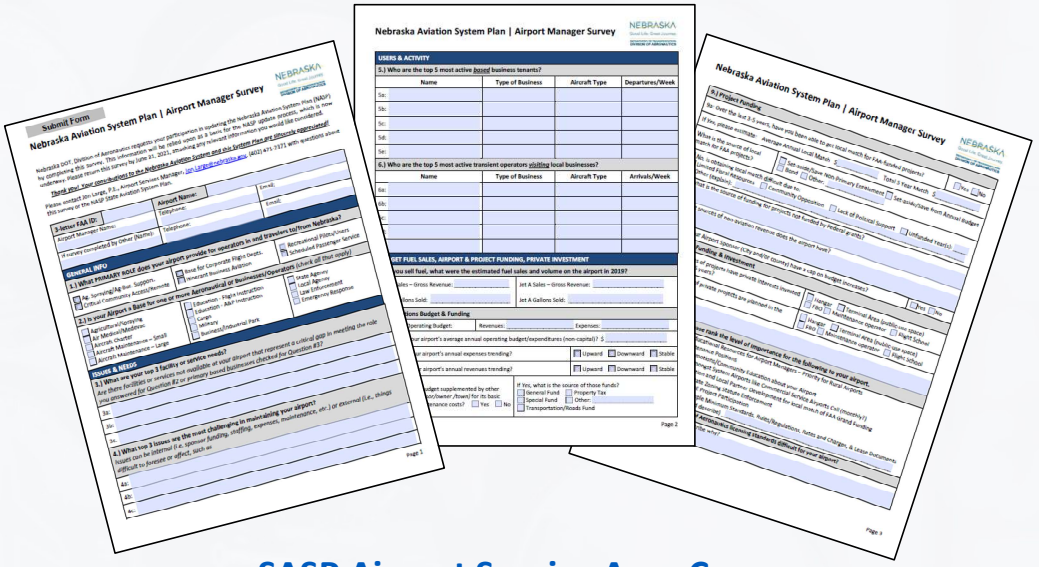
Data Collection and Components

How Data Was Collected:

- Airport Manger Surveys
- FAA 5010-1 Forms
- NDOT Discussions

What Was Identified:

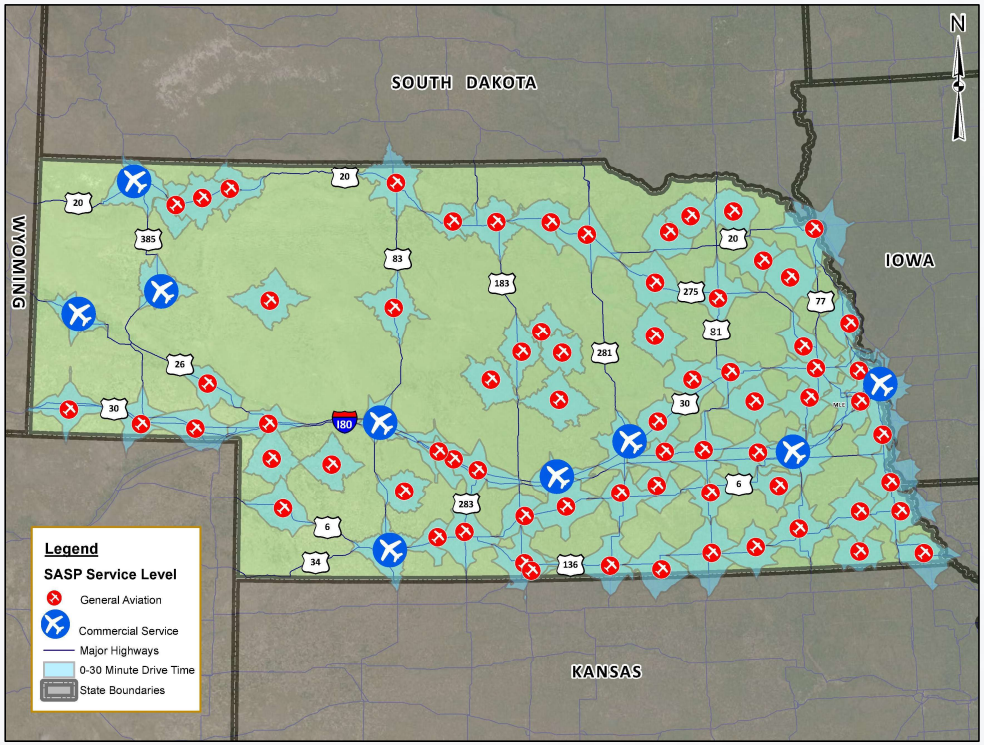
- Airside Facilities
  - Runways
  - Other Airfield Pavements
  - Instrument Approaches, Visual Aids, & Weather Reporting
- Landside Facilities & Services
  - Fuel Services
  - Aircraft Storage
  - Operator & Passenger Services



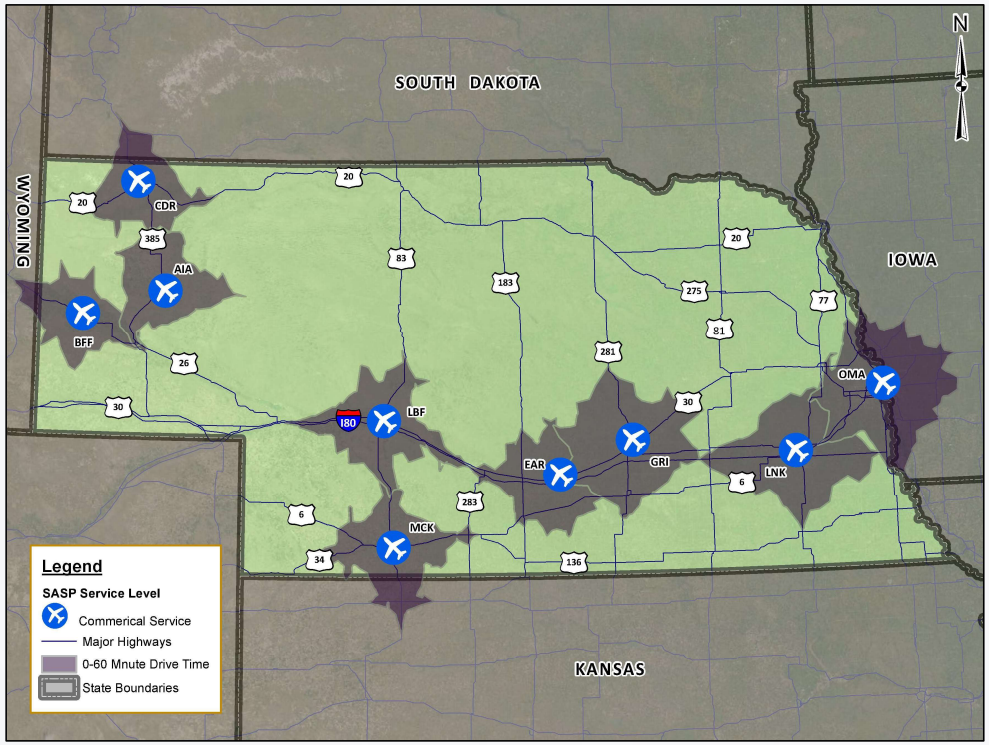
- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
- Key Based & Itinerant User Types
- Budgets, Fuel Sales, Project Funding, & Investments

Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)



60-Minute Drive Time Market Analysis (Commercial Service)



Top Issues & Needs – Manager Surveys

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# of Airports**	**Issues**	**# of Airports**
New Hangars (T-hangars, box, maintenance), Renovations, Expansions, Funding	41	Funding for Maintenance & Expansion (Primarily Sponsor)	51
On-Airport Aeronautical Services (FBO, Maintenance, Flight Instruction, Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	17	Staffing, Volunteer, Board Positions	22
Fuel System Replacements/ Expansions/Upgrades, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

***65 Responses for an 82% Response Rate**

Key User Types – Manager Surveys

Key Based Tenant User Types		Key Transient User Types	
Types	# of Airports	Types	# of Airports
Agricultural	46	Agricultural Industry	37
Miscellaneous Private Business	44	Medical Operators	31
Cargo, Flight Instruction, Corporate/Private/GA	36	Cargo, Charter, GA	23
Medical Operators	4	Miscellaneous Private Business	21
		Power and Energy Industry	11

***65 Responses for an 82% Response Rate**

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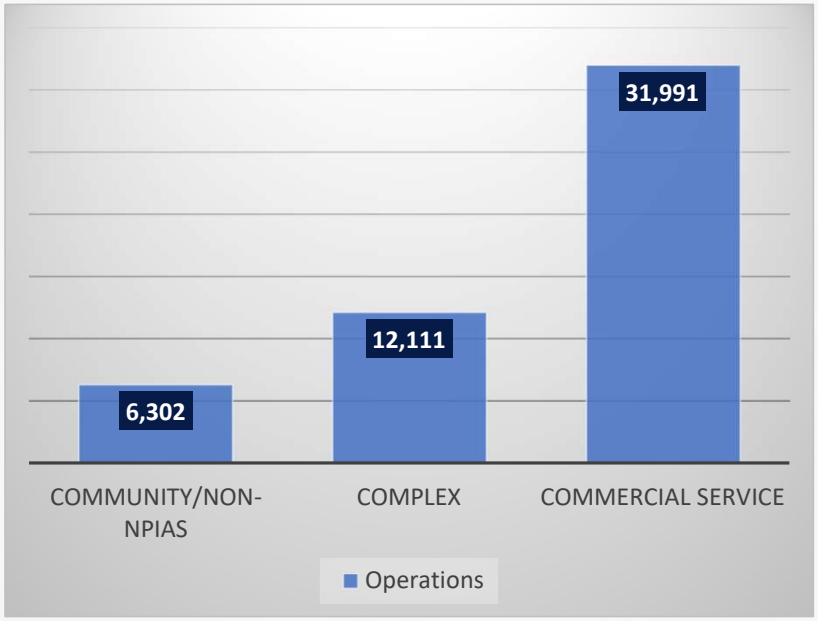
Summary of Aviation Activity & Forecasts

August 4, 2022

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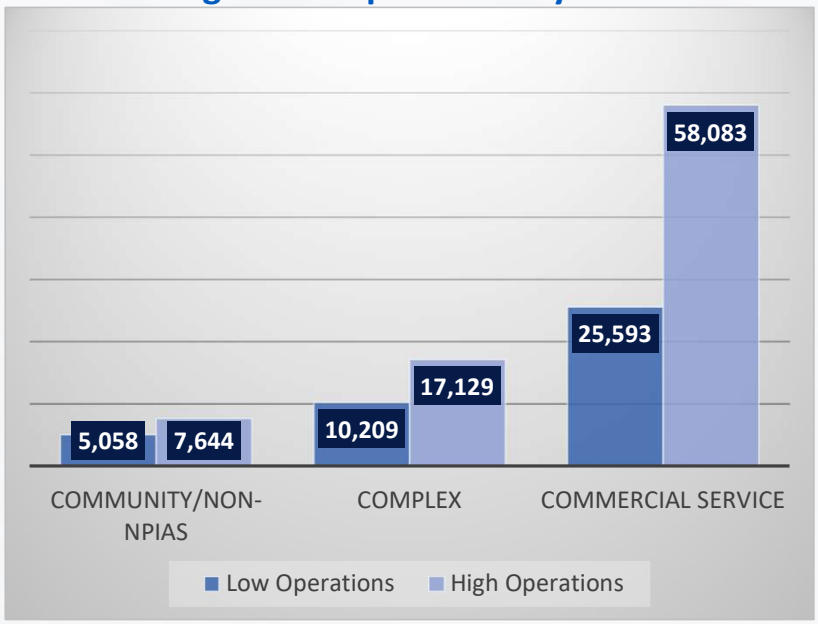
Operations by SASP Role

Average Historical 2019 Operations by SASP Role



- **Commercial Service Range: 7,665 to 100,139**
- **Complex Range: 4,000 to 24,000**
- **Community/Non-NPIAS Range: 300 to 23,785**

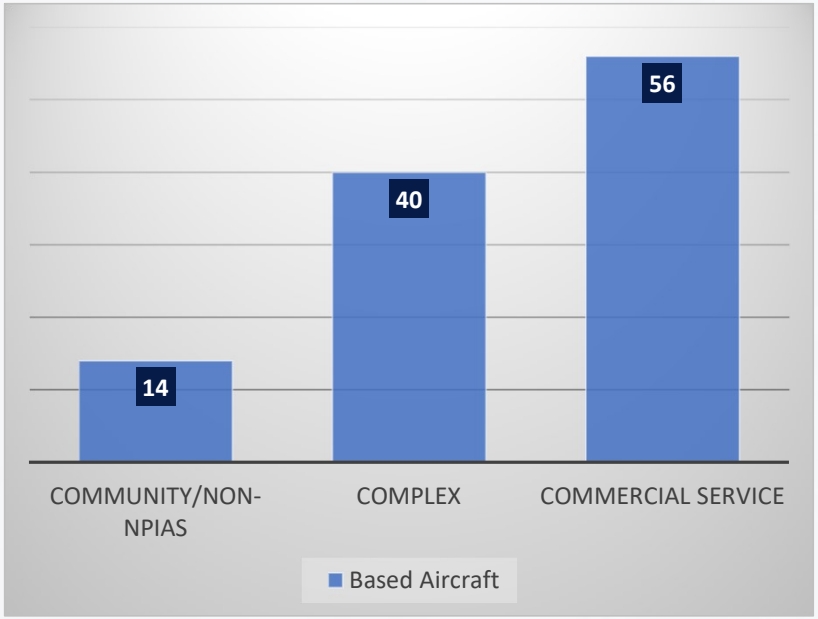
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

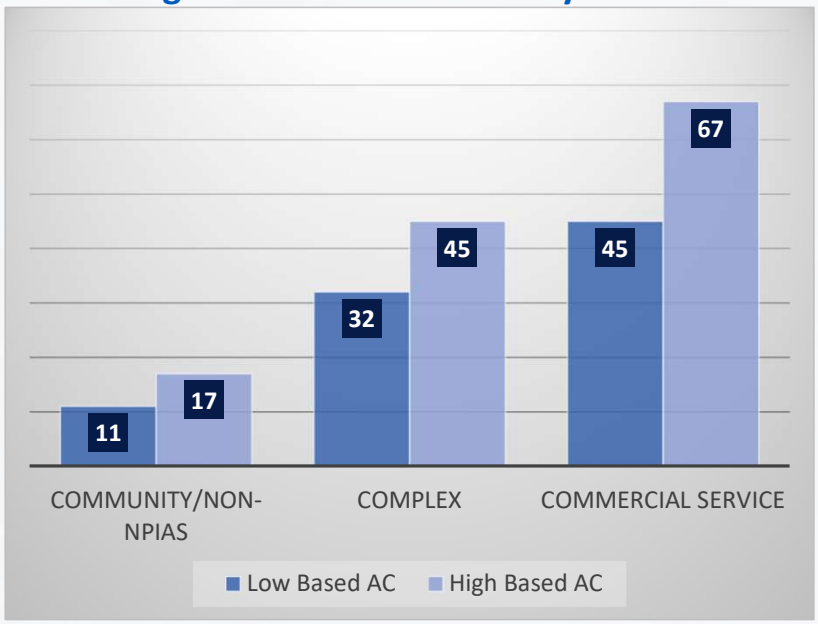
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

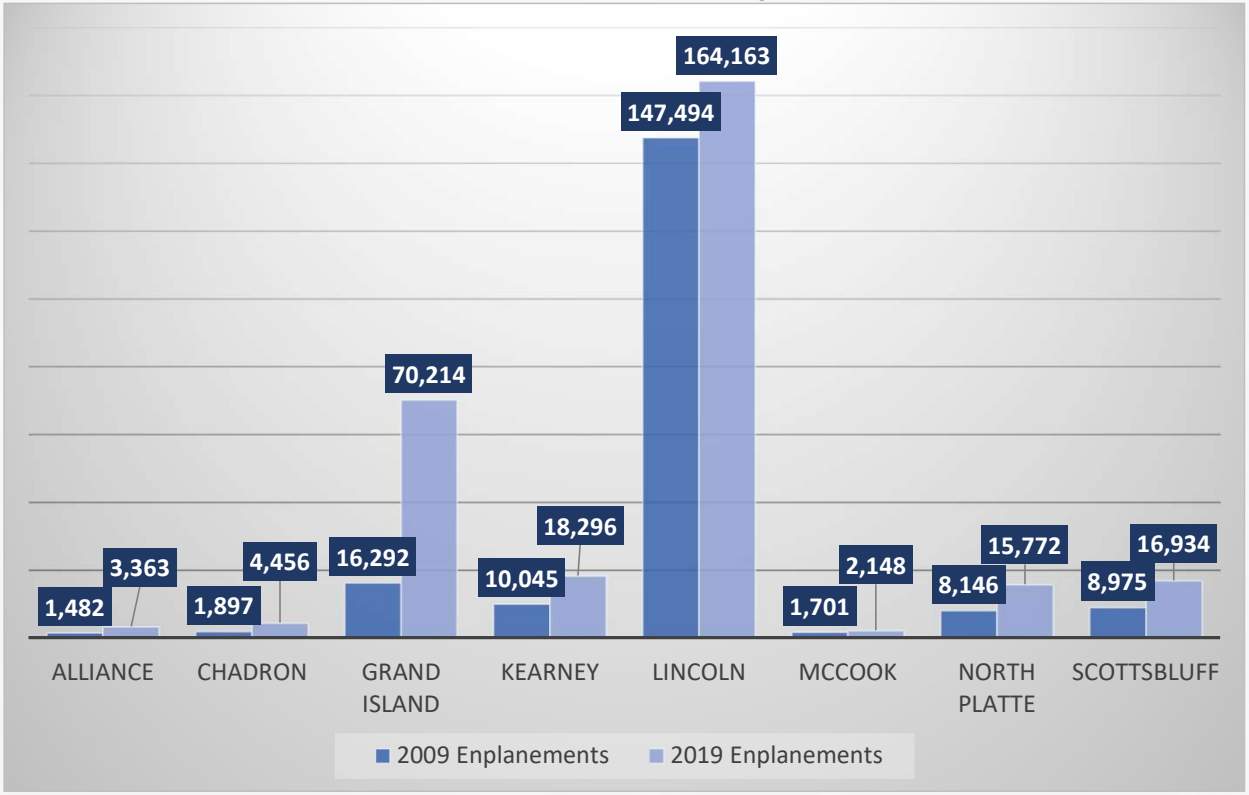
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff
- Contracts last 2-4 years causing volatility.
- Kearney, North Platte, & Scottsbluff have shown strong growth with enhanced EAS service (network carrier).
- Program is under pressure from funding and pilot availability.

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Existing System Performance Findings

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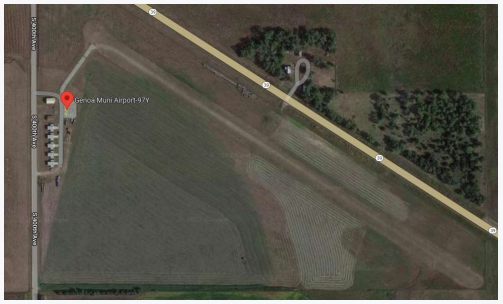
Snapshot of Measuring Airport Performance

- **All NDOT Influenced Factors Total 95 Points**
- **All Locally Controlled Factors Total 5 Points**
- **Each airport, as well as each role group, will be given a score that measures how many standards are met.**
- **Airports that fall into one category can exceed their minimums should business demands or individual planning studies justify a need.**

Category/Minimum Facility & Service Objectives	Scoring Value Range			
	Weight	Yes	Partial	No
Non-NPIAS				
Runway -Gravel, Turf, Water, or Paved	1	100	50	0
Open Seasonally	1	100	50	0
Aircraft Parking Area	2	100	50	0
Public Telephone	2	100	50	0
Airport Manager Contact Info Available	2	100	50	0
Windsock	2	100	50	0
Basic Shelter	1	100	50	0
Community Activity				
Paved Runway	3	100	50	0
Open Year Round	1	100	50	0
100LL Avgas Fuel On Site	1	100	50	0
Weather Service Station (AWOS or ASOS)	2	100	50	0
PAPIs on Primary Runway	2	100	50	0
Basic Terminal/Shelter	1	100	50	0
Meet A/B I Standards	3	100	50	0
GPS Approach	3	100	50	0
Ability to Clear Runway in Snow Event	1	100	50	0
Runway PCI of 75 of Greater	1	100	50	0
Taxiway PCI of 60 or Greater	1	100	50	0
Complex Activity				

Example Airports by Performance Scores

Genoa Municipal



Source: https://maps.google.com.

Wahoo Municipal



Source: https://www.wahoo.ne.us/vnews/display.v/SEC/City%20of%20Wahoo%7CAirport.

Norfolk Regional



Source: https://www.norfolkairportservices.com/default.htm

Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

Points: 11-29 | **Points: 30-60** | **Points: 61-94** | **Points: 95-100**

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Next Steps

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Policy Recommendations

System Policies That Will Be Reviewed:

- Review Channeling Act Legislation
- Multimodal Connectivity
- Land Use & Zoning
- Economic Development
- Marketing
- Financial Sustainability Best Practices
- Bench Marking Against Neighboring States
- Emergency Response & Training Planning
- Aviation Education Support
- Electrification & Alternative Fuel Sources
- Air Service Development/Enhancement (EAS)
- Special Project Funding

Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

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Schedule Overview

August 4, 2022

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Project Schedule

Draft Chapters Under Review

Task	Complete	Jul	Aug	Sep	Oct	Nov	Dec
System Overview							
Facility & Service Objectives							
Inventory of Existing System							
Summary of Aviation Activity & Forecasts							
Existing System Performance Findings							
Recommendations & Policy							
Alternatives & Implementation Plan							
Dynamic Tools							
Final Deliverables							
Project Advisory Committee Meetings							
Regional Stakeholder Meetings							
Aeronautics Commission Presentations							

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Thank You!

August 4, 2022

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Division of Aeronautics
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Rick Lucas| Project Manager
McFarland Johnson, Inc.
(305)705-4871
rlucas@mjinc.com

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4 States Conference

August 25, 2022

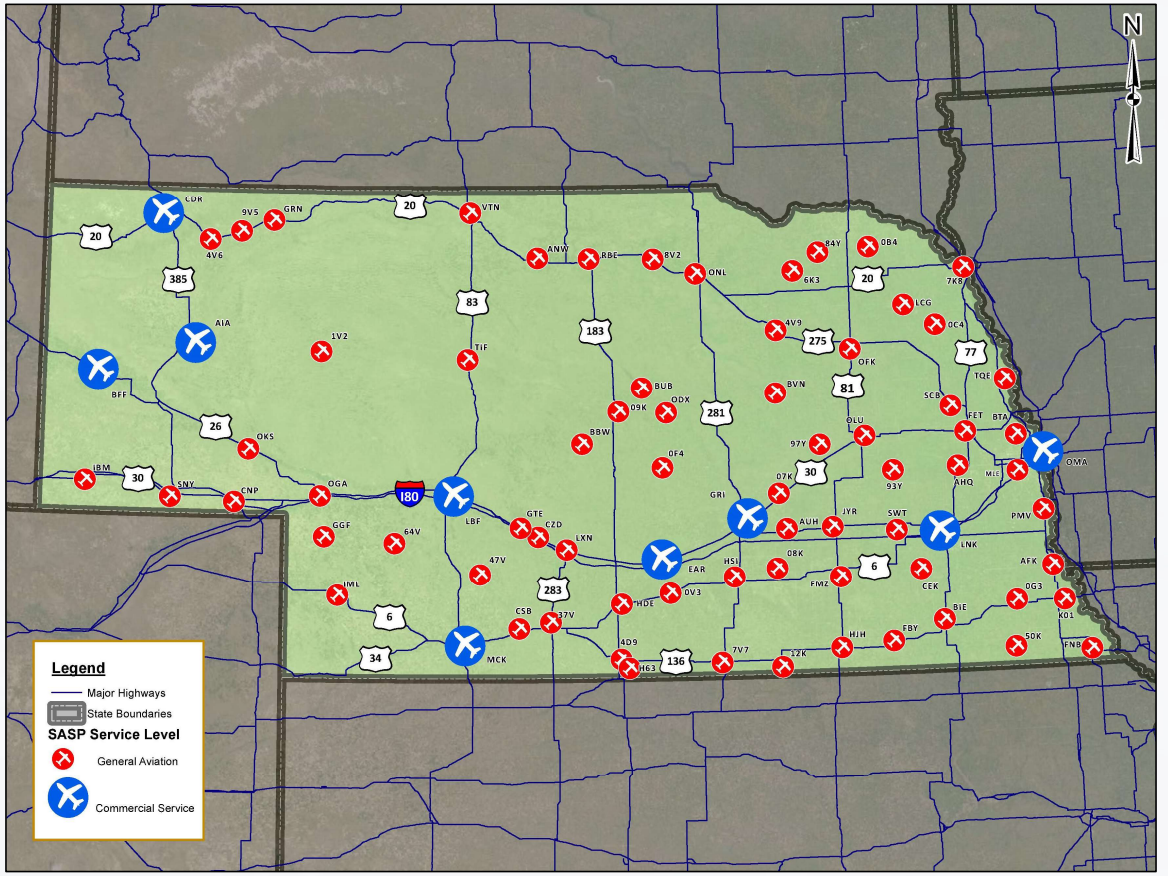
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Nebraska State Aviation System Plan (SASP)

Agenda:

- Introductions
- Recap of the Process
- McFarland Johnson Presentation
  - System Overview
  - Facility & Service Objectives
  - Inventory of Existing System
  - Summary of Aviation Activity & Forecasts
  - Existing System Performance Findings
  - Next Steps
- Schedule Overview



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Recap of the Process

August 25, 2022

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Purpose of the SASP

Purpose of a State Aviation System Plan

- Forward-Looking, Aspirational
- Direct Decision-Making – Predictability
- Aeronautics Division/DOT Policies & Programming
- Identify Projects, Opportunities & Programming by Airport Role, Regions, & Statewide
- Estimate Funding Needs
- Many Changes Since the Last Plan (2002)
  - Impacts of 9/11, 2008 Global Financial Crisis, & COVID-19
  - NE Merger of Roads/Aeronautics
  - NE State Tax Environment
  - Technology Advancements



NDOT Focus Areas & Smart Goals

- Improve Level of Service
- Explore Partnerships
- Modernize & Streamline
- Plan for Long Term

- Surrounding States with Updated SASPs
  - S. Dakota & Colorado (2020)
  - Missouri & Iowa (2019)
  - Wyoming & Kansas (2016)

Key Elements of the Plan

Key Elements of the Plan

- Visioning Process & Statement
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- Data Collection
- Airport Roles, System Classification, & Performance Measures
- Forecast of System Demand
- System Improvements, Cost Estimates, Prioritization & Alternatives
- Implementation Plan/Work Plans
- Dynamic Web-Based System Planning Tool



Source: https://dot.nebraska.gov/aeronautics/

SASP Visioning Process & Statement

Visioning Sessions #1

Visioning Committee:
Conduct S.W.O.T. Analysis, Identify Key Vision Elements & Themes

↓

SASP Project Team

Working Session:
Discuss S.W.O.T. Analysis Input & Development, Draft Vision Statement

↓

Visioning Sessions #2

Visioning Committee:
Present Draft Statement, Review & Revise, Adopt Vision Statement

Vision Statement:

"A dynamic aviation system which enhances quality of life through infrastructure and services that meet the diverse and evolving needs of all Nebraskans."

Industry Stakeholder Engagement

Stakeholder Engagement

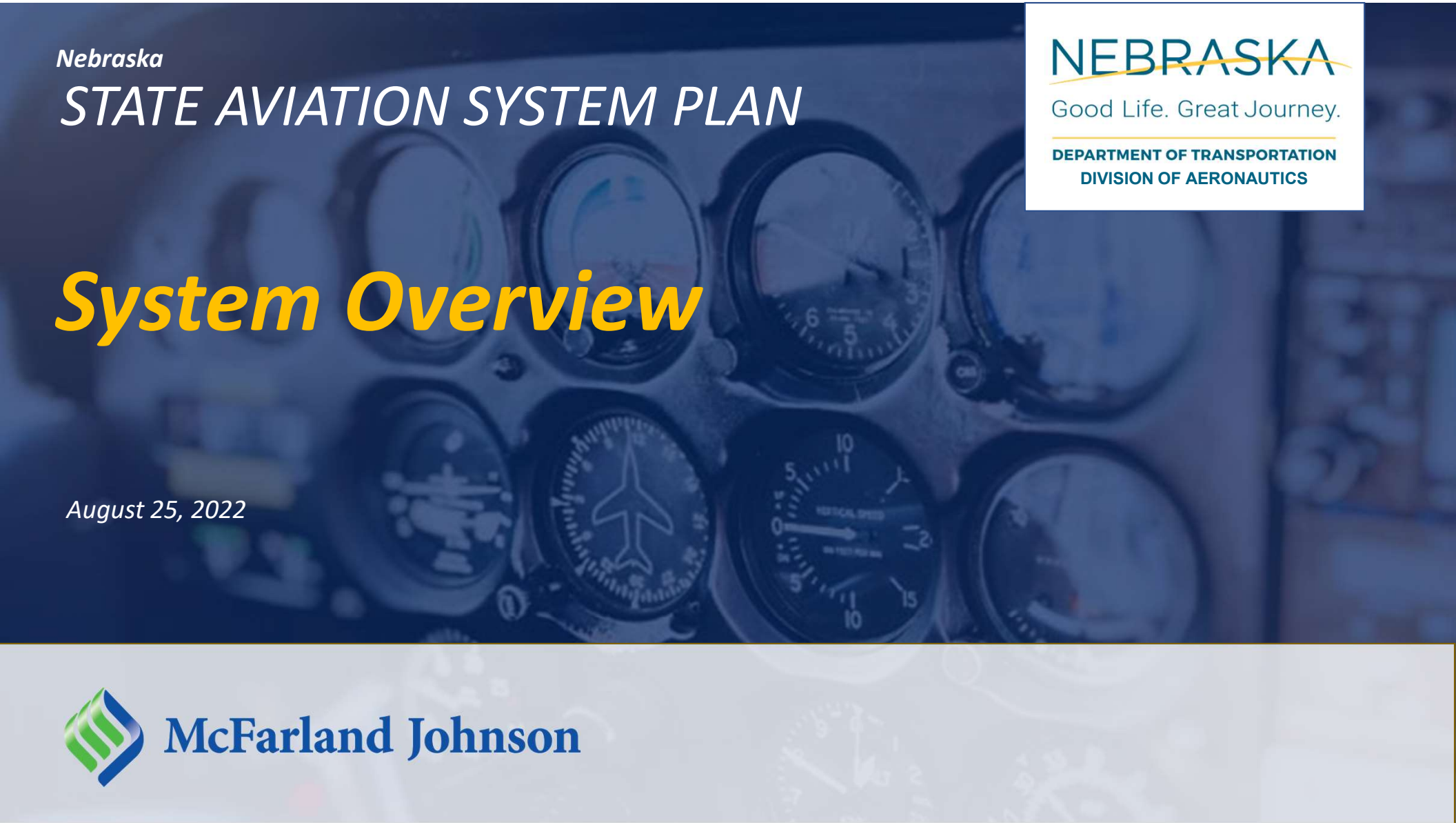
- Project Advisory Committee (PAC)
- Regional Industry Focus Groups
- State/Regional Conferences
- Airport Manger Surveys

Process

- PAC
  - Meetings in April 2021 & August 2022
  - 1 Additional Meeting
- Regional Industry Focus Groups
  - 6 Completed in 2021-2022
  - Continued Focused Engagement to Follow
- Airport Manager Surveys
  - Initial Survey Effort Completed
  - Follow-Up Online Survey to be Sent Out Shortly







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System Overview

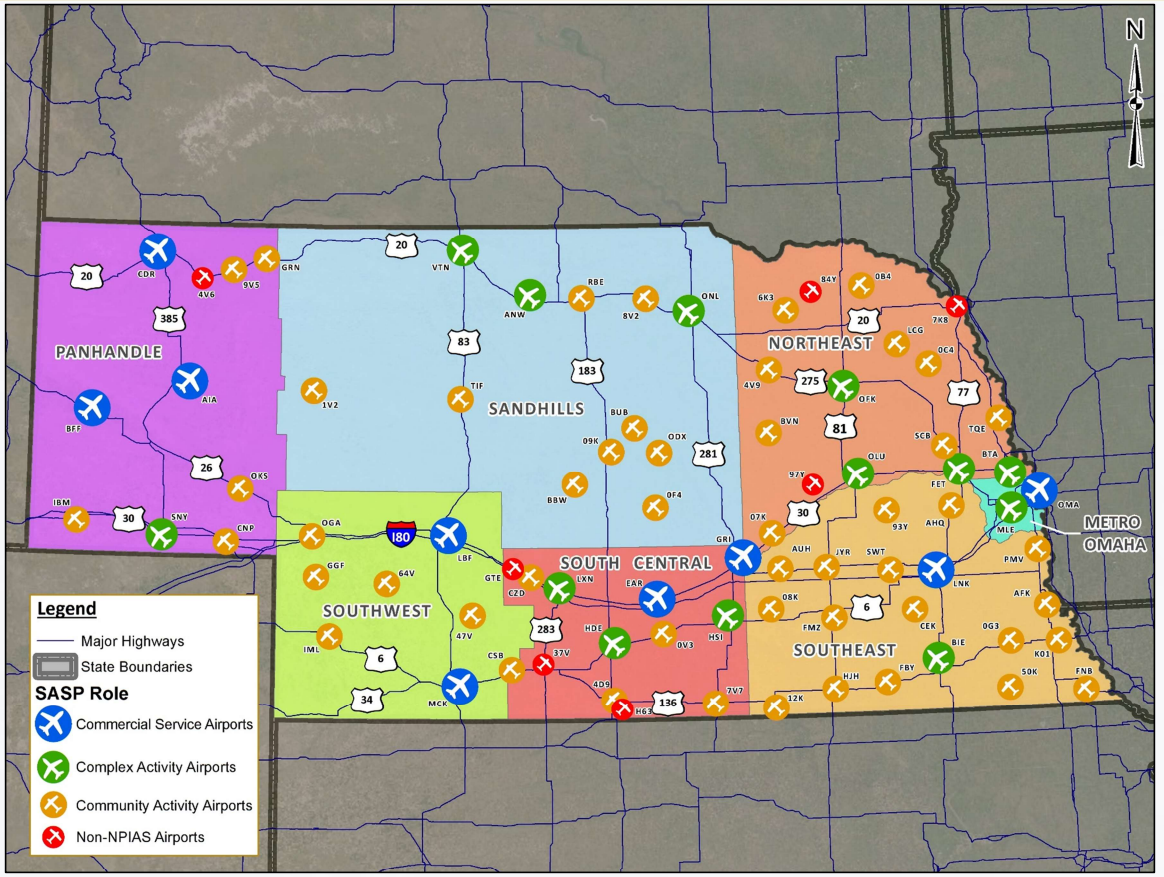
August 25, 2022

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Nebraska State Aviation System Plan (SASP)

Elements of the System

- 7 Regions:
  - Panhandle
  - Sandhills
  - Southwest
  - South Central
  - Northeast
  - Southeast
  - Metro
- 79 Licensed Public Use Airports
- 4 SASP Roles:
  - 9 Commercial Service Airports
  - 13 Complex Activity Airports
  - 50 Community Activity Airports
  - 7 Non-NPIAS Airports



SASP Role Descriptions

Commercial Service Airports: Offer scheduled commercial service at their facilities

Complex Activity Airports: General aviation airports with over 100 annual average B-II or greater operations during our analysis period (2010-2019)

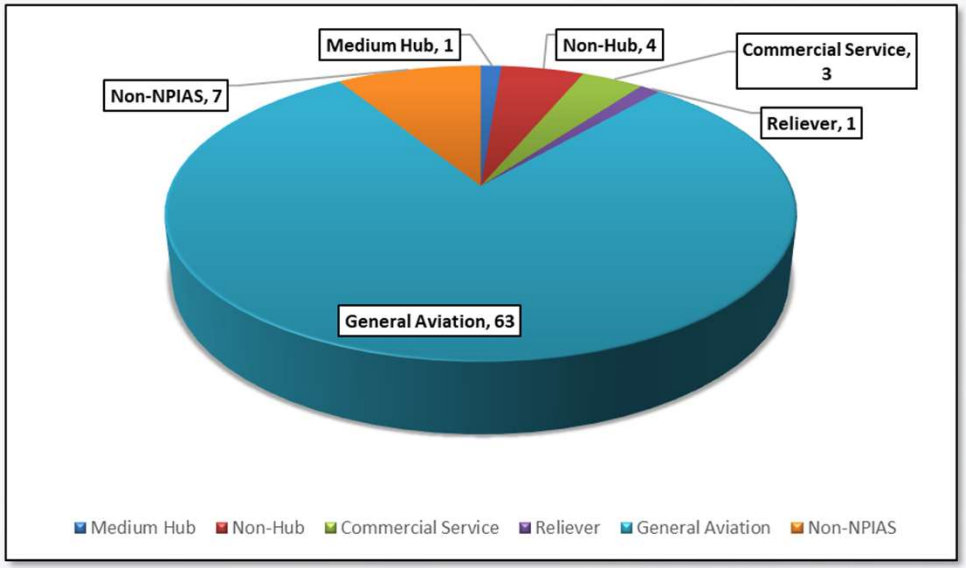
Community Activity Airports: Remaining general aviation airports that are included in the NPIAS. These facilities either had no B-II operations or recorded less than 100 average annual operations by B-II aircraft, meaning the vast majority of operations are conducted by small aircraft with wingspans of 49 ft or less.

Non-NPIAS Airports: Not included in the NPIAS, but are part of the Nebraska Statewide system.



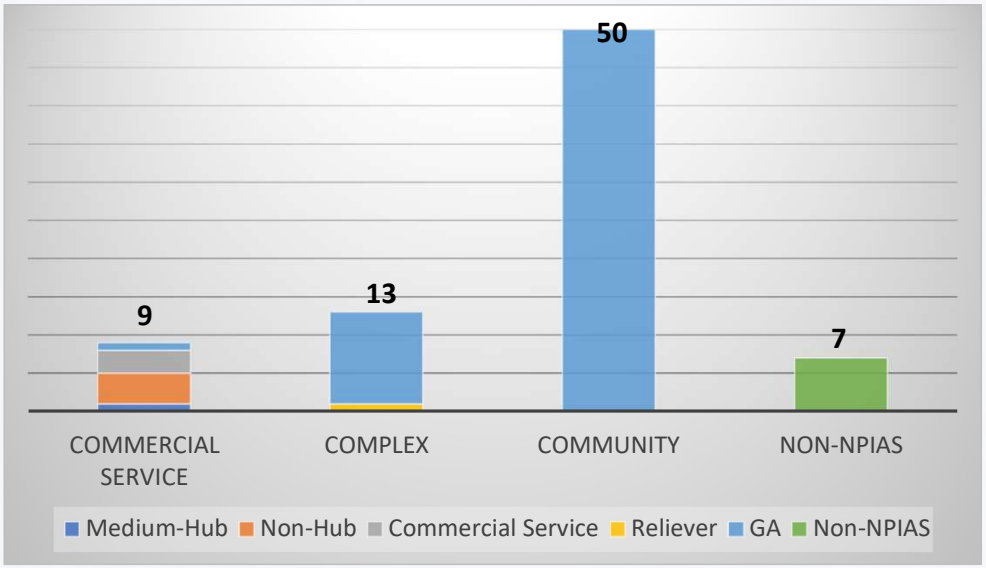
NPIAS Categories & SASP Roles

All 79 Airports by NPIAS Category



Source: FAA NPIAS, 2021-2025.

All 79 Airports by SASP Role



Source: FAA NPIAS, 2021-2025.

All 79 SASP Airports Are Included:

- **1 Medium-Hub; 4 Non-Hub; 3 Commercial Service; 1 Reliever; 63 GA; 7 Non-NPIAS**

79 Airports Are Included:

- **9 Commercial Service; 13 Complex; 50 Community; 7 Non-NPIAS**

Nebraska Aviation Counts! – Economic Impact

Economic Impact by SASP Service Level

NASP Service Level	Airports	Total Employment	Total Payroll	Total Impact	% Total Impact
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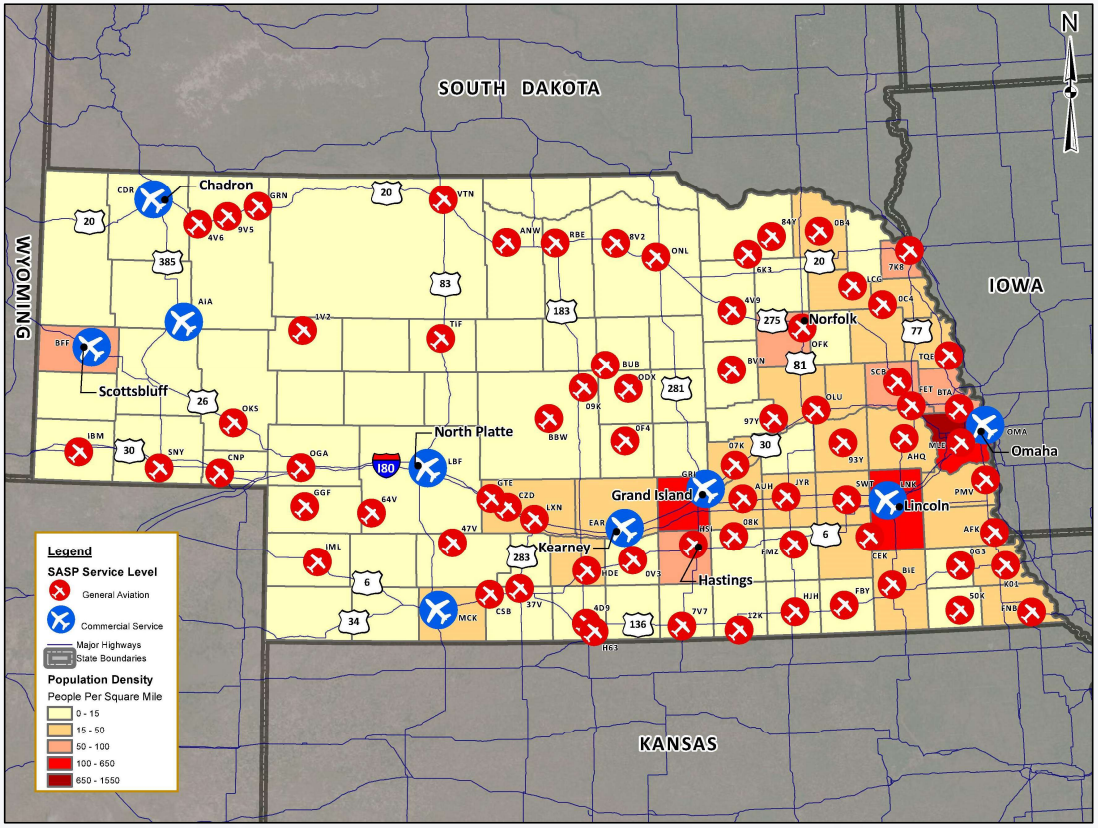
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Population Density & Airports



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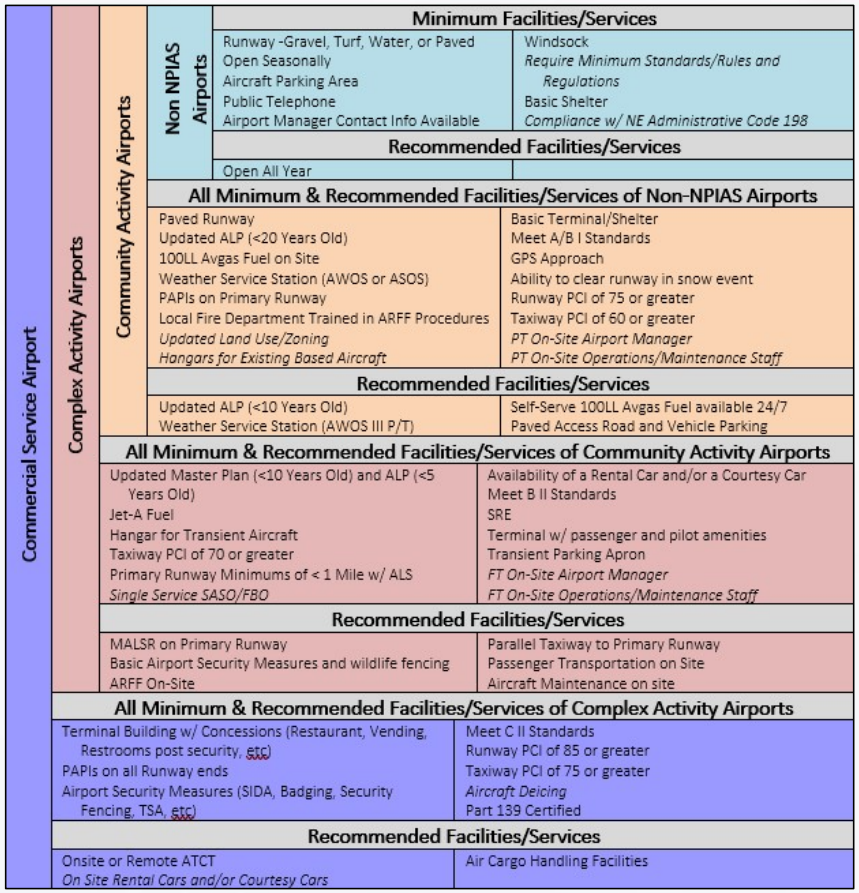
Facility & Service Objectives

August 25, 2022

McFarland Johnson

Snapshot of Facility and Service Standards

- **Facility and Service Objectives were established for each SASP Role.**
- **Each Role builds upon the previous role.**
- **As airport complexity increases, the more minimum requirements and recommendations there are.**



Non NPIAS Airports	**Minimum Facilities/Services**		
	Runway -Gravel, Turf, Water, or Paved Open Seasonally Aircraft Parking Area Public Telephone Airport Manager Contact Info Available		Windsock *Require Minimum Standards/Rules and Regulations* Basic Shelter *Compliance w/ NE Administrative Code 198*
	Recommended Facilities/Services		
	Open All Year		
Community Activity Airports	**All Minimum & Recommended Facilities/Services of Non-NPIAS Airports**		
	Paved Runway Updated ALP (<20 Years Old) 100LL Avgas Fuel on Site Weather Service Station (AWOS or ASOS) PAPIs on Primary Runway Local Fire Department Trained in ARFF Procedures *Updated Land Use/Zoning* *Hangars for Existing Based Aircraft*		Basic Terminal/Shelter Meet A/B I Standards GPS Approach Ability to clear runway in snow event Runway PCI of 75 or greater Taxiway PCI of 60 or greater *PT On-Site Airport Manager* *PT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	Updated ALP (<10 Years Old) Weather Service Station (AWOS III P/T)		Self-Serve 100LL Avgas Fuel available 24/7 Paved Access Road and Vehicle Parking
Complex Activity Airports	**All Minimum & Recommended Facilities/Services of Community Activity Airports**		
	Updated Master Plan (<10 Years Old) and ALP (<5 Years Old) Jet-A Fuel Hangar for Transient Aircraft Taxiway PCI of 70 or greater Primary Runway Minimums of < 1 Mile w/ ALS *Single Service SASO/FBO*		Availability of a Rental Car and/or a Courtesy Car Meet B II Standards SRE Terminal w/ passenger and pilot amenities Transient Parking Apron *FT On-Site Airport Manager* *FT On-Site Operations/Maintenance Staff*
	Recommended Facilities/Services		
	MALSR on Primary Runway Basic Airport Security Measures and wildlife fencing ARFF On-Site		Parallel Taxiway to Primary Runway Passenger Transportation on Site Aircraft Maintenance on site
Commercial Service Airport	**All Minimum & Recommended Facilities/Services of Complex Activity Airports**		
	Terminal Building w/ Concessions (Restaurant, Vending, Restrooms post security, etc) PAPIs on all Runway ends Airport Security Measures (SIDA, Badging, Security Fencing, TSA, etc)		Meet C II Standards Runway PCI of 85 or greater Taxiway PCI of 75 or greater *Aircraft Deicing* Part 139 Certified
	Recommended Facilities/Services		
	Onsite or Remote ATCT *On Site Rental Cars and/or Courtesy Cars*		Air Cargo Handling Facilities

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STATE AVIATION SYSTEM PLAN

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Inventory of Existing System

August 25, 2022

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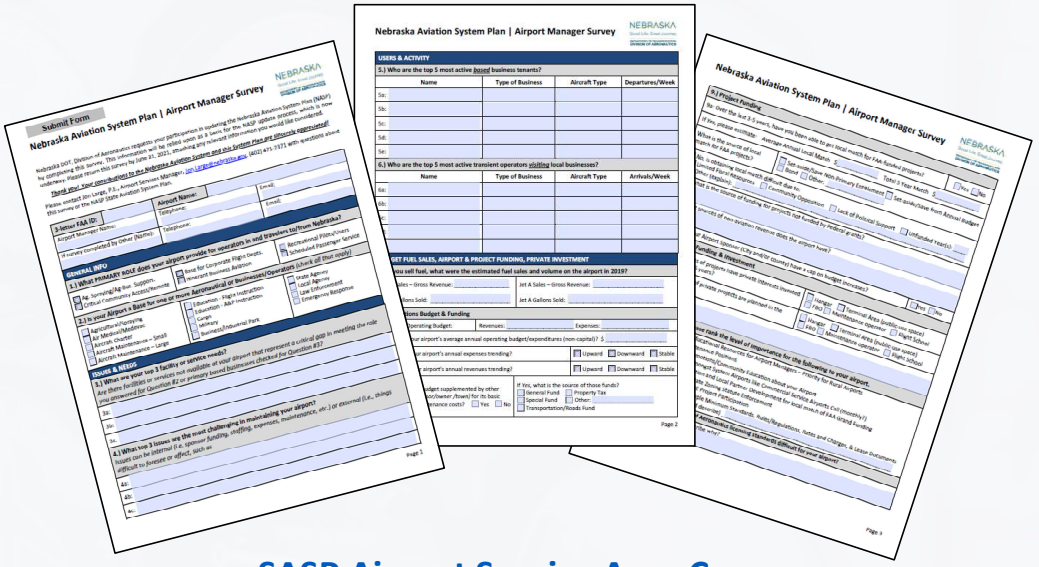
Data Collection and Components

How Data Was Collected:

- Airport Manger Surveys
- FAA 5010-1 Forms
- NDOT Discussions

What Was Identified:

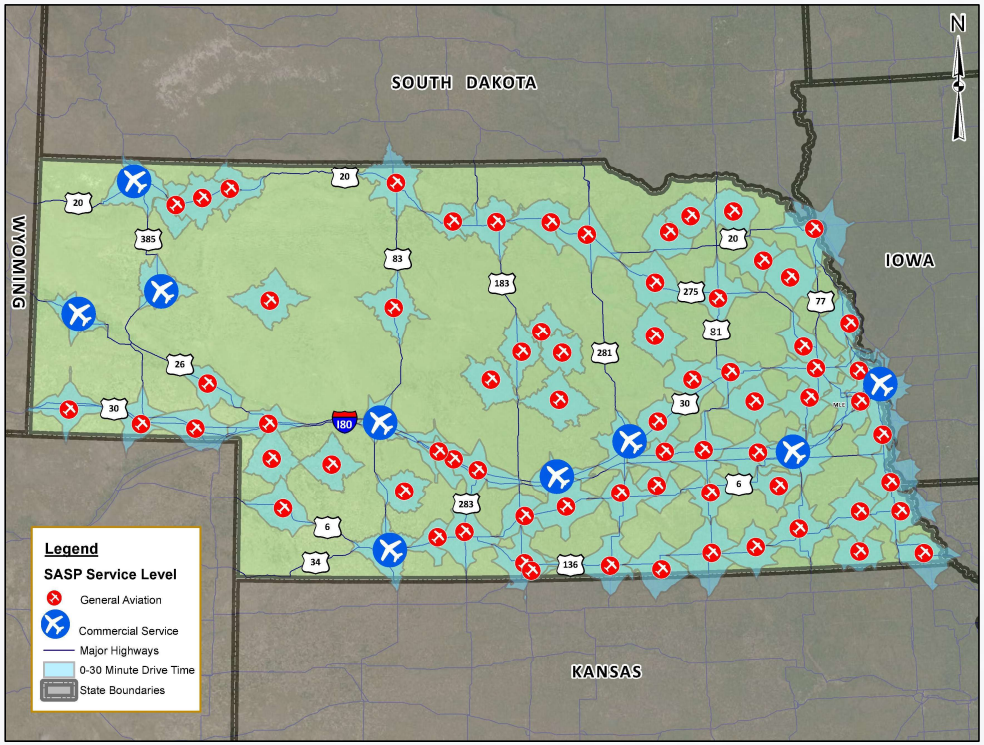
- Airside Facilities
  - Runways
  - Other Airfield Pavements
  - Instrument Approaches, Visual Aids, & Weather Reporting
- Landside Facilities & Services
  - Fuel Services
  - Aircraft Storage
  - Operator & Passenger Services



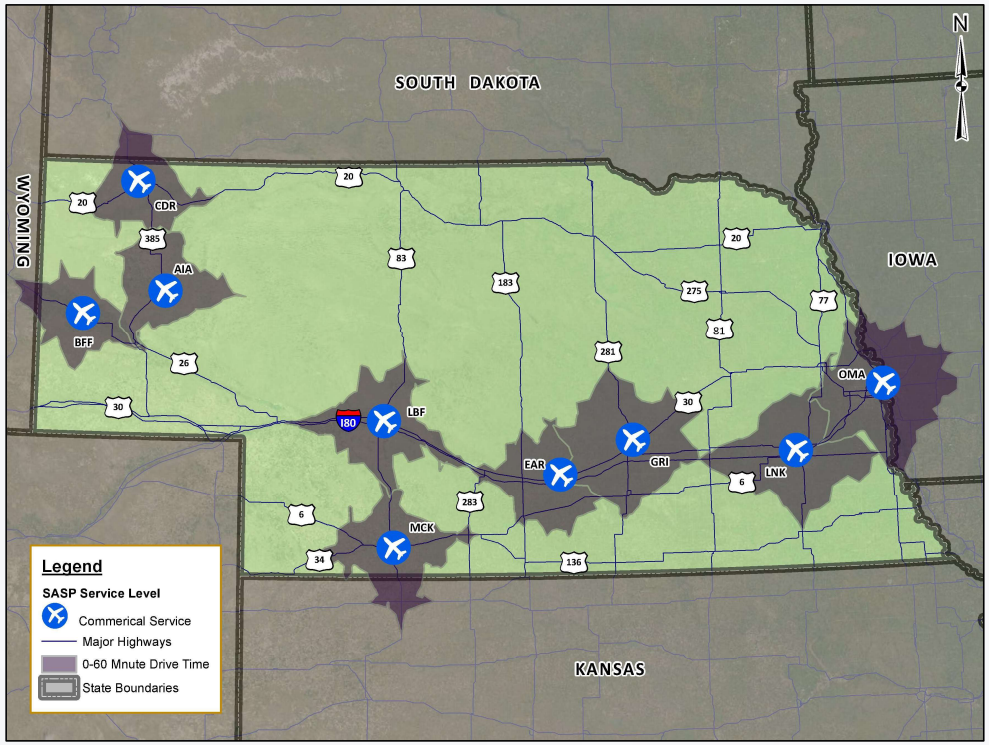
- SASP Airport Service Area Coverage
- Primary Roles & Functions
- Top Issues & Needs
- Key Based & Itinerant User Types
- Budgets, Fuel Sales, Project Funding, & Investments

Service Area Coverage

30-Minute Drive Time Market Analysis (All Airports)



60-Minute Drive Time Market Analysis (Commercial Service)



Top Issues & Needs – Manager Surveys

Top Facility & Service Needs		Top Management & Operational Issues	
Needs	**# of Airports**	**Issues**	**# of Airports**
New Hangars (T-hangars, box, maintenance), Renovations, Expansions, Funding	41	Funding for Maintenance & Expansion (Primarily Sponsor)	51
On-Airport Aeronautical Services (FBO, Maintenance, Flight Instruction, Charter Service)	19	Airport Maintenance (Pavement, Hangars, etc.)	28
Primary & Secondary Pavements, Extensions & Maintenance	17	Staffing, Volunteer, Board Positions	22
Fuel System Replacements/ Expansions/Upgrades, Card Readers, Jet A	15		
Terminal Improvements & Landside Pavements/Access	14		

***65 Responses for an 82% Response Rate**

Key User Types – Manager Surveys

Key Based Tenant User Types		Key Transient User Types	
Types	# of Airports	Types	# of Airports
Agricultural	46	Agricultural Industry	37
Miscellaneous Private Business	44	Medical Operators	31
Cargo, Flight Instruction, Corporate/Private/GA	36	Cargo, Charter, GA	23
Medical Operators	4	Miscellaneous Private Business	21
		Power and Energy Industry	11

***65 Responses for an 82% Response Rate**

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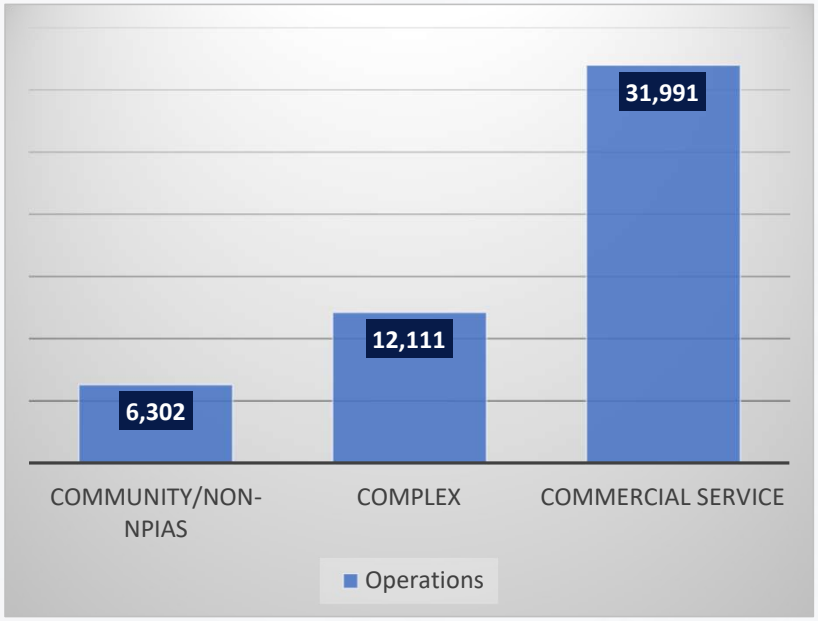
Summary of Aviation Activity & Forecasts

August 25, 2022

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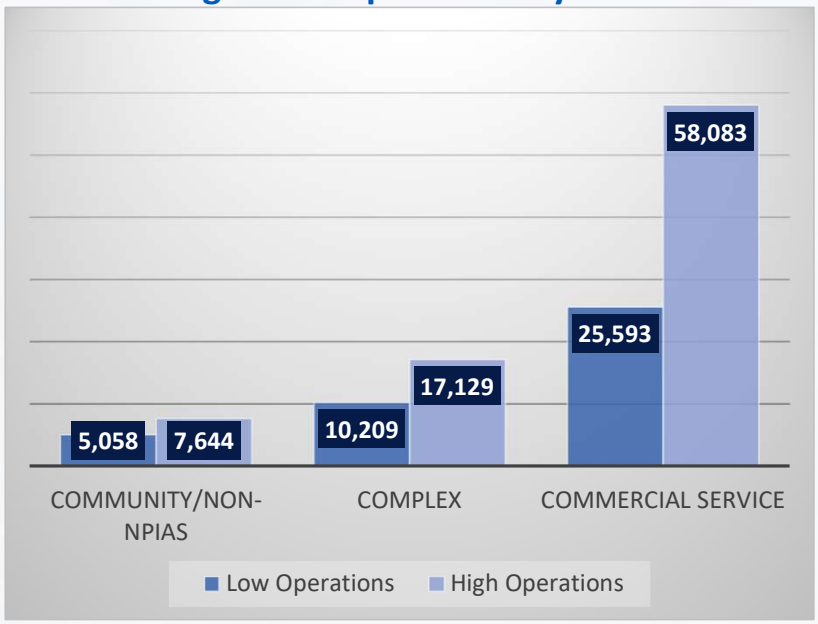
Operations by SASP Role

Average Historical 2019 Operations by SASP Role



- **Commercial Service Range: 7,665 to 100,139**
- **Complex Range: 4,000 to 24,000**
- **Community/Non-NPIAS Range: 300 to 23,785**

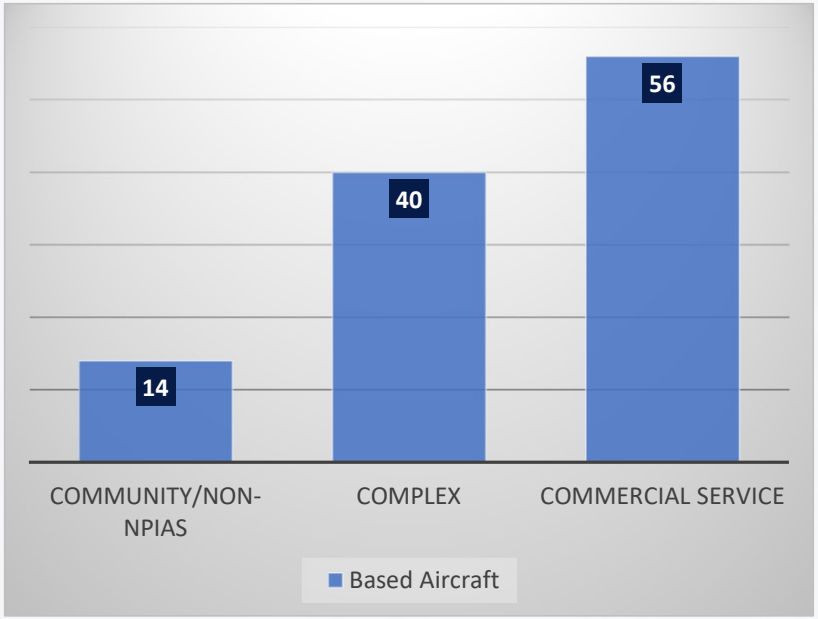
Average 2040 Operations by SASP Role



- **Commercial Service Range: Low – 6,132 to 80,111; High – 13,916 to 181,809**
- **Complex Range: Low – 3,372 to 20,231; High – 5,658 to 33,946**
- **Community/Non-NPIAS Range: Low – 240 to 19,028; High – 360 to 28,542**

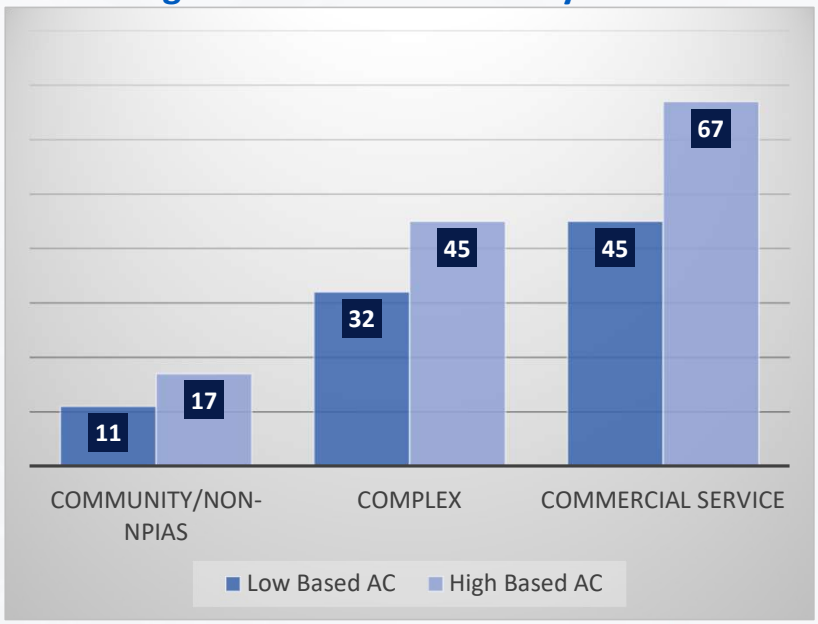
Based Aircraft by SASP Role

Average Historical 2019 Based Aircraft by SASP Role



- **Commercial Service Range: 13 to 177**
- **Complex Range: 15 to 138**
- **Community/Non-NPIAS Range: 0 to 43**

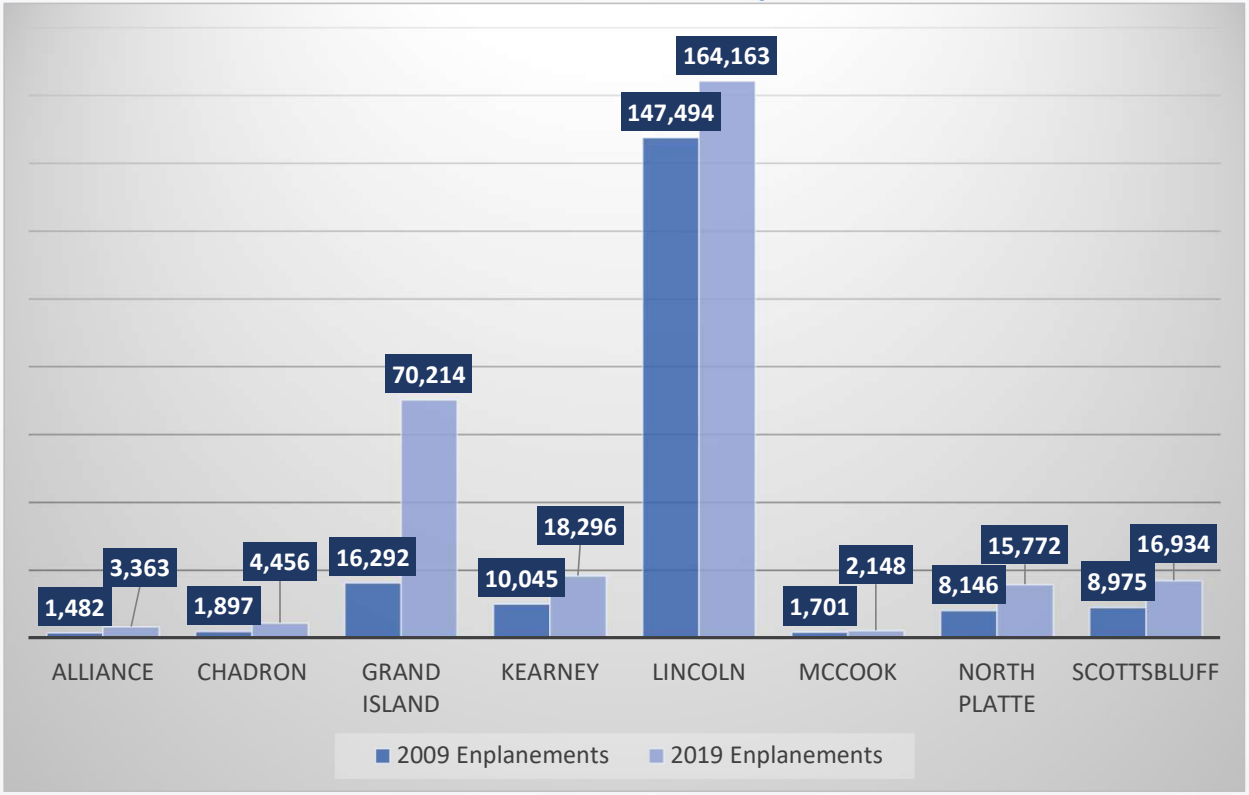
Average 2040 Based Aircraft by SASP Role



- **Commercial Service Range: Low – 10 to 142; High – 16 to 212**
- **Complex Range: Low – 12 to 110; High – 18 to 166**
- **Community/Non-NPIAS Range: Low – 0 to 34; High – 0 to 52**

Enplanements – Commercial Service Airports

2009 vs 2019 Historical Enplanements



* Omaha-Eppley: 2009- 2,086,769; 2019- 2,463,501

Airport	20-Year Historical Growth Rate	Growth Outlook
Grand Island	8.73	5.40
Lincoln	-2.51	0.00
Omaha – Eppley	1.51	2.00-5.00

Note on EAS Airports:

- EAS Airports include: Alliance, Chadron, Grand Island, Kearney, McCook, North Platte, & Scottsbluff
- Contracts last 2-4 years causing volatility.
- Kearney, North Platte, & Scottsbluff have shown strong growth with enhanced EAS service (network carrier).
- Program is under pressure from funding and pilot availability.

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Existing System Performance Findings

August 25, 2022

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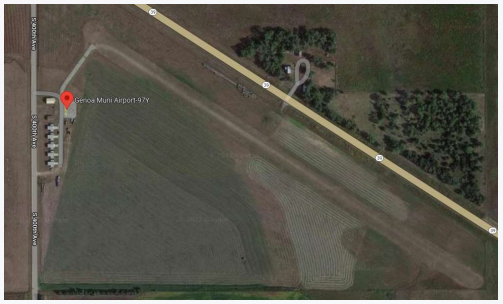
Snapshot of Measuring Airport Performance

- **All NDOT Influenced Factors Total 95 Points**
- **All Locally Controlled Factors Total 5 Points**
- **Each airport, as well as each role group, will be given a score that measures how many standards are met.**
- **Airports that fall into one category can exceed their minimums should business demands or individual planning studies justify a need.**

Category/Minimum Facility & Service Objectives	Scoring Value Range			
	Weight	Yes	Partial	No
Non-NPIAS				
Runway -Gravel, Turf, Water, or Paved	1	100	50	0
Open Seasonally	1	100	50	0
Aircraft Parking Area	2	100	50	0
Public Telephone	2	100	50	0
Airport Manager Contact Info Available	2	100	50	0
Windsock	2	100	50	0
Basic Shelter	1	100	50	0
Community Activity				
Paved Runway	3	100	50	0
Open Year Round	1	100	50	0
100LL Avgas Fuel On Site	1	100	50	0
Weather Service Station (AWOS or ASOS)	2	100	50	0
PAPIs on Primary Runway	2	100	50	0
Basic Terminal/Shelter	1	100	50	0
Meet A/B I Standards	3	100	50	0
GPS Approach	3	100	50	0
Ability to Clear Runway in Snow Event	1	100	50	0
Runway PCI of 75 of Greater	1	100	50	0
Taxiway PCI of 60 or Greater	1	100	50	0
Complex Activity				

Example Airports by Performance Scores

Genoa Municipal



Source: https://maps.google.com.

Wahoo Municipal



Source: https://www.wahoo.ne.us/vnews/display.v/SEC/City%20of%20Wahoo%7CAirport.

Norfolk Regional



Source: https://www.norfolkairportservices.com/default.htm

Omaha – Eppley



Source: https://www.aircharterservice.com/destination-guide/airport-guide/omaha-airport.

Non-NPIAS → Community → Complex → Commercial Service

Points: 11-29 | **Points: 30-60** | **Points: 61-94** | **Points: 95-100**

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Next Steps

August 25, 2022

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SASP Prioritization Model

Category	Methodology
#1: Safety • Obstruction removal & avigation easements • Lighting & other critical maintenance • Fencing • Safety Areas	• Equal prioritization, should all be submitted for funding
#2: Airport Asset Preservation • Runway rehabilitation/reconstruction • Taxiway rehabilitation/reconstruction • Apron rehabilitation/reconstruction • Fuel farm replacement • SRE buildings • Terminal building rehabilitation	• Asset Condition (40%) • Mobility/Connectivity (15%) • Key Industry Access (15%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Health Access (5%) • Law Enforcement Support (5%)
#3: Airport Growth and Development • Runway extension/expansion • Taxiway expansion • Apron expansion • New fuel farms • Hangars • New or expanded terminal building	• Key Industry Access (30%) • Mobility/Connectivity (30%) • Tourism (10%) • Regional Goals (10%) • Resilience (5%) • Environment (5%) • Law Enforcement Support (5%) • Health Access (5%)

Policy Recommendations

System Policies That Will Be Reviewed:

- Review Channeling Act Legislation
- Multimodal Connectivity
- Land Use & Zoning
- Economic Development
- Marketing
- Financial Sustainability Best Practices
- Bench Marking Against Neighboring States
- Emergency Response & Training Planning
- Aviation Education Support
- Electrification & Alternative Fuel Sources
- Air Service Development/Enhancement (EAS)
- Special Project Funding

Funding Alternatives

No Change in Revenue Sources:

- **Revenue Stream Decreases (Fuel Efficiency & Electrification)**
- **Less Revenue Results in Less Services**
- **What Does the System Look Like with No Change in Revenue Streams in 10-20 Years?**

Partial Funding:

- **Where in the Funding Levels Does NDOT Funding Become Meaningful to the System?**

Fully Funded:

- **What is the Funding Level Necessary to Fully Fund the System?**
- **What Does that Fully Funded System Look Like?**

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Schedule Overview

August 25, 2022

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Project Schedule

Draft Chapters Under Review

Task	Complete	Jul	Aug	Sep	Oct	Nov	Dec
System Overview							
Facility & Service Objectives							
Inventory of Existing System							
Summary of Aviation Activity & Forecasts							
Existing System Performance Findings							
Recommendations & Policy							
Alternatives & Implementation Plan							
Dynamic Tools							
Final Deliverables							
Project Advisory Committee Meetings							
Regional Stakeholder Meetings							
Aeronautics Commission Presentations							

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Thank You!

August 25, 2022

Contacts:

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Director of Aeronautics
Nebraska DOT
Division of Aeronautics
ann.richart@nebraska.gov

Rick Lucas| Project Manager
McFarland Johnson, Inc.
(305)705-4871
rlucas@mjinc.com

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APPENDIX C
AIRPORT SYSTEM DATA

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Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

Nebraska DOT, Division of Aeronautics requests your participation in updating the Nebraska Aviation System Plan (NASP) by completing this survey. This information will be relied upon as a basis for the NASP update process, which is now underway. Please return this survey by June 21, 2021, attaching any relevant information you would like considered.

Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	ANW	**Airport Name:**	Ainsworth Regional
Airport Manager Name: Lance Schipporeit		Telephone: 402 387-1491	Email: malsrman@hotmail.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☑ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☑ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☑ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Pavement Maintenance

4b: Building Maintenance

4c: Equipment Maintenance

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	GMRD Transportation	Agribusiness	Pilatus PC-12	3
5b:	Reading Jet Center	Agribusiness	Cessna Citation XL	1
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Silver hawk	charter	King Air & Citation II	1
6b:	Oregon Trail Eye clinic	Medical	Cessna 421	1
6c:	Dale Aviation	Medical	King Air C90	1
6d:	Air Methods	Medical	Pilatus PC-12	1
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $38,399

AvGas Gallons Sold: 8045

Jet A Sales – Gross Revenue: $109,347

Jet A Gallons Sold: 27,703

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $295,000 Expenses: $214,423

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 120,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ $741,021 Total 5 Year Match $ $1,050,721

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☑ Bond ☑ Other: Farm Rents

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Local Airport Revenues

9c: What sources of non-aviation revenue does the airport have?
Farm Rents

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☑ Hangar ☑ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☑ Hangar ☑ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 3 Assistance with State Zoning Statute Enforcement
- 6 Assistance with DBE Project Participation
- 7 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) Equipment Upgrades

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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3-letter FAA ID:	AIA	Airport Name:	Alliance Municipal Airport	
Airport Manager Name:		Telephone:		Email:
Lynn Placek		(308) 762-4512		lplacek@cityofalliance.net
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☑ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	Infrastructure regarding water/sewer
3b:	
3c.	

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	Sponsor Funding
4b:	Lack of education for City leaders
4c:	Maintenance concerns regarding airfield

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Flying Rhino	Aerial Sprayer	Thrush	22
5b:	Heartland Aviation	FBO	Cessna 172	18
5c:	Western Aviation	Aerial Sprayer	Air Tractor	15
5d:	Denver Air Connection	Airline	Metroliner	12
5e:	JSM Crop Consulting	Crop Consulting	Commanche	1

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	KeyLime	Cargo	Metroliner	6
6b:	Rural Partners Medicine	Doctor	King Air	5
6c:	Guardian Flight	Flight for Life	Pilatus	1
6d:	Abilene Aereo	Doctor	King Air	1 every other week
6e:	Doctor Cloud	Doctor	Cirrus	I every other week

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____ Jet A Sales – Gross Revenue: _____

AvGas Gallons Sold: _____ Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 6,100,000 Expenses: 6,100,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 525,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☑ Other: City Property Tax Levy
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 100,000 Total 5 Year Match $ 500,000

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget
☑ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Property Tax Levy

9c: What sources of non-aviation revenue does the airport have?
land and building leases

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☑ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 6 Staffing Maintenance Positions
- 5 Marketing/Promotions/Community Education about your Airport
- 4 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 8 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	4D9	Airport Name:	Alma Municipal Airport

Airport Manager Name:	Telephone:	Email:
Ron Hawley	308-470-0563	rhawley@frontiernet.net
If survey completed by Other (Name):	Telephone:	Email:
Lorri Bantam	308-928-2242	cityadm@almacity.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	Workshop Hangar
3b:	Hangar Spaces
3c.	Extend Runway

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	Security
4b:	Acquiring Maintenance Equipment
4c:	

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Nebraskaland Aviation	Spraying	Turbo Thrush, Snow	
5b:	Bow Casper	Kit Aircraft Sales, Flying Inst		
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $13,750.00

AvGas Gallons Sold: $3,000.00

Jet A Sales – Gross Revenue:

Jet A Gallons Sold:

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $39,000 Expenses: $69,500

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $69,500

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other:
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
General Fund

9c: What sources of non-aviation revenue does the airport have?
Cropland Rent

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☑ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- ____ Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 4 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- ____ Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- ____ Assistance with State Zoning Statute Enforcement
- ____ Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- ____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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3-letter FAA ID:	37V	**Airport Name:**	Arapahoe Municipal
Airport Manager Name: Todd Weverka		Telephone: 308-999-0073	Email: taweverka@atcjet.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☑ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☐ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☑ Local Agency ☑ Law Enforcement ☑ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Funding

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Runway Maintenance

4b: Funding

4c: Staffing

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Red Willow Aviation	Ag	Ag Spray	N/A
5b:	Red Willow AviationWilber Ellis	Ag	Ag Spray	N/A
5c:	Johnson Lake Flying Service	Ag	Ag Spray	N/A
5d:	Bertrand Flying Service	Ag	Ag Spray	N/A
5e:	none	Full time - temporary		

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Red Willow Aviation	Ag	Ag Spray	N/A
6b:	Red Willow Aviation	Ag	Ag Spray	N/A
6c:	Johnson Lake Flying Service	Ag	Ag Spray	N/A
6d:	Bertrand Flying Service	Ag	Ag Spray	N/A
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 10,000

AvGas Gallons Sold: 3,000

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 36,000 Expenses: 32,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 30,000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☑ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Levy, City General

9c: What sources of non-aviation revenue does the airport have?
Levy

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Nothing but temporary equipment

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 9 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 6 (other, fill in rank and describe) Assistance from the state for infrastructure

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	8V2	**Airport Name:**	Stuart Atkinson Municipal Airport
Airport Manager Name: Jack Flannery		Telephone: 402-340-0388	Email: flannery0388@gmail.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☑ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☑ Air Medical/Medevac ☐ Aircraft Charter ☑ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☑ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Credit card fuel service
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:
4b:
4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a:			
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a: Gaylen Energy	Medivac	Polatus	1
6b: Medivac	Medical	King Air	1
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $5,000.00

AvGas Gallons Sold: 1500.0

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $20,000.00 Expenses: $20,000.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 15,000.00

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 20,000.00 Total 5 Year Match $ 100,000.00	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Property tax

9c: What sources of non-aviation revenue does the airport have?
Land rental

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 2 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 6 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 8 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	K01	**Airport Name:**	Auburn Airport / Farrington Field
Airport Manager Name: Kendall Neiman		Telephone: 402-274-8386	Email: kendall@anewspaper.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☑ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Aircraft Storage
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding for Capital Improvements
4b: Facility Maintenence
4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a:			
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a: NPPD	Cooper Nuclear Facility	King Air	
6b:			
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $2,460.17	Jet A Sales – Gross Revenue:
AvGas Gallons Sold: 492	Jet A Gallons Sold:

8.) Operations Budget & Funding

8a. Annual Operating Budget:	Revenues: $22,110.17	Expenses: $30,563.62
8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $25,000		
8c. How are your airport's annual expenses trending?	☑ Upward ☐ Downward ☐ Stable	
8d. How are your airport's annual revenues trending?	☑ Upward ☐ Downward ☐ Stable	
8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No	If *Yes*, what is the source of those funds? ☐ General Fund ☐ Property Tax ☐ Special Fund ☐ Other: ☐ Transportation/Roads Fund	

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 25,000 Total 5 Year Match $ _____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No*, is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants? Community Set Aside Monies	
9c: What sources of non-aviation revenue does the airport have? Farm Ground	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 2 Assistance with DBE Project Participation
- 2 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	AUH	Airport Name:	Aurora Municipal Airport	
Airport Manager Name: Terry Ott		Telephone: 402-694-3633		Email: auroramunicipalairport@gmail.com
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☒ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☒ Critical Community Access/Remote	☒ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☒ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☒ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: UPGRADE HANGARS

3b: DRIVEWAY & CAR PARKING IMPROVEMENT

3c. TRACTORS & MOWERS

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: GAS PUMP CARD READER RELIABILITY

4b: CONSTANT MAINTENANCE

4c: TAXI LANES

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Truadt Aerial	crop spray	AT 602	70
5b:	Crow Aviation	Flight Instructor	172	50
5c:	COOP	Agricultural	PC 12	3
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Loves	Fuel Station		3 per Year
6b:	Mars	Animal Products		3 per Year
6c:	ACorn	Trucking		4 per Year
6d:	Ethanol plant	Produce Ethanol		3 per Year
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $13,239.32
Jet A Sales – Gross Revenue: ~~—~~

AvGas Gallons Sold: 3,637.65
Jet A Gallons Sold: ~~—~~

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 230,864.08 Expenses: 234,298.62

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $250,000.00

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No
City TAX

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☒ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☒ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

CITY TAX ASKING, COUNTY CONTRIBUTION, LAND RENTS

9c: What sources of non-aviation revenue does the airport have?

FARM LAND

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☒ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____ Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- _____ Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____ Assistance with State Zoning Statute Enforcement
- _____ Assistance with DBE Project Participation
- _____ Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:		**Airport Name:** Rock County Airpat	
Airport Manager Name: Bernie Hart		Telephone: 402-684-3860	Email: rcair@abbnebraska.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: FBO

3b: Flight Instructor

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Snow Removal

4b: Labor

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	North Central Aviation	Ag Sprayer	Airtractor 401	Seasonal
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	NA			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 2804.12

AvGas Gallons Sold: 663.8

Jet A Sales – Gross Revenue: 0

Jet A Gallons Sold: 0

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 6662.09 Expenses: 25223.62

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☒ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No*, is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants? Budget money	
9c: What sources of non-aviation revenue does the airport have? Hay Sales	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years? None	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No	If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	BIE	**Airport Name:**	Beatrice Municipal Airport
Airport Manager Name: Diana Smith		Telephone: 402 223 5349	Email: biediana@windstream.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☑ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☐ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☑ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☑ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Do not have any large hangars available for new aviation businesses
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Do not have enough hangars available for aircraft which includes over night/transient aircraft
4b: Funding
4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	The Avionics Place	Avionics Shop/Acft. Maint.		
5b:	Klov Air	Aircraft Maintenance		
5c:	Heinen Brothers	Ag Operator	Ag Aircraft	
5d:	JEM Flying	Ag Operator	Ag Aircraft	
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Butler Machinery	Farm Equipment	Palatius	Monthly
6b:	Aerial Patrols	Gas Company		
6c:	Dr. Dehly from Texas	Veternarian	Meridian	bi monthly
6d:	Toro	Exmark Lawn Mower		
6e:	Jack Links	Landmark Snacks		

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $67,915.00

AvGas Gallons Sold: 13,237.3 Gallons

Jet A Sales – Gross Revenue: $68,080.10

Jet A Gallons Sold: 17,280 Gallons

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $560,000 Expenses: $560,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $550,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Revenue dollars i.e. fuel sales, hangar rents, Ground leases-non aviation, farm ground, hay bales, Quonsets, property tax levy

9c: What sources of non-aviation revenue does the airport have?

Airport Ground leases - Tractor Supply, Motel, World Lawn and rental of Quonsets. Also Lease of Farm Ground and hay bales.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____ Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- _____ Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	BTA	**Airport Name:**	Blair Municipal
Airport Manager Name: Rodney Storm		Telephone: 402-426-4191	Email: rstorm@blairnebraska.org
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☑ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☑ Law Enforcement
☐ Aircraft Maintenance – Small	☑ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☑ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: On field maintenance

3b: additional hangar space

3c. additional ramp space/runway length

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: funding for expansion of runway

4b: lack funds for staff

4c: lack of funds for landside development for taxi ways, hangars, etc

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Skywerx Aviation, LLc	FBO	unkown	unknown
5b:	Omaha PD (ABLE 1)	Police Helicopter	unknow	unknown
5c:	Goldnrod Investment	investment firm	unknown	unknown
5d:	Tim Young	Car sales	unknown	unknown
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	information not available			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 1920

Jet A Sales – Gross Revenue: $33750

AvGas Gallons Sold: 12,800

Jet A Gallons Sold: 225,000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $1,584,093 Expenses: $1,434,202

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $187,850

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 16,000 Total 5 Year Match $ 80,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☑ Other (explain): Local matches for big projects is tough and have to be fit into ability to bond. this delays some prc

9b: What is the source of funding for projects not funded by Federal grants?
Annual aiport revenues, short term financing.

9c: What sources of non-aviation revenue does the airport have?
Land leases, farm leases, other leases

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Fuel use and revenue are current fiscal year estimates based on use to date. Don't have 2019 available. Revenue from fuel sales are Airport franchise fee. Fuel sold by FBO. We have no idea of gross revenue sales.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 8 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No	If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	84Y	Airport Name:	Bloomfield Municipal Airport
Airport Manager Name: Steve Barney		Telephone: 402-373-2452	Email: steve@bloomfieldag.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?

Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Aircaft Mainentenance small

3b: Flight instruction

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?

Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: Expenses

4c: Staffing

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Bloomfield Ag & Aerial Service	AG	Turbine Ag Cat	4
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Mark Miller Feed Lot	Live Stock	pilauus	24 time a Year
6b:	Bloom & Egg	Egg	King Air	6 time a year
6c:	Grossenburg Implememt Lnc	Dealer	King Air	3 or 4 time a year
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: na

AvGas Gallons Sold: na

Jet A Sales – Gross Revenue: na

Jet A Gallons Sold: na

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 25,000 Expenses: 25,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☑ Other: farming
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $ 0 Total 5 Year Match $ 0	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: na

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
State Add

9c: What sources of non-aviation revenue does the airport have?
Framing Income

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☑ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 2 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 3 Staffing Maintenance Positions
- 8 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 4 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form 2:00 James Calloway - 7/28. Said Call 7/29.

Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DIVISION OF AERONAUTICS

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	9ØF	Airport Name:	Broken Bow Airport	
Airport Manager Name: James Calloway		Telephone: 308.870.3354		Email: james@sargentpipe.com
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☒ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☒ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hangars (with 5 on waiting list)

3b: fuel facility upgrade.

3c. Snow removal / mowing equipment

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Stuffing for general maintenance

4b: Sponsor funding.

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Agwerx	Ag Spraying	AirTractos - [redacted].	360/wk
5b:	Arrow	Ag Spraying	AirTractors	200/wk
5c:	Adams Landing Cattle	Cattle Co.	[redacted] TBM-850	3/wk.
5d:	Charles Sargent Irrigation	Irrigation	Beechcraft-A36	2/wk.
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Silver Hawk	Dr/Specialist	King Air	2/wk.
6b:	Life flight	Medical flights	variable	variable
6c:	Ameriflight	Cargo	Beech 99	5/wk.
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019? truck w/ Limeted

AvGas Sales – Gross Revenue: $48,000

AvGas Gallons Sold: 10,912

Jet A Sales – Gross Revenue: $[redacted]120,000

Jet A Gallons Sold: 31,511

8.) Operations Budget & Funding City/County – $13,000 each.

8a. Annual Operating Budget: Revenues: $194,000 Expenses: $184,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 184,000

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☒ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☒ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No*, is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): ____ ☐ Other (explain): _____	

9b: What is the source of funding for projects not funded by Federal grants?
fuel sales. Hangar leases, farm ground rental.

9c: What sources of non-aviation revenue does the airport have?
farm ground rental,

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? N/A	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years? N/A.	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- ___ (other, fill in rank and describe) ___

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No	If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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3-letter FAA ID:	BUB	Airport Name:	CRAM AIRFIELD	
Airport Manager Name: Dale Thomsen (Board Chairman)		Telephone: 308-730-1102		Email: bandit@nctc.net
If survey completed by Other (Name): Howard Holmquist		Telephone: 308-214-0525		Email: NONE

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

- ☐ Ag. Spraying/Ag-Bus. Support.
- ☒ Critical Community Access/Remote
- ☒ Base for Corporate Flight Depts.
- ☒ Itinerant Business Aviation
- ☒ Recreational Pilots/Users
- ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

- ☐ Agricultural/Spraying
- ☒ Air Medical/Medevac
- ☐ Aircraft Charter
- ☐ Aircraft Maintenance – Small
- ☐ Aircraft Maintenance – Large
- ☒ Education - Flight Instruction
- ☐ Education - A&P Instruction
- ☐ Cargo
- ☒ Military
- ☐ Business/Industrial Park
- ☐ State Agency
- ☐ Local Agency
- ☒ Law Enforcement
- ☒ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hanger For King Air

3b: Jet Fuel.

3c:

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Joint Repairs

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Burwell Aviation	Medical Farming	Piper PA28-235	2-3
* 5b:	Warren White	Livestock/Wal Mart	King Air 90	1
5c:	Bill Sharon	Agriculture	Piper Arrow	2
5d:	Steve Senn	Agriculture	Cessna 172	4
5e:	Lee Jeffres	Concrete & Sandpit	Piper PA32	1

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Burwell Livestock Mkt	Cattle Sales	Various	3
6b:	Calamus Outfitters	Recreation	Various	2
6c:	Fuel Customers	Aviation	Various	6-8
6d:	Calamus Lake	Recreation	Various	4
6e:	Dept of Road Hunting		Various	2

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 14,500 | Jet A Sales – Gross Revenue: —

AvGas Gallons Sold: 3,600 | Jet A Gallons Sold: —

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 200,000 Expenses: 230,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 77,000

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☒ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

* Warren is the majority stock holder in Burwell and Broken Bow Livestock markets. He is the buyer for Wal Mart livestock Purchases in the United States. He asked to be domiciled in Burwell He flys a King Air 90 & leases a King Air 200.

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 20,000 Total 5 Year Match $ 100,000

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Local Revenue

9c: What sources of non-aviation revenue does the airport have?

Property Tax, some farm land rental (4,500)

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? N/A
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? N/A
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport. N/A

- _____ Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____ Staffing Maintenance Positions
- _____ Marketing/Promotions/Community Education about your Airport
- _____ Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____ Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____ Assistance with State Zoning Statute Enforcement
- _____ Assistance with DBE Project Participation
- _____ Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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Nebraska Aviation System Plan | Airport Manager Survey

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3-letter FAA ID: CSB	Airport Name: Cambridge Municipal	
Airport Manager Name: Wesley Hock	Telephone: 308 697 8624	Email: goldenplainsaviation@gmail.com
If survey completed by Other (Name):	Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☒ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Larger hanger

3b: 24 hour fuel service

3c:

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: funding

4b: maintenance

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Sides Aviation	Ag-Aviation	Ag	25
5b:	TMA Group	corporate	twin engine	5
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Life Save	Air AMbo	twin turbine	1
6b:	Med care	Doctor	twin	1
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $25,800

Jet A Sales – Gross Revenue: —

AvGas Gallons Sold: 6,000

Jet A Gallons Sold: —

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: _____ Expenses: _____

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☑ Other: _____

If *No*, is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☑ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Few Donations, Bank Loans,

9c: What sources of non-aviation revenue does the airport have?
Property tax

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☒ Hangar ☐ Terminal Area (public-use space) ☒ FBO ☒ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 7 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 3 Assistance with State Zoning Statute Enforcement
- 4 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No	If Yes, please describe why?

Submit Form

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3-letter FAA ID:	07K	**Airport Name:**	Central City Municipal
Airport Manager Name: Chip Cosler		Telephone: 308-946-3450	Email:
If survey completed by Other (Name): Chris Anderson		Telephone: 308-946-3806	Email: chriss@cc-ne.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☑ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Pave Access Rd. & Parking
3b: Hangars
3c. Terminal Bld. Improv.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Staffing for Maintenance
4b: Maintenance of existing facilities
4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Waltz Ag. Sprayer	Ag Sprayers	Air Tractors	280/week
5b:	Aurora Coop	Ag Sprayers	Air Tractors	280/week
5c:	Flight Instruction	Flight School	Cessna 172	4/week
5d:	Anderson Aircraft	Buy/sell	PA30, PA28, 181	1/month
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Fagen	Ethanol	unknown	variable
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $26,731

Jet A Sales – Gross Revenue: _____

AvGas Gallons Sold: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $170,623 Expenses: $231,542

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $95,083

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No,* is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants? General Fund, Farm Ground Rental, Hangar Leases, Lease agree w/Ag Sprayer	
9c: What sources of non-aviation revenue does the airport have? General Fund, Farm Ground	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	CDR	**Airport Name:**	Chadron Municipal Airport
Airport Manager Name: John Sutherland		Telephone: 308 432-0505	Email: manager@chadron-nebraska.com
If survey completed by Other (Name): Donna Rust (S Schremmer/J Puzzo)		Telephone: 308 432-0505	Email: clerk@chadron-nebraska.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☑ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?

Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Wildlife Fence

3b: Transient Traffic

3c. More Hangars (T-Hangars)

4.) What top 3 issues are the most challenging in maintaining your airport?

Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: Maintenance

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Southern Airways	Commercial	Twin Engine	12/Per Week
5b:	Civil Air Patrol	State	Single Engine	As Needed
5c:	Seat Base Plane	State	Single Engine	As Needed
5d:	Westco	Private	Single Engine	Seasonal
5e:	U.S. Fish and Wildlife Service	Federal	Helicopter	Seasonal

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Doctors from Rapid City, SD	Hospital/Medical	Twin Engine	Weekly
6b:	Butler Ag	Ag Company	Twin Engine	Bi-Monthly
6c:	Great Plains Communications	Communications	Twin Engine	As Needed
6d:	Local Hunters	Sports	Varies	Seasonal
6e:	Tourism Traffic	Tourism	Varies	Seasonal

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 26,678

AvGas Gallons Sold: 7,518

Jet A Sales – Gross Revenue: 98,016

Jet A Gallons Sold: 25,697

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 131,500 Expenses: 287,704

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 270,000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 15,000 Total 5 Year Match $ 49,724

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
City Budget - General Fund

9c: What sources of non-aviation revenue does the airport have?
None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☑ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) ***It was stated that all are important, so hard to rank.

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No

If Yes, please describe why?
Lack of Funding

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:		**Airport Name:**	
Airport Manager Name: CPN	Telephone: 308-874-4350	Email: chrisr@federalcropagency.com	
If survey completed by Other (Name):	Telephone:	Email:	

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☑ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funds for resurfacing the runway and taxiway.
4b:
4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a:			
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a:			
6b:			
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $2,000

Jet A Sales – Gross Revenue: _____

AvGas Gallons Sold: 500

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $17,000 Expenses: $10,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ Utilities, Repairs

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☑ Other (explain): We don't qualify for any FAA funding because we don't have enough based airplanes

9b: What is the source of funding for projects not funded by Federal grants?
Airport Authority Savings

9c: What sources of non-aviation revenue does the airport have?
None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Due to our size of operation we do not qualify for any matched funding. Our asphalt is in very poor condition.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 2 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 3 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 5 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 6 Assistance with DBE Project Participation
- 9 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 1 (other, fill in rank and describe) Help with infrastructure

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No	If Yes, please describe why? The municipal golf course lays adjacent to the runway. Trees planted on the golf course cause problems with licensing.

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	olu	**Airport Name:**	Columbus Municipal Airport
Airport Manager Name: Keith Schademann		Telephone: 402-276-5284	Email: kschademann@columbusne.us
If survey completed by Other (Name): Keith Schademann		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Card reader and equipment for100 LL service self serve

3b: More hangars, t-hangars and corporate

3c. Charter service

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Rising maintenance cost

4b: Funding

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Midwest Medical Transport	Medical Transport	Eurocopter EC-135p2	5
5b:	Nebraska Public Power District	Electrical distribution	King Air 100	3
5c:	Behlen Mfg.	Manufacturing	King Air 100	2
5d:	Branched Oak	Agriculture	King Air 100	1
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Cargill	meat processing	Lear 45	1
6b:	BD medical	manufacturing	Falcon 2000	1
6c:	ADM	manufacturing	B 300	1
6d:	Camaco	manufacturing	citation II	
6e:	Superior	manufacturing	King air 90	

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: .05 flow fee = $770.00

AvGas Gallons Sold: 15400

Jet A Sales – Gross Revenue: .05 flow fee =$4720.00

Jet A Gallons Sold: 95000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $350,000 Expenses: $402,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $350,000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 120,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
General fund and reserve fund

9c: What sources of non-aviation revenue does the airport have?
Farm ground rental from crop production.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 3 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 9 Assistance with DBE Project Participation
- 4 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 1 (other, fill in rank and describe) Funding

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID: CZD	**Airport Name:** COZAD MUNICIPAL AIRPORT	
Airport Manager Name: ALLISON DONNER	Telephone: 308-784-3868	Email: allison@mid-stateaviation.com
If survey completed by Other (Name):	Telephone: 308-784-3868	Email: allison@mid-stateaviation.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: AWOS

3b: TAXIWAY

3c. LARGE HANGARS & HANGAR REPAIR

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: FUNDING

4b: Training for line staff

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	MID-STATE AVIATION	AG SPRAYER, SMALL SHOP	SEL	40
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Doctors			
6b:	Livestock Operators			
6c:	Farm Operators			
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 11550.00
AvGas Gallons Sold: 3000
Jet A Sales – Gross Revenue: 12000.00
Jet A Gallons Sold: 4000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 535,210.00 Expenses: 541,260.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No*, is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants?	
9c: What sources of non-aviation revenue does the airport have?	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____ Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 1 Assistance with State Zoning Statute Enforcement
- 1 Assistance with DBE Project Participation
- _____ Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No	If Yes, please describe why?

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3-letter FAA ID:	6K3	**Airport Name:**	Creighton Municiple Airport
Airport Manager Name: Robert Borgmann		Telephone: 402-358-3343	Email:
If survey completed by Other (Name):		Telephone: 402-358-3343-Cell 402-360-2916	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support. ☑ Critical Community Access/Remote	☑ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☑ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: GRASS Runway & Tree Hazard/obstruction

4b:

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	MEURET GRAIN	GRAIN + AG.	PILOTIS	2 or 3
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	AVERA MEDICAL	HOSPITALS	TURBO PROPS	2
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 8 TO $10,000

AvGas Gallons Sold: 2000

Jet A Sales – Gross Revenue: 0

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $35,000 Expenses: SAME

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 69,000 Total 5 Year Match $ _____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

9c: What sources of non-aviation revenue does the airport have?

Farm Land

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☒ Yes ☐ No

If Yes, please describe why?

AT Present Our grass runway

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	CEK	**Airport Name:**	Crete Municipal Airport
Airport Manager Name: Shaun Krzycki		Telephone: 402-310-6124	Email: shaun@eascek.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☑ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☑ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: 1400' Runway extension for larger aircraft, required by their insurance

3b: AWOS Weather for charter aircraft, some required by their insurance

3c. More financing for hanger expansion as well as more hangers for lease

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding for expansion and future development

4b:

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Air Methods	Medivac	Bell 407	8+
5b:	Pat Reed	Corporate	TBM 940/ Mooney	2+
5c:	Drew Jensen	Private/Corporate	Beech 58P	2+
5d:	Cessna 414LLC	Corporate	Cessna 340/414	3+
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 30,000

AvGas Gallons Sold: _____

Jet A Sales – Gross Revenue: 50,000

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 150000 Expenses: 150000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 150,000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 10,000 Total 5 Year Match $ 50,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☑ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
There is no funding for projects outside of Federal Grants

9c: What sources of non-aviation revenue does the airport have?
None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☑ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 6 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 3 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 4 Assistance with DBE Project Participation
- 8 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

thomas.jacobson@nebraska.gov

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3-letter FAA ID:	47V	**Airport Name:**	CURTIS MUNICIPAL AIRPORT
Airport Manager Name: TOM BROWN		Telephone: 308-367-7352	Email: tcbrown@curtis-ne.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: FUNDING FOR APRON AND REMAINDER OF TAXI WAY
4b: NEED FOR ENCLOSED HANGERS
4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	SIDES AVIATION	AERIAL SPRAYING	TURBAN THRUSH	None for 2021
5b:	EXTREME AG	GROUND RIG SPRAYING	---	---
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	N/A			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: N/A

AvGas Gallons Sold: prox 1000 gal by private busine

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $20,253.44 Expenses: $17,0903.98

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☑ No

If *Yes*, please estimate: Average Annual Local Match $ --- Total 5 Year Match $ ---

What is the source of local match for FAA projects? ☑ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☑ Other: BANK LOAN

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
BANK LOAN WHEN NEEDED

9c: What sources of non-aviation revenue does the airport have?
Farm Ground Lease
Extreme Ag (Groundrig Spraying) - Office rent, Building Rent, Cost of doing business

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Redo the Apron and remainder of taxiway, Purchase a hanger that is on Airport property, currently abandoned by owner

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) none of these

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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3-letter FAA ID:	93Y	**Airport Name:**	David City Municipal Airport
Airport Manager Name: Chris Kroesing		Telephone: 402.367.3109	Email: ckroesing@davidcityne.com
If survey completed by Other (Name): Clayton Keller		Telephone: 402.367.3135	Email: ckeller@davidcityne.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Runway extension for local corporate jets

3b: More T-Hangars

3c. Taxiway

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Sponsor funding/Affording proper maintenance

4b: Our five aged wooden hangars may not last until we can build more hangars. We only have 11 hangars total.

4c: Protecting airspace (airport is in the county and the county has no zoning)

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Storm Aeronautics	Aircraft Maintenance - Small		
5b:	Hershey Flying Service	Agricultural/Spraying		Spraying Season
5c:	Roth Aerial Spraying	Agricultural/Spraying		Spraying Season
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Ultra Air	Private corporate charter		1-2
6b:	Frontier Coop	Agricultural/Spraying		Spraying Season
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $2,285 - Jet A Sales

AvGas Gallons Sold: N/A

Jet A Sales – Gross Revenue: $2,285 - AvGas Sales

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $360,194 Expenses: $381,391

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $42,438.74

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ $22,398.61 Total 5 Year Match $ $134,391.66

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☑ Lack of Political Support ☐ Unfunded Year(s): _____
☑ Other (explain): Political Support has turned for the better in last couple years.

9b: What is the source of funding for projects not funded by Federal grants?

Set-aside/Save from Annual Budget (i.e. General budget, Property taxes). Also, our Average Annual Local Match and Total 5 Year Match are lower than they would have been without the CARES, CRRSA, and ARPA funds.

9c: What sources of non-aviation revenue does the airport have?

Farmland rental income.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☑ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☑ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

In last five years: Hershey Flying Service installed a private water tank and a private fuel system next to their spray pad. Storm Aviation built their new offices and facilities, as well as installed a taxiway to their location from the apron.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 4 Staffing Maintenance Positions
- 8 Marketing/Promotions/Community Education about your Airport
- 9 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 6 Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 7 (other, fill in rank and describe) Additional support with funding opportunities, business development, and impr

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

Kirkham Michael is our airport consultant and they keep us in line.

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3-letter FAA ID:	FBY	**Airport Name:**	Fairbury Municipal
Airport Manager Name: Sandi Decker		Telephone: 402 729 2250	Email: fairburyairport@diodecom.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☑ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Extension of Runway 17-35

3b: Availability of Jet A

3c. Additional hangar space

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: Funding

4c: Funding

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Farmers Coop	Ag spraying	Ag Tractor	1500 seasonal
5b:	Roth Aerial Spraying	Ag spraying	Ag Cat	1500 seasonal
5c:	Screed Tech, Inc	Concrete work	PA32R	1-2 monthly
5d:	Osborne Welding	Welding & Dirt Work	PA23-25	1 weekly
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Westin Foods	Meat processing	varies	2 yearly
6b:	Wal-Mart	Super Store	varies	1 yearly
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $25,500.

AvGas Gallons Sold: 6, 196

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $198,212. Expenses: $171,653.

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 200,000.

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☑ Other: Farm lease
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____?_____ Total 5 Year Match $_____?_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Bonds, Fuel Sales, Hangar Rent, Farm Lease, Spray Lease

9c: What sources of non-aviation revenue does the airport have?
Farm lease

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
These figures are based on calendar year 2020 which we all know was not a typical year. No private funding.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- __0__ Training & Educational Resources for Airport Managers – Priority for Rural Airports
- __0__ Staffing Maintenance Positions
- __3__ Marketing/Promotions/Community Education about your Airport
- __0__ Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- __1__ Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- __2__ Assistance with State Zoning Statute Enforcement
- __0__ Assistance with DBE Project Participation
- __0__ Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	FET	**Airport Name:**	City of Fremont
Airport Manager Name: Dave Goedeken, Public Works		Telephone:	Email: dave.goedeken@fremontne.gov
If survey completed by Other (Name): Brian Newton, City Admim		Telephone: 4027272610	Email: brian.newton@fremontne.gov

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☑ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☑ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☑ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☑ Aircraft Maintenance – Large	☑ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: North/south runway
3b: Full length taxiway
3c. Pavement condition

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Deteriorating pavement
4b: Community support
4c: Funding

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Taylor Martin	Auctioneer	Twin	2-3
5b:	Education - Flight Service	Flight Service	Single	50+
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Costco	Chicken processing	Jet	1
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____

AvGas Gallons Sold: _____

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 200,000 Expenses: 200,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 200,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 2,000,000

What is the source of local match for FAA projects? ☑ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☑ Community Opposition ☑ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): All of these apply despite answering yes!! Local match was for a new terminal building.

9b: What is the source of funding for projects not funded by Federal grants?
General funds

9c: What sources of non-aviation revenue does the airport have?
none

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
City funding a new terminal building and seeking private funds for large hangar attached to new terminal.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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3-letter FAA ID:	97Y	**Airport Name:**	Genoa Municiple Airport
Airport Manager Name: Ike Anderson		Telephone: 402-362-8631	Email: genoaike@gmail.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☑ Military	☑ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: paved runway

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: trees too tall on land not owned by airport-city

4b: sod runway

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	RAS	Aerial/Crop Spray & Seeding	Turbin Power	Seasonal
5b:			Single Wind	
5c:			Aerial Applicator	
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Same as above			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 0

Jet A Sales – Gross Revenue: N/A

AvGas Gallons Sold: 0

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $10,331.80 Expenses: $15,743.21

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $6,600.71

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: Land & Hanger Rent
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☑ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): Airport is self-supporting

9b: What is the source of funding for projects not funded by Federal grants?
Land REnt -Farm Ground

9c: What sources of non-aviation revenue does the airport have?

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Trees by Highway 39

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- 3 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No

If Yes, please describe why?
Removal of trees onothers property-great expense if given permission

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	GRN	**Airport Name:**	Gordon Municipal Airport
Airport Manager Name: Glen E. Spaugh		Telephone: 308-282-0837	Email: spaughg@gordon-ne.us
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☑ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☐ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☑ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Updated or new hangars for rental to local pilots.

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Maintenance on buildings that have been neglected due to a lack of funds.

4b: Runway maintenance, for the crosswind runway, that is not considered essential by the FAA.

4c: A general lack of funds to do any expansion.

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a: N/A			
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a: Open Range Beef	Packing Plant	Twin engine fixed wing	2-a-month
6b: Great Plains Communications	Communications Services	Twin engine fixed wing	Maybe once-a-month
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $32,500.00

AvGas Gallons Sold: 7229.33

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $240,115.00 Expenses: $279,231.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $250.000.00

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ $20,000 Total 5 Year Match $_____

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Bonding or my using the funds from our airport hangar leases and fuel sales.

9c: What sources of non-aviation revenue does the airport have?
Property tax request from the City of Gordon

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Our future projects involve general maintenance of the current structures and runways, but no new projects.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 3 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 8 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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3-letter FAA ID:	GTE	Airport Name:	Gothenburg Municipal Airport
Airport Manager Name: Gregory M. Matthies		Telephone: 308-537-2384	Email: Manager@KGTEairport.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	■ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

■ Agricultural/Spraying ■ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Maintenace on Paved Runways

3b: Maintenace on Paved taxiways

3c. Funding for a New Hangar

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Additional Revenue

4b: New Credit Card Reader for Fuel delivery system

4c: Hangar repair

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a: Johnson Lake Flying Service	AG Spraying	Spray plane	USES Airport when in area
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a:			
6b:			
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $4,957.32

AvGas Gallons Sold: 1146.6

Jet A Sales – Gross Revenue: Ø

Jet A Gallons Sold: Ø

8.) Operations Budget & Funding SEE ENClosures

8a. Annual Operating Budget: Revenues: _____ Expenses: _____

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☒ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☒ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☒ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☒ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☒ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Bond Issues local tax revenue

9c: What sources of non-aviation revenue does the airport have?

Hay Contract for 110 acres Storage Units

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 9 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 1 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 1 Assistance with State Zoning Statute Enforcement
- 1 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 1 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☒ Yes ☐ No

If Yes, please describe why? Sometimes there isn't enough revenue to fix what the Inspector wants corrected.

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3-letter FAA ID:		**Airport Name:**	
Airport Manager Name: Mike Olson, AAE	Telephone: 308-385-5170 ext 112	Email: mike@flygrandisland.com	
If survey completed by Other (Name):	Telephone:	Email:	

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☑ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☑ Cargo	☑ Law Enforcement
☑ Aircraft Maintenance – Small	☑ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☑ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: We have a very good mix of diversified businesses at the airport

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Government regulations

4b: Finding good help due to the pandemic

4c: Maintenance expenses. Cost of goods is increasing at an alarming rate causing additional expense

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Hornady Manufacturing	Ammunition (bullets)	King Air 300/Lear 40	5-10
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Net Jets	Business aviation	various	10
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 5.5 cents/gallon fuel c

AvGas Gallons Sold: 50,000

Jet A Sales – Gross Revenue: 5.5 cents/gallon fuel charge

Jet A Gallons Sold: 1,200,000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $1.7 million Expenses: $2.3 million

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $1.7million/$2.3 million

8c. How are your airport's annual expenses trending? ☐ Upward ☑ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 50,000 Total 5 Year Match $ 250,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Bonding

9c: What sources of non-aviation revenue does the airport have?
Industrial and land lease rents (farming)

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
None for both

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 8 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 7 Staffing Maintenance Positions
- 5 Marketing/Promotions/Community Education about your Airport
- 6 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 3 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	GGF	**Airport Name:**	Grant Municipal Airport
Airport Manager Name: Edward Dunn		Telephone: 308-352-6722	Email: grantmgr@gpcom.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☑ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Education - Flight Instruction

3b: State Agency

3c. Business

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: staffing

4b: expenses

4c: maintenance

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Aurora Co-Op	Ag Sprayer	Various	N/A
5b:	Nutrien Ag.	Ag Sprayer	Various	N/A
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Great Plains Communications	Communications	Multiple	N/A
6b:	Perkins County Hospital	Medical	Various	N/A
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: Third Party Contract

AvGas Gallons Sold: Third Party Contract

Jet A Sales – Gross Revenue: Not Available

Jet A Gallons Sold: Not Available

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $80,000.00 Expenses: $40,000.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $40,000.00

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ $13,627.00 Total 5 Year Match $ $81,750.00

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Property Taxes

9c: What sources of non-aviation revenue does the airport have?

None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☑ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 3 Staffing Maintenance Positions
- 9 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 7 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 4 Assistance with DBE Project Participation
- 2 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	OB4	**Airport Name:**	Hartington Municipal Airport/Bud Becker Field
Airport Manager Name: Tom Becker		Telephone: 402-841-0659	Email: beckeraircraft@hartel.net
If survey completed by Other (Name): Karma Schulte, Chairperson		Telephone: 402-841-0610	Email: karma@hartel.net

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☑ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☑ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☑ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Filips Vision Source	Optometry	Bonanza Beecj S35	2
5b:	Milbrath-Sayler, Inc.	Bookkeeping	Bonanza Beech E33	2
5c:	Becker Flying Service, Inc.	Aerial Applicator/aircraft main	Cessna 172	5
5d:	Skyview Applicators	Aerial Application	Cessna 182G, 188B	4
5e:	Art Kathol Applicance	Plumbing & electrical	Cessna 172K	

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Grossenburg Implement	Implement dealer		2
6b:	Cobblestone Inn & Suites	Hotel Franchise		1-2
6c:	Mercy Air Care	Life flight	Helicopter	
6d:	Faith Regional	Life Flight	Helicopter	
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $9000.00

AvGas Gallons Sold: 1980

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 3,105,564 Expenses: 212,076

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☑ Other: Hangar Rent
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Filips Vision Source	Optometry	Bonanza Beecj S35	2
5b:	Milbrath-Sayler, Inc.	Bookkeeping	Bonanza Beech E33	2
5c:	Becker Flying Service, Inc.	Aerial Applicator/aircraft main	Cessna 172	5
5d:	Skyview Applicators	Aerial Application	Cessna 182G, 188B	4
5e:	Art Kathol Applicance	Plumbing & electrical	Cessna 172K	

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Grossenburg Implement	Implement dealer		2
6b:	Cobblestone Inn & Suites	Hotel Franchise		1-2
6c:	Mercy Air Care	Life flight	Helicopter	
6d:	Faith Regional	Life Flight	Helicopter	
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $9000.00

AvGas Gallons Sold: 1980

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 3,105,564 Expenses: 212,076

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☑ Other: Hangar Rent
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No,* is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants?	
9c: What sources of non-aviation revenue does the airport have? Crop rental	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☑ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 7 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 3 Assistance with DBE Project Participation
- 4 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	HSI	**Airport Name:**	Hastings Municipal Airport
Airport Manager Name: Deb Bergmann		Telephone: 402-461-3060	Email: dbergmann@cityofhastings.org
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☑ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Corporate sized hangars

3b: A&P Mechanic

3c. Additional flight instructors

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Aging infrastructure

4b: Sponsor Funding

4c: Rising expenses

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Consolidated Concrete	Construction	Raytheon Beechcraft B20	7
5b:	T-L Irrigation	Agriculture	Beechcraft A36 Bonanza	5
5c:	Meyers Aerial	Agriculture	AT 802-A	16
5d:	MedCare/Airshares	Medical	Beechcraft Baron BE-SJ	7
5e:	Ameriflight	Package Delivery (UPS)	Beech 1900C	6

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Ameriflight	Package Delivery	Beech 1900C	6
6b:	Gottsch Cattle Farming	Agriculture	Cirrus Vision	3
6c:	NetJets Aviation	Charter	NetJets Aviation 581	2
6d:	Bank of America	Financial	EMBRAER EMB-135BJ	1
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____	Jet A Sales – Gross Revenue: _____
AvGas Gallons Sold: _____	Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget:	Revenues: 105,000	Expenses: 351,000
8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 300,000		
8c. How are your airport's annual expenses trending?	☑ Upward ☐ Downward ☐ Stable	
8d. How are your airport's annual revenues trending?	☐ Upward ☐ Downward ☑ Stable	
8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No	If *Yes*, what is the source of those funds? ☐ General Fund ☐ Property Tax ☐ Special Fund ☐ Other: _____ ☐ Transportation/Roads Fund	

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 15,000 Total 5 Year Match $ 60,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
General Fund

9c: What sources of non-aviation revenue does the airport have?
Farm leases

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☑ FBO ☐ Maintenance operator ☑ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 6 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 3 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 2 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

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3-letter FAA ID:	4V6	**Airport Name:**	Hay Springs Municipal Airport
Airport Manager Name: Kayley Taylor		Telephone: 308-638-7275	Email: hayspringscityhall@gcom.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: N/A

3b: N/A

3c. N/A

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Maintenance

4b: N/A

4c: N/A

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Seth Badje	Hobby	N/A	N/a
5b:	Kane Wellnitz	Hobby	N/A	N/A
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	N/A	N/A	N/A	N/A
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: N/A

AvGas Gallons Sold: N/A

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: N/A Expenses: N/A

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ N/A

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☑ Other: N/A
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☑ No

If *Yes*, please estimate: Average Annual Local Match $ N/A Total 5 Year Match $ N/A

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget
☐ Bond ☑ Other: N/A

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☑ Other (explain): Small Community - lack of interest - grass turf airport - little use

9b: What is the source of funding for projects not funded by Federal grants?
N/A

9c: What sources of non-aviation revenue does the airport have?
N/A

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
N/A

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 2 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 1 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 1 Assistance with State Zoning Statute Enforcement
- 1 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- X (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?
N/A

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	khjh	**Airport Name:**	Hebron Municipal Airport
Airport Manager Name: William Linton Sr. = Board President		Telephone: 402-768-6597	Email: hebronairport@gmail.com
If survey completed by Other (Name): Deb Craig		Telephone: 402-768-1379	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Need to expand our Jet A fuel onsite

3b: office space

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: staffing - finding board members. Is a volunteer position, hampered by board members having to reside in city limi

4b: staffing - finding people to do contract labor

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	RotorWings Aviation	ag spraying	helicopter	
5b:	CMK Aerial	ag spraying	planes	
5c:	Aurora Coop	ag spraying	planes	
5d:				2
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Landmark John Deere - ag	flew in construction workers	plane	2
6b:	Physician specialists -	medical	plane	3
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 1

Jet A Sales – Gross Revenue: 4184.

AvGas Gallons Sold: 3921

Jet A Gallons Sold: 1202

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 137,791 Expenses: 103,383

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 70,831

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☑ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 20000 Total 5 Year Match $ 90000

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Property tax revenue

9c: What sources of non-aviation revenue does the airport have?

farmland rent, selling of hay,

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 6 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No

If Yes, please describe why?

Trees have been an issue for Part 77. Trees residing on residential property adjacent to airport, and owners do not want trees taken down.

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	HDE	**Airport Name:**	Brewster Field
Airport Manager Name: Holdrege Aviation		Telephone: 308.995.8446	Email: cmpfkidder@hotmail.com
If survey completed by Other (Name): Holdrege Aviation & Airport Authority		Telephone: 308.995.8681	Email: djensen@cityofholdrege.org

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☑ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☑ Aircraft Charter	☐ Cargo	☑ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☐ Aircraft Maintenance – Large	☑ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Rehabilitate Runway and add Runway Extension
3b: Rehabilitate Taxiways (T-1-1, T2-1, 2, 3)
3c. Rehabilitate Taxi lane and approach

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Operating Revenue from stabile income source.
4b: A & P Technician
4c: Hangar Maintenance

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Nebraskaland Aviation	Agricultural Spraying	Air Tractor	Seasonal/100
5b:	Wells Flying Service	Agricultural Spraying	Air Tractor	Seasonal/100
5c:	Galaxy Aviation	Flight Training	Citation 525	20
5d:	Holdrege Aviation	Corporate Management	Citation 525	15
5e:	Air 37	Corporate Management	TBM 930	10

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Silverhawk Aviation	Medical Charter	King Air	3
6b:	Mountain Aviation	Medical	King Air	3
6c:	Canadian Pipeline	Construction Observation	Cessna Caravan	2
6d:	Army Corp of Engineers	Construction Observation	Merlin	1
6e:	Cattlemen Logistics	Corporate Management	Citation M2	1

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $81,475.08

AvGas Gallons Sold: 16,627

Jet A Sales – Gross Revenue: $172,122.61

Jet A Gallons Sold: 41,475.32

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $171,057 Expenses: $158,550

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 114,467

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 20,000 Total 5 Year Match $ 117,685	
What is the source of local match for FAA projects?	☑ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Hangar Rent, Farm Ground Lease, City General Fund, Property Tax Levy

9c: What sources of non-aviation revenue does the airport have?
Farm Ground Lease, City General Fund, Property Tax Levy

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☑ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Holdrege Aviation LLC manages fuel sales at Brewster Field. The Airport Authority receives lease fee of $0.30/gallon on all Avgas pumped.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 9 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 7 (other, fill in rank and describe) Exploration of third party grants for airport programs and development.

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	IML	**Airport Name:**	Imperial Municipal
Airport Manager Name: Kenneth Schilke		Telephone: 308-883-1593	Email: ken@gpcom.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Maintenance Services

3b: Jet A

3c. ILS Approach for critical access

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Board Member Nomination

4b: future needs

4c: future funding

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Frenchman Valley Aerial	AG	Turbine	10+
5b:	Midwest Aviation	AG	Turbine	10+
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	TriRotor	AG	Turbine	2
6b:	Air Medevac services	Medical	Twin Turbo Prop	.5
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 44792.98

AvGas Gallons Sold: 10539.51

Jet A Sales – Gross Revenue: NA

Jet A Gallons Sold: NA

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 515749 Expenses: 567448

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 7000 Total 5 Year Match $ 35000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Net Revenues savings

9c: What sources of non-aviation revenue does the airport have?
None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☑ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Plan for upgrade to lighting and add partial taxi

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 4 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	IBM	**Airport Name:**	Kimball Municipal Airport
Airport Manager Name: Ryan McElroy		Telephone: 308-249-2649	Email: ryan.mcelroy@grisk.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding for upgrades

4b: general upkeep/maintenance

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Sidney Aviaiotion	Repairs/flight training	SEL	
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Scott Aviation	Sprayer		
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $40,000

AvGas Gallons Sold: N/A

Jet A Sales – Gross Revenue: $30,000

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $170,000 Expenses: $160,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
We try to plan ahead and get it in the budget

9c: What sources of non-aviation revenue does the airport have?
Wheat and occasionally hay

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☑ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☑ Flight School

Additional Notes:
I would like for someone to build some hangers, privately.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 7 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 9 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 2 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DIVISION OF AERONAUTICS

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	LXN	**Airport Name:**	Lexington Airport / Jim Kelly Field

Airport Manager Name:	Telephone:	Email:
Nathan Masten	308-324-8770	lexairport@hamilton.net
If survey completed by Other (Name):	Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Updated Hangars

3b: Updated Sprayer Load Area

3c. Larger Hangar for Commercial Business

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Workforce

4b: Post Covid Parts Availablity

4c: Funding is always a work in progress

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Johnson Lake Flying Service	Ag Sprayer	Thrush, Ag-Cat	50+ in Season
5b:	Downey Drilling	Water Well Driller	Bonanza	Up to 10
5c:	Flying M Enterprises	Aerial Imaging	172, Arrow	Up to 25 in Season
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Mountain Aviation	Doctors	King Airs	2-10
6b:	SilverHawk	Doctors	King Air, Citation	1
6c:	Tyson Foods	Packing Plant	Falcon	>1
6d:	Nebraska Salt and Grain	Ag Retailer	Phenom	1-2
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 86,000

AvGas Gallons Sold: 21,000

Jet A Sales – Gross Revenue: 58,000

Jet A Gallons Sold: 17,000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 362,000 Expenses: 187,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 150,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 10,000 Total 5 Year Match $ 50,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Budget

9c: What sources of non-aviation revenue does the airport have?
Land Leases

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 5 Marketing/Promotions/Community Education about your Airport
- 4 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 3 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	0F4	**Airport Name:**	Loup City Municipal Airport	
Airport Manager Name: Mike King		Telephone: 308.390.1500		Email: mkinglc@charter.net
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☒ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☒ Emergency Response – (fire response)
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: maintenance - general.

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Buffalo Air	Ag Spraying	Air Tractor 3-4 airplanes	
5b:	Green Meadow	Ag Spraying	Air Tractors.	
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $25,000
Jet A Sales – Gross Revenue: N/A
AvGas Gallons Sold: 6,000
Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $ 75,000 Expenses: $ 18-20,000.

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 18-20,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☒ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 29,000

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): ____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Local funding, fuel Sales, farm ground, Hangar Leases.

9c: What sources of non-aviation revenue does the airport have?
farm ground, Local Share from city.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? N/A. ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? Not at this time. ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 9 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 3 (other, fill in rank and describe) Business development/Land.

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

City of McCook

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:		**Airport Name:**	
Airport Manager Name: Nate Schneider		Telephone: (308) 345-7022	Email: nschneider@cityofmccook.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☒ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☒ Critical Community Access/Remote	☒ Itinerant Business Aviation	☒ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☒ Education - Flight Instruction	☒ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☒ Local Agency
☐ Aircraft Charter	☒ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☒ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hangars (including commercial)

3b: Terminal Update

3c. Work Space for the City + other areas - landlocked

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Cost / Expense

4b: Staffing

4c: Maintenance

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Kugler Company	Fuel, Fertilizer		
5b:	Golight	Lights		
5c:	Red Willow Chemical	Fertilizer		
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Next Generation	Fertilizer		
6b:	McCook Community Hosp.	Medical		
6c:	Local Banking Institutions	Finance		
6d:	Porter-Hannifan	Hoses		
6e:	Valmont	Irrigation		

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: NA
Jet A Sales – Gross Revenue: NA
AvGas Gallons Sold: NA
Jet A Gallons Sold: NA

8.) Operations Budget & Funding → Doesn't include ad valorem tax / sales tax

8a. Annual Operating Budget: Revenues: $65,000 Expenses: $168,078

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $168,078

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☒ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 15,000 Total 5 Year Match $ _____

What is the source of local match for FAA projects? Gen. Fund
☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Ad Valorem Taxes; Sales Tax; Leases

9c: What sources of non-aviation revenue does the airport have?
Farm ground rental

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? NA
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? Unknown
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 5 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grant Funding
- 6 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 2 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☒ Yes ☐ No Sometimes

If Yes, please describe why?
Short on staff

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3-letter FAA ID:		**Airport Name:**	
Airport Manager Name: Brent Stewart	Telephone: 3088300391	Email: brentrstewart@outlook.com	
If survey completed by Other (Name):	Telephone:	Email:	

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	na
3b:	
3c.	

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	Staffing
4b:	funding
4c:	

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Pioneer Aerial	Ag	AT602	unknown
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	unknown			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 4000

AvGas Gallons Sold: 1000

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 80000 Expenses: 70-80000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 80000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☑ No

If *Yes*, please estimate: Average Annual Local Match $ na Total 5 Year Match $ na

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Annual revenues

9c: What sources of non-aviation revenue does the airport have?
ag land lease

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
none

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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3-letter FAA ID:	AFK	**Airport Name:**	Nebraska City Municipal
Airport Manager Name: Jason Miller		Telephone: 402-873-6646	Email:
If survey completed by Other (Name): Arlin Stutheit		Telephone: 402-873-5219	Email: astutheit@windstream.net

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☑ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: T-Hangars

3b: Fuel Farm w/card reader

3c. Funding for airport management

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Staffing

4b: Runway maintenance

4c: Maintenance on rural water tower adjacent to airport

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	NA			
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Various transient	General aviation	general aviation single en	5
6b:	Various ag operations	Ag operations	Various ag sprayers	Heavy operations for 2
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: FBO yr 2020 $31,000	Jet A Sales – Gross Revenue: FBO yr 2020 $30,000
AvGas Gallons Sold: 7425 Gal	Jet A Gallons Sold: 10,033 Gal

8.) Operations Budget & Funding

8a. Annual Operating Budget:	Revenues: $120,000 Expenses: $117,000
8b. What is your airport's average annual operating budget/expenditures (non-capital)? $	$117,000
8c. How are your airport's annual expenses trending?	☑ Upward ☐ Downward ☐ Stable
8d. How are your airport's annual revenues trending?	☐ Upward ☐ Downward ☑ Stable
8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No	If *Yes*, what is the source of those funds? ☐ General Fund ☑ Property Tax ☐ Special Fund ☐ Other: _____ ☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 30,000 Total 5 Year Match $ 150,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☑ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
NA

9c: What sources of non-aviation revenue does the airport have?
NA

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 9 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	4V9	**Airport Name:**	Antelope County Airport
Airport Manager Name: Rick Schindler		Telephone: 402-887-4827	Email: schindlerflying@gmail.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Aircraft maintenance, small

3b: Hangar space

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Schindler Flying	Aerial Application - Ag		
5b:	Jason Schindler Flying	Aerial Application - Ag		
5c:	Wilcox Flying	Aerial Application - Ag		
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Sargent Irrigation	Ag		
6b:	Silverhawk Aviation	Charter Service		
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 10,500

AvGas Gallons Sold: 2500

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 1,800,000 Expenses: 1,700,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☑ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget
☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Fuel Sales, Bond, Hangar Rent

9c: What sources of non-aviation revenue does the airport have?
Pasture Rent

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 1 (other, fill in rank and describe) FAAs understanding of small airports

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	OFK	**Airport Name:**	Norfolk Regional Airport
Airport Manager Name: Terri Wachter		Telephone: 402-371-7210	Email: adminofk@norfolkneairport.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☑ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☑ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Rental car availability
3b: Food vendor / catering / restaurant
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Staffing
4b:
4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Aurora coop/ Dale's Flying	aerial application	Air tractors	
5b:	Norfolk Iron & Metal	steel warehouse	Citation Jet	
5c:	Calm Water Financial	financial	turbo prop	
5d:	Clausen Aviation	business sharing	Conquest	
5e:	EBM / Beckenhaur	elevator, construction, mtc	King Air	

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Menards	Retail	Citation	
6b:	Nucor Steel	Steel Mfg.	Citation / King Air	
6c:	King Steel	Steel Mfg	Kimg Air	
6d:	Target	Retail	Citation	
6e:	Louie Dreyfus	etahnol plant	Bonanza	

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 224,130

AvGas Gallons Sold: 54,350

Jet A Sales – Gross Revenue: 448,762

Jet A Gallons Sold: 135,950

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 2,007,260 Expenses: 1,737,987

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 1,026,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 200,000 Total 5 Year Match $ 100,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☑ Other: tax dollars

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Revolving state loans and bonding

9c: What sources of non-aviation revenue does the airport have?
tax dollars

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 9 Staffing Maintenance Positions
- 9 Marketing/Promotions/Community Education about your Airport
- 4 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 9 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	LBF	**Airport Name:**	North Platte Regional
Airport Manager Name: Sam Seafeldt		Telephone: office 308-532-1900, cell 308-530-0607	Email: LBFmanager@outlook.com
If survey completed by Other (Name): N/A		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☑ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☑ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☑ Aircraft Charter	☑ Cargo	☑ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?

Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: We have a lack of flight instruction taking place due to flight instructor availability. Not meeting demand.

3b: We have a very aging commercial passenger terminal and GA FBO/terminal.

3c. We have a seasonal problem with lack of ramp space for destination (golfing) private jet aircraft.

4.) What top 3 issues are the most challenging in maintaining your airport?

Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Hard to stay fully staffed

4b: Difficult and costly to maintain our 70 year old terminal building

4c: Platte River on southern airport border creates a large wildlife management problem.

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	SkyWest Airlines/United Express	Airline	CRJ-200	12
5b:	Key Lime/UPS	Cargo	Metroliner	5
5c:	Baron Aviation Services/FedEx	Cargo	Caravan	5
5d:	Mid-State Aviation	Summer Ag Spraying	Sky Tractor	10
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	NetJets	Private charter	varies	summer 3-5
6b:	Flexjet	private charter	varies	summer 2-4
6c:	Silverhawk Aviation	private charter	varies	1
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: N/A

Jet A Sales – Gross Revenue: N/A

AvGas Gallons Sold: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 1,420,420 Expenses: 1,474,770

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 1,420,420

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 173,000 Total 5 Year Match $ 865,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Annual budget and/or bond

9c: What sources of non-aviation revenue does the airport have?
Hay crop and non-aeronautical rental space

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☑ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 7 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 3 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 8 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) Drone operations near airports

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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returning Sept 17th

3-letter FAA ID:	OGA	Airport Name:	Searle Field Airport
Airport Manager Name: Bruce Smith		Telephone: 308.284.3607	Email: Bruce.Smith@ogallala-ne.gov
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☒ Recreational Pilots/Users ☐ Scheduled Passenger Service

and Scissie Medevac

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☒ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☐ Business/Industrial Park	☐ State Agency ☐ Local Agency ☒ Law Enforcement ☐ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hangars

3b: funding for maintenance

3c. Update Terminal bldg.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: staffing

4b: funding

4c:

Lake – visitors for recreation

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Bruce will follow up.

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	State Patrol	Law Enforcement	@this time none	—
5b:	Mike Candy Aviation	Maintenance	unknown.	40/month
5c:	Wells Flying Service	Ag Sprayer	Thrush S2R-T34	120/month Summer recreation
5d:	CSA (Adams Bank & Trust)	Bank Branches	Cessna T182T	
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Regional West	Medical Flights	Helicopter	3/week.
6b:	21st Century.		Cirrus SR22	
6c:	Oregon Trail Eye Center		Cessna 421	
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $38,190
AvGas Gallons Sold: 7,274
Jet A Sales – Gross Revenue: $32,935
Jet A Gallons Sold: 9,410

8.) Operations Budget & Funding 2019

8a. Annual Operating Budget: Revenues: $200,000 Expenses: $200,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 202,500.

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☒ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☒ General Fund ☒ Property Tax
☐ Special Fund ☒ Other: Sales Tax
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 74,800

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
fuel sales, Hangar rent, sales tax, property.

9c: What sources of non-aviation revenue does the airport have?
Sales tax, property tax, farm rental.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? No.
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 7 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) *Is compliance with Division of Aeronautics licensing standards difficult for your airport?*

☐ Yes ☒ No

If Yes, please describe why?

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Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID: ONL		**Airport Name:** O'Neill Municipal	
Airport Manager Name: Al Sibi		Telephone: 402-336-3377	Email:
If survey completed by Other (Name): John Prouty		Telephone: 402-340-1490	Email: JProuty@prouty.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☒ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☒ Cargo	☒ Law Enforcement
☒ Aircraft Maintenance – Small	☒ Military	☒ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: More Hangar Space

3b: Fuel upgrades

3c: Road + Parking Pavement

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: Staffing

4c: Maintenance of existing Facilities

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Schindler Flying	Ag	802 AT	500 Seasonal
5b:	AmeriFlight	UPS	B99	10
5c:	~~RDO~~ Herdco	~~Ag~~ Feedlot	~~C560~~ C500	~~5~~ 2
5d:	~~RDO~~	~~Ag~~	~~PC12~~	~~5~~
5e:	Hausmann	Contractor	C560	3

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	RDO	Ag	C560	5
6b:	RDO	Ag	PC12	3
6c:	CSS Farms	Ag	CJ-1	2
6d:	Avera	Hospital	B-200	2
6e:	National Guard	Transient	Blackhawk Chinook	3

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 189 000 | Jet A Sales – Gross Revenue: 304 000

AvGas Gallons Sold: 42000 | Jet A Gallons Sold: 80 000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $368,261 Expenses: $570,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☒ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

Savings

9c: What sources of non-aviation revenue does the airport have?

Ag revenue, Fuel sales, Commercial Fees

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 6 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 7 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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3-letter FAA ID:	odx	**Airport Name:**	evenly sharp field
Airport Manager Name: david williams		Telephone: 308-750-5126	Email: dwflying@msn.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☑ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: bigger hangger
3b:
3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: expense
4b:
4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	green valley aviation	ag	turbine ag wagon	
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	silver hawk aviation	hospital	twin cessna	1-2
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 12300.00

AvGas Gallons Sold: 3000

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 62000.00 Expenses: 62000.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 62000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☑ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding	
9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____
If *No,* is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☑ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants? bond	
9c: What sources of non-aviation revenue does the airport have? land rent	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment	
10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- __/__Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?	
☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	50K	**Airport Name:**	Pawnee City Municipal	
Airport Manager Name: Matt Christian		Telephone: 402-335-0256		Email: Pcflyincowboy@hotmail.com
If survey completed by Other (Name): Jim Schultheiss		Telephone: 402-852-6033		Email: jschult727@yahoo.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☒ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Jet Fuel

3b: T-hangar

3c. Conservation work on farm ground

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Volunteers / Board member burned out

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Matt Christian	Aircraft Mechanical	Weatherly	2/week
5b:			Call Air (Spray plane)	
5c:			Baby Great Lakes	
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:	Strothman	Ag Sprayer	Piper Brave	200/week
6c:				during summer
6d:	Various Ag Sprayers			10/week
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____
AvGas Gallons Sold: 500
Jet A Sales – Gross Revenue: _____
Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $37,000 Expenses: less than revenue

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☒ Other: Local Loan

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

9c: What sources of non-aviation revenue does the airport have?

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? None
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 2 Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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3-letter FAA ID:	QCH	Airport Name:	Pender AIRPORT	
Airport Manager Name: John Miller		Telephone: 816-210-2081		Email: JAmiller1976@hotmail.com
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	REMODEL Pilot Lounge
3b:	
3c.	

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	COST TO REPLACE EQUIPMENT (SNOW EQIPMENT ETC)
4b:	
4c:	

Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	RED LINE AVIATION	AG SPRAYER	AIRTRACTORS	in season 300
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 6,000

AvGas Gallons Sold: 1,200

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 60,000 Expenses: 35,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 35,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☒ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding	
9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☒ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No,* is obtaining local match difficult due to: ☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☒ Other (explain): AIRPORT SELF-SUFFICIENT	
9b: What is the source of funding for projects not funded by Federal grants?	
9c: What sources of non-aviation revenue does the airport have? 80 ACRES FARM LAND	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☒ No
10.) Private Funding & Investment	
10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☒ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
Additional Notes:	

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 7 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 1 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 1 Assistance with State Zoning Statute Enforcement
- 1 Assistance with DBE Project Participation
- 6 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?	
☐ Yes ☒ No	If Yes, please describe why?

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3-letter FAA ID:	PMV	**Airport Name:**	Plattsmouth Airport
Airport Manager Name: Jeremy Stuhr		Telephone: 402-298-8468	Email: Jeremy_Stuhr@msn.com
If survey completed by Other (Name): Roger K. Johnson (combined)		Telephone: 402-657-0397	Email: rjohnson@rkjohnsonlaw.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: additional hangars

3b: graded and paved entrance road from highway

3c. marking and joint/crack sealing

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: sponsor funding

4b: maintenance due to size of grounds and mowing needs

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Keeler & Associates	Insurance Agencies & Broke	Cessna 340	2
5b:	Charinda Aviation LLC	Flight Instruction/ Rental	PA28-140	5
5c:	Lemay Flight Training	Flight Instruction/ Rental	PA28R, PA28-161, Cessn	28
5d:	Bentley Aviation	Photography	PA23	2
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	HyVee	Grocery Store	KIng Air B200	1
6b:	Loves	Truck Stops	Cessna 680	1
6c:	Honeywell	Aviation	Gulfstream GVI	1
6d:	Nebraska public power district	Power company	King Air B200	1
6e:	Eagle sky patrol	Pipeline Inspection	Cessna 177	2

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 48308

AvGas Gallons Sold: 12077

Jet A Sales – Gross Revenue: 8850

Jet A Gallons Sold: 2950

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 404,788 Expenses: 408,460

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 366,754

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☑ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 377,257.05	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☑ Bond ☑ Other: LOANS

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Fuel sales, hangar rent, farm rents and taxes

9c: What sources of non-aviation revenue does the airport have?
farm rent

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☑ FBO ☑ Maintenance operator ☑ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	7V7	**Airport Name:**	Red Cloud Municipal Airport
Airport Manager Name: Dayre Williams		Telephone: 402.746.3297	Email: dayremw@gpcom.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Funding for Airport Management

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Sponsor Funding

4b: Expenses - Maintenance

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Meyers Aerial Service	Agricultural spraying	Air Tractors	100/wk
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Gottsch Enterprises	Livestock management	King Air	2/wk
6b:	Kirk Rundle Consulting	Consulting Geophysicist	Cessna 414	1/wk
6c:	Hawkins Construction	Farm land management	Baron - Beechcraft	3/wk
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $8,750

AvGas Gallons Sold: 2500

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: _____ Expenses: _____

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 17,000 Total 5 Year Match $ 50,000

What is the source of local match for FAA projects?
☑ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget
☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☑ Other (explain): to this point - self sustaining - do not have assistance from any outside entity

9b: What is the source of funding for projects not funded by Federal grants?
Fuel sales, hangar rent/leases and rental of farm land on airport property

9c: What sources of non-aviation revenue does the airport have?
Rental of farm land on airport property

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☑ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 7 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 2 Assistance with State Zoning Statute Enforcement
- 3 Assistance with DBE Project Participation
- 4 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:		**Airport Name:**	
Airport Manager Name: City Rushville		Telephone: 308-327 2221	Email: rushcity@gpcom.net
If survey completed by Other (Name): Connie Roffers		Telephone: Same	Email: Same

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☒ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	None
3b:	
3c:	

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	Maintenance
4b:	Expenses
4c:	

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	NONE			
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	NONE			
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 11,000 GALLONS | Jet A Sales – Gross Revenue: 6

AvGas Gallons Sold: 11,000 | Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 137,000.00 Expenses: 135,000.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 130,000.00

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☐ Yes ☑ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 150,000 Total 5 Year Match $ _____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

NONE

9c: What sources of non-aviation revenue does the airport have?

NONE

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 1 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 5 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 1 Assistance with State Zoning Statute Enforcement
- 1 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 1 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	Ø9K	Airport Name:	Sargent Municipal Airport	
Airport Manager Name: John Troxel		Telephone: 308.215.0437		Email: johndtroxel@gmail.com
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☒ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☒ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hangars

3b: fuel facility

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Kelly Ag. Spraying	Ag Spraying	Air Tractors.	110/wk.
5b:	Fischer Ag Spraying	Ag Spraying	Air Tractors	
5c:	Krause Ag Spraying	Ag Spraying	Air Tractors.	
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: N/A
Jet A Sales – Gross Revenue: N/A
AvGas Gallons Sold: N/A
Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $41,000 Expenses: 75,600

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☒ General Fund ☒ Property Tax County
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 61,100

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☒ Other: City, County.

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
City, County, farm ground rental, Hangar leases.

9c: What sources of non-aviation revenue does the airport have?
City, County taxes, farm ground rental.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? N/A.
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☒ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 7 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 6 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 8. Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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3-letter FAA ID:	BFF	**Airport Name:**	Western Nebraska Regional Airport
Airport Manager Name: Raul Aguallo		Telephone: 308-635-4941	Email: raguallo@flyscottsbluff.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☑ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☑ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☑ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Aircraft Maintenance, all size
3b: Education A&P
3c. business/industrial park

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding
4b: size of staff
4c: increasing passengers

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Sky West	airline	CRJ 200	12
5b:	Robbins Aviation	flight school/charter	varies	15-20
5c:	Fed Ex	cargo	Cessna 208	12-20
5d:	Air Med	air ambulance	KingAir	varies
5e:	Westco	ag sprayers	Ag Cat	varies

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Fed Ex	cargo	metroliner	10-20
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____ Jet A Sales – Gross Revenue: _____

AvGas Gallons Sold: _____ Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 1.2 million Expenses: 1.2 million

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 1.2 million

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☐ Yes ☑ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Budget or Bonding

9c: What sources of non-aviation revenue does the airport have?
We have some farm revenue and rental revenue

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
we dont have any private by in on any projects

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 3 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 4 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 5 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No

If Yes, please describe why?

L.M. 10:51 - 7/27. LM 7/28
Greg is working on it. will call again soon. *
L.M 7/29 in Oshkosh.

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Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DIVISION OF AERONAUTICS

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Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	SWT	Airport Name:	Seward Municipal Airport	
Airport Manager Name: Greg & Terri Wheeler		Telephone: 402.643.2125		Email: sewardairport@gpcom.net
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☒ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☒ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Corporate Hangers

3b: T-Hangars

3c. Larger Terminal Bldg

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Airport Maintenance

4b: Sponsor funding

4c: Addl, Pavement; Driveways/Access to/from T-Hangars.

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	CCS Concrete Construction Service	Grain Silo Repair/ Demolition	Cirrus SR-22/ Vision Jet	3/WK
5b:	TC Flight - Pat McInteer	Flight Training	Cessna 172	12-15/wk
5c:	Wissfann Enterprises	Ag. Irrigation	Piper PA-24	2/WK
5d:	Flatland Aviation & Training	Various/Multiple	Piper PA-32R	4/WK
5e:	Grainbelt Aviation	Various/Multiple	Cessna 172	3/WK

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Concordia College Board of Regions	College	Multiple	Few airplanes 1-2 as needed /mo
6b:	Trans Canadian Pipeline	Powerline/Pipeline Patrol	Cessna 172 208 Caravan	1/WK
6c:	SE Community College	College	Various	as needed 1-2./mo
6d:	Pennecco	Exhaust Mfg.	Various	1/wk. varies
6e:	Orselin Farm	Farm Store	King Air	1/wk.

Powerline Pipeline contract

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $54,000
AvGas Gallons Sold: 12,000
Jet A Sales – Gross Revenue: $23,400
Jet A Gallons Sold: 6,000

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: _____ Expenses: 275,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $275,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 50,000 Total 5 Year Match $ 250,000 estimated

What is the source of local match for FAA projects? ☒ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☒ Bond ☒ Other: Local loan/Bank.

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): ____
☐ Other (explain): ____

9b: What is the source of funding for projects not funded by Federal grants?
Local loan,

9c: What sources of non-aviation revenue does the airport have?
Cash rent agricultural land.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☒ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? N/A
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? N/A
☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 1 Staffing Maintenance Positions
- 6 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 4 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 9 (other, fill in rank and describe) ____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

L.M. 7/27; returned 7/27; L.M. 7/28.
Luke - 402.879.3006

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	12K	Airport Name:	Superior Municipal Airport
Airport Manager Name: Luke		Telephone:	Email:
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	AWOS
3b:	GPS Approaches
3c.	Office / Refurbish Hangars.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	
4b:	
4c:	

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Myers Aerial Service	Ag Spraying	Air Tractors.	500/wk
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Silver Hawk Aviation	Dr. for Hospital	C90 - CJ III/IV/IV	2/wk
6b:	Wyatt Construction	Oil Industry	CJ III; Concours FF	1/wk Seasonal
6c:		Concrete Company	Cirrus SR22	1/wk.
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $7,000 | Jet A Sales – Gross Revenue: N/A

AvGas Gallons Sold: 2000 | Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $40,000 Expenses: $ 40,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 17,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☒ General Fund (City) ☒ Property Tax (County)
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ 30,000

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): ____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
General fund, fuel Sales, farm ground rent, Hangar leases.

9c: What sources of non-aviation revenue does the airport have?
farm ground rent.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? ☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? Office Space ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 3 Marketing/Promotions/Community Education about your Airport
- 9 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 2 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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3-letter FAA ID:	0G3	**Airport Name:**	Tecumseh Municipal Airport
Airport Manager Name: Mike Wendt		Telephone: 402.450.1506	Email: mmwendt@windstream.net
If survey completed by Other (Name):		Telephone:	Email: tecumsehairportauthority@gmail.co

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Hangars

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Maintenance - expenses

4b:

4c:

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Bernadt Aviation	Flight Training	unknown	unknown
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Hartman Cattle Company	Livestock Management	Cessna 414	1/wk
6b:	Tyson	Chicken Houses	unknown	unknown
6c:	Ag Sprayers (various companies)	Ag Spraying	Air Tractors (601, 602)	140/wk
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $20,000

AvGas Gallons Sold: 5,000

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $65,000 Expenses: $35,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ _____

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☑ Other: City Interlocal Agreeme
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 24,000 Total 5 Year Match $ 72,100	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Hangar rent/leases, fuel sales, rental of farm land on airport property, interlocal agreement with the City

9c: What sources of non-aviation revenue does the airport have?
rental of farm land on airport property and interlocal agreement with City.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
None at this time.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 4 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 6 Assistance with DBE Project Participation
- 5 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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3-letter FAA ID:	TQE	**Airport Name:**	Tekamah Municipal Airport
Airport Manager Name: Doug Pollack		Telephone: 402.374.1700	Email:
If survey completed by Other (Name): Allen Soll		Telephone: 402.374.2178	Email: allen@agwerxaiviation.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☑ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☑ Emergency Response
☑ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Fuel system - expansion, Jet Fuel and AvGas

3b: Hangars

3c. Terminal Building

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Maintenance - snow removal and mowing

4b: Sponsor Funding

4c: Personnel/Staffing

Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Agwerx	Ag Spraying	Air Tractors/Helicopter	490/week
5b:	J&D Aircraft Service Co	Aircraft maintenance & repai	all types	1/wk
5c:	Reisa Construction	Ethanol Pipe Fitting	Cessna 210	3/wk
5d:	Doug Pollack	Flight review & instruction	variable	2/wk
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Carson Acres	Hunting Club	Citation,Phenom,King Air	3/wk seasonal
6b:	Pheasant Bonanza	Hunting Club	King Air, Citation	2/wk seasonal
6c:	Peck Manufacturing	Grain Auger Manufacturing	Cirrus	1/wk
6d:	Champion Aircraft Co	Aircraft delivery	Champion	1/month
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $45,000

AvGas Gallons Sold: 15,000

Jet A Sales – Gross Revenue: N/A

Jet A Gallons Sold: N/A

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $187,355 Expenses: $239,475

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ $181,475

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☑ Other: City
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 31,500 Total 5 Year Match $ 94,500	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
General Fund, Fuel sales, hangar rent/leases, and rental of farm land on airport property.

9c: What sources of non-aviation revenue does the airport have?
Rental of farm land on airport property

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 4 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 3 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 7 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

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email: rlmasten@hotmail.com

Jack.

Nebraska Aviation System Plan | Airport Manager Survey

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Ron - Secretary/Treasurer - 308.650.9321 (Cell)

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

Medford

3-letter FAA ID:	TIF	Airport Name:	Thomas County Airport	
Airport Manager Name: Jack Johnston		Telephone: 308.645.9016		Email: jacksonjohnston44@gmail.com.
If survey completed by Other (Name): Ron Masten		Telephone: 308. 650.9321		Email: rlmasten@hotmail.com

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☒ Base for Corporate Flight Depts. (golf course.)	☐ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☒ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☒ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Maintenance FBO

3b: Terminal Bldg - upgrade

3c. Hangars

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: maintenance

4c: expenses.

Nebraska Aviation System Plan | Airport Manager Survey

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Midwest Partitions	Construction	HondaJet M600, TBM 930	8-10/WK
5b:	Sand Hill Oil Co.	Petroleum	Cessna 172 Piper Matrix, 235	15-18/WK.
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Dismal River Golf Cum	Recre/ hunting	Pilatus PC-12 Cessna Sovereign	18-20/wk seasonal
6b:	Haffman Cattle Co.	Agricultural	King Air	12/wk seasonal
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

Airport ∅ ∅

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $30,000 X
AvGas Gallons Sold: 10,000 Not Airport owned see below

Jet A Sales – Gross Revenue: N/A
Jet A Gallons Sold: N/A.

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $65,000 Expenses: $65,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 30,000

8c. How are your airport's annual expenses trending? ☒ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☒ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

→ Airport did not receive these funds - was private fuel facility. New this year airport will get a portion of the proceeds.

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $ 36,000 Total 5 Year Match $ 180,000

What is the source of local match for FAA projects? ☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Local budget, Hangar Leases, farm ground rental.

9c: What sources of non-aviation revenue does the airport have?
farm ground rental.

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years? See Add'l Notes. ☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years? ☒ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes: Fuel Delivery - Private.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 3 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 4 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 5 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 1 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 6 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 7 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____ (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	VTN	Airport Name:	Miller Field	
Airport Manager Name: Bob Kilmer		Telephone: 402-376-2215		Email: VTNSLYAR@STRWISP.NET
If survey completed by Other (Name):		Telephone:		Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☒ Ag. Spraying/Ag-Bus. Support.	☒ Base for Corporate Flight Depts.	☒ Recreational Pilots/Users
☒ Critical Community Access/Remote	☒ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☒ Agricultural/Spraying	☒ Education - Flight Instruction	☐ State Agency
☒ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☒ Aircraft Charter	☒ Cargo	☐ Law Enforcement
☒ Aircraft Maintenance – Small	☒ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:	TAXIWAY – RUNWAY – HANGER
3b:	
3c.	

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:	FUNDING
4b:	PLANNING
4c:	

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Medivac	PATIENT TRANS.	King Air	15
5b:				
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Encore	Cargo	Piston Twin	5
6b:	Silver Hawk	Charter	Jet & Turbo	10
6c:	?	Passengers	Jet	20
6d:	Net Jets	"	Jet	10
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

Jet A and
AvGas Sales – Gross Revenue: $273,681.40

AvGas Gallons Sold: 37,458.92

~~Jet A Sales – Gross Revenue:~~

Jet A Gallons Sold: 34,874.52

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 313,937.38 Expenses: 292,010.00

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 285,000.00

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☒ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☒ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☒ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☒ Other: Sales Tax
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects? ☒ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $ Ø

What is the source of local match for FAA projects?
☐ Set-aside/Save Non-Primary Entitlement ☒ Set-aside/Save from Annual Budget
☐ Bond ☒ Other: Sales Tax

If *No*, is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?

NDA Loans or Grants

9c: What sources of non-aviation revenue does the airport have?

None

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases? ☐ Yes ☒ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?
☒ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

10b. What types of private projects are planned in the next few years?
☒ Hangar ☐ Terminal Area (public-use space)
☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 9 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 8 Staffing Maintenance Positions
- 1 Marketing/Promotions/Community Education about your Airport
- 7 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 6 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 5 Assistance with State Zoning Statute Enforcement
- 4 Assistance with DBE Project Participation
- 3 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- 2 (other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☒ No

If Yes, please describe why?

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3-letter FAA ID:	AHQ	**Airport Name:**	Wahoo Airport
Airport Manager Name: Wahoo Airport Authority		Telephone: 402-882-2717	Email: wahooairport@gmail.com
If survey completed by Other (Name): Melissa Harrell, City Admin		Telephone: 402-443-3222	Email: harrell@wahoo.ne.us

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☑ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: We have an extensive waiting list for hangars - recreational as well as corporate. Assistance in planning for public-p

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Varmint control on the grass runway

4b: Planning for future - particularly with non-federally funded projects - how to get them done with limited funds

4c: We have difficulty with Emergency Locator Transmittor (ELT) calls from ATC or similar organization. We received se

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Sandhills Aviation	Aerial Surveying	Cessna 172, Piper Aztec	
5b:	Sierra Bravo Aviation	Aircraft Maintenance	viation Aircraft, Multi & Sin	
5c:	Storm Flying Services	Aerial Applicator	Spray planes	
5d:	Frontier Cooperative	Aerial Applicator	Spray planes	
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: $143,500

AvGas Gallons Sold: 29,620

Jet A Sales – Gross Revenue: $60,000

Jet A Gallons Sold: 24,520

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: $350,000 Expenses: $350,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 325,000 (5 yr)

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 15,000 Total 5 Year Match $ 75,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☑ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Hangar rental, fuel revenue, property tax, farm land rental

9c: What sources of non-aviation revenue does the airport have?
Farm lease income, property tax

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☑ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☑ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 1 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 5 Staffing Maintenance Positions
- 4 Marketing/Promotions/Community Education about your Airport
- 6 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 3 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 7 Assistance with State Zoning Statute Enforcement
- 8 Assistance with DBE Project Participation
- 2 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why? We have some trees in the way but we are working on that!

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3-letter FAA ID:	64V	**Airport Name:**	Wallace Municipal
Airport Manager Name: Lea VanBoening		Telephone: 308-387-4615	Email: ljvanboe@gmail.com
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☑ Ag. Spraying/Ag-Bus. Support. ☐ Critical Community Access/Remote	☐ Base for Corporate Flight Depts. ☐ Itinerant Business Aviation	☐ Recreational Pilots/Users ☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying ☐ Air Medical/Medevac ☐ Aircraft Charter ☐ Aircraft Maintenance – Small ☐ Aircraft Maintenance – Large	☐ Education - Flight Instruction ☐ Education - A&P Instruction ☐ Cargo ☐ Military ☑ Business/Industrial Park	☐ State Agency ☐ Local Agency ☐ Law Enforcement ☑ Emergency Response

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Funding

4b: Maintenance

4c: Rising costs of materials

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	Wallace Aviation Inc	Agricultural Applications	Ag-Cats	Varies, seasonally
5b:	Wallace Air Repair	Airplane Maintenance Shop	Spray planes & general av	Varies
5c:				
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:	Oppliger Feedyards	Farming and cattle feedlot	general aviation	Varies
6b:	Frenchman Valley Produce	Farming	general aviation	Varies
6c:	Various Ag Operators from several s	Ag Operations	Planes coming to shop	Varies
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: _____

AvGas Gallons Sold: _____

Jet A Sales – Gross Revenue: _____

Jet A Gallons Sold: _____

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 0 Expenses: 0

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 0

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☐ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☐ Property Tax
☐ Special Fund ☑ Other: Wallace Aviation, Inc
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☐ Yes ☑ No
If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☐ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____
If *No,* is obtaining local match difficult due to: ☑ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____ ☐ Other (explain): _____	
9b: What is the source of funding for projects not funded by Federal grants? Wallace Aviation, Inc	
9c: What sources of non-aviation revenue does the airport have? None	
9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☐ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☑ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:
Wallace, population 350, is unable to budget funds for the airport at this time so private businesses have funded maintenance in exchange for use of facility.

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- _____Training & Educational Resources for Airport Managers – Priority for Rural Airports
- _____Staffing Maintenance Positions
- _____Marketing/Promotions/Community Education about your Airport
- _____Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- _____Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- _____Assistance with State Zoning Statute Enforcement
- _____Assistance with DBE Project Participation
- _____Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☑ Yes ☐ No	If Yes, please describe why? Funding

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3-letter FAA ID:	LCG	**Airport Name:**	Wayne Municipal Airport
Airport Manager Name: Becker Flying Service		Telephone: 402-254-7316	Email: beckeraircraft@hartel.net
If survey completed by Other (Name): Beth Poter		Telephone: 402-375-1733	Email: bporter@cityofwayne.org

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☐ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☐ Law Enforcement
☐ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a:

3b:

3c.

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a:

4b:

4c:

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USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

Name	Type of Business	Aircraft Type	Departures/Week
5a:			
5b:			
5c:			
5d:			
5e:			

6.) Who are the top 5 most active transient operators *visiting* local businesses?

Name	Type of Business	Aircraft Type	Arrivals/Week
6a:			
6b:			
6c:			
6d:			
6e:			

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 5,000

AvGas Gallons Sold: 13,000

Jet A Sales – Gross Revenue: 0

Jet A Gallons Sold: 0

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 3,466.350 Expenses: 3,415,524

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 284,000

8c. How are your airport's annual expenses trending? ☑ Upward ☐ Downward ☐ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☐ General Fund ☑ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

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9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No

If *Yes*, please estimate: Average Annual Local Match $_____ Total 5 Year Match $_____

What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
Property taxes, farm ground revenue, avgas sales

9c: What sources of non-aviation revenue does the airport have?
Farmground rent

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

11.) From 1-to-9, please rank the level of importance for the following to your airport.

- 6 Training & Educational Resources for Airport Managers – Priority for Rural Airports
- 7 Staffing Maintenance Positions
- 2 Marketing/Promotions/Community Education about your Airport
- 8 Coordination amongst System Airports like Commercial Service Airports Call (monthly?)
- 4 Revenue Generation and Local Partner Development for local match of FAA Grand Funding
- 3 Assistance with State Zoning Statute Enforcement
- 5 Assistance with DBE Project Participation
- 1 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?

Submit Form

Nebraska Aviation System Plan | Airport Manager Survey

NEBRASKA
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DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

Nebraska DOT, Division of Aeronautics requests your participation in updating the Nebraska Aviation System Plan (NASP) by completing this survey. This information will be relied upon as a basis for the NASP update process, which is now underway. Please return this survey by June 21, 2021, attaching any relevant information you would like considered.

Thank you! Your contributions to the Nebraska Aviation System and this System Plan are sincerely appreciated!

Please contact Jon Large, P.E., Airport Services Manager, Jon.Large@nebraska.gov, (402) 471-2371 with questions about this survey or the NASP State Aviation System Plan.

3-letter FAA ID:	JYR	**Airport Name:**	York Municipal Airport
Airport Manager Name: Randy Hall		Telephone: 402-363-2660	Email: rhall@cityofyork.net
If survey completed by Other (Name):		Telephone:	Email:

GENERAL INFO

1.) What PRIMARY ROLE does your airport provide for operators in and travelers to/from Nebraska?

☐ Ag. Spraying/Ag-Bus. Support.	☐ Base for Corporate Flight Depts.	☑ Recreational Pilots/Users
☐ Critical Community Access/Remote	☐ Itinerant Business Aviation	☐ Scheduled Passenger Service

2.) Is your Airport a Base for one or more Aeronautical or Businesses/Operators *(check all that apply)*

☑ Agricultural/Spraying	☐ Education - Flight Instruction	☐ State Agency
☐ Air Medical/Medevac	☐ Education - A&P Instruction	☐ Local Agency
☐ Aircraft Charter	☐ Cargo	☑ Law Enforcement
☑ Aircraft Maintenance – Small	☐ Military	☐ Emergency Response
☐ Aircraft Maintenance – Large	☐ Business/Industrial Park	

ISSUES & NEEDS

3.) What are your top 3 facility or service needs?
Are there facilities or services not available at your airport that represent a critical gap in meeting the role you answered for Question #2 or primary based businesses checked for Question #3?

3a: Self Service Fuel

3b: Hangar Space

3c. Flight Instruction

4.) What top 3 issues are the most challenging in maintaining your airport?
Issues can be internal (i.e. sponsor funding, staffing, expenses, maintenance, etc.) or external (i.e., things difficult to foresee or affect, such as

4a: Part time help

4b: maintenance

4c: expenses

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

USERS & ACTIVITY

5.) Who are the top 5 most active *based* business tenants?

	Name	Type of Business	Aircraft Type	Departures/Week
5a:	CSB Services	Corporate	Pilatus PC 12	1
5b:	Central Valley AG	AG	Air tractor	3
5c:	Aurora COOP	AG	Air tractor	3
5d:				
5e:				

6.) Who are the top 5 most active transient operators *visiting* local businesses?

	Name	Type of Business	Aircraft Type	Arrivals/Week
6a:				
6b:				
6c:				
6d:				
6e:				

BUDGET FUEL SALES, AIRPORT & PROJECT FUNDING, PRIVATE INVESTMENT

7.) If you sell fuel, what were the estimated fuel sales and volume on the airport in 2019?

AvGas Sales – Gross Revenue: 66,000

AvGas Gallons Sold: 16,500

Jet A Sales – Gross Revenue: 154,000

Jet A Gallons Sold: 47,400

8.) Operations Budget & Funding

8a. Annual Operating Budget: Revenues: 465,000 Expenses: 429,000

8b. What is your airport's average annual operating budget/expenditures (non-capital)? $ 450,000

8c. How are your airport's annual expenses trending? ☐ Upward ☐ Downward ☑ Stable

8d. How are your airport's annual revenues trending? ☐ Upward ☐ Downward ☑ Stable

8e. Is the airport budget supplemented by other agencies *(e.g. sponsor/owner /town)* for its basic operating and maintenance costs? ☑ Yes ☐ No

If *Yes*, what is the source of those funds?
☑ General Fund ☐ Property Tax
☐ Special Fund ☐ Other: _____
☐ Transportation/Roads Fund

Nebraska Aviation System Plan | Airport Manager Survey

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DIVISION OF AERONAUTICS

9.) Project Funding

9a: Over the last 3-5 years, have you been able to get local match for FAA-funded projects?	☑ Yes ☐ No
If *Yes*, please estimate: Average Annual Local Match $ 50,000 Total 5 Year Match $ 100,000	
What is the source of local match for FAA projects?	☐ Set-aside/Save Non-Primary Entitlement ☑ Set-aside/Save from Annual Budget ☐ Bond ☐ Other: _____

If *No,* is obtaining local match difficult due to:
☐ Limited Fiscal Resources ☐ Community Opposition ☐ Lack of Political Support ☐ Unfunded Year(s): _____
☐ Other (explain): _____

9b: What is the source of funding for projects not funded by Federal grants?
City of York capital improvement funds

9c: What sources of non-aviation revenue does the airport have?
Crop land lease

9d. Does your Airport Sponsor (City and/or county) have a cap on budget increases?	☐ Yes ☑ No

10.) Private Funding & Investment

10a. What types of projects have private interests invested in over the last 5 years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☑ Maintenance operator ☐ Flight School
10b. What types of private projects are planned in the next few years?	☐ Hangar ☐ Terminal Area (public-use space) ☐ FBO ☐ Maintenance operator ☐ Flight School

Additional Notes:

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- 4 Assistance with Sample Minimum Standards, Rules/Regulations, Rates and Charges, & Lease Documents
- _____(other, fill in rank and describe) _____

12.) Is compliance with Division of Aeronautics licensing standards difficult for your airport?

☐ Yes ☑ No	If Yes, please describe why?



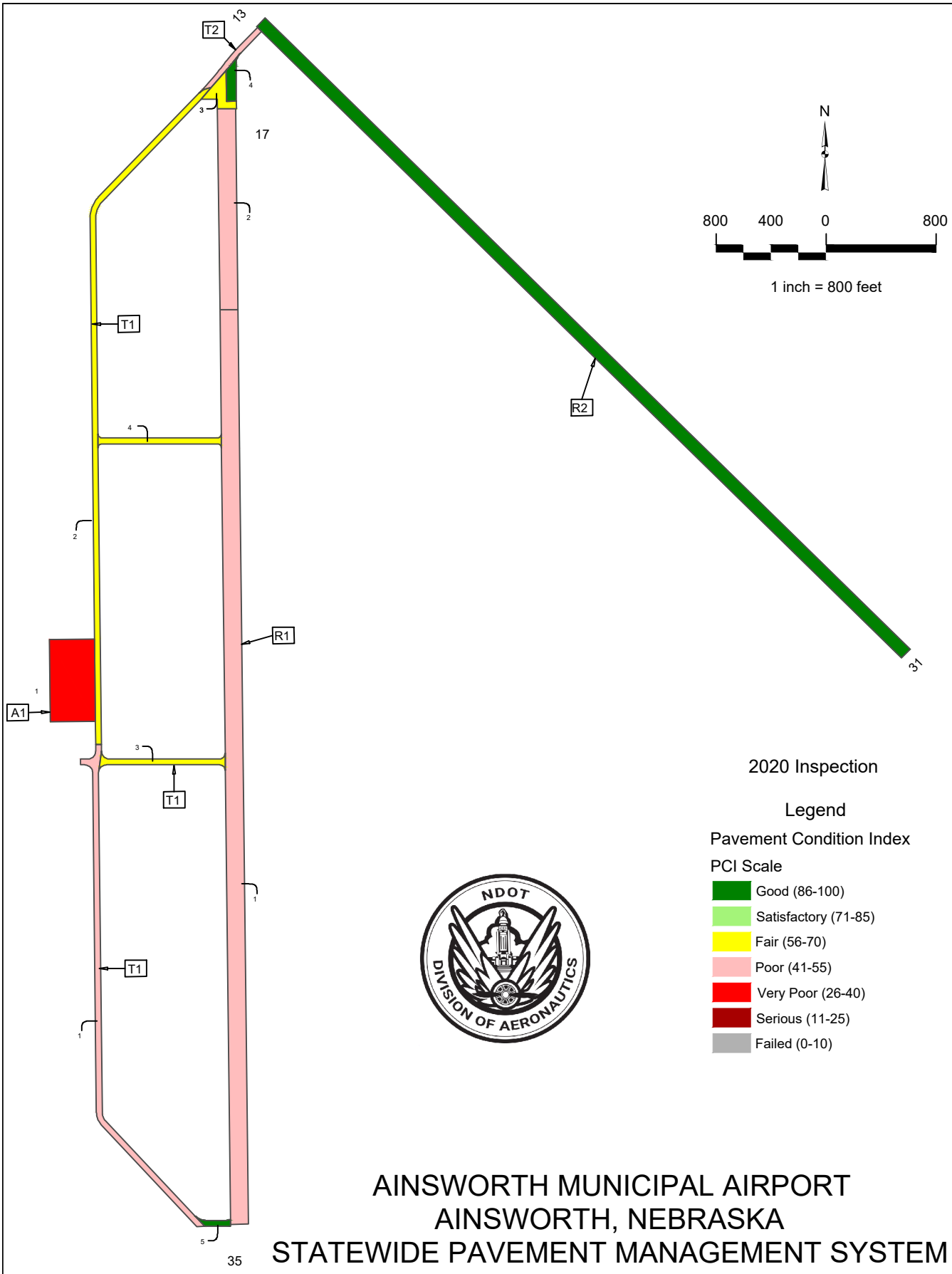
NEBRASKA

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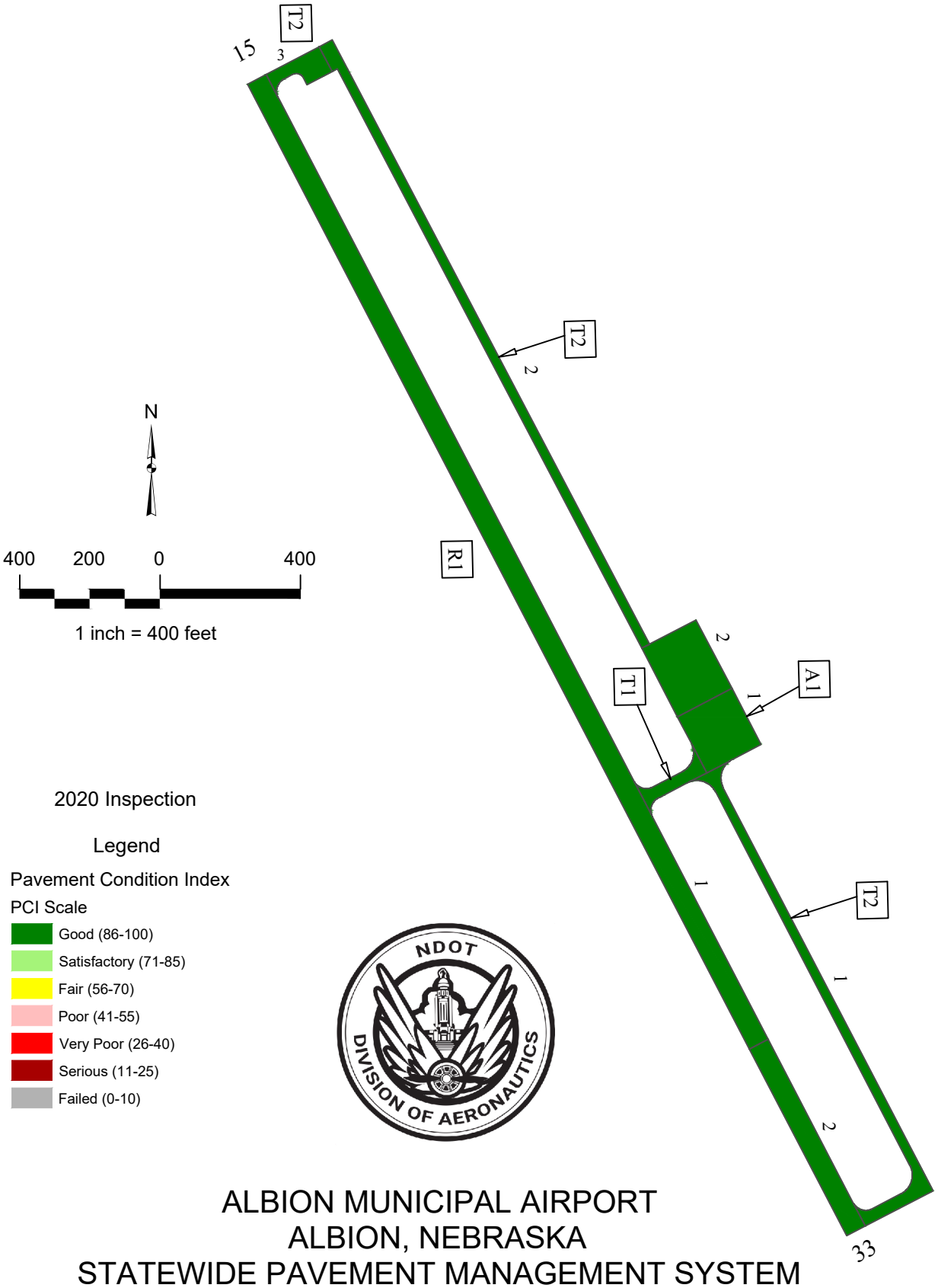
DEPARTMENT OF TRANSPORTATION

APPENDIX D
AIRPORT PAVEMENT CONDITION INDEXES (PCIS)

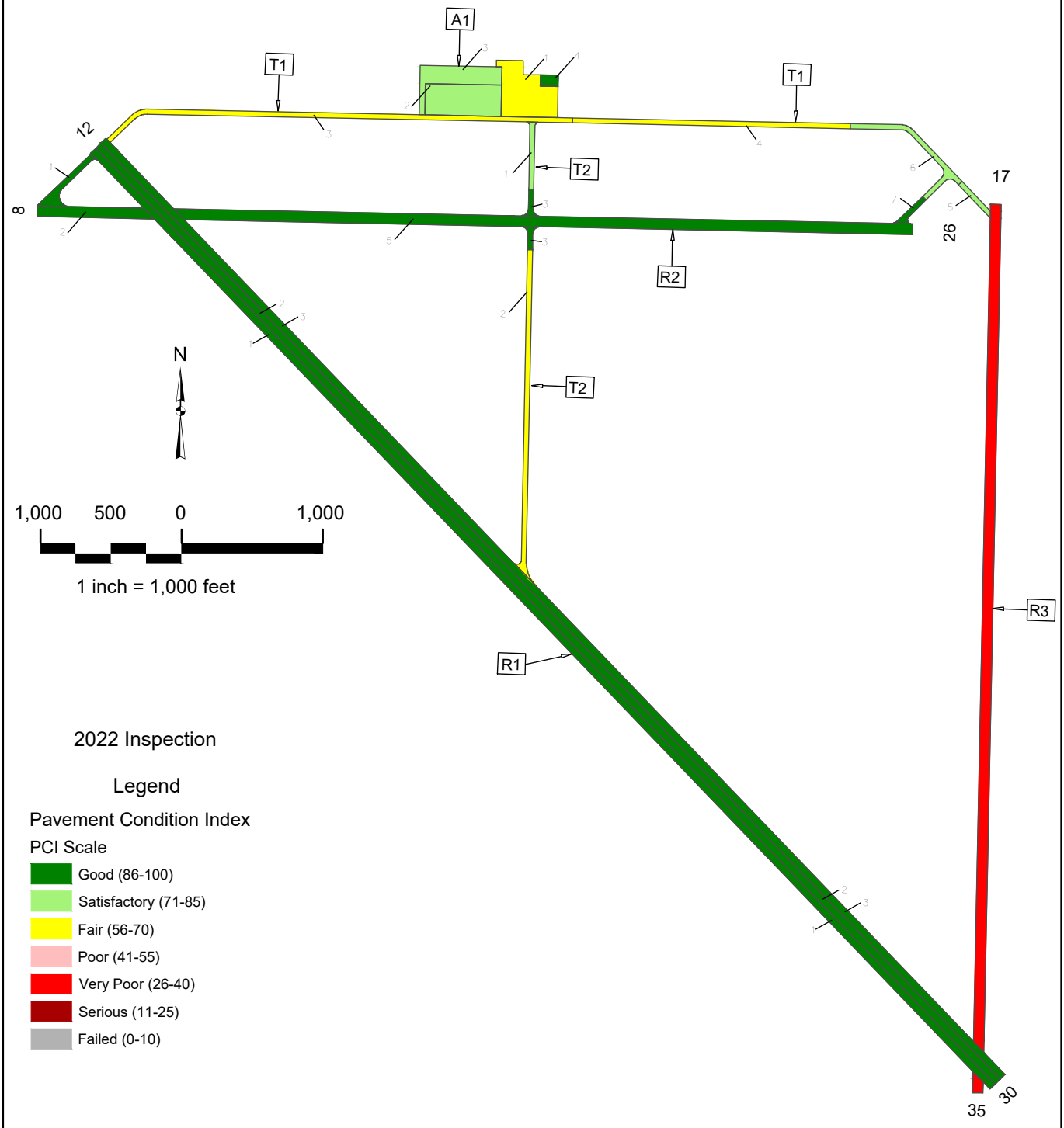
McFarland Johnson



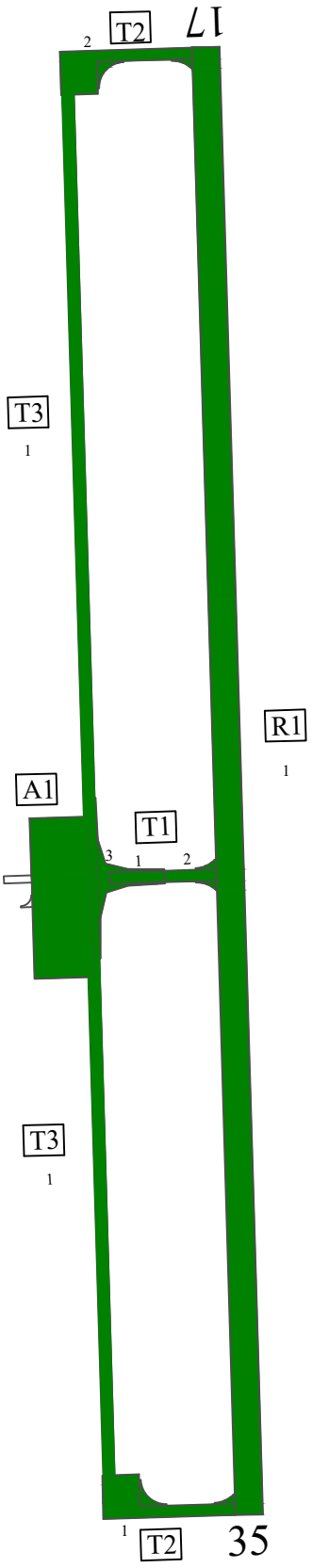
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AINSWORTH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



ALBION MUNICIPAL AIRPORT
ALBION, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



ALLIANCE MUNICIPAL AIRPORT
ALLIANCE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



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390 195 0 390

1 inch = 400 feet

2022 Inspection

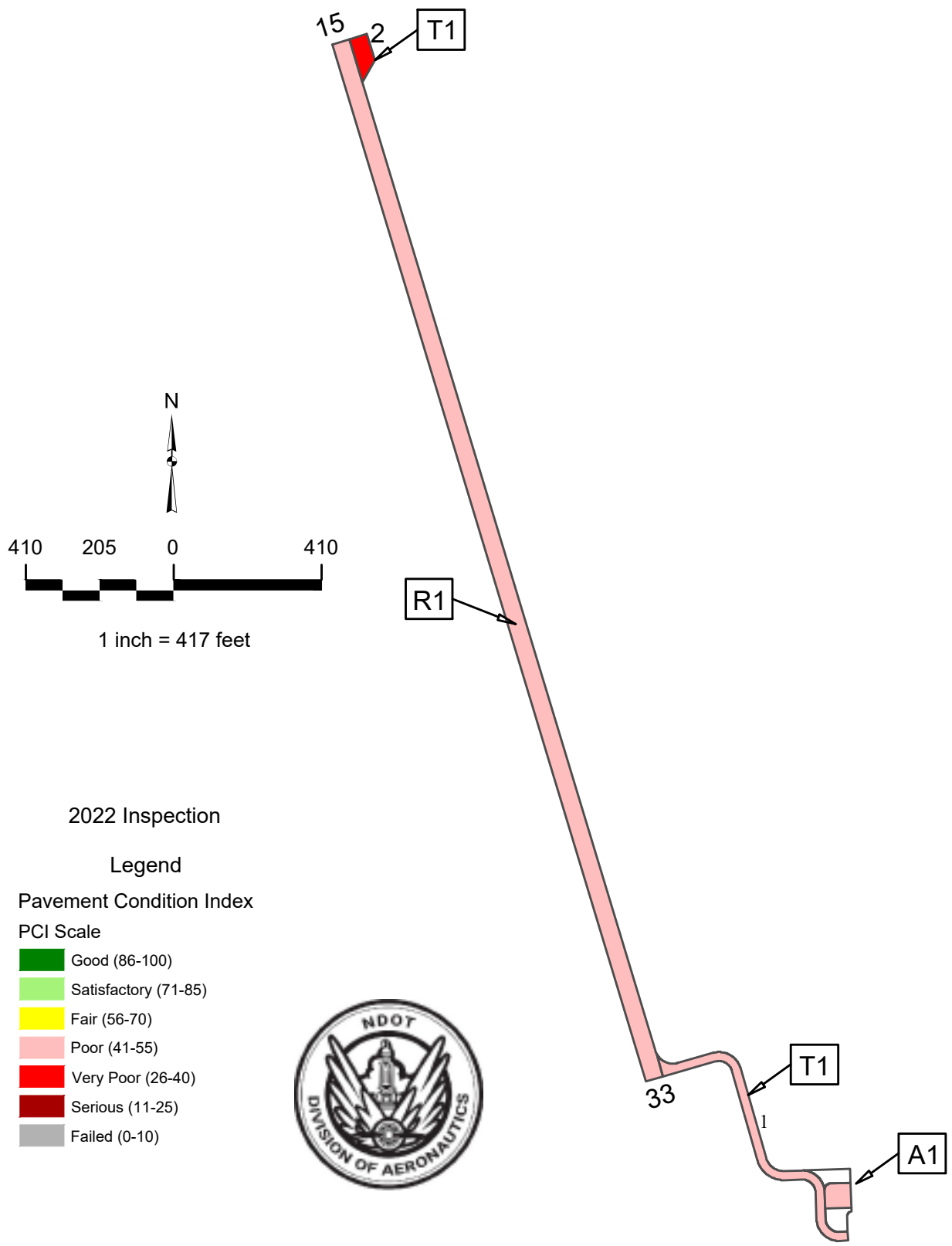
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Pavement Condition Index

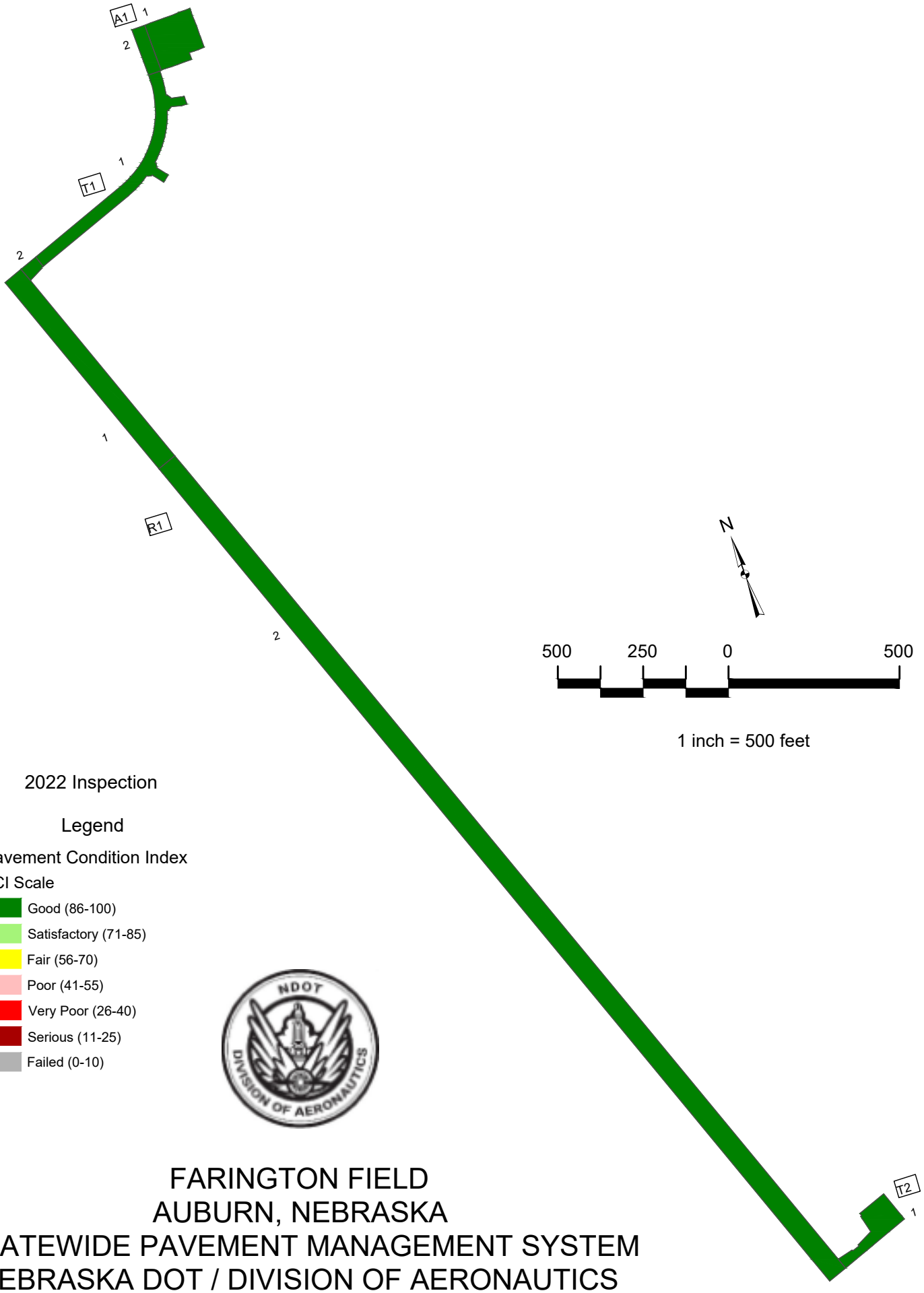
PCI Scale

- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

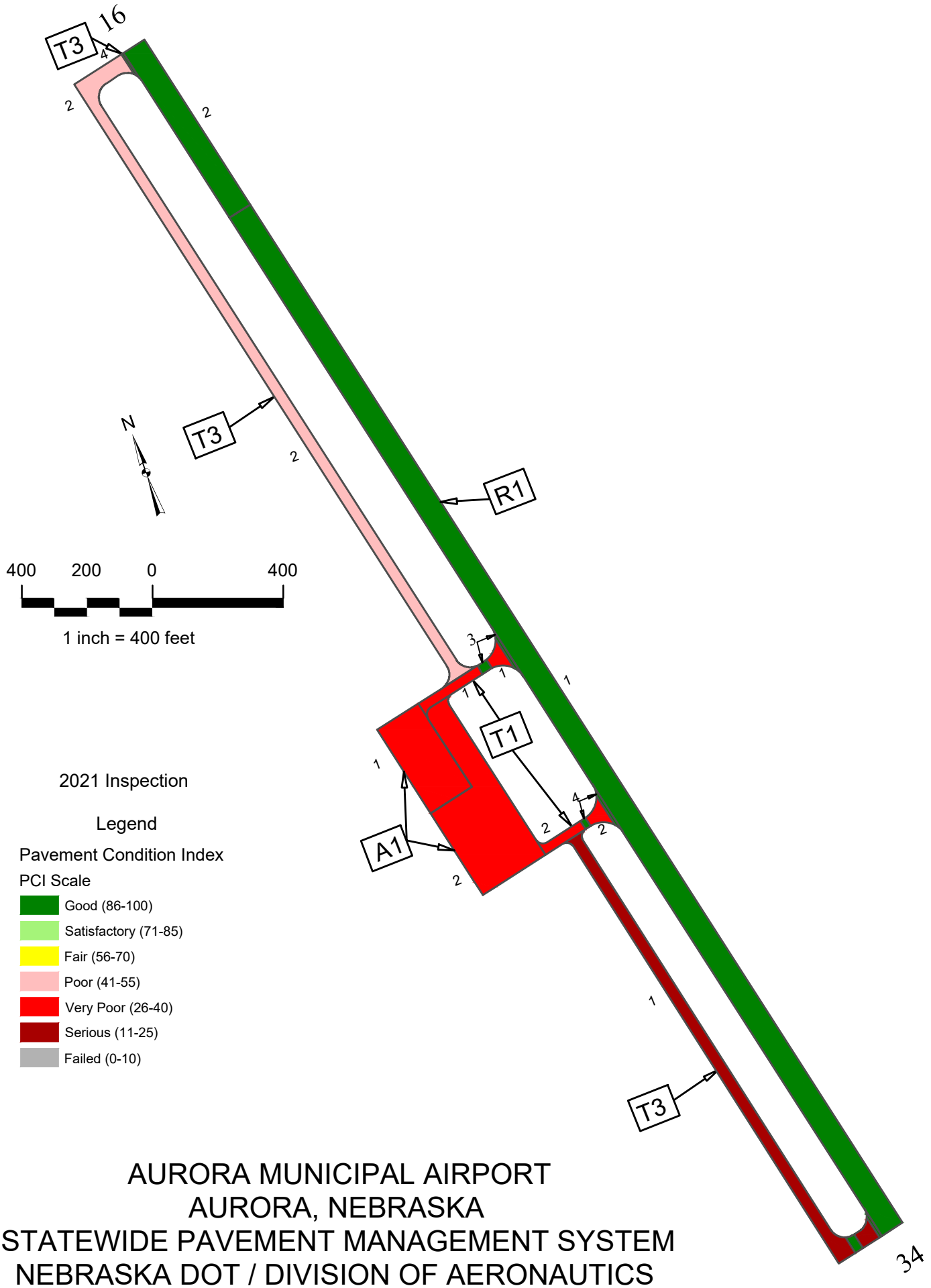
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ALMA, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



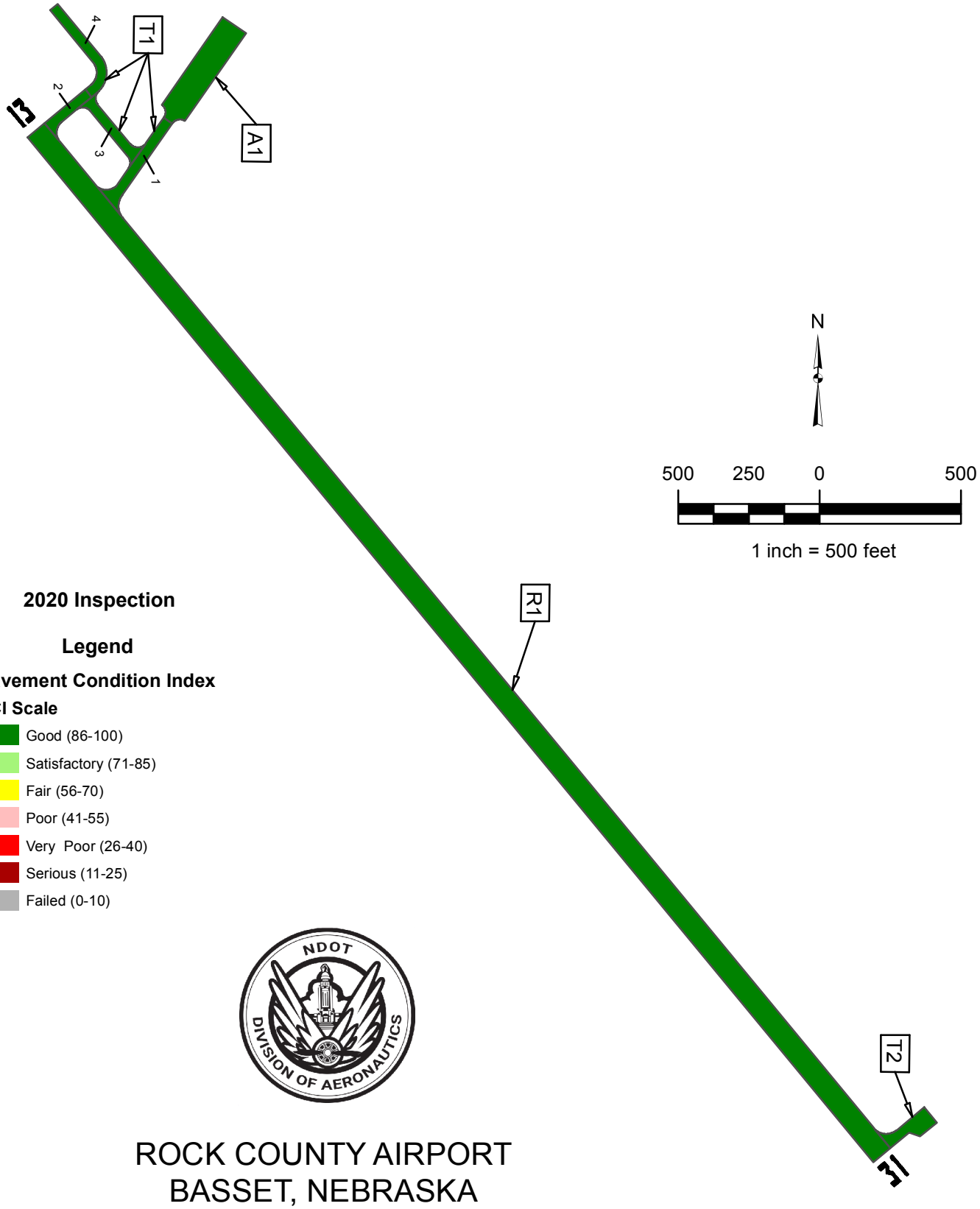
ARAPAHOE MUNICIPAL AIRPORT
ARAPAHOE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



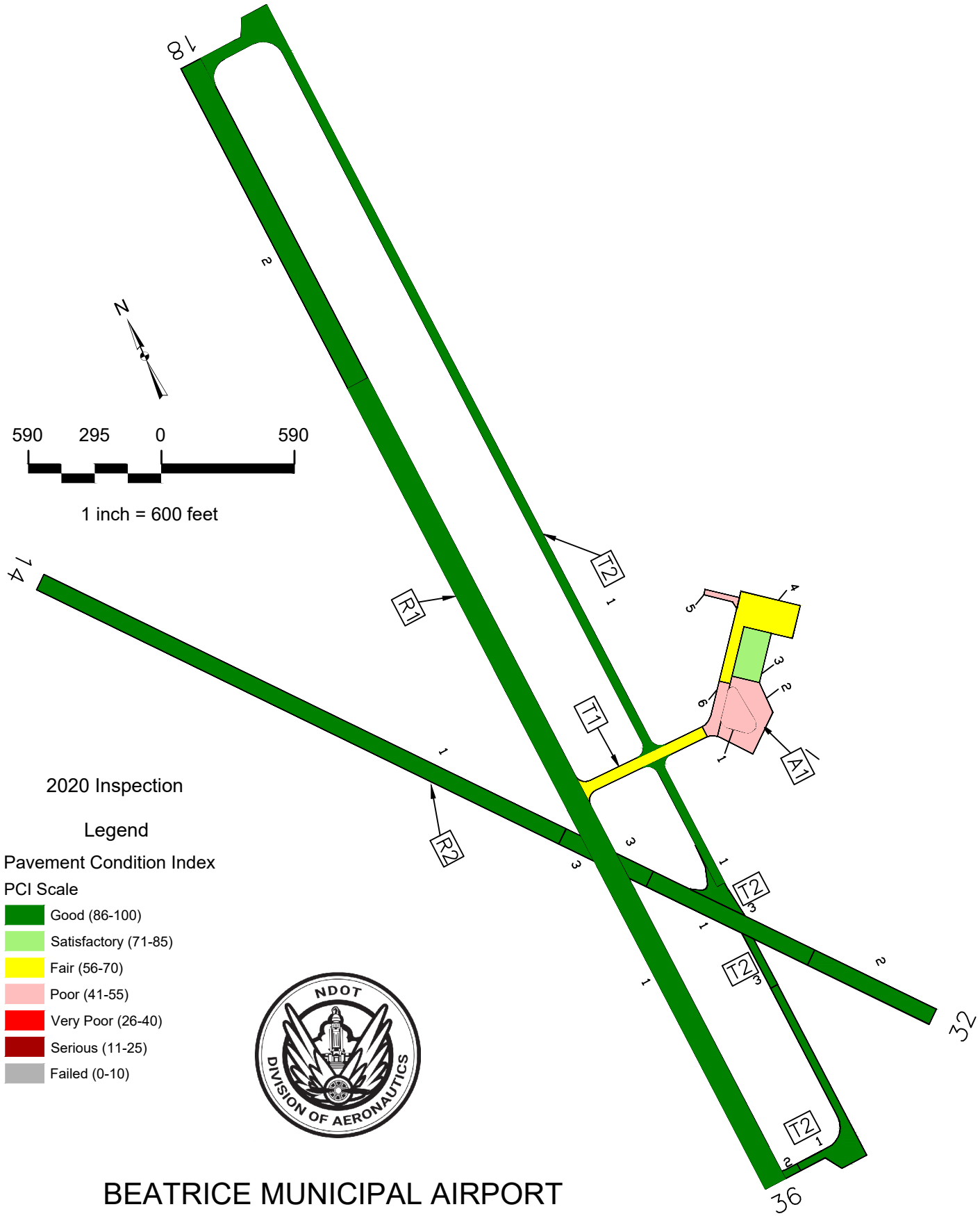
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STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



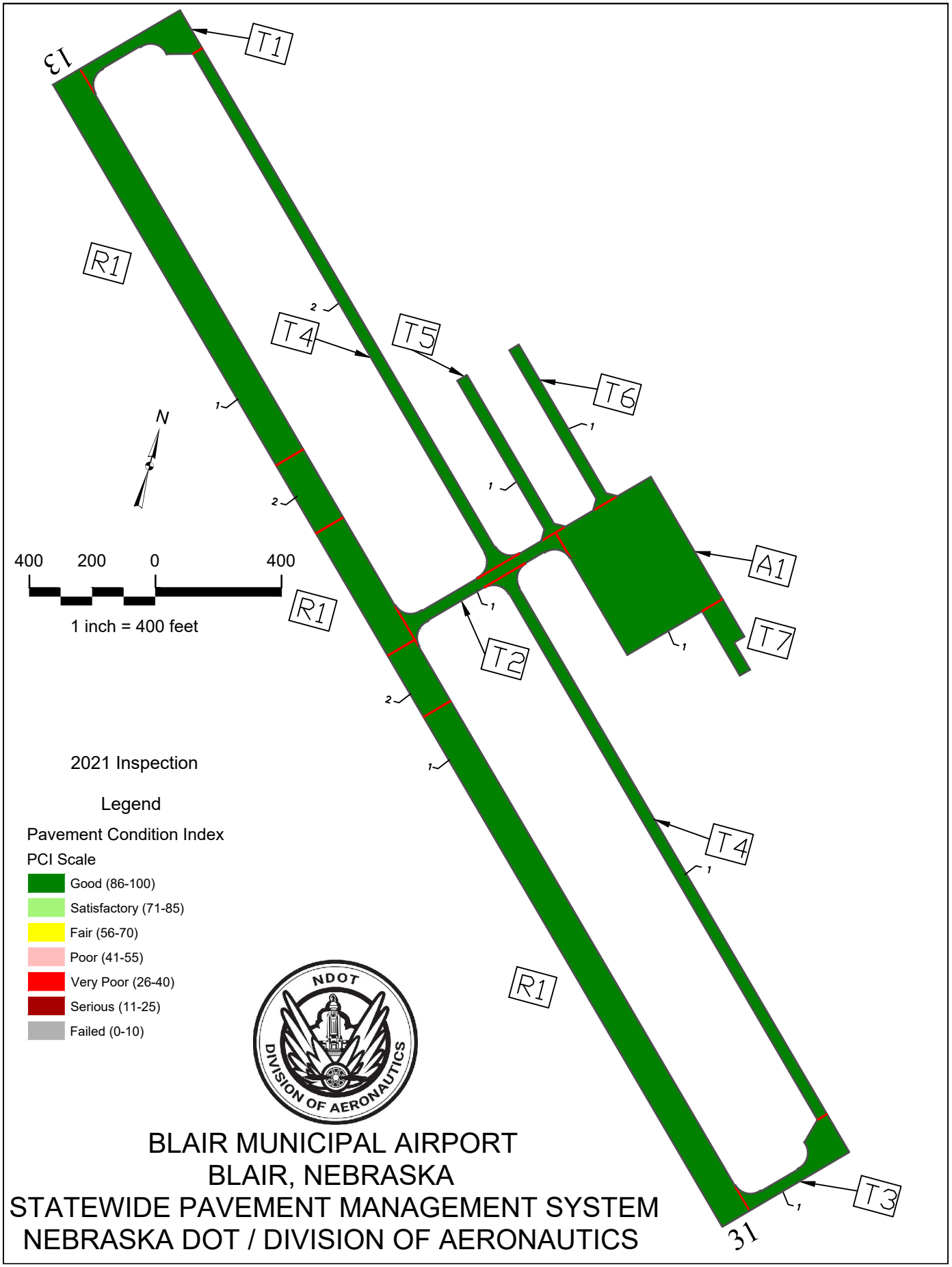
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STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



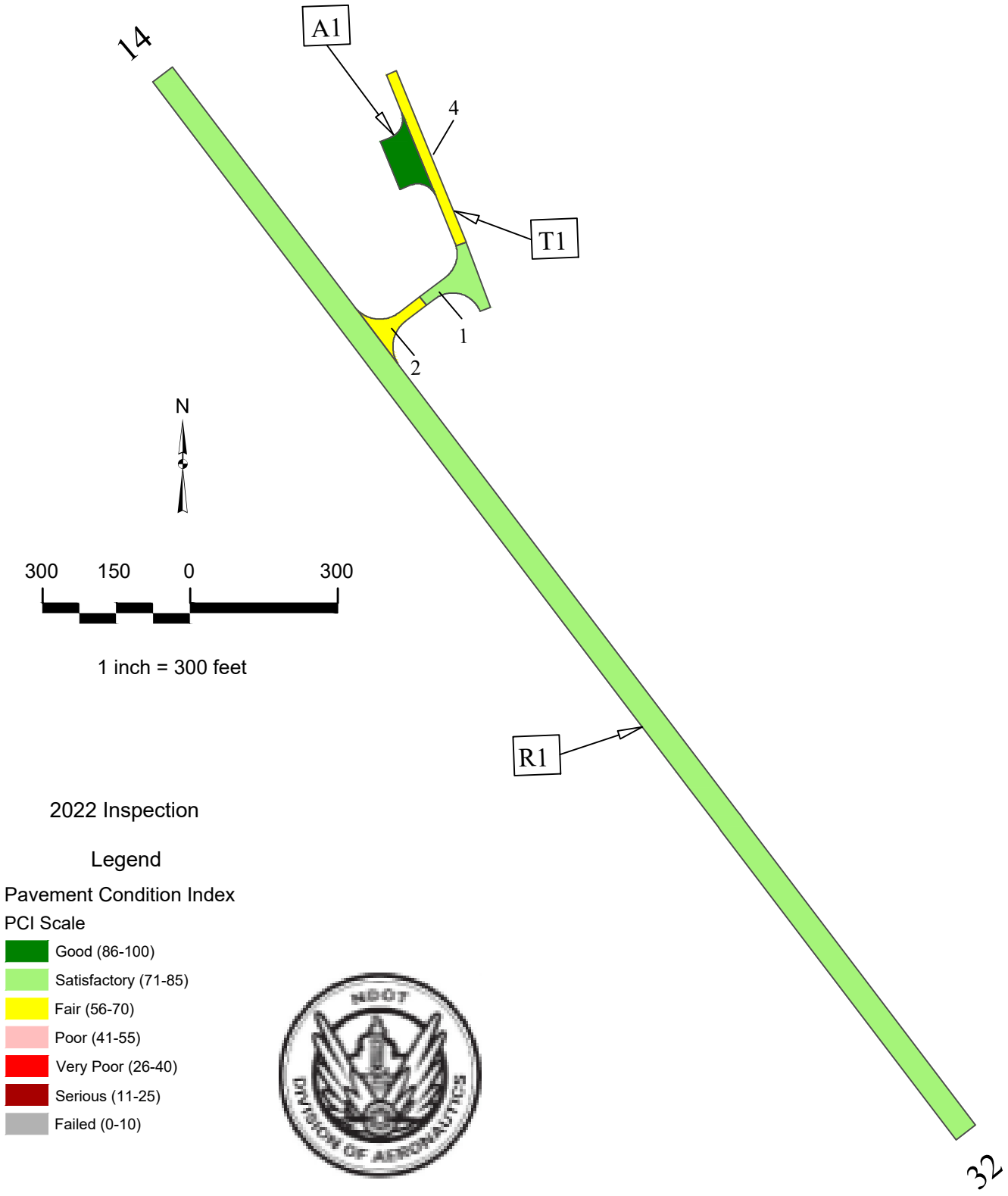
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STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



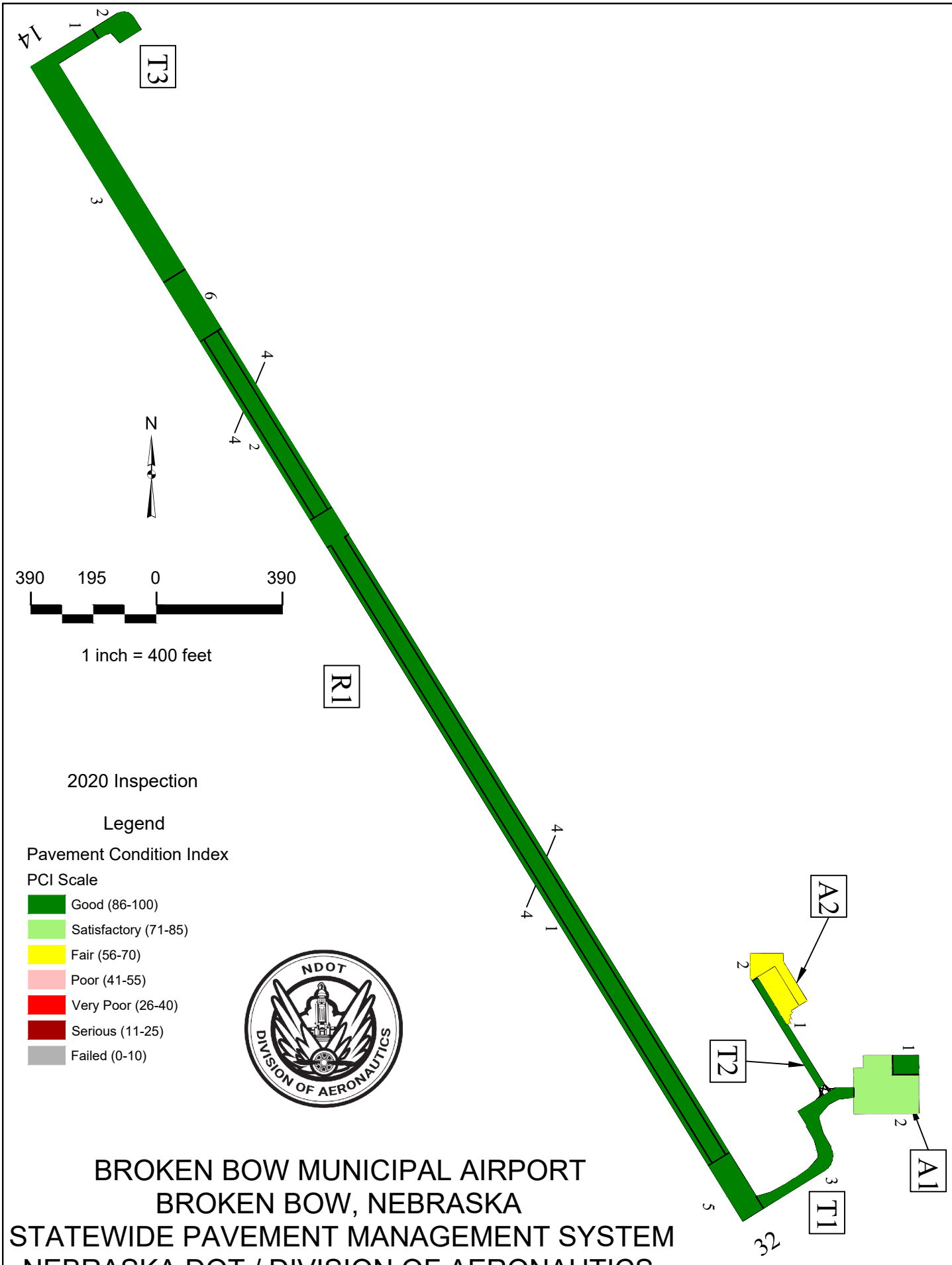
BEATRICE MUNICIPAL AIRPORT
BEATRICE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



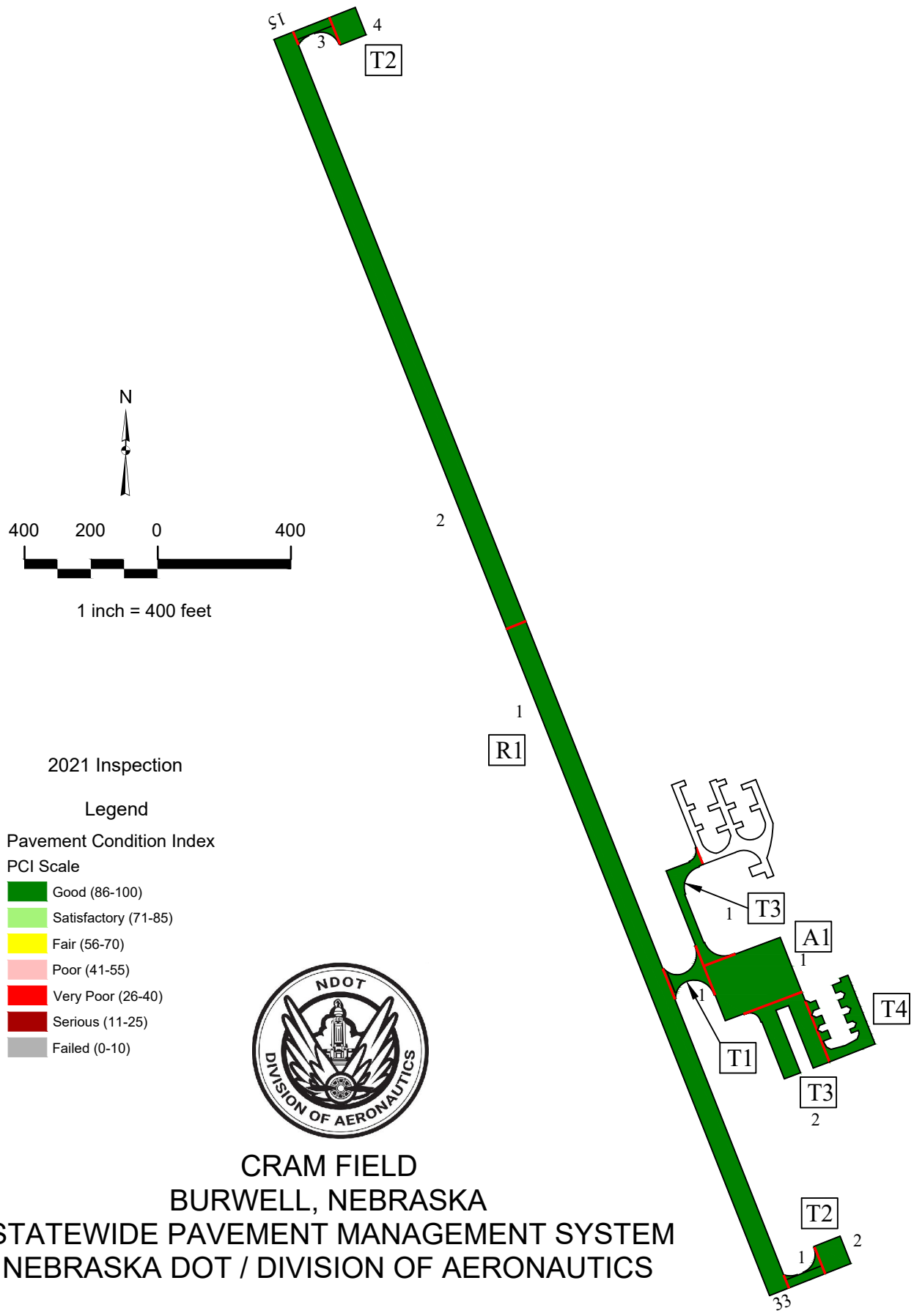
BLAIR MUNICIPAL AIRPORT
BLAIR, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



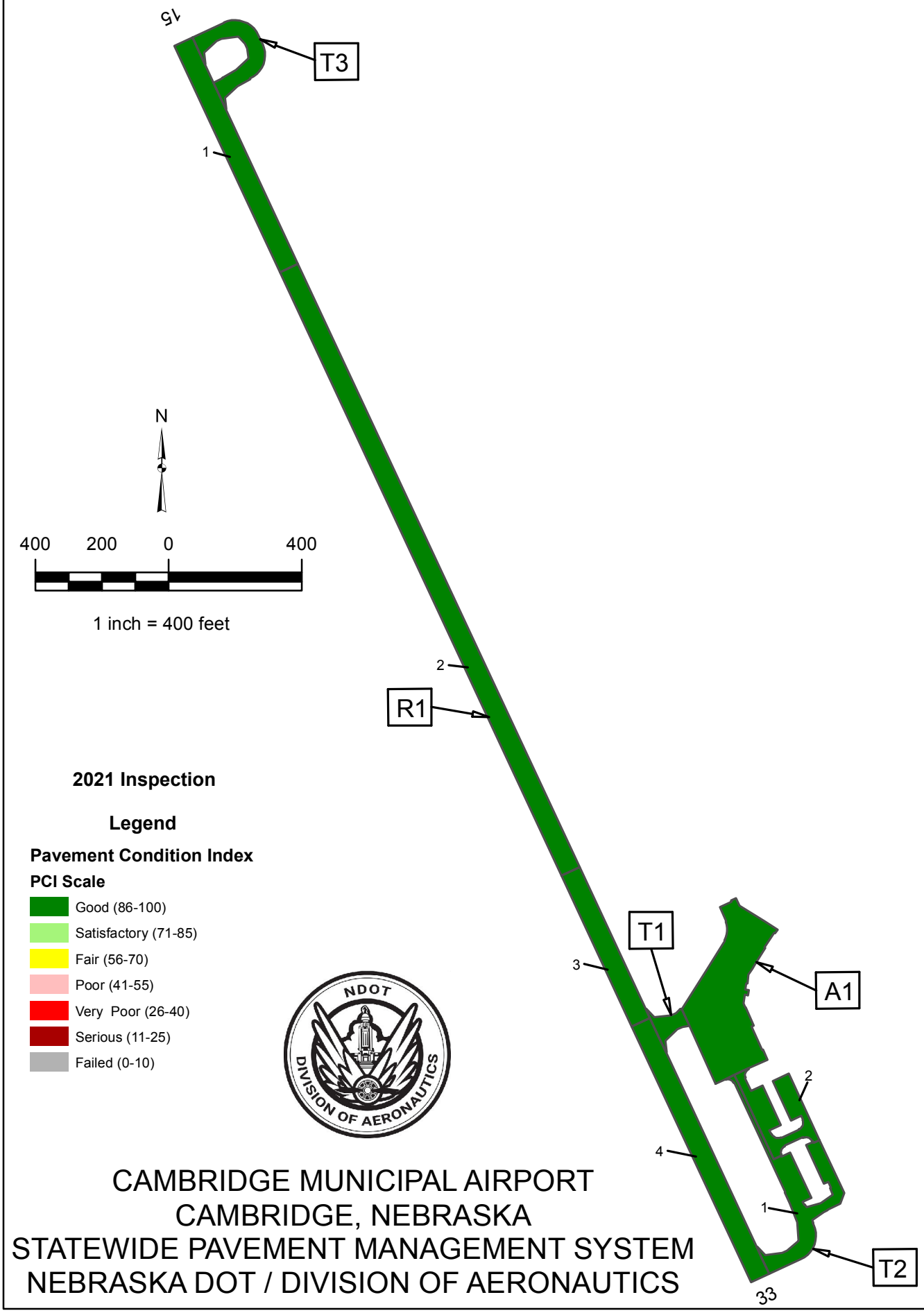
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BLOOMFIELD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



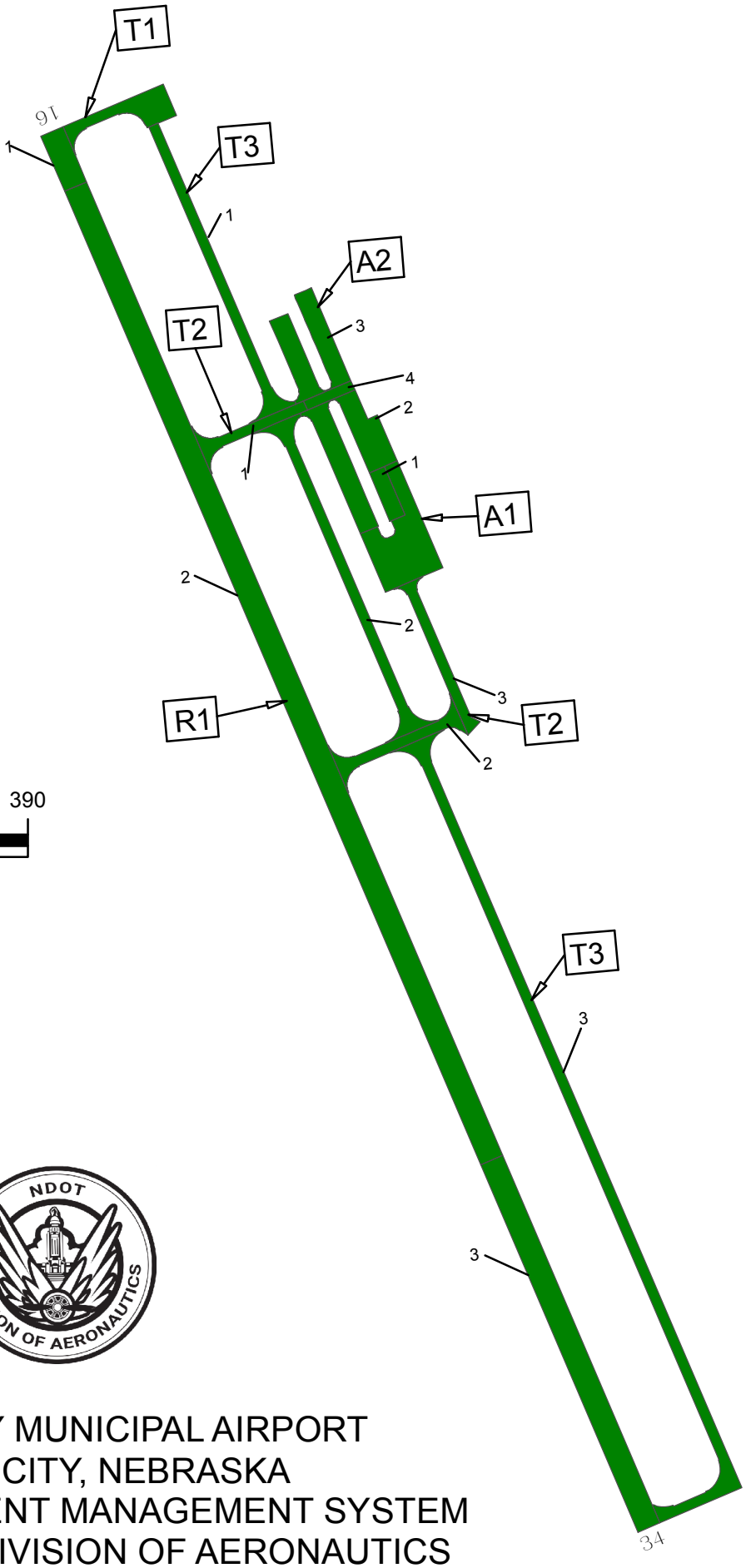
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BROKEN BOW, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



CRAM FIELD
BURWELL, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



CAMBRIDGE MUNICIPAL AIRPORT
CAMBRIDGE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



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390 195 0 390

1 inch = 400 feet

2020 Inspection

Legend

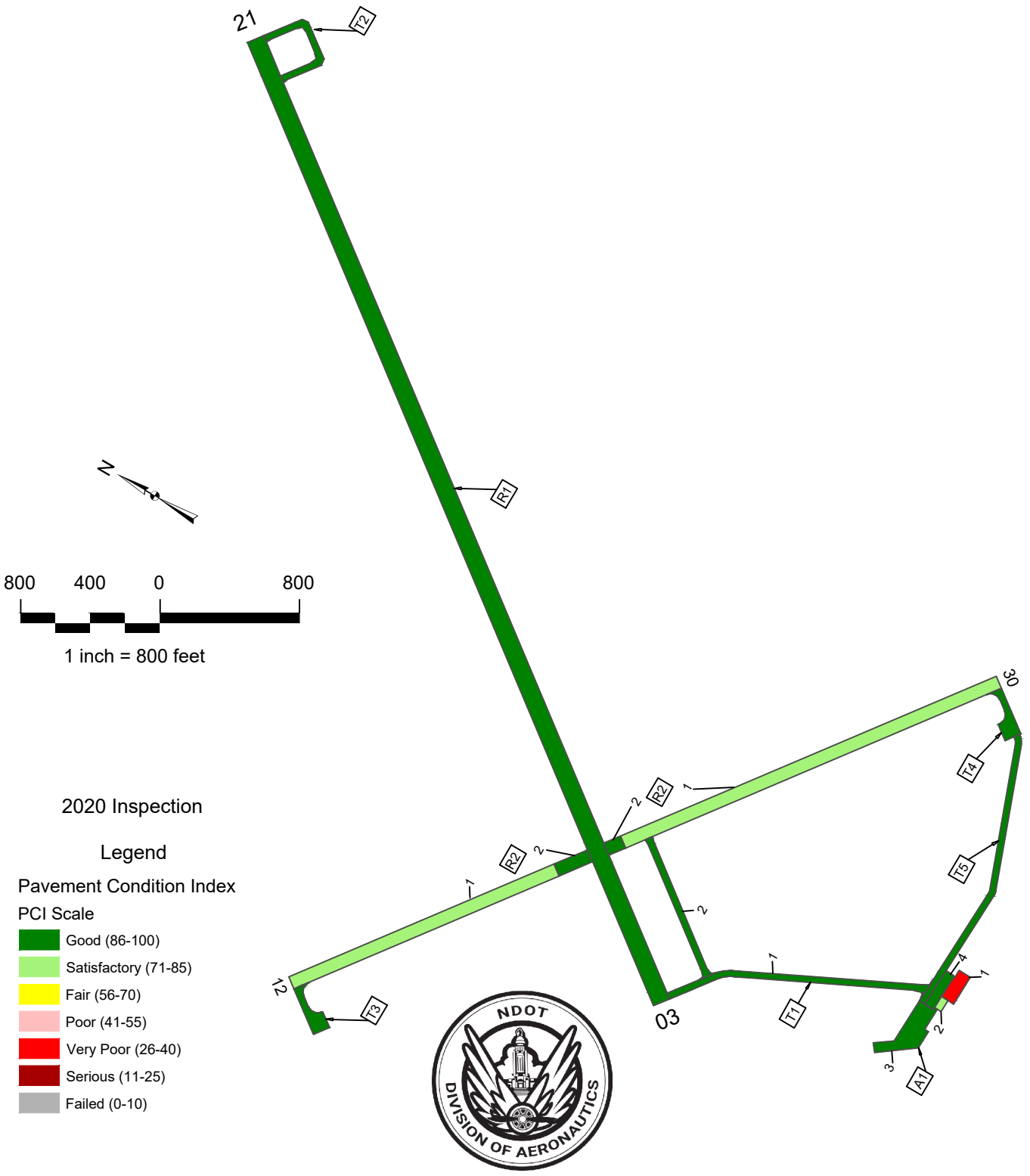
Pavement Condition Index

PCI Scale

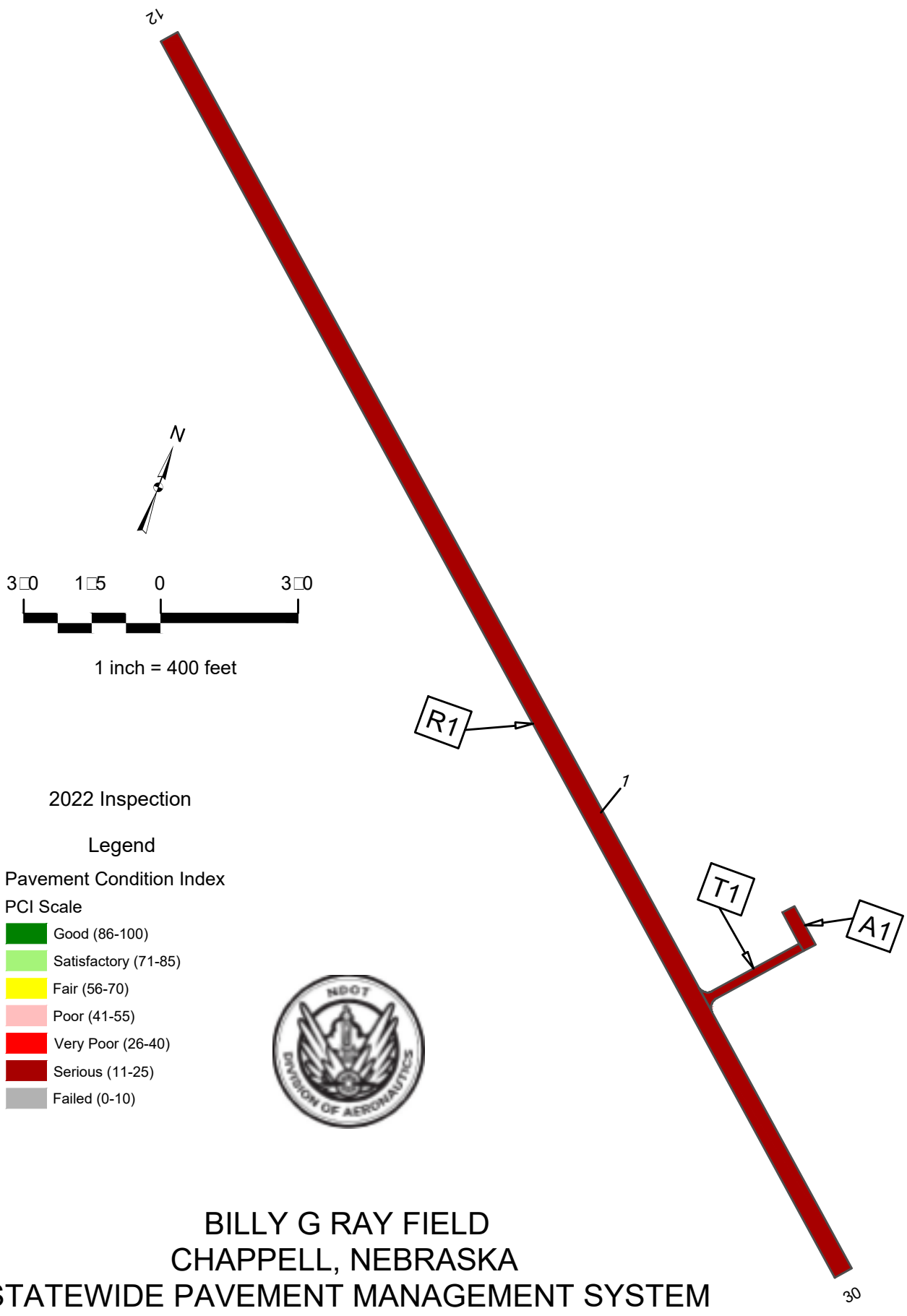
- Good (86-100)
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- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

CENTRAL CITY MUNICIPAL AIRPORT
CENTRAL CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



CHADRON MUNICIPAL AIRPORT
CHADRON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2022 Inspection

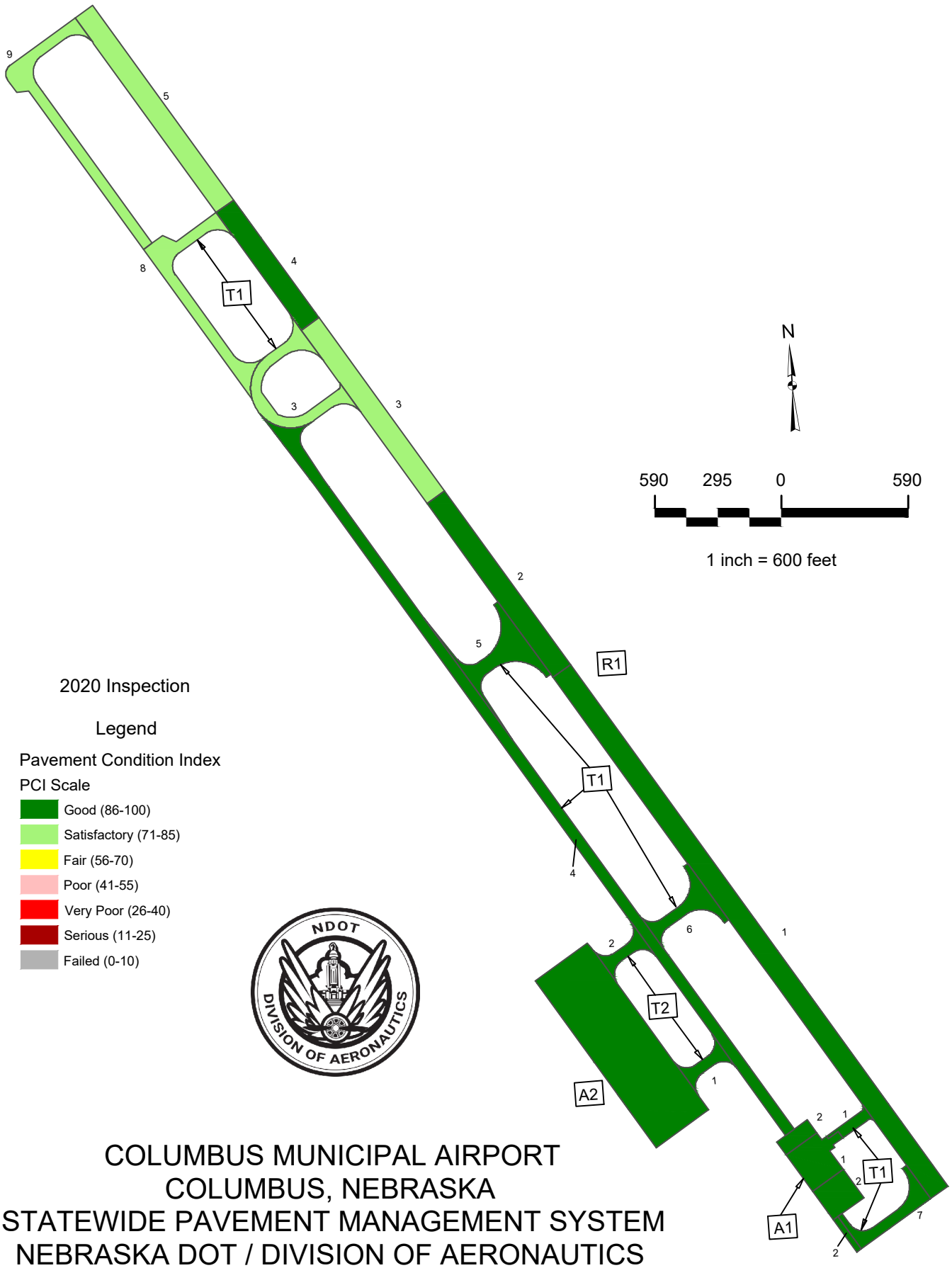
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Pavement Condition Index

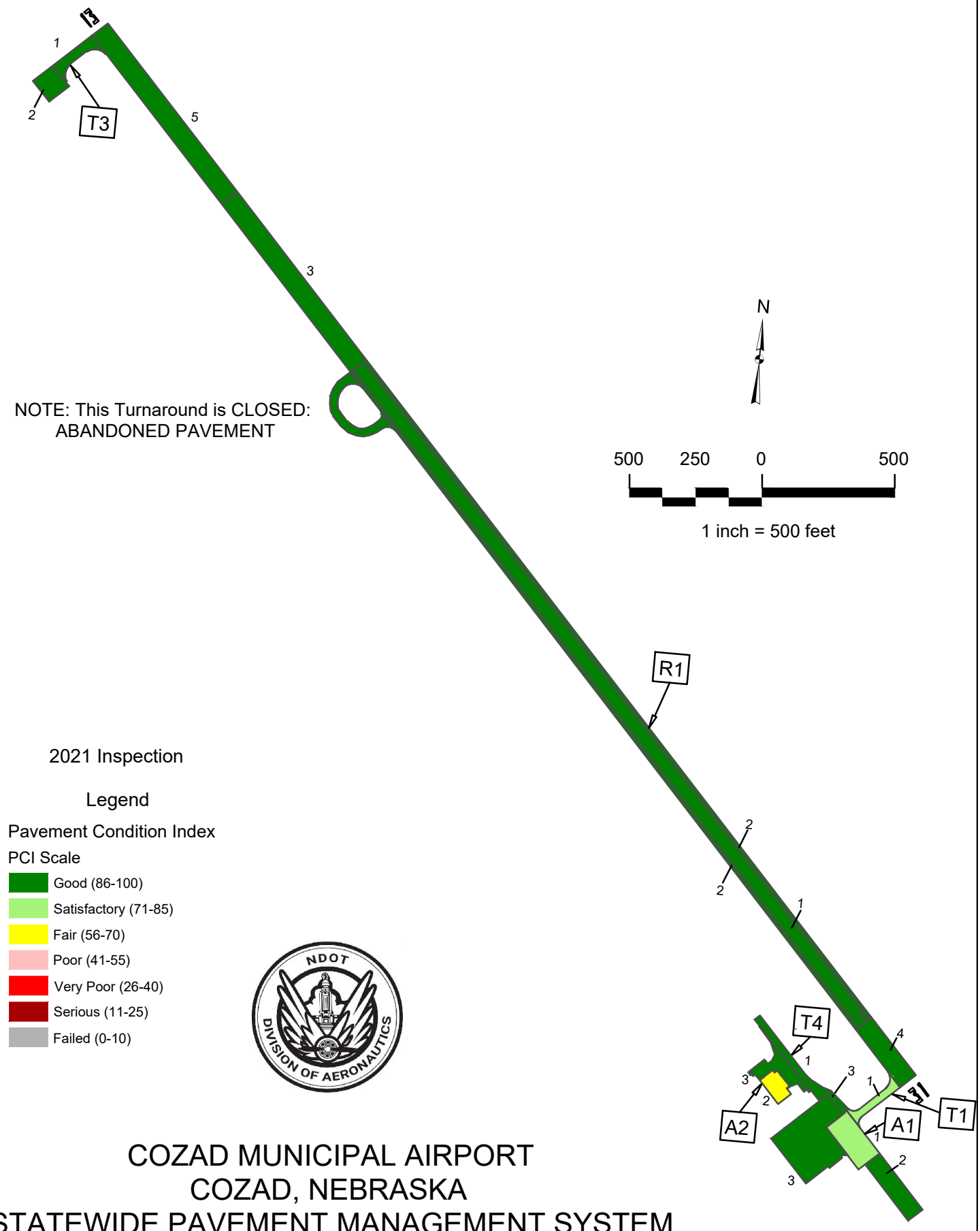
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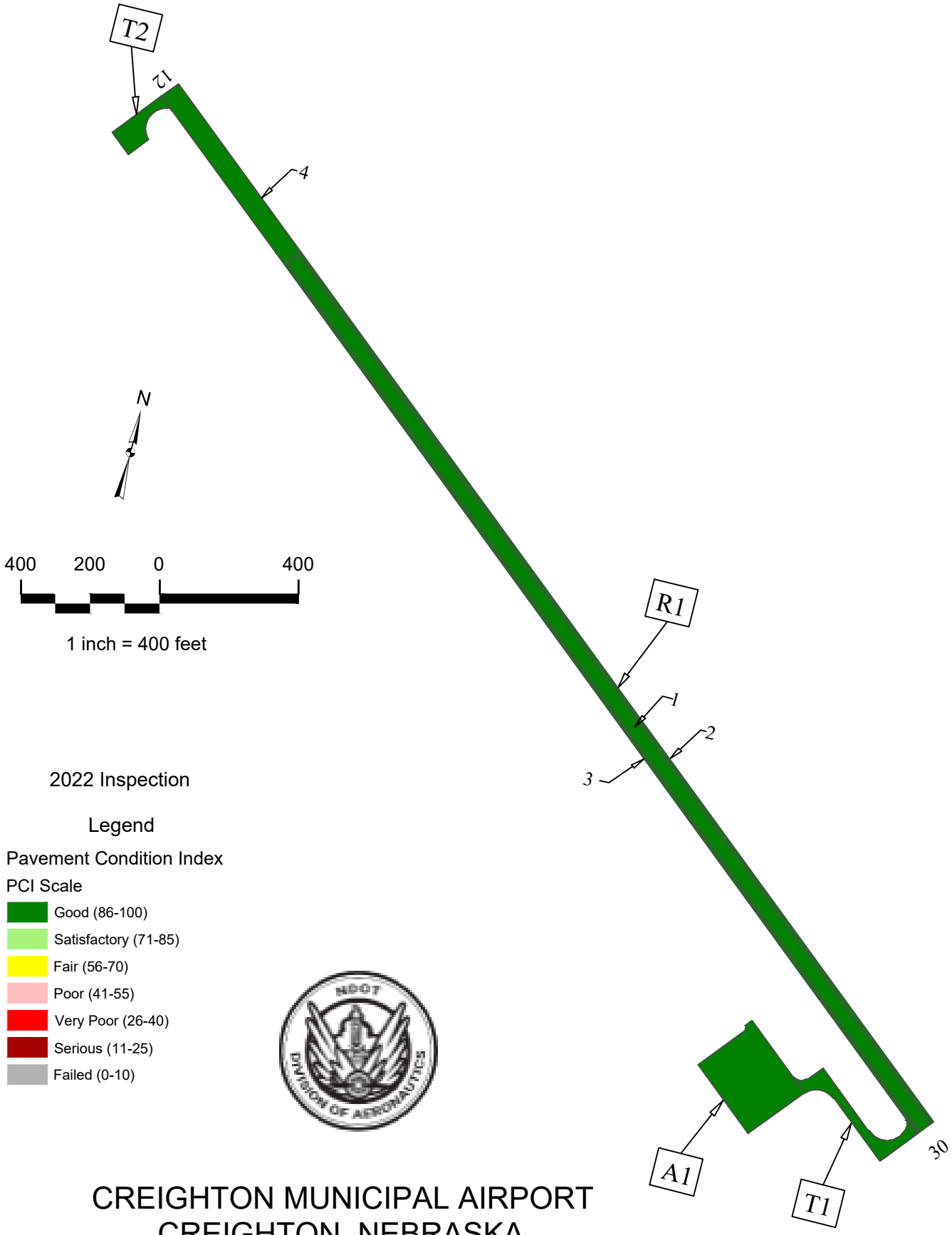
BILLY G RAY FIELD
CHAPPELL, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



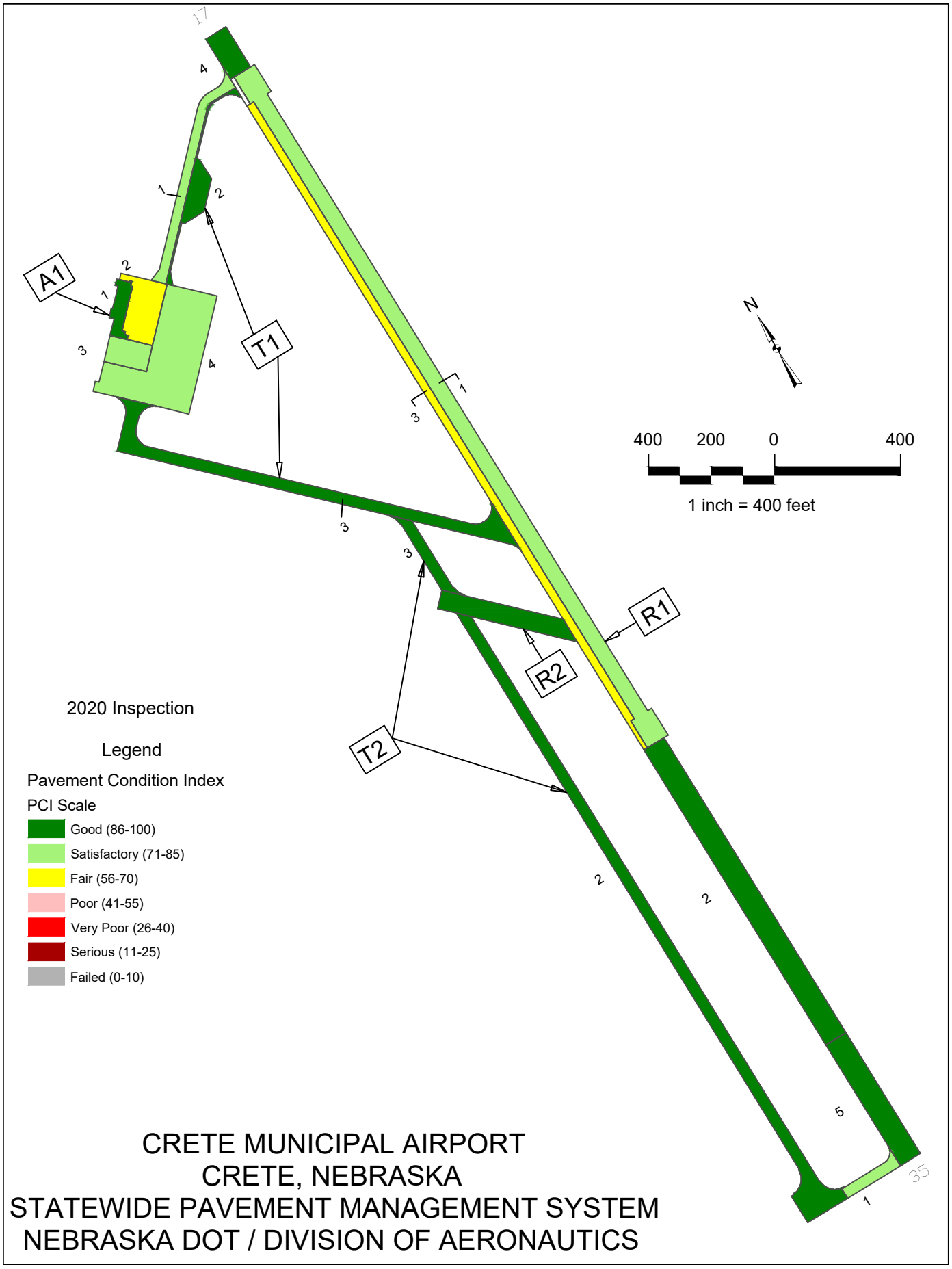
COLUMBUS MUNICIPAL AIRPORT
COLUMBUS, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



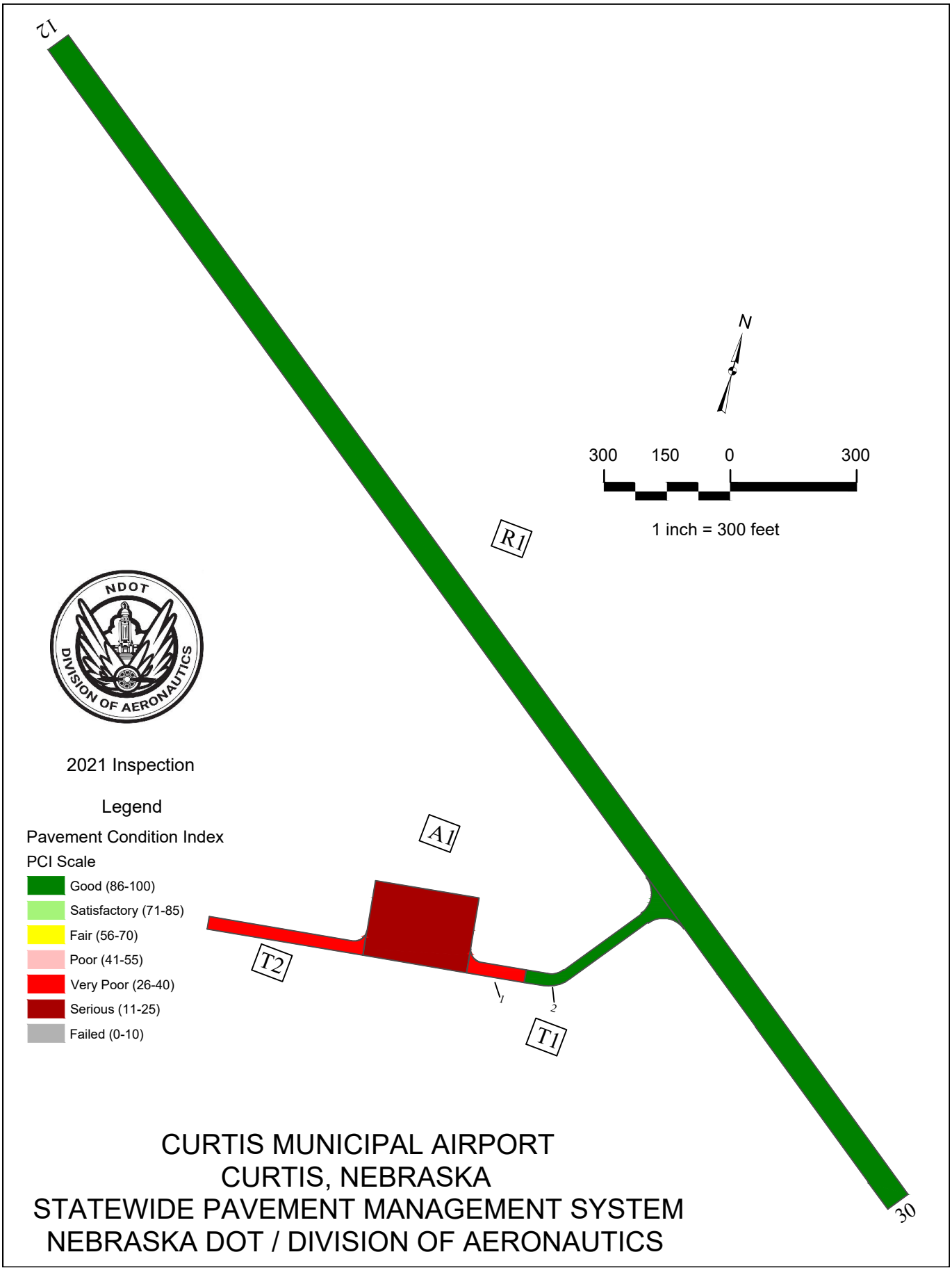
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COZAD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



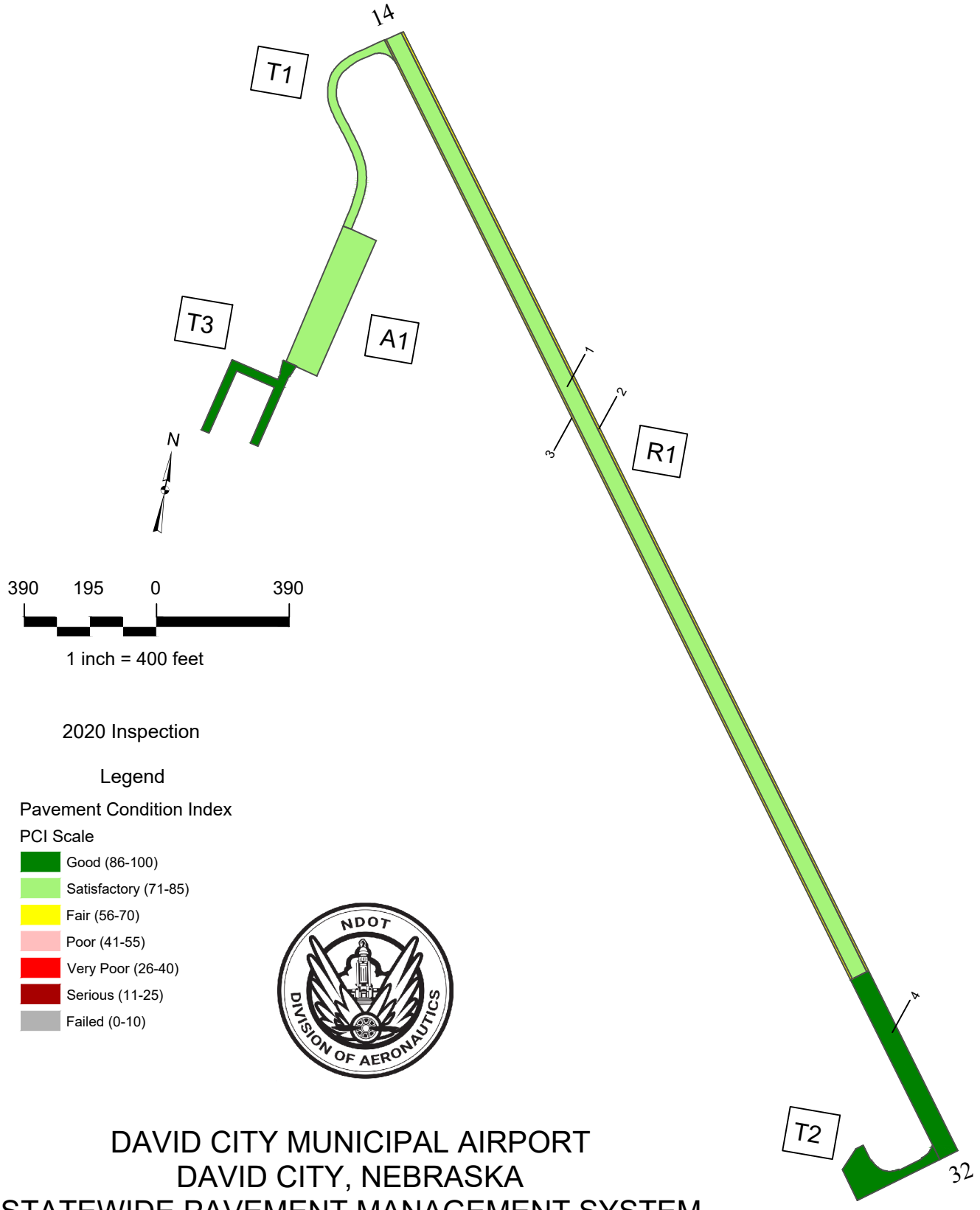
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CREIGHTON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



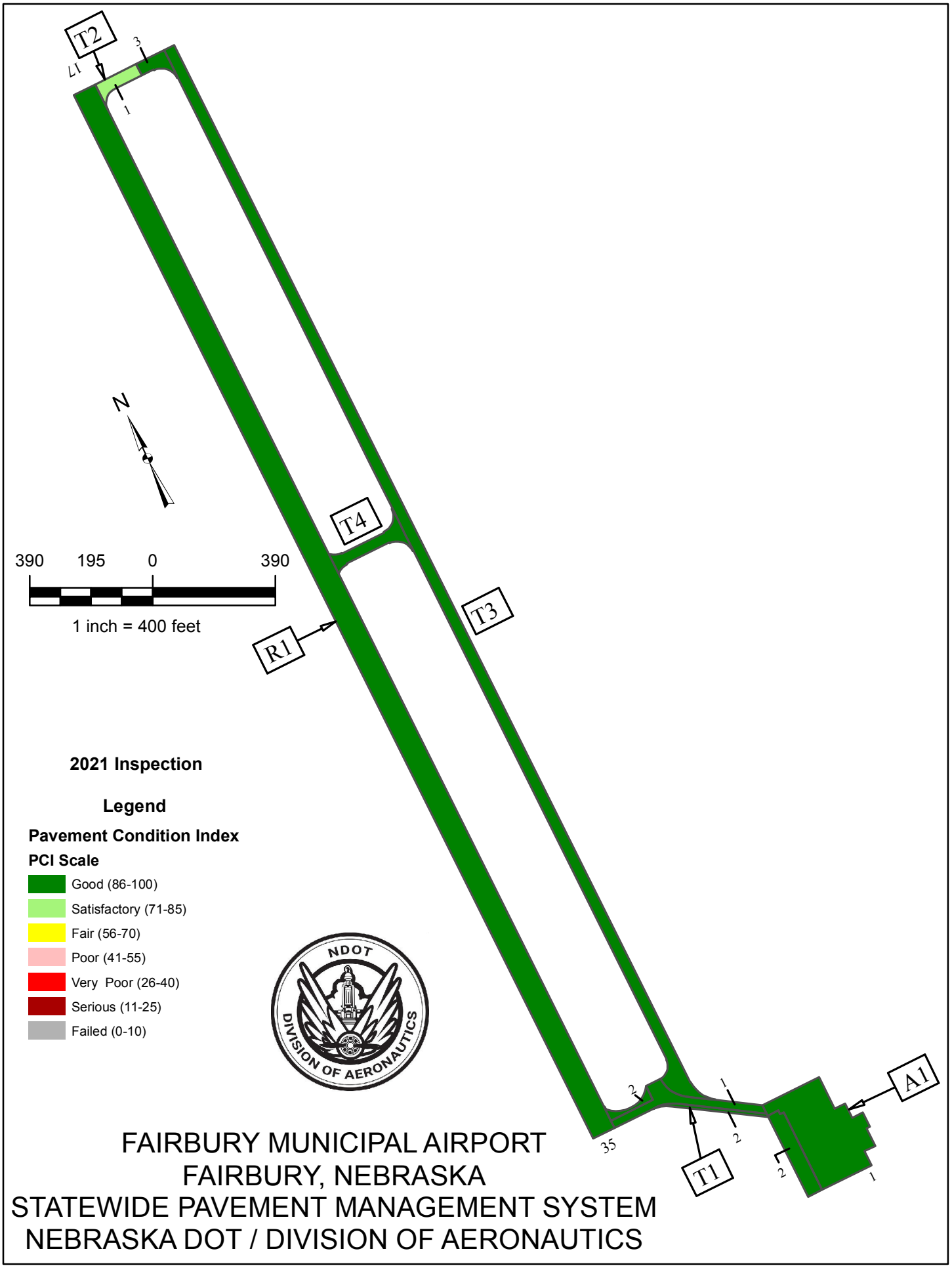
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CRETE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



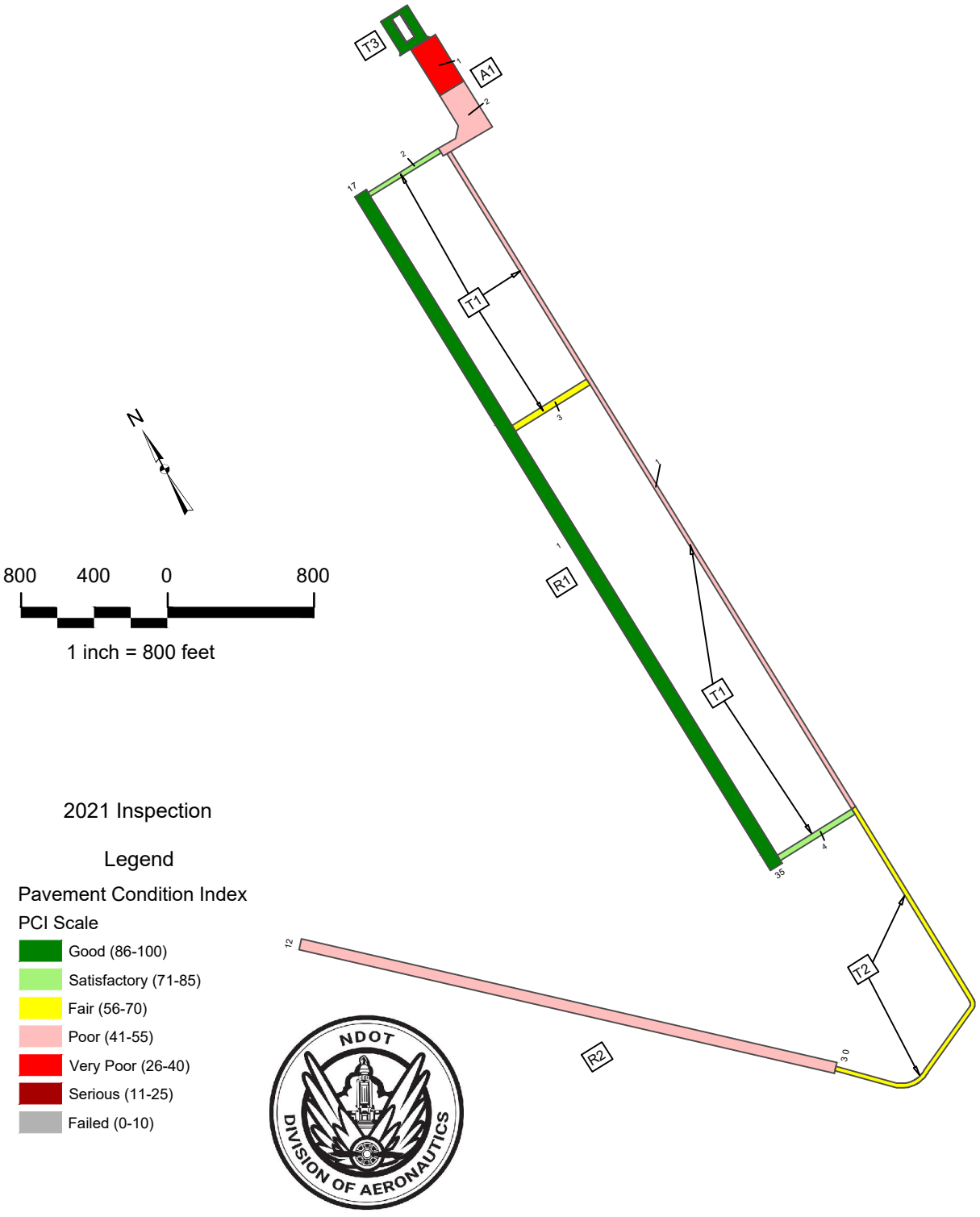
CURTIS MUNICIPAL AIRPORT
CURTIS, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



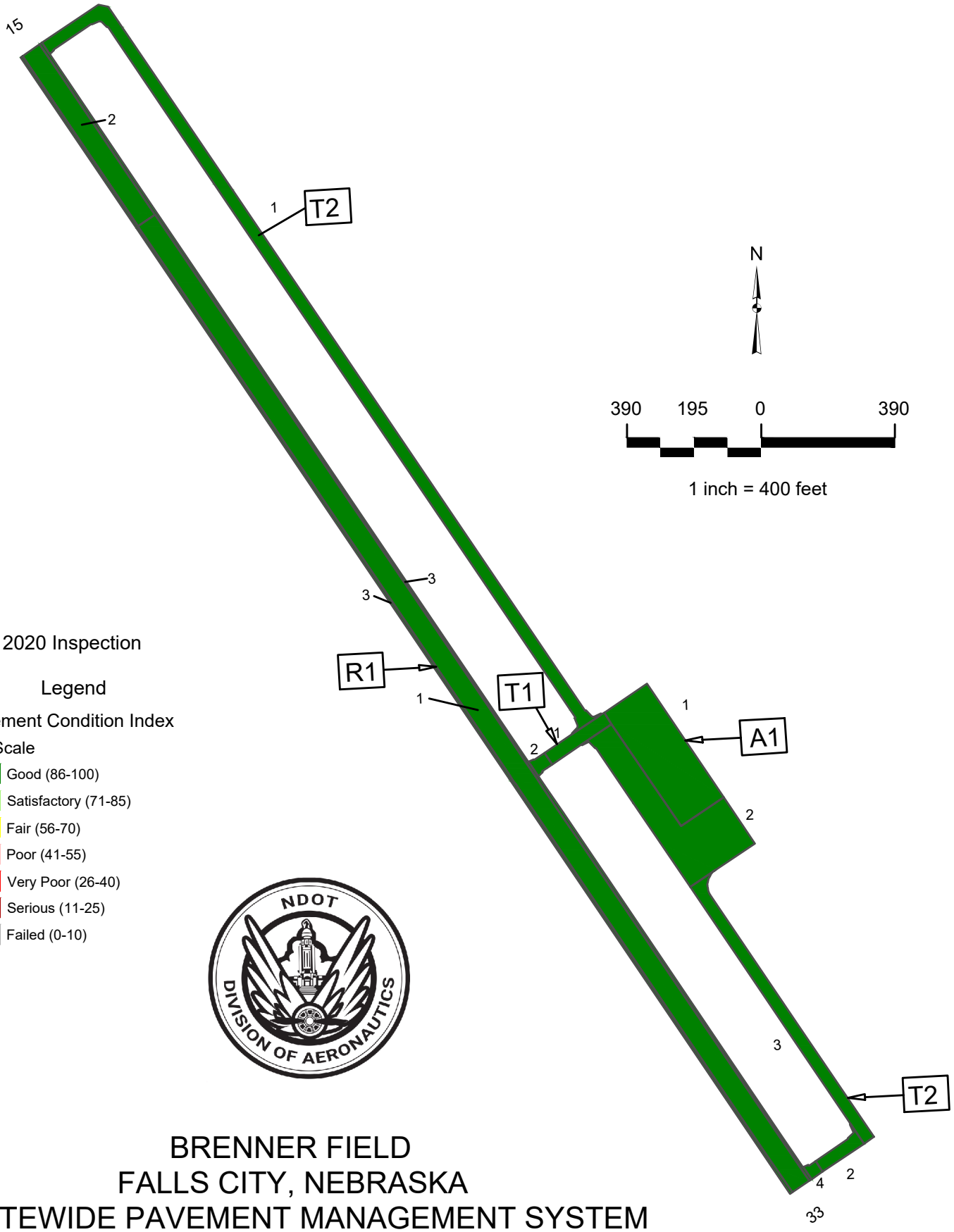
DAVID CITY MUNICIPAL AIRPORT
DAVID CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



FAIRBURY MUNICIPAL AIRPORT
FAIRBURY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



FAIRMONT STATE AIRFIELD
FAIRMONT, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2020 Inspection

Legend

Pavement Condition Index

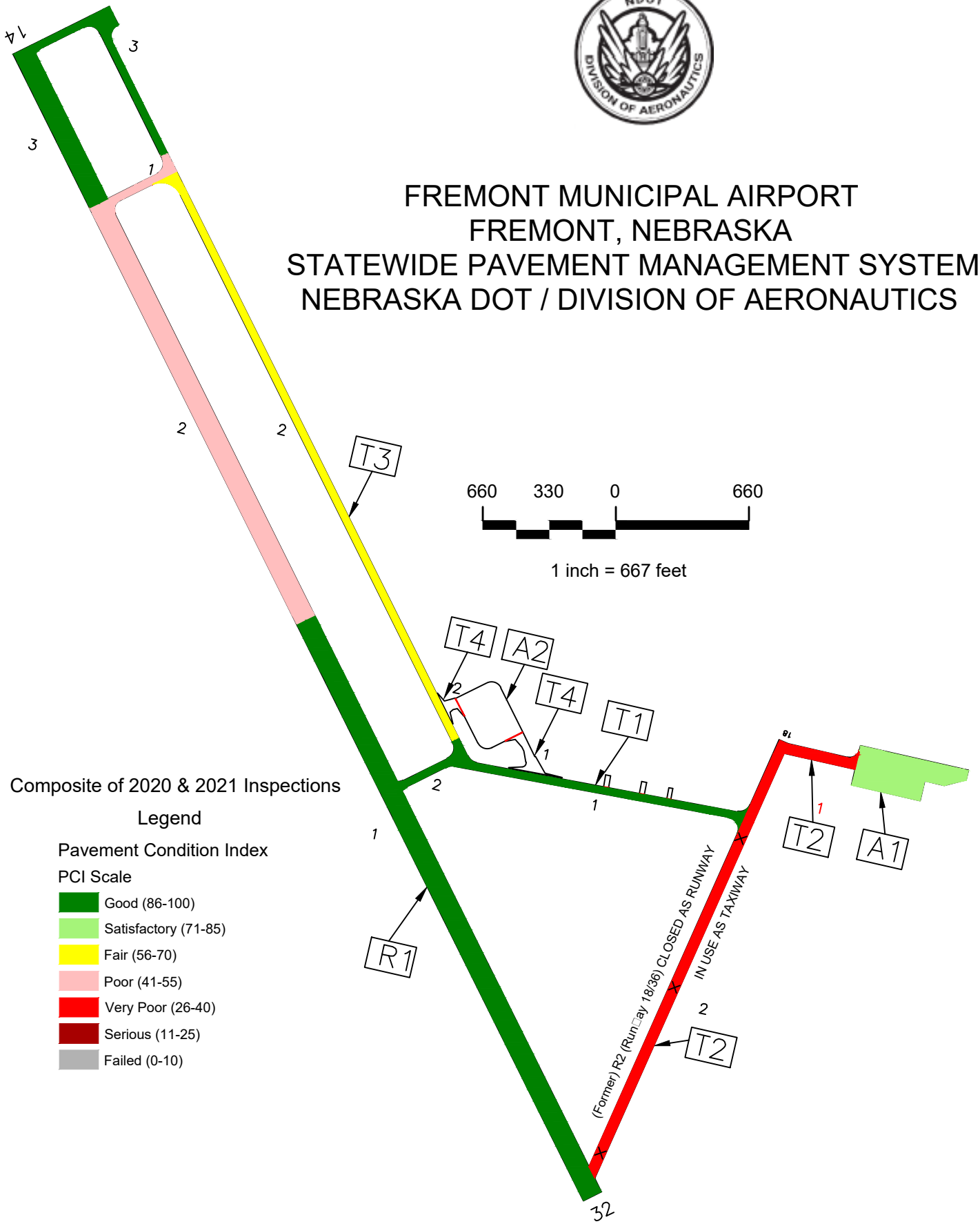
PCI Scale

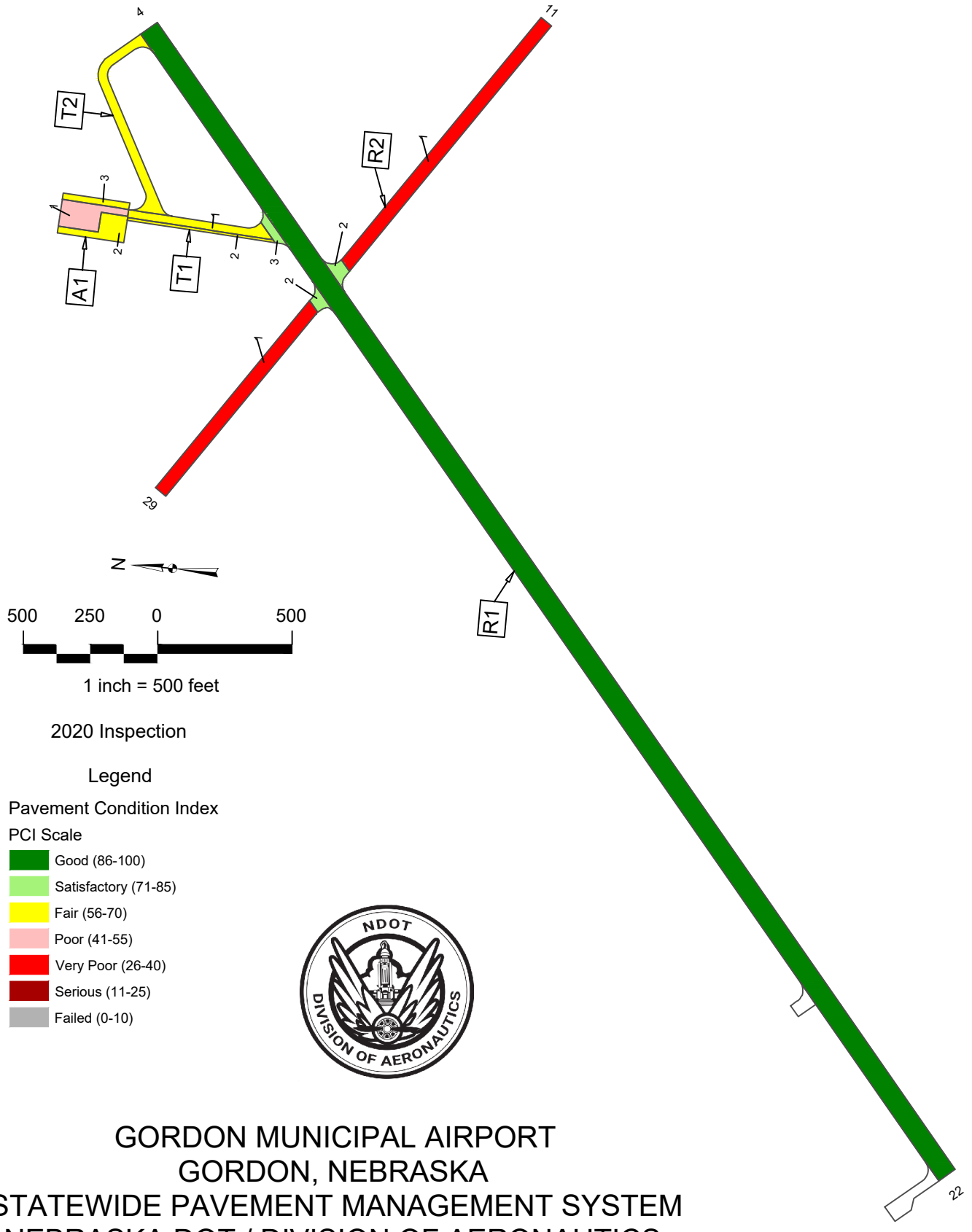
- Good (86-100)
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- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
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- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

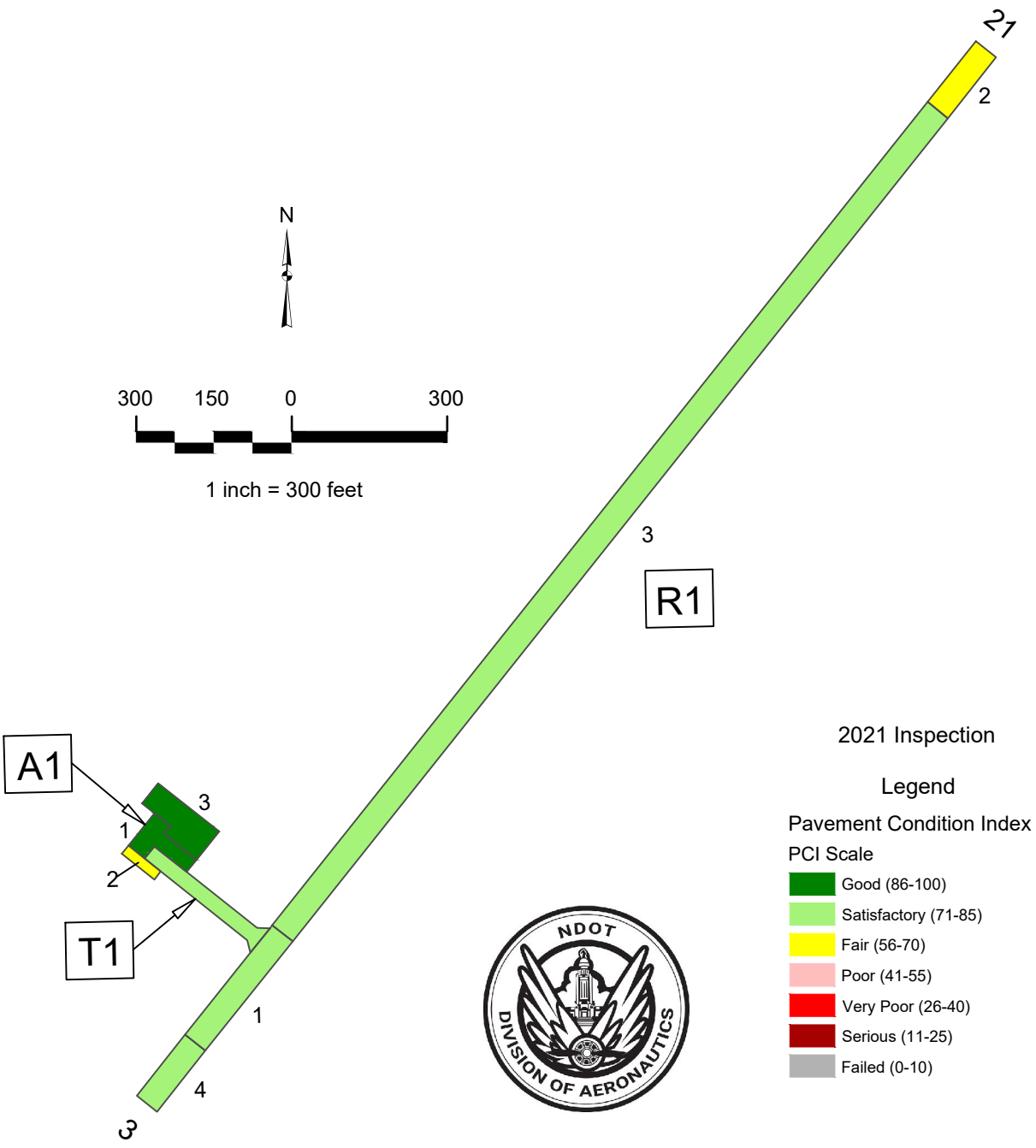
BRENNER FIELD
FALLS CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

FREMONT MUNICIPAL AIRPORT
FREMONT, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

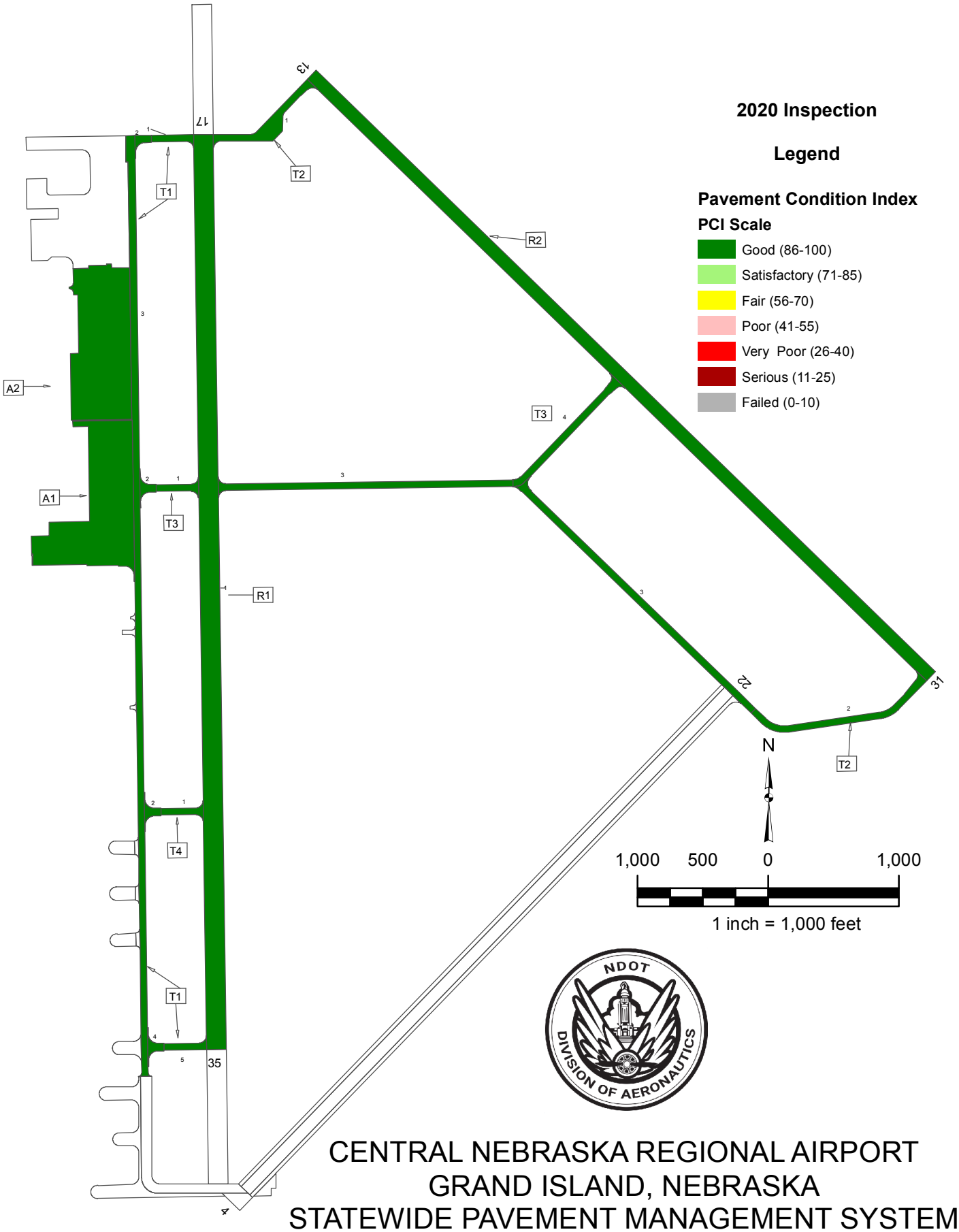




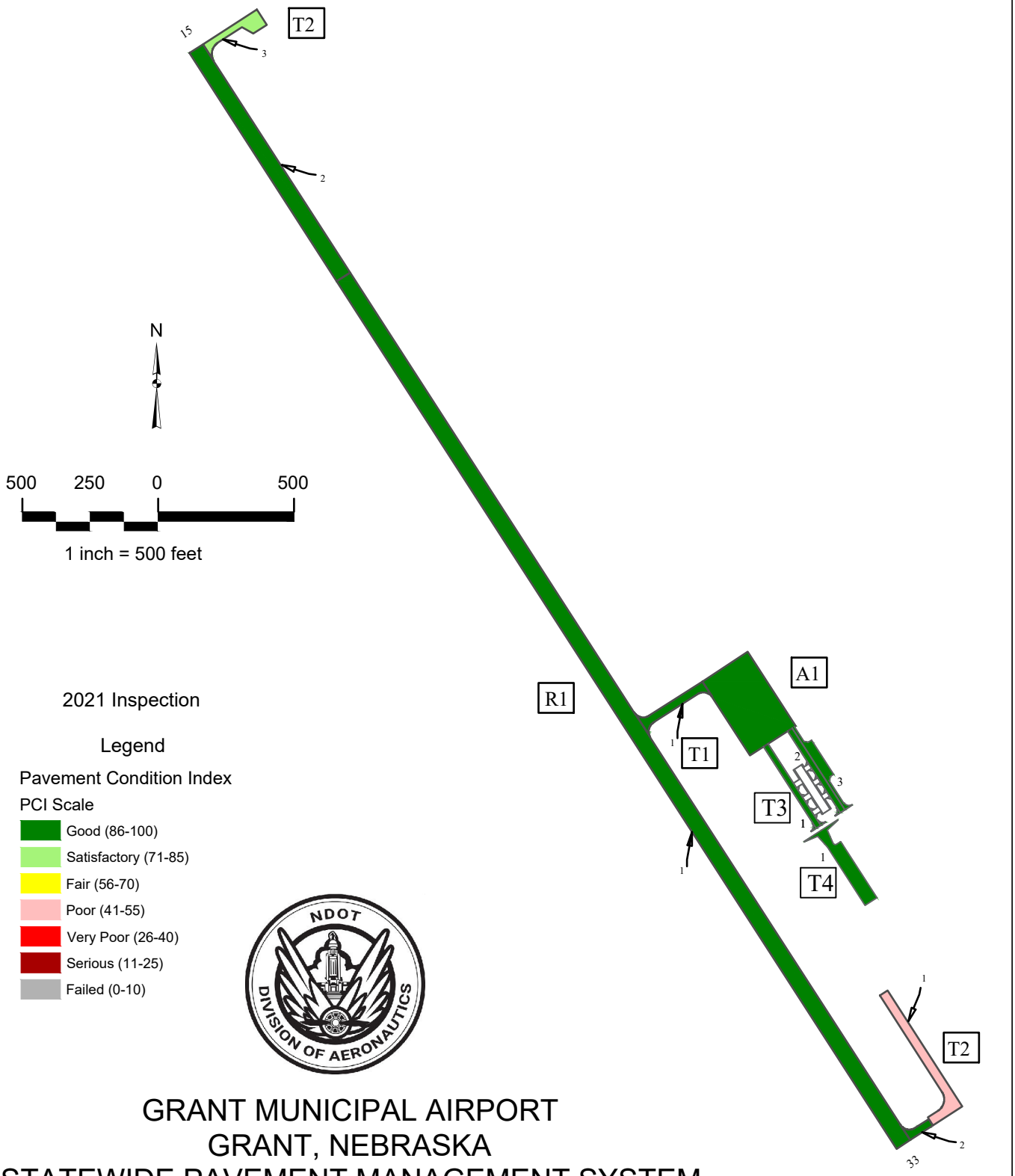
GORDON MUNICIPAL AIRPORT
GORDON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



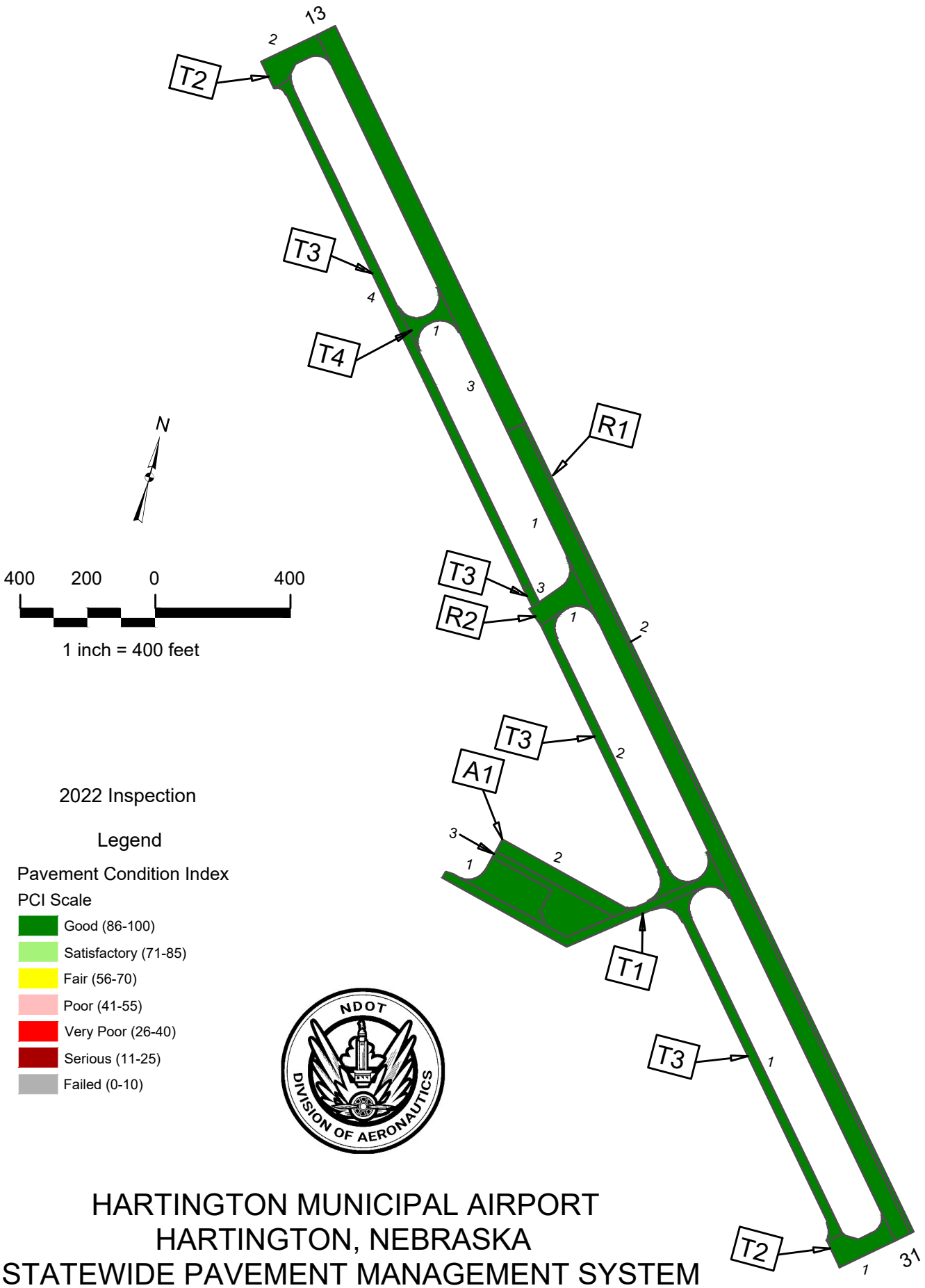
GOTHENBURG MUNICIPAL AIRPORT
GOTHENBURG, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



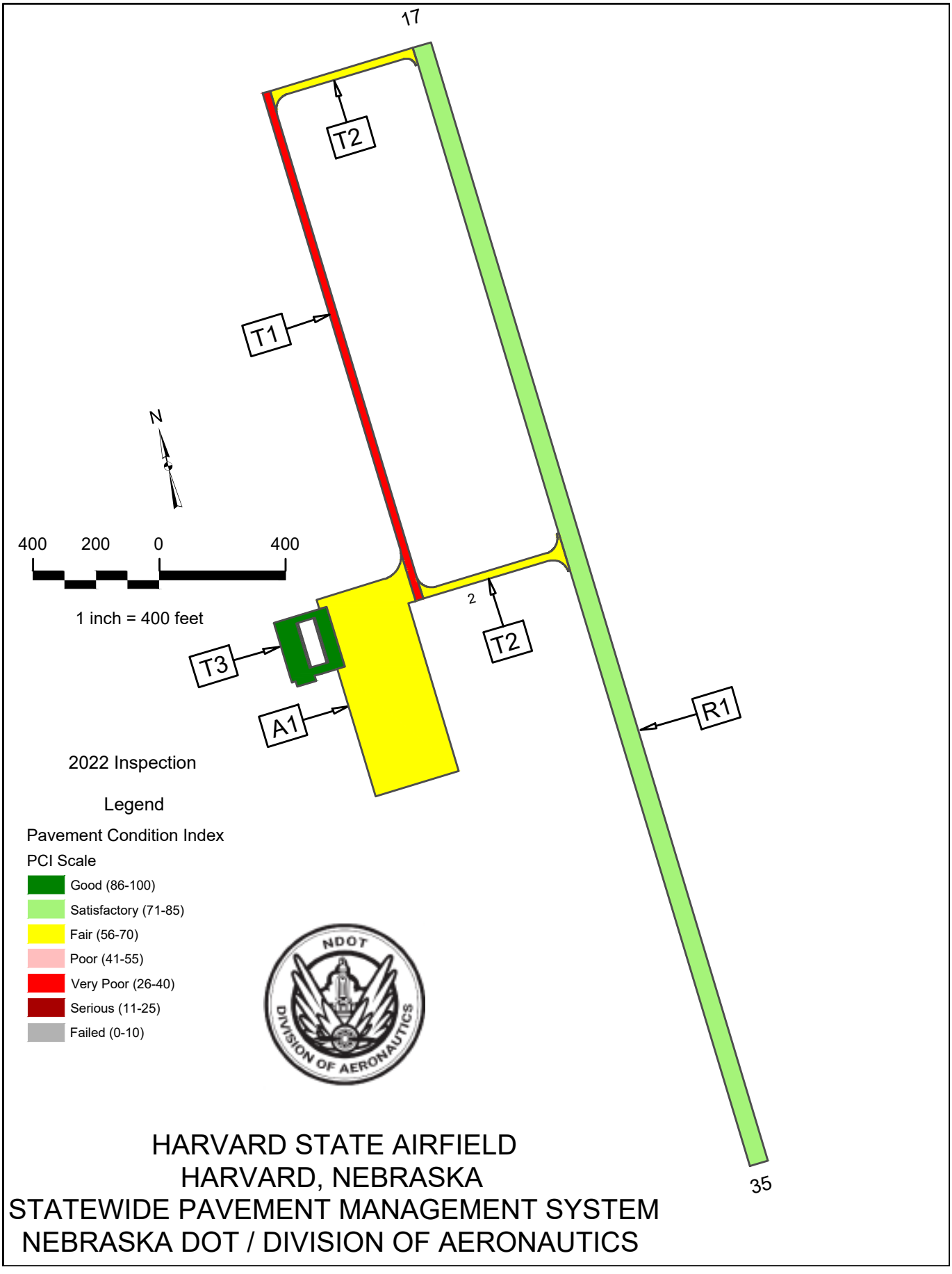
CENTRAL NEBRASKA REGIONAL AIRPORT
GRAND ISLAND, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



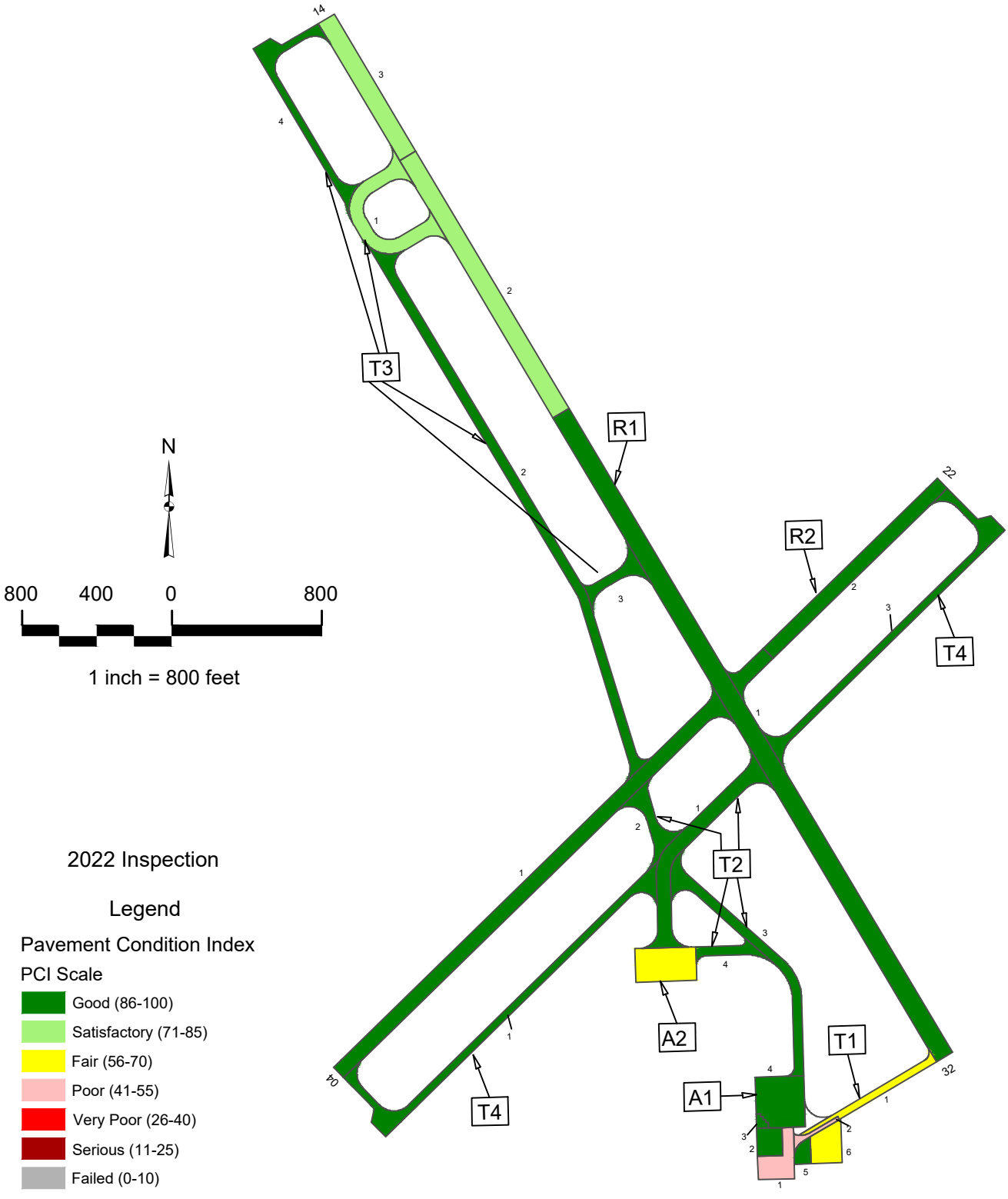
GRANT MUNICIPAL AIRPORT
GRANT, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



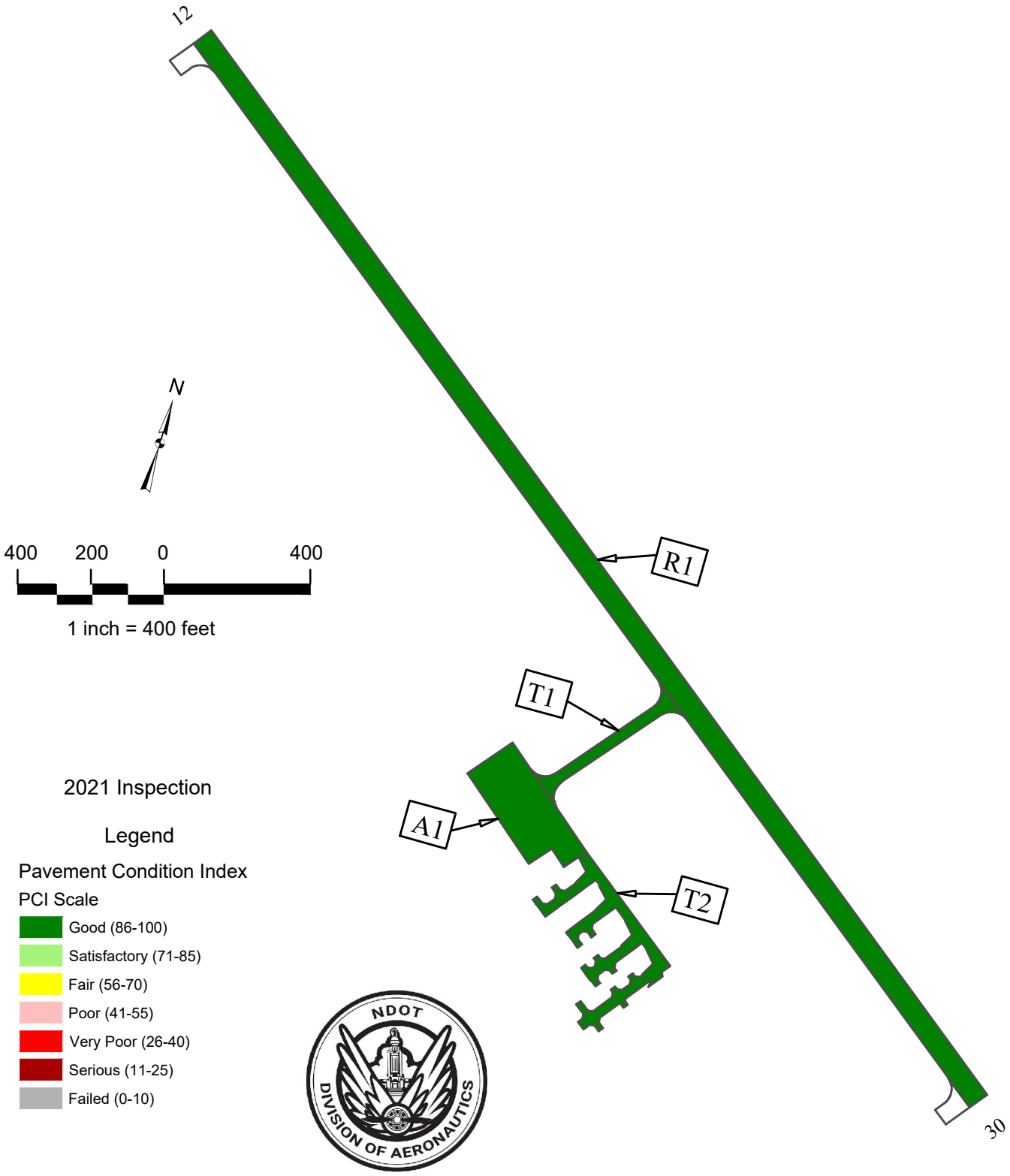
HARTINGTON MUNICIPAL AIRPORT
HARTINGTON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



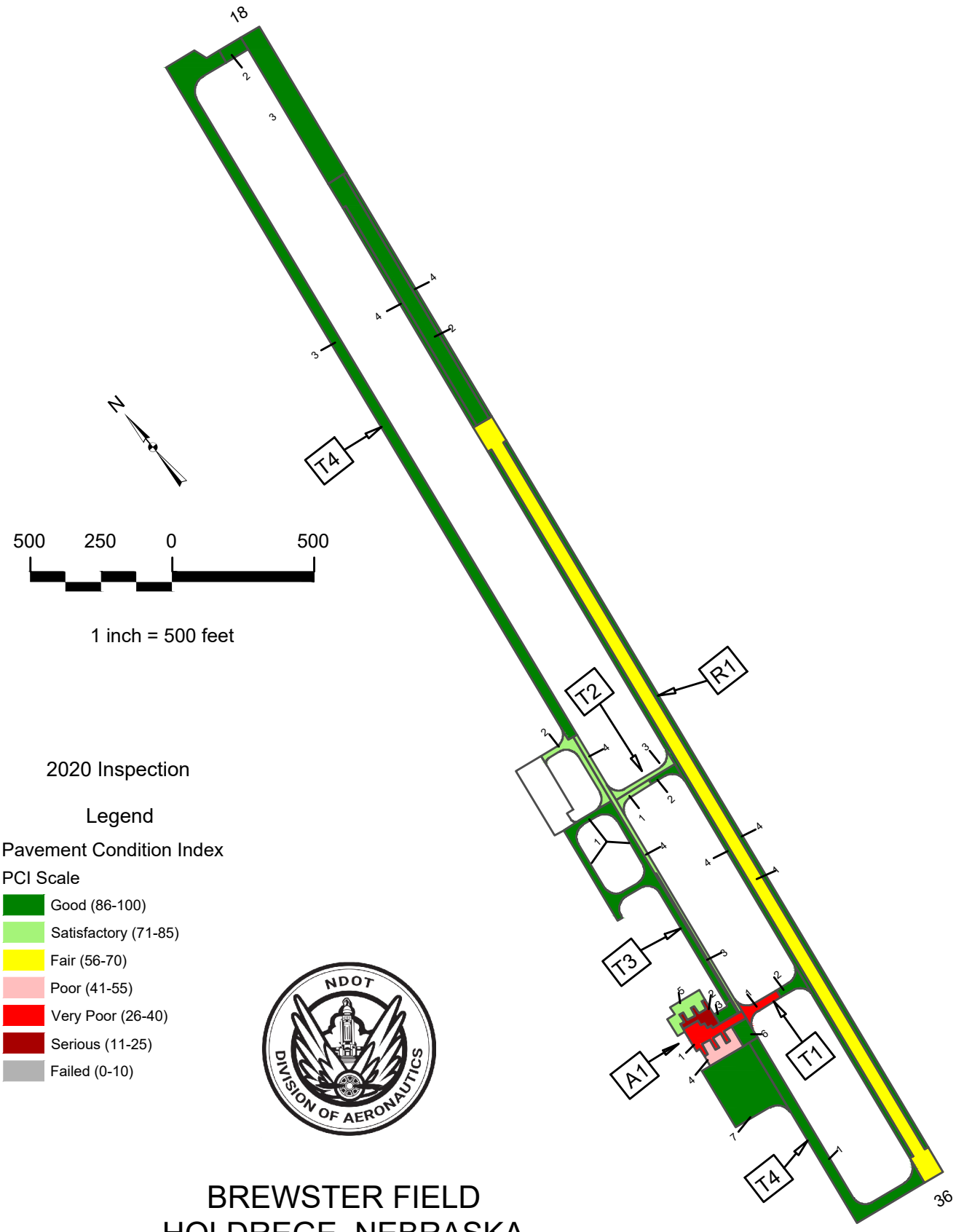
HARVARD STATE AIRFIELD
HARVARD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



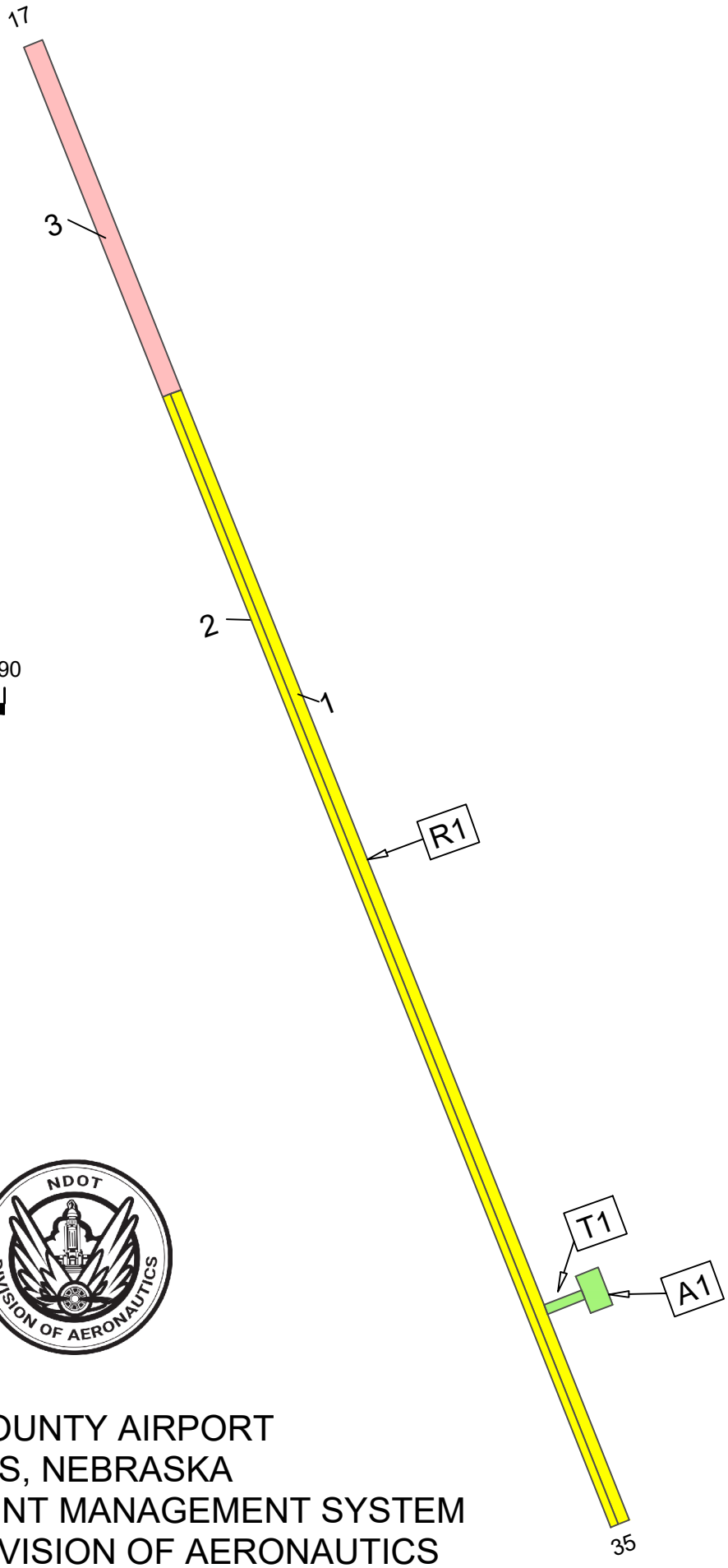
HASTINGS MUNICIPAL AIRPORT
HASTINGS, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



HEBRON MUNICIPAL AIRPORT
HEBRON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



BREWSTER FIELD
HOLDREGE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



N

390 195 0 390

1 inch = 400 feet

2020 Inspection

Legend

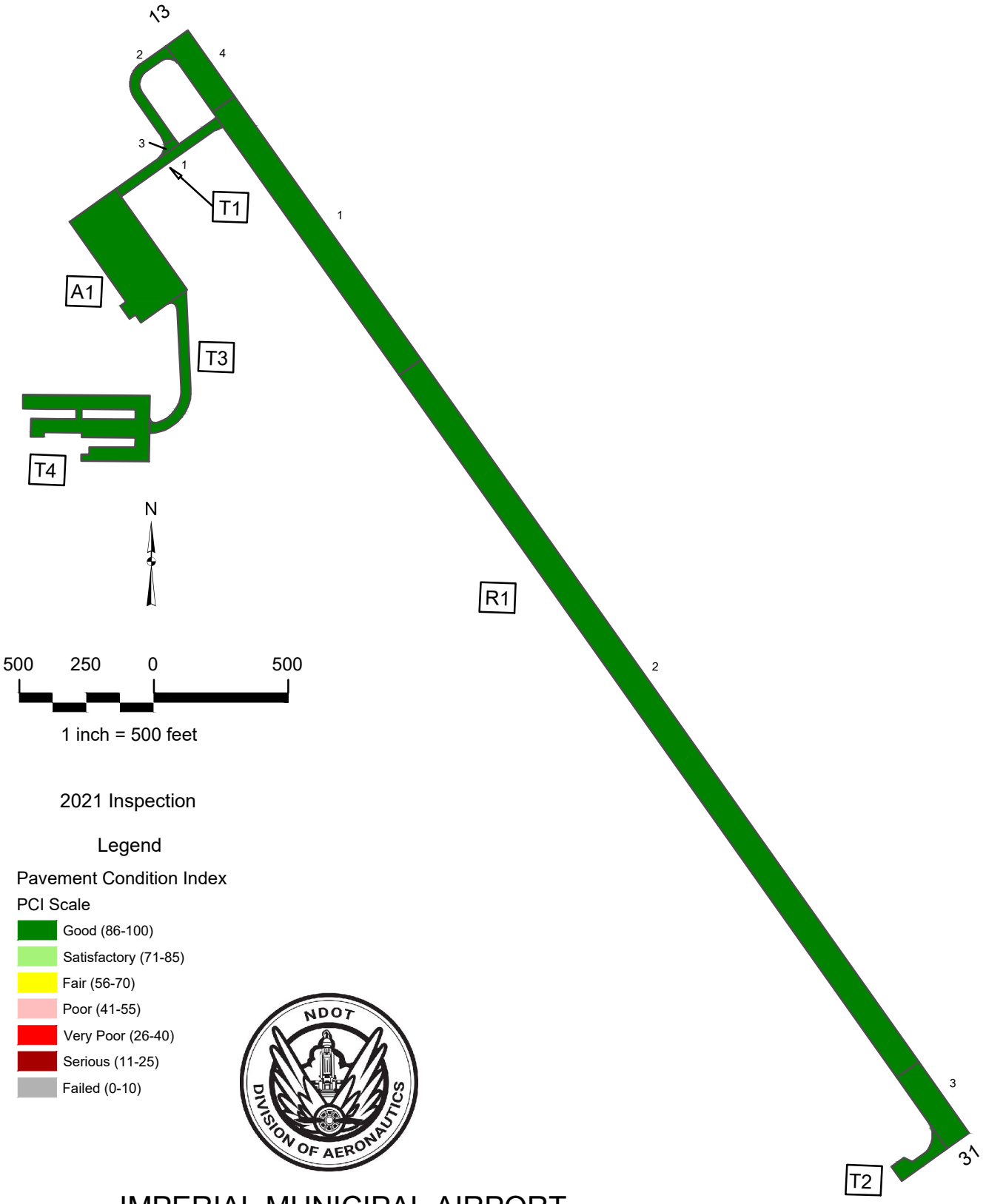
Pavement Condition Index

PCI Scale

- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

GRANT COUNTY AIRPORT
HYANNIS, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2021 Inspection

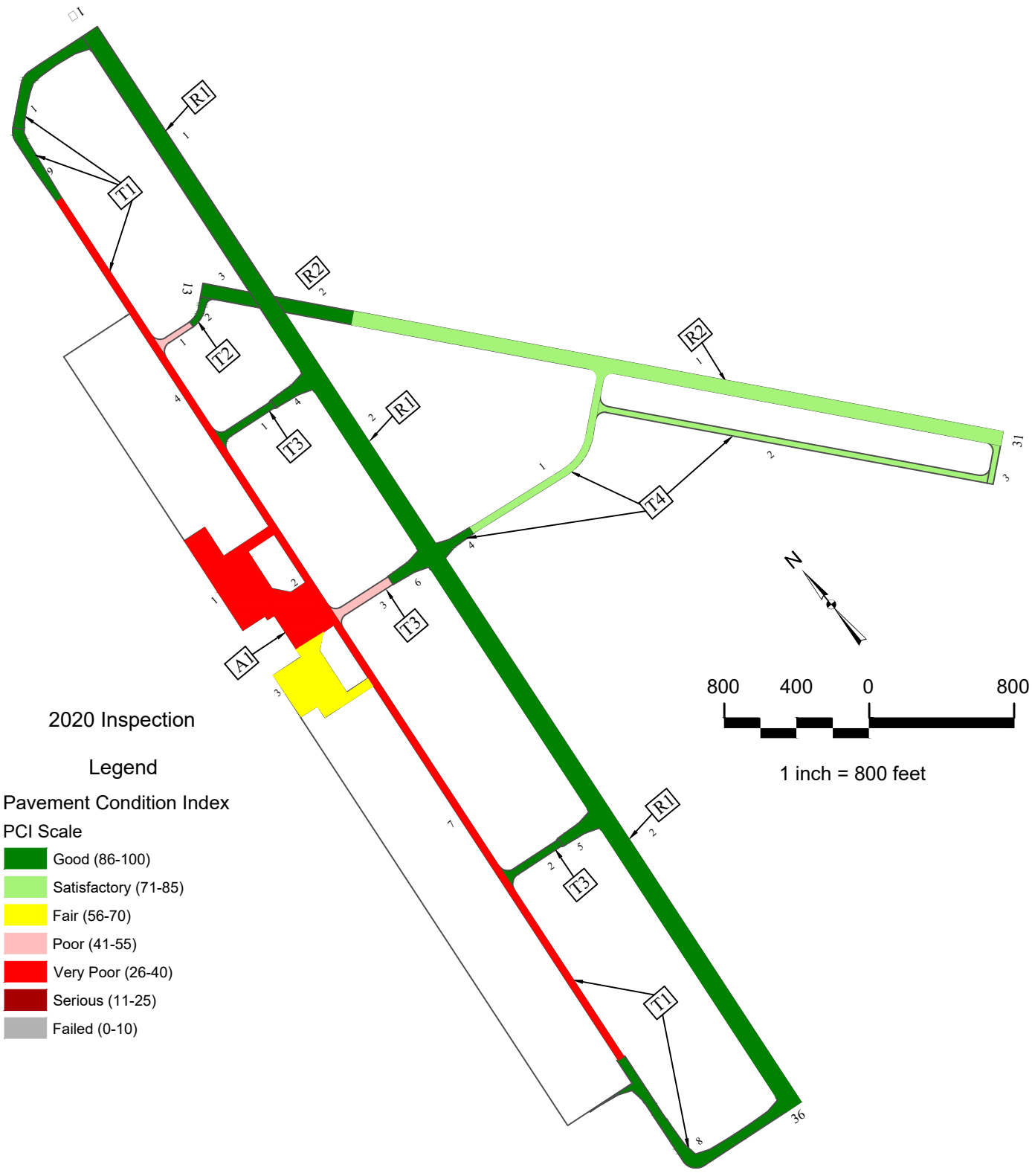
Legend

Pavement Condition Index

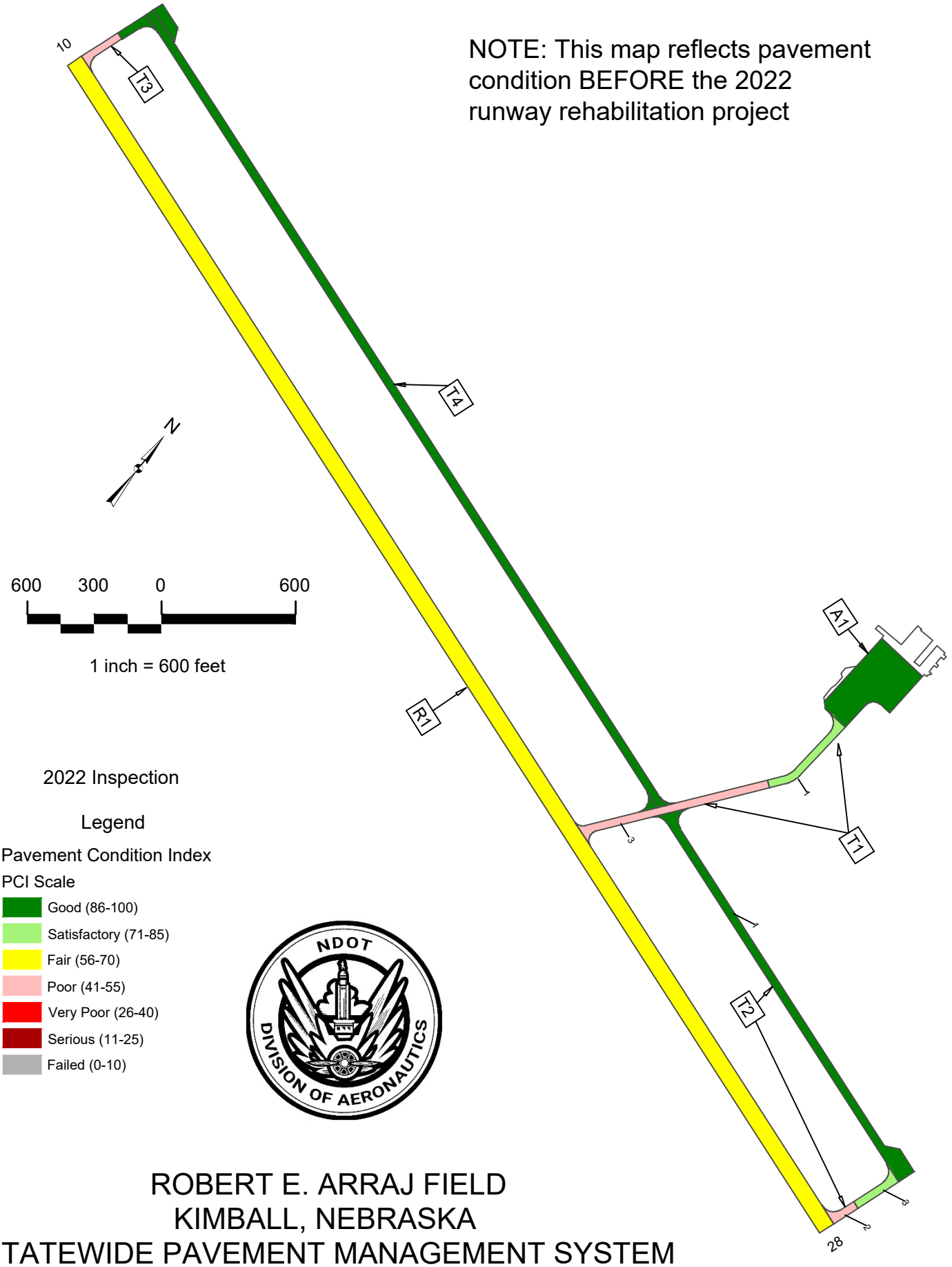
PCI Scale

- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

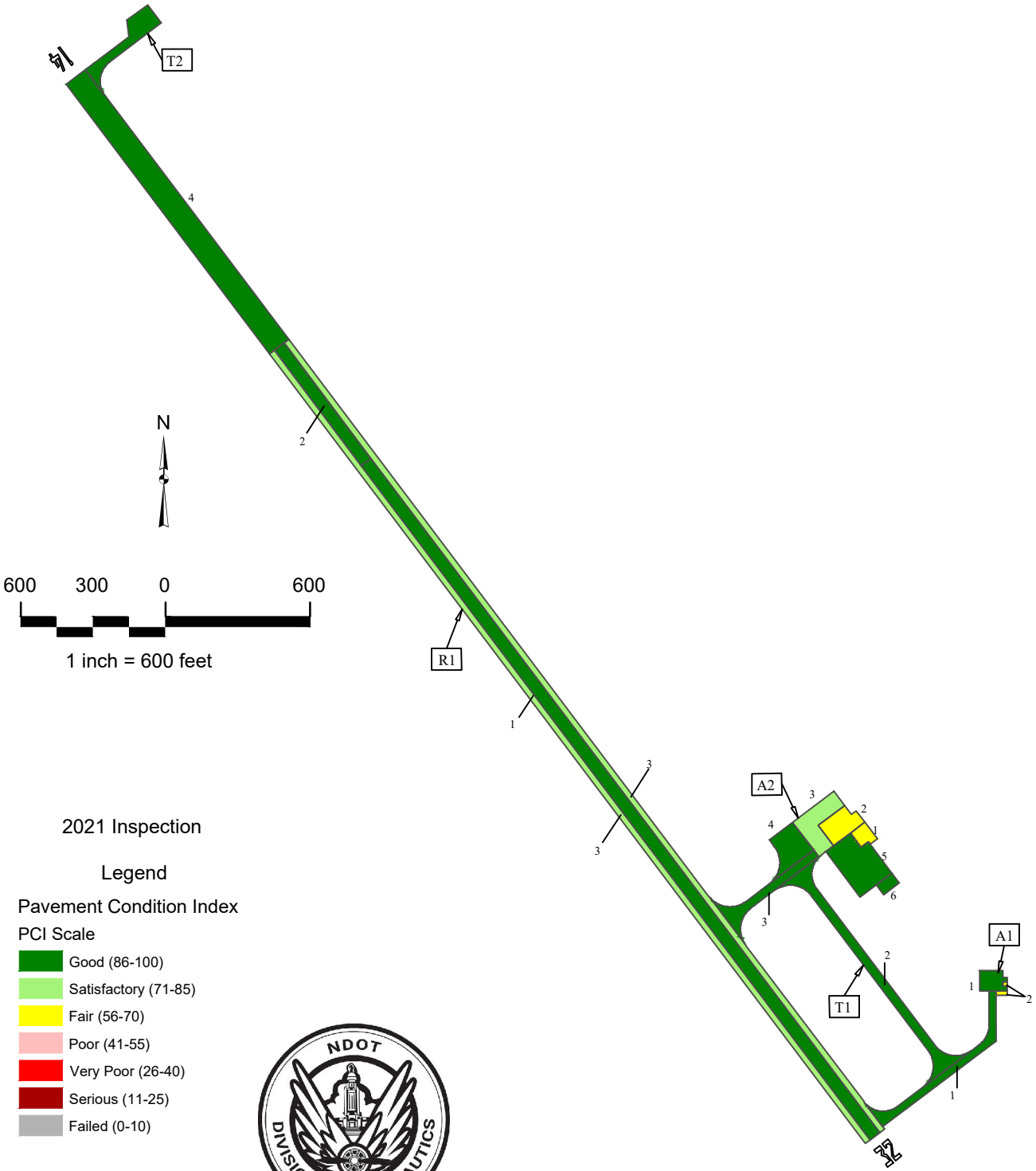
IMPERIAL MUNICIPAL AIRPORT
IMPERIAL, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



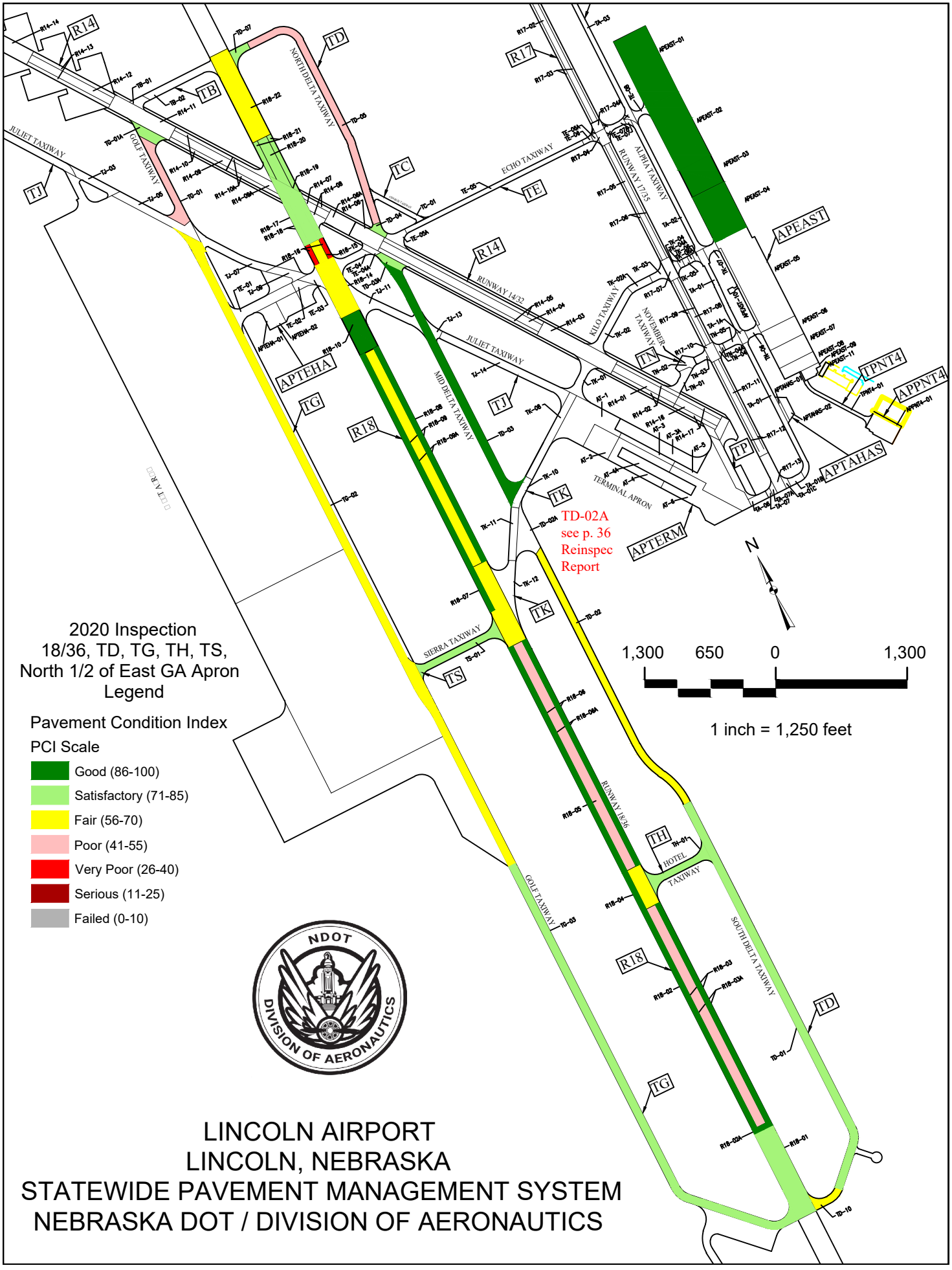
KEARNEY REGIONAL AIRPORT
KEARNEY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

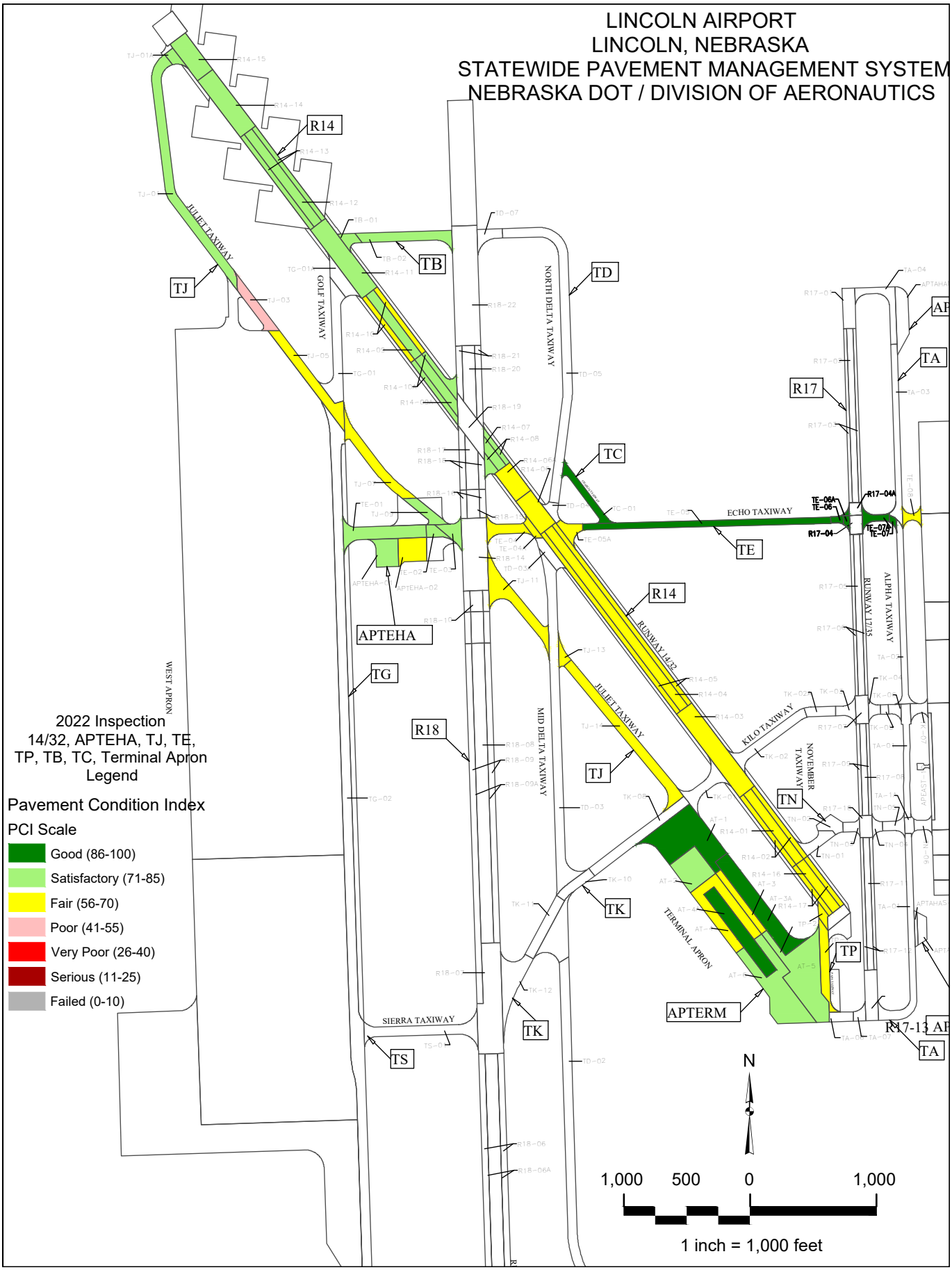


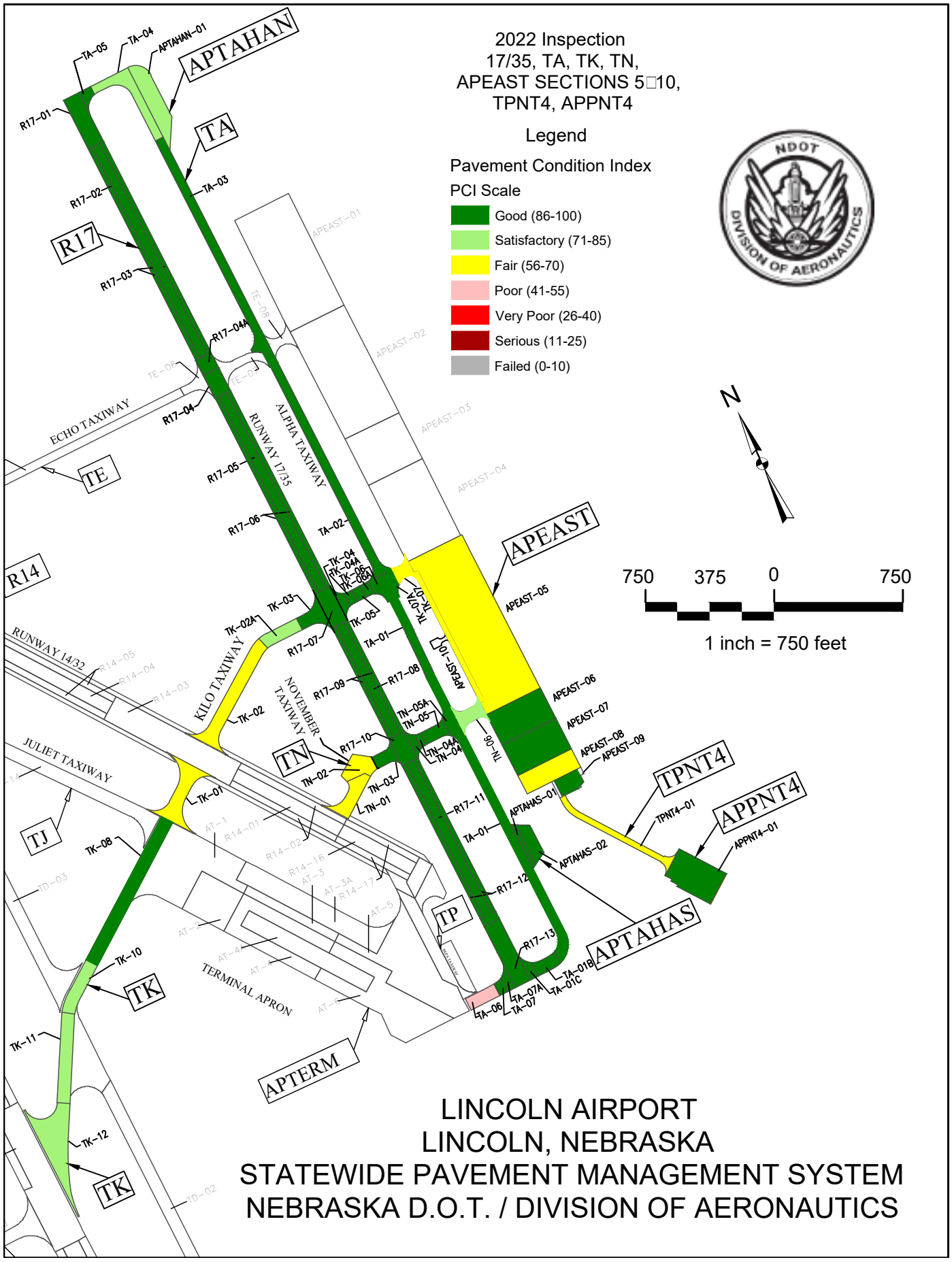
ROBERT E. ARRAJ FIELD
KIMBALL, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

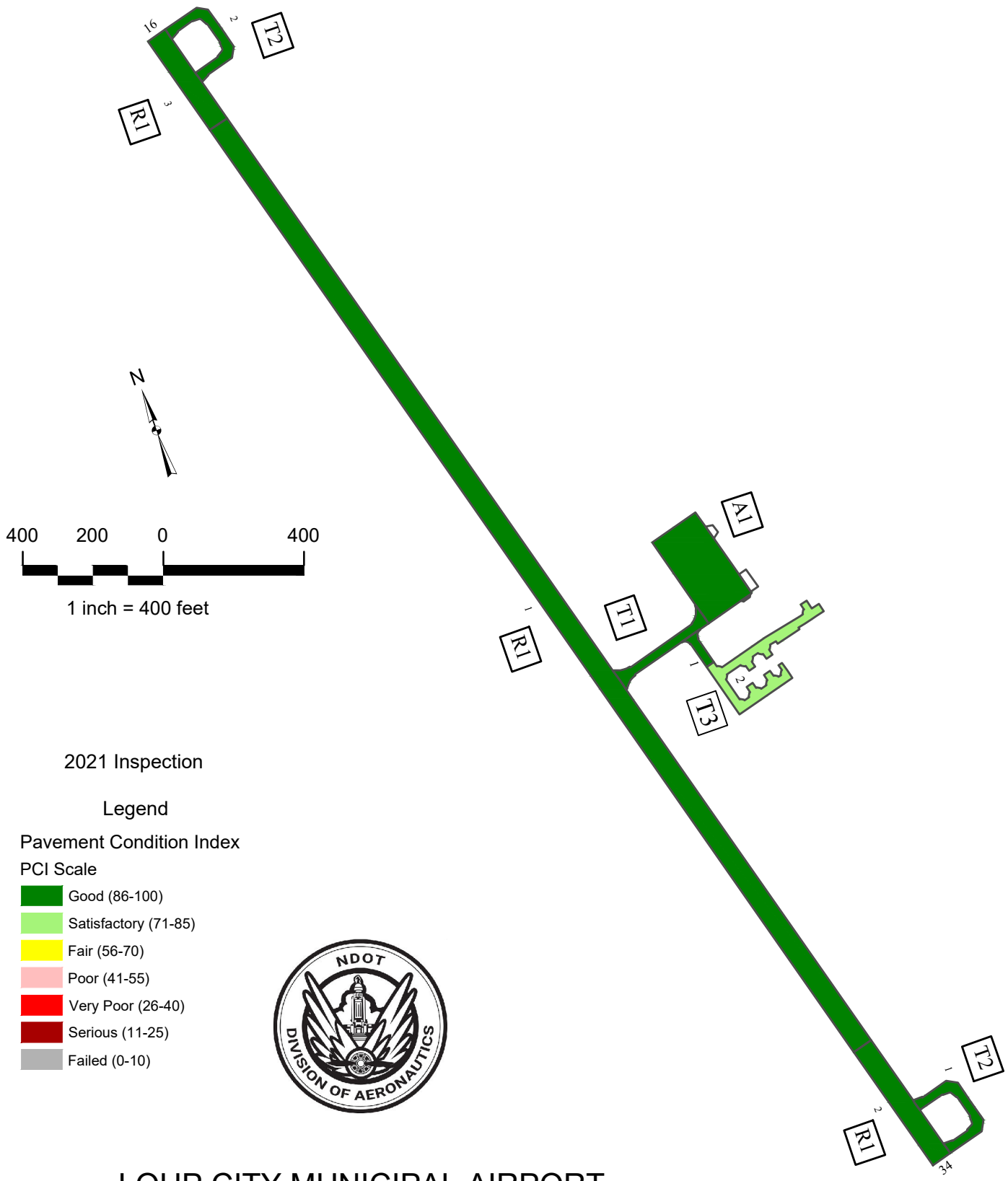


JIM KELLY FIELD
LEXINGTON, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

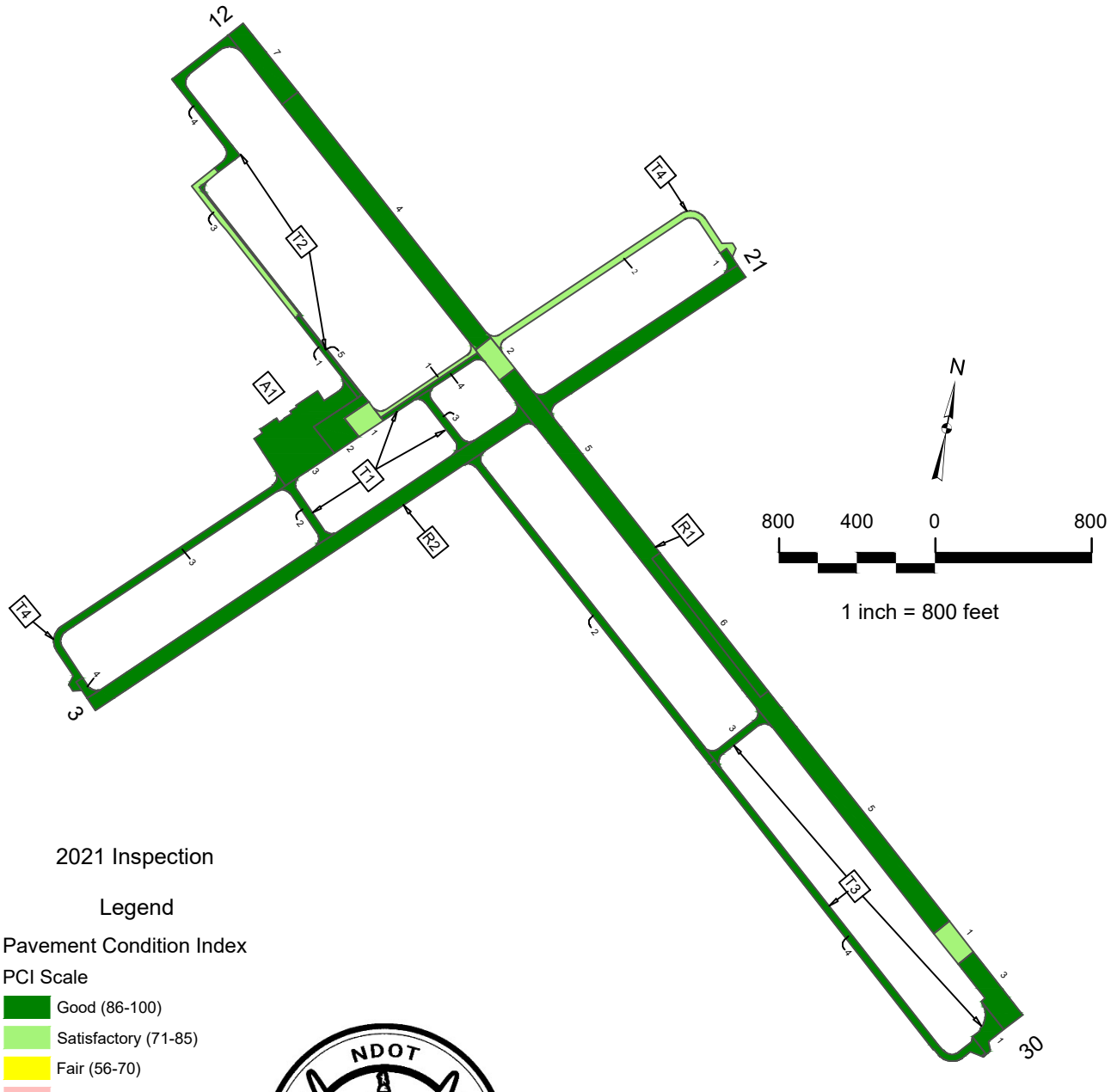

2020 Inspection
18/36, TD, TG, TH, TS,
North 1/2 of East GA Apron
Legend
Pavement Condition Index
PCI Scale
Good (86-100)
Satisfactory (71-85)
Fair (56-70)
Poor (41-55)
Very Poor (26-40)
Serious (11-25)
Failed (0-10)
TD-02A
see p. 36
Reinspec
Report
N
1,300 650 0 1,300
1 inch = 1,250 feet
NDOT
DIVISION OF AERONAUTICS
LINCOLN AIRPORT
LINCOLN, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS


LINCOLN AIRPORT
LINCOLN, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS
2022 Inspection
14/32, APTEHA, TJ, TE,
TP, TB, TC, Terminal Apron
Legend
Pavement Condition Index
PCI Scale
Good (86-100)
Satisfactory (71-85)
Fair (56-70)
Poor (41-55)
Very Poor (26-40)
Serious (11-25)
Failed (0-10)
R14
TB
TJ
TD
TC
TE
R17
TA
R14
APTEHA
TG
R18
TJ
TN
TK
TP
APTERM
TS
TK
TA
JULIET TAXIWAY
GOLF TAXIWAY
NORTH DELTA TAXIWAY
ECHO TAXIWAY
RUNWAY 14/32
RUNWAY 17/35
ALPHA TAXIWAY
KILO TAXIWAY
NOVEMBER TAXIWAY
MID DELTA TAXIWAY
TERMINAL APRON
SIERRA TAXIWAY
WEST APRON
N
1,000 500 0 1,000
1 inch = 1,000 feet


2022 Inspection
17/35, TA, TK, TN,
APEAST SECTIONS 5□10,
TPNT4, APPNT4
Legend
Pavement Condition Index
PCI Scale
Good (86-100)
Satisfactory (71-85)
Fair (56-70)
Poor (41-55)
Very Poor (26-40)
Serious (11-25)
Failed (0-10)
NDOT
DIVISION OF AERONAUTICS
N
750 375 0 750
1 inch = 750 feet
APTAHAN
TA
R17
TE
ECHO TAXIWAY
RUNWAY 17/35
ALPHA TAXIWAY
APEAST
R14
RUNWAY 14/32
KILO TAXIWAY
NOVEMBER TAXIWAY
TN
JULIET TAXIWAY
TJ
TK
TERMINAL APRON
APTERM
TP
APTAHAS
TPNT4
APPNT4
LINCOLN AIRPORT
LINCOLN, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA D.O.T. / DIVISION OF AERONAUTICS



LOUP CITY MUNICIPAL AIRPORT
LOUP CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2021 Inspection

Legend

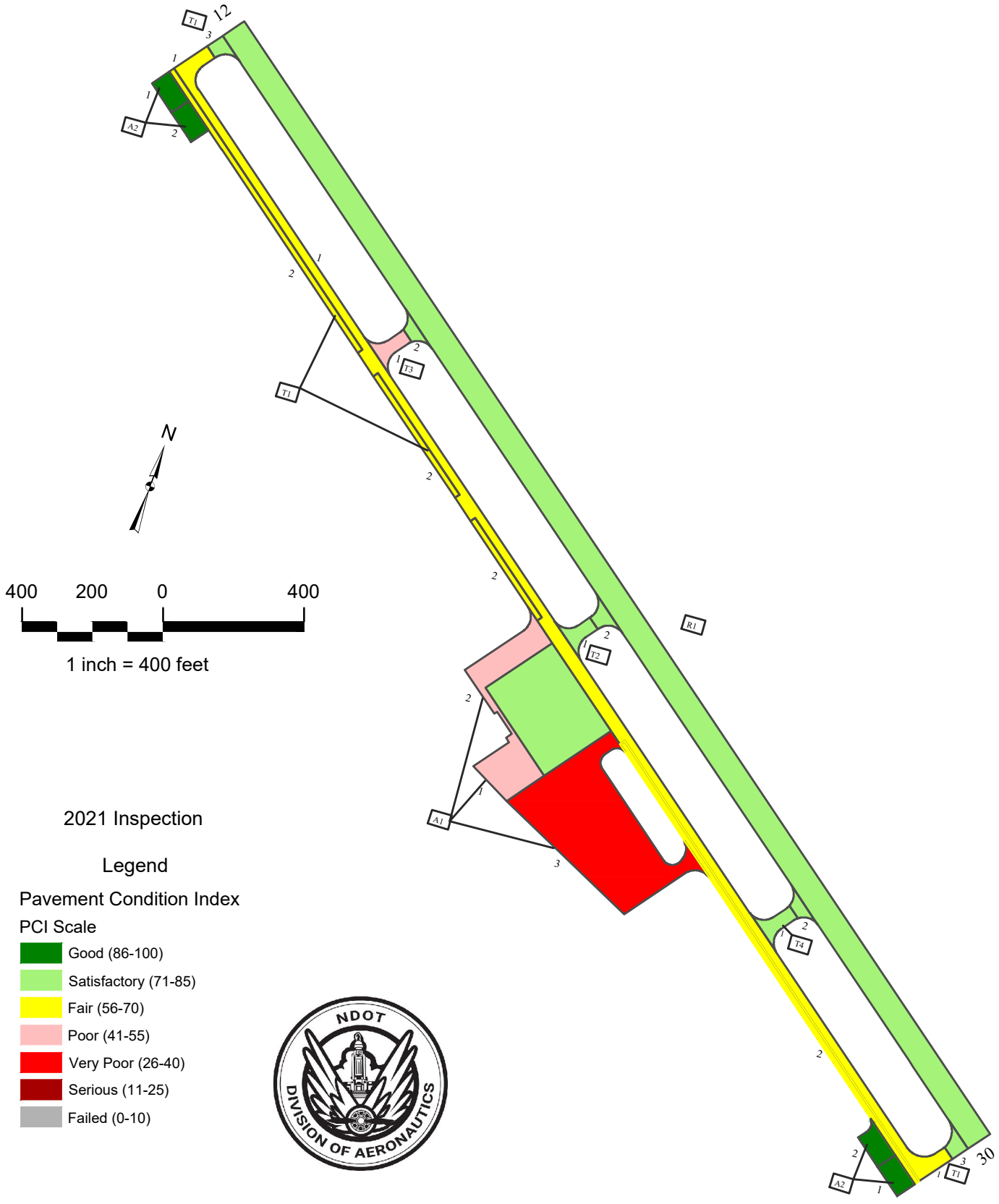
Pavement Condition Index

PCI Scale

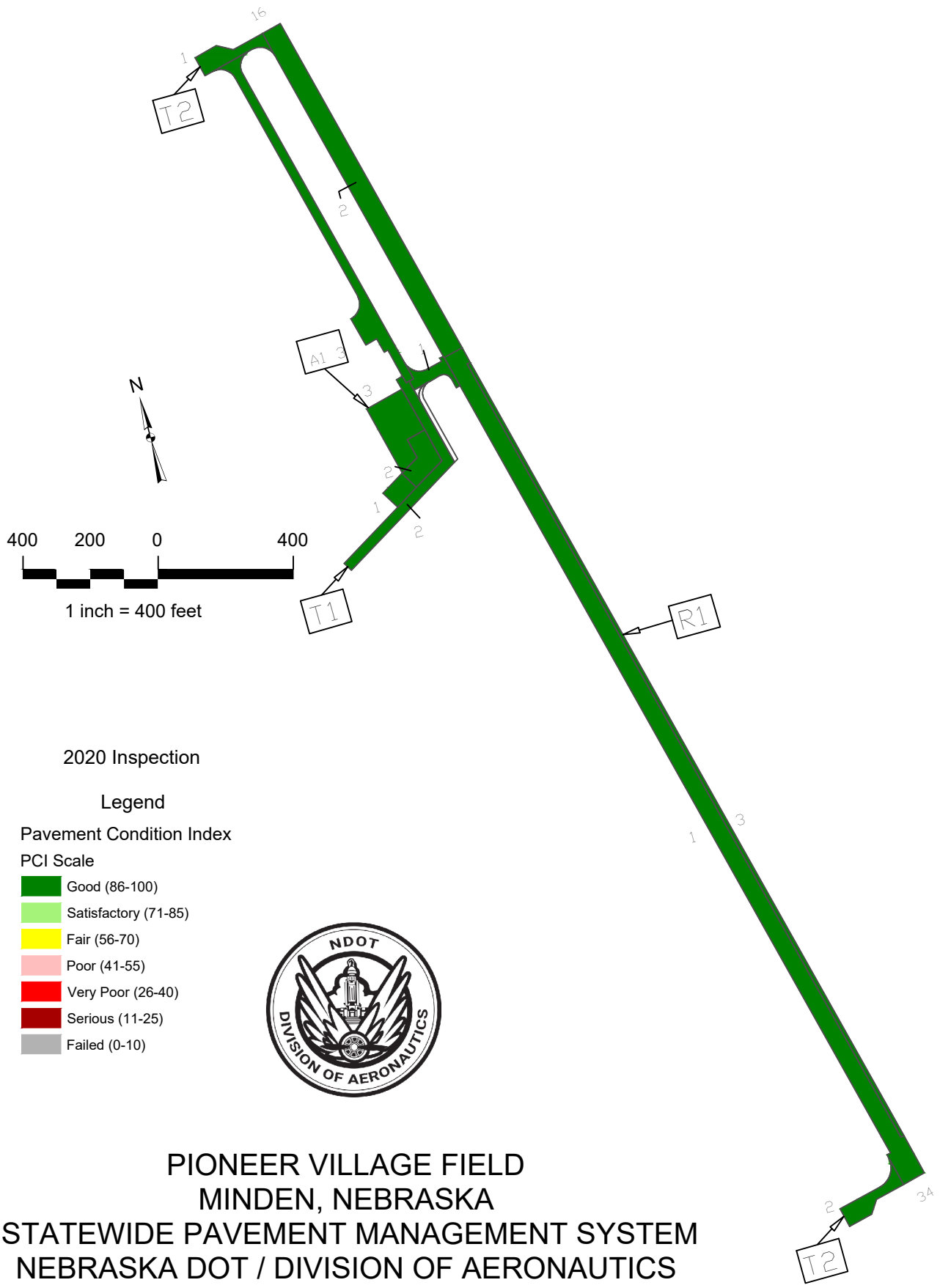
- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

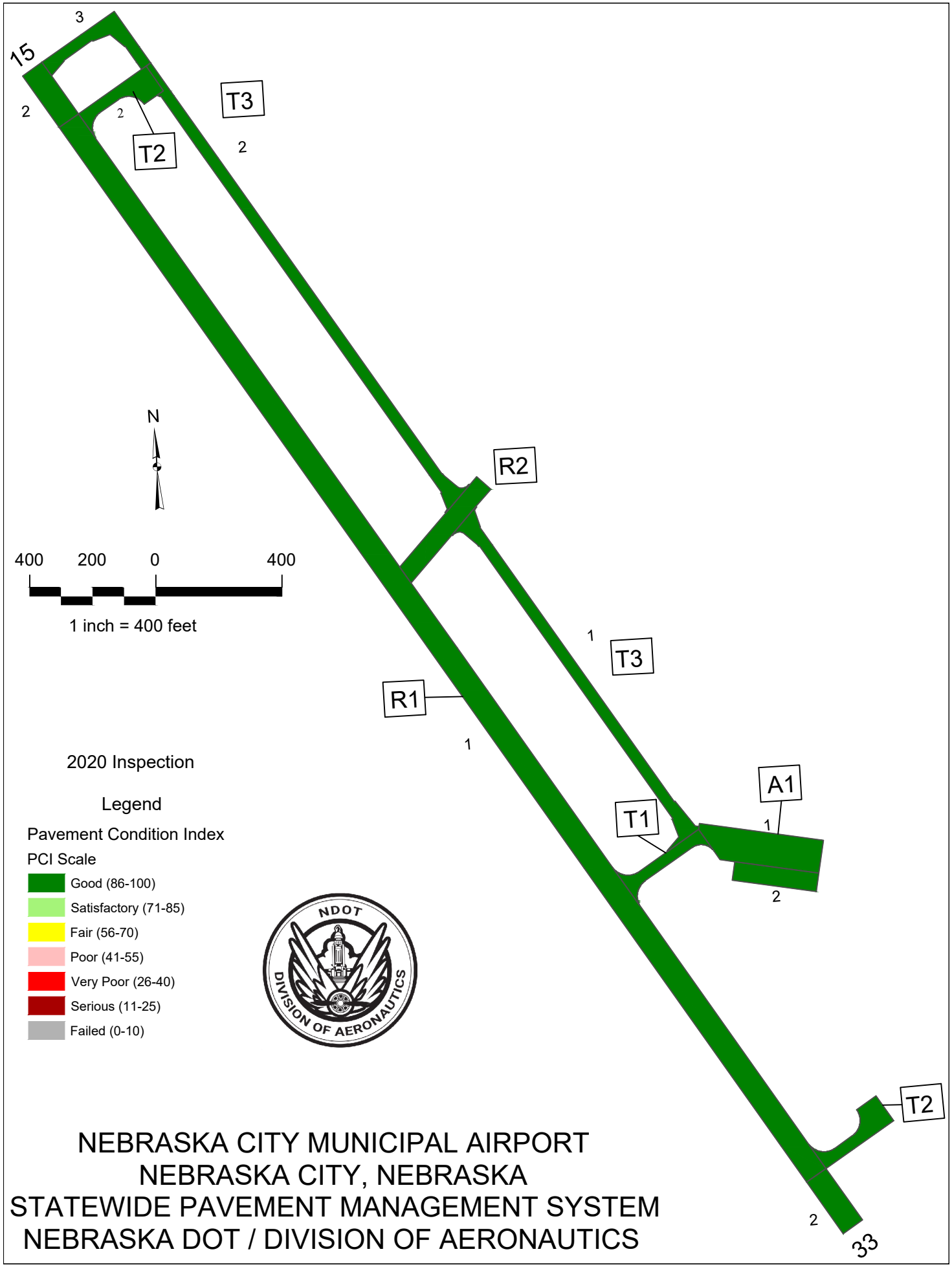
McCOOK MUNICIPAL AIRPORT
McCOOK, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



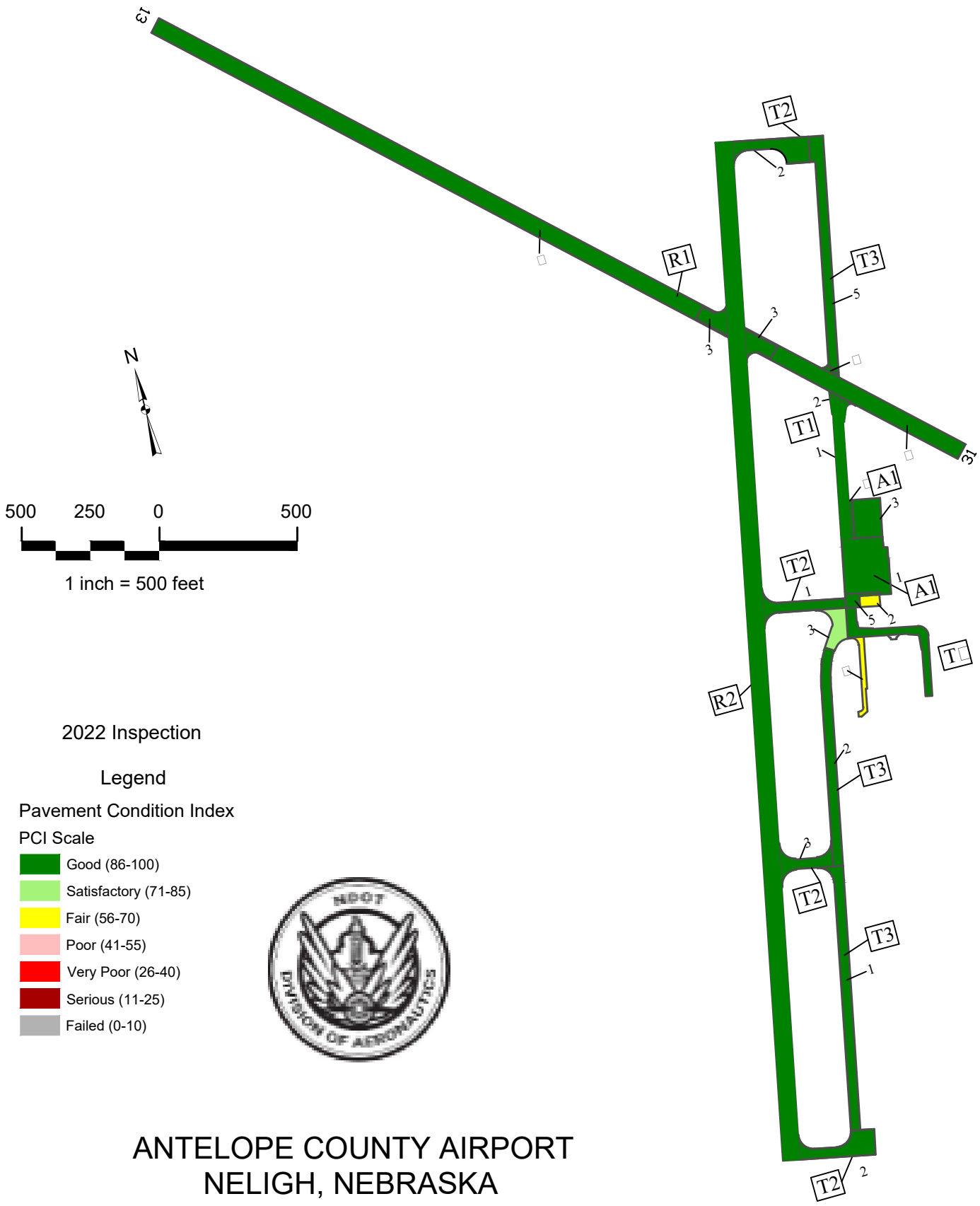
MILLARD AIRPORT
OMAHA, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



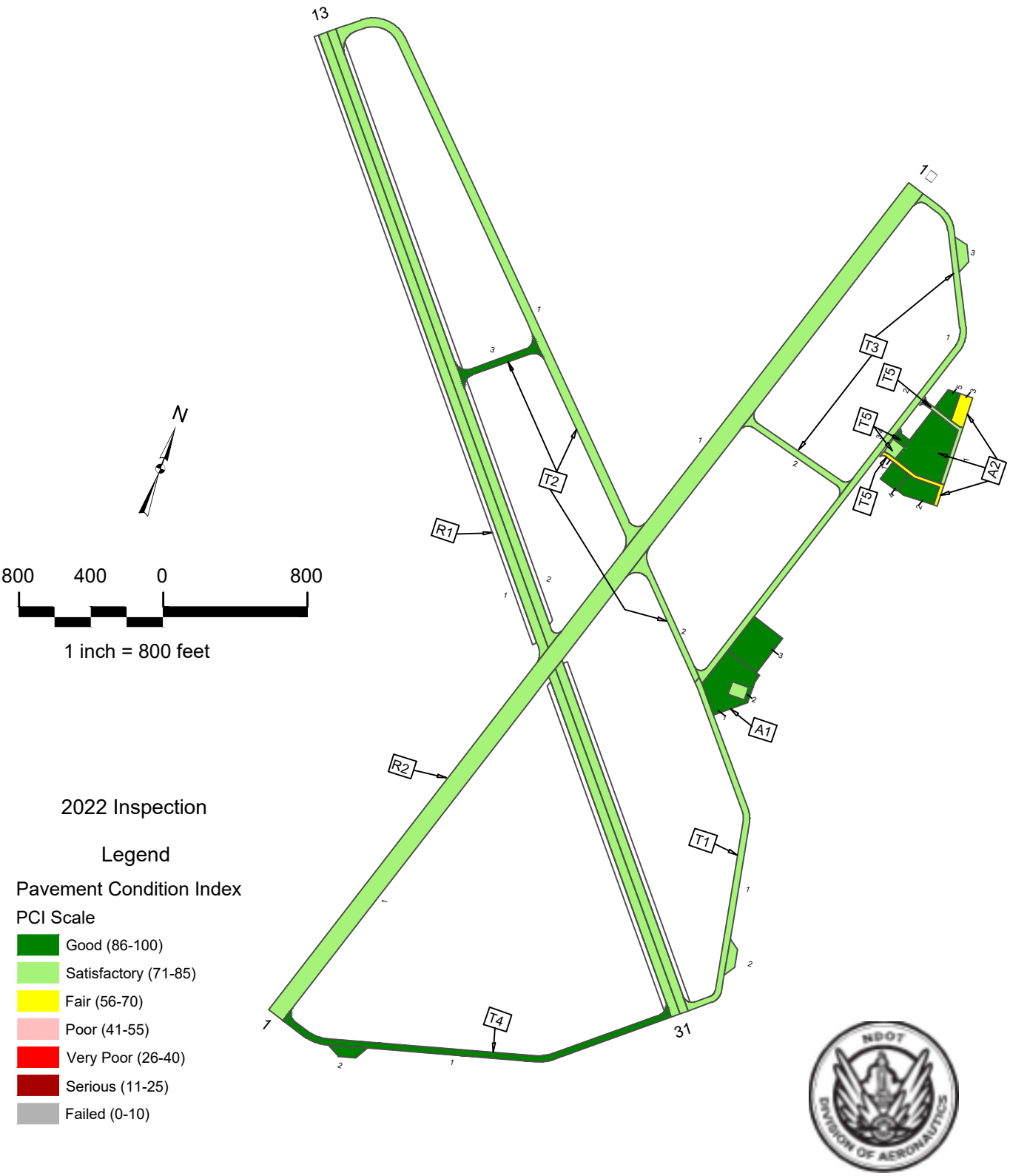
PIONEER VILLAGE FIELD
MINDEN, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



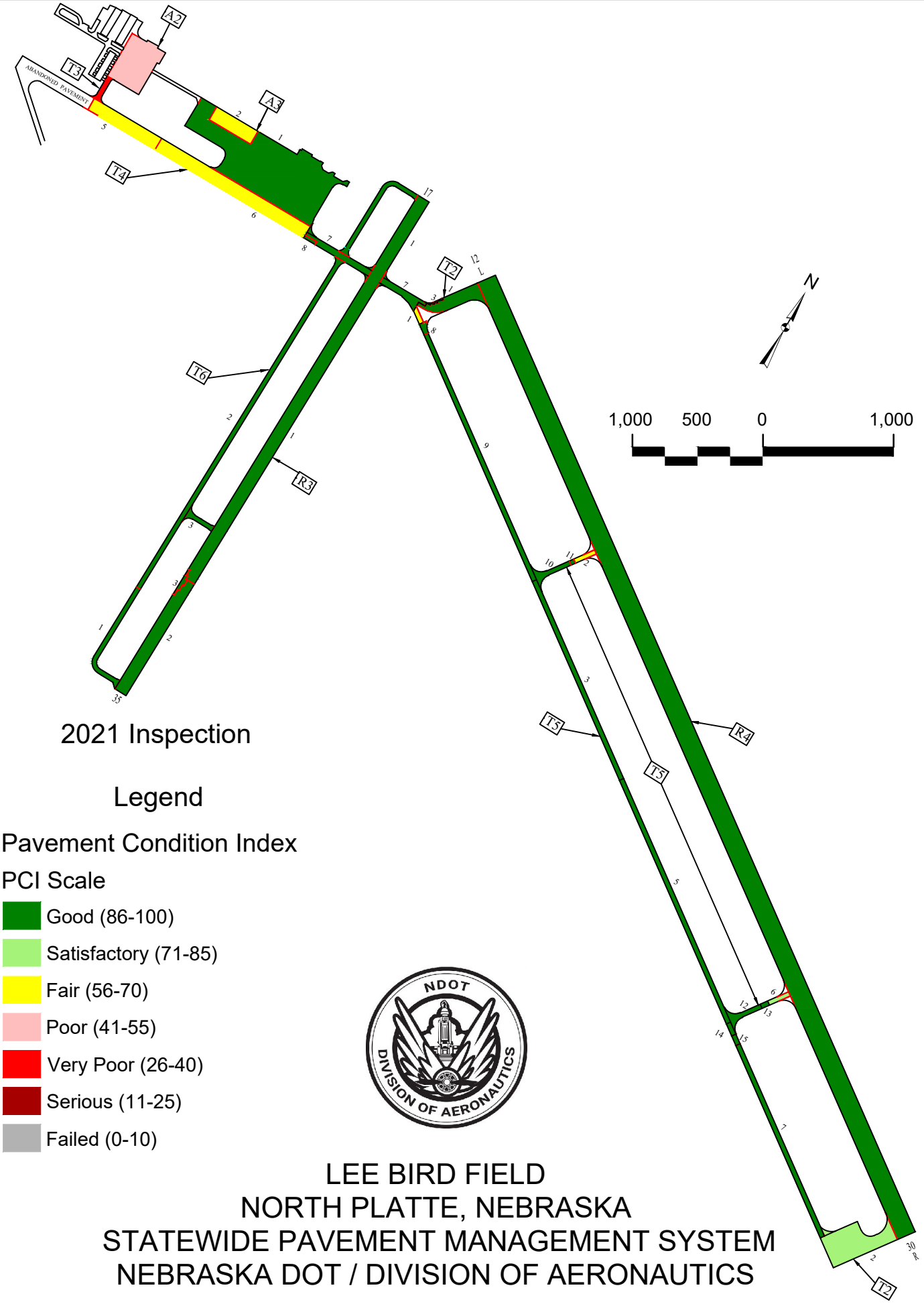
NEBRASKA CITY MUNICIPAL AIRPORT
NEBRASKA CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



ANTELOPE COUNTY AIRPORT
NELIGH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



KARL STEFAN MEMORIAL FIELD
NORFOLK, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2021 Inspection

Legend

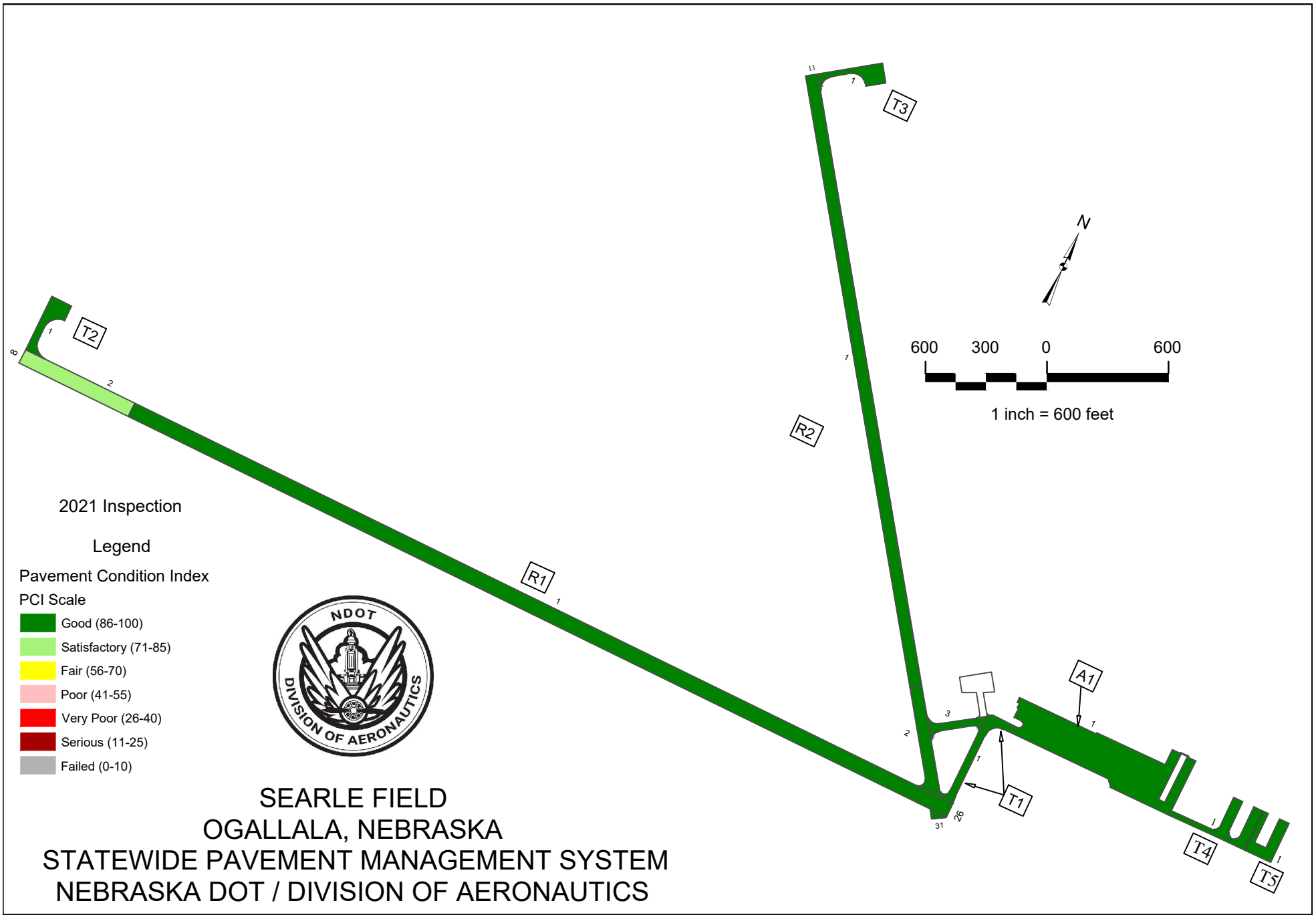
Pavement Condition Index

PCI Scale

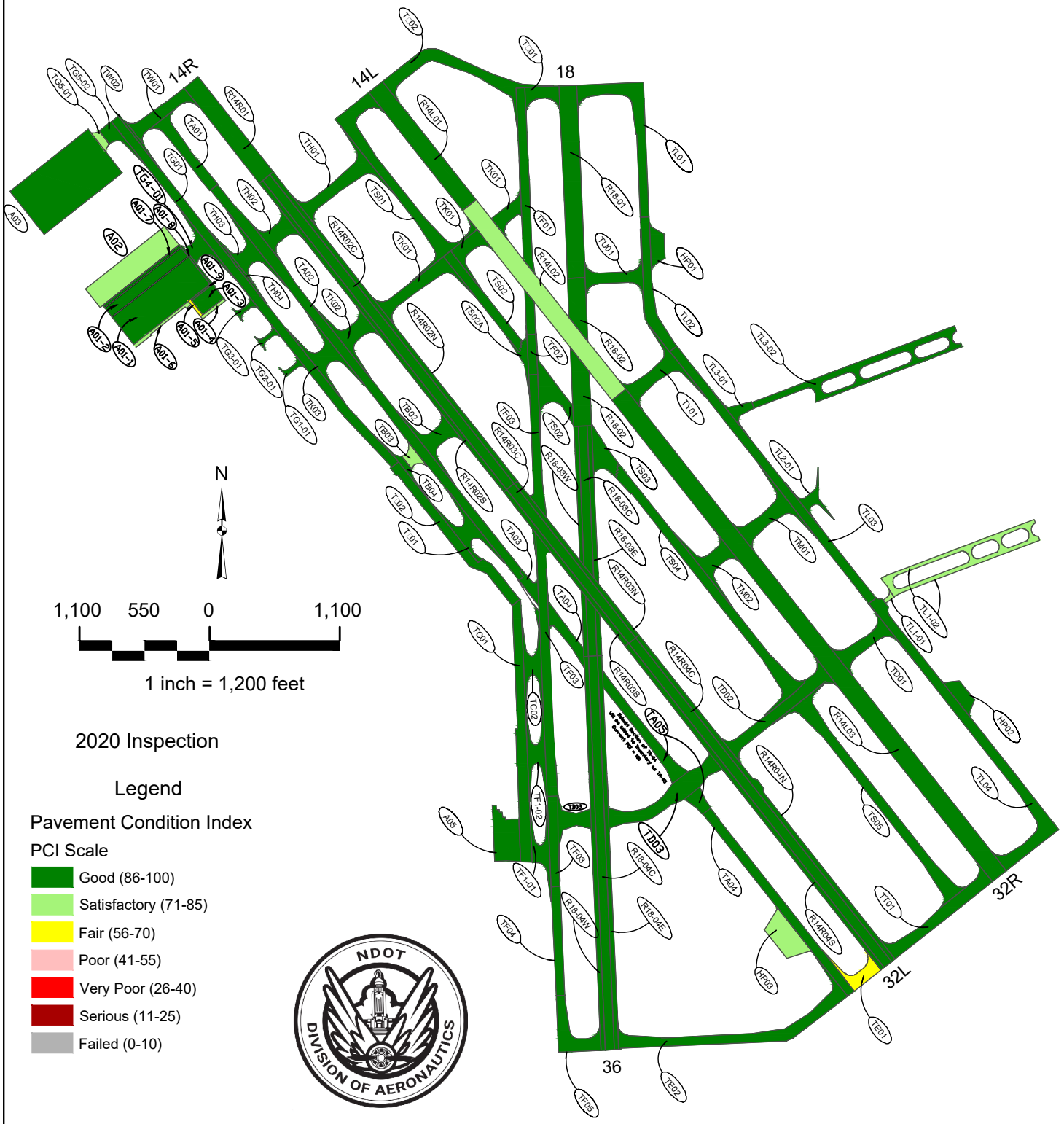
- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

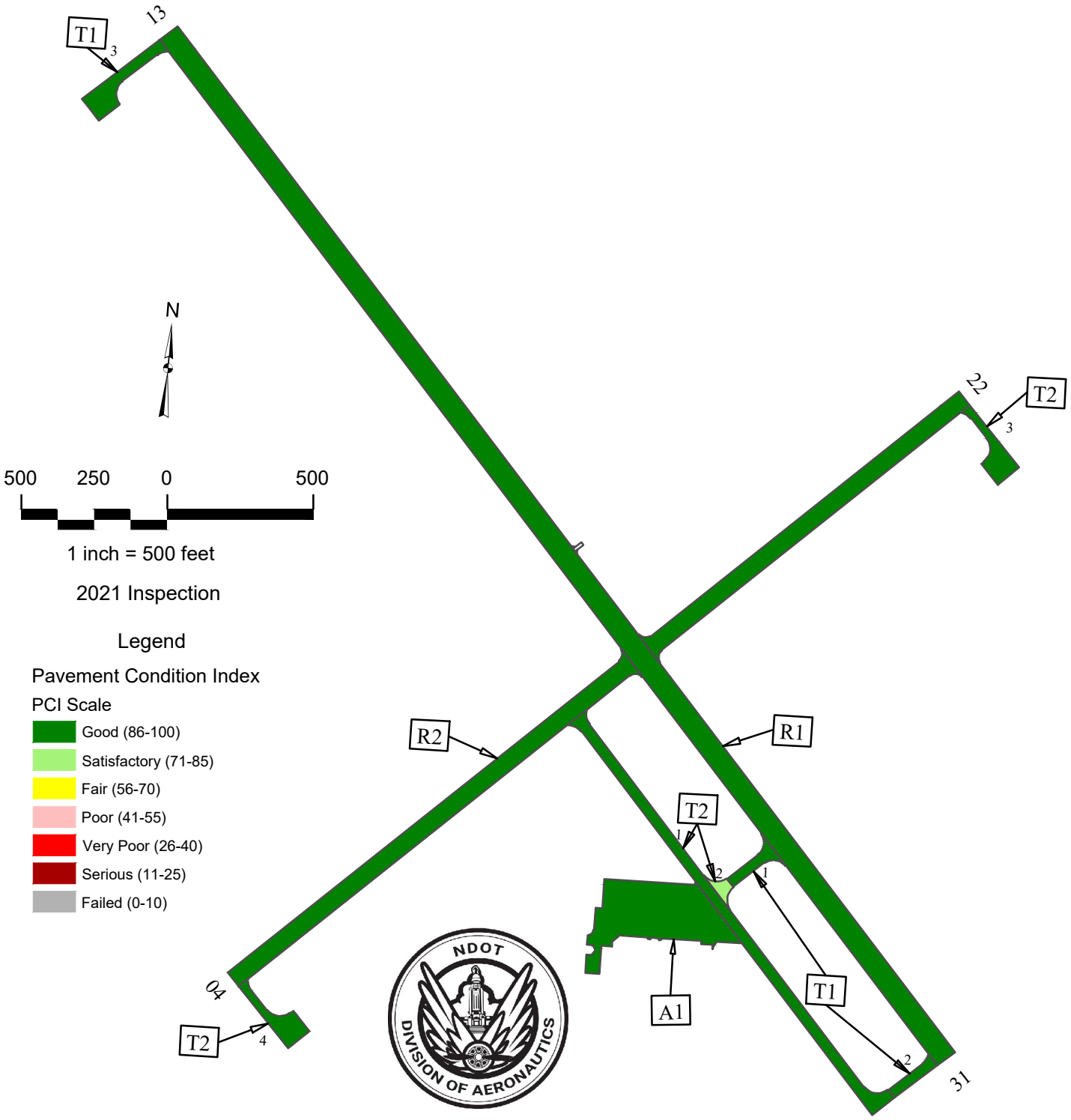
LEE BIRD FIELD
NORTH PLATTE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



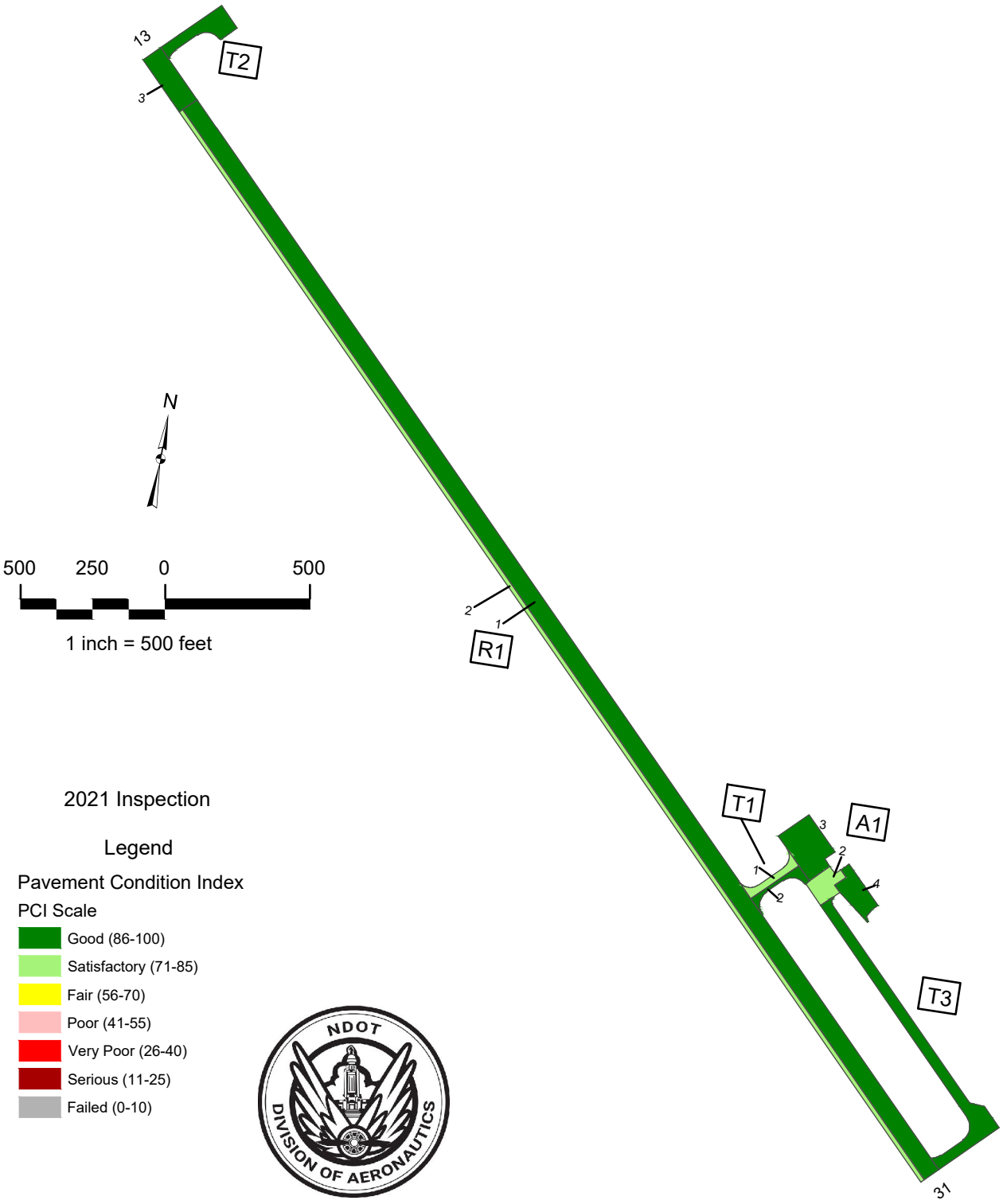
SEARLE FIELD
OGALLALA, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



EPPLEY AIRFIELD
OMAHA, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



O'NEILL MUNICIPAL AIRPORT
O'NEILL, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2021 Inspection

Legend

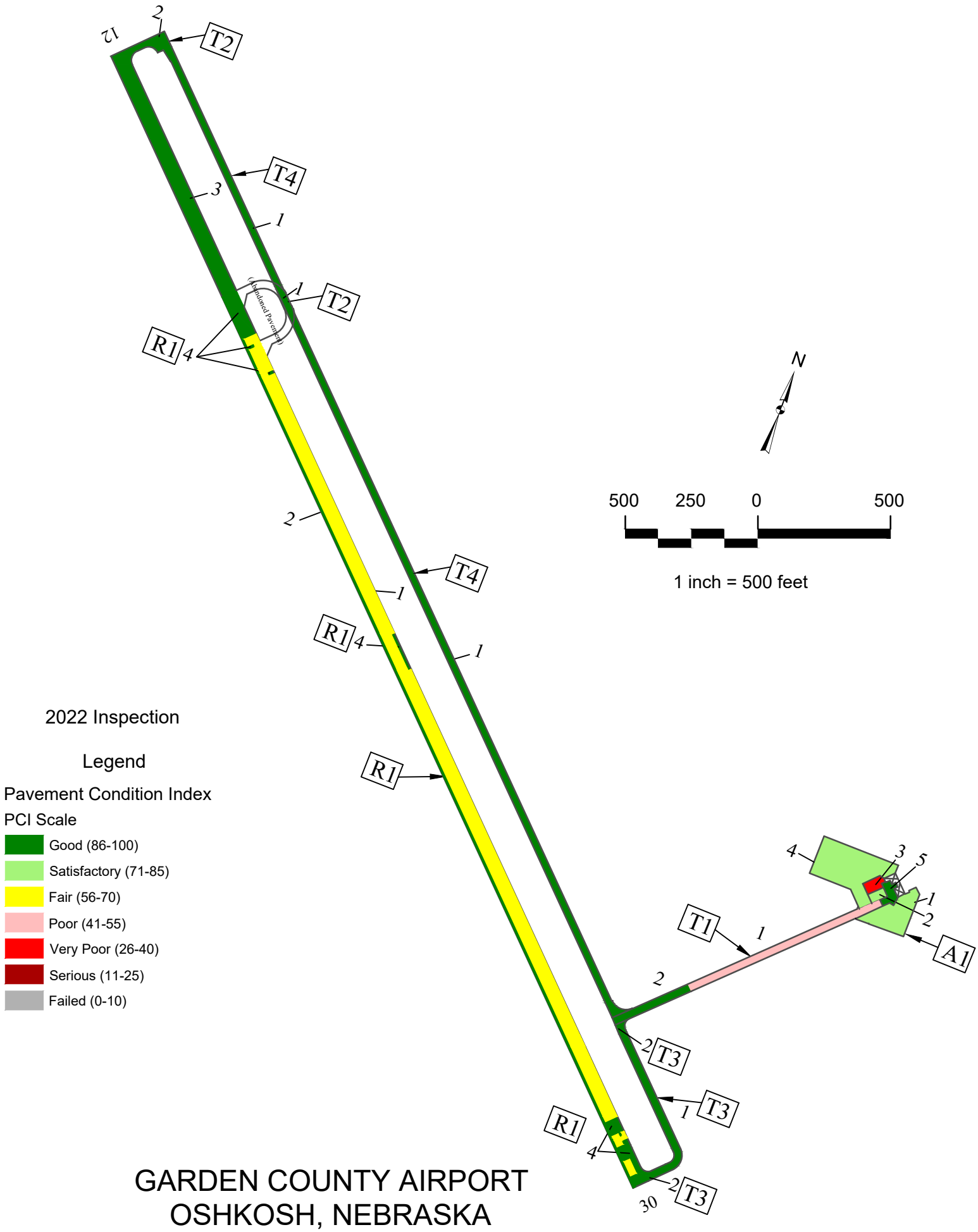
Pavement Condition Index

PCI Scale

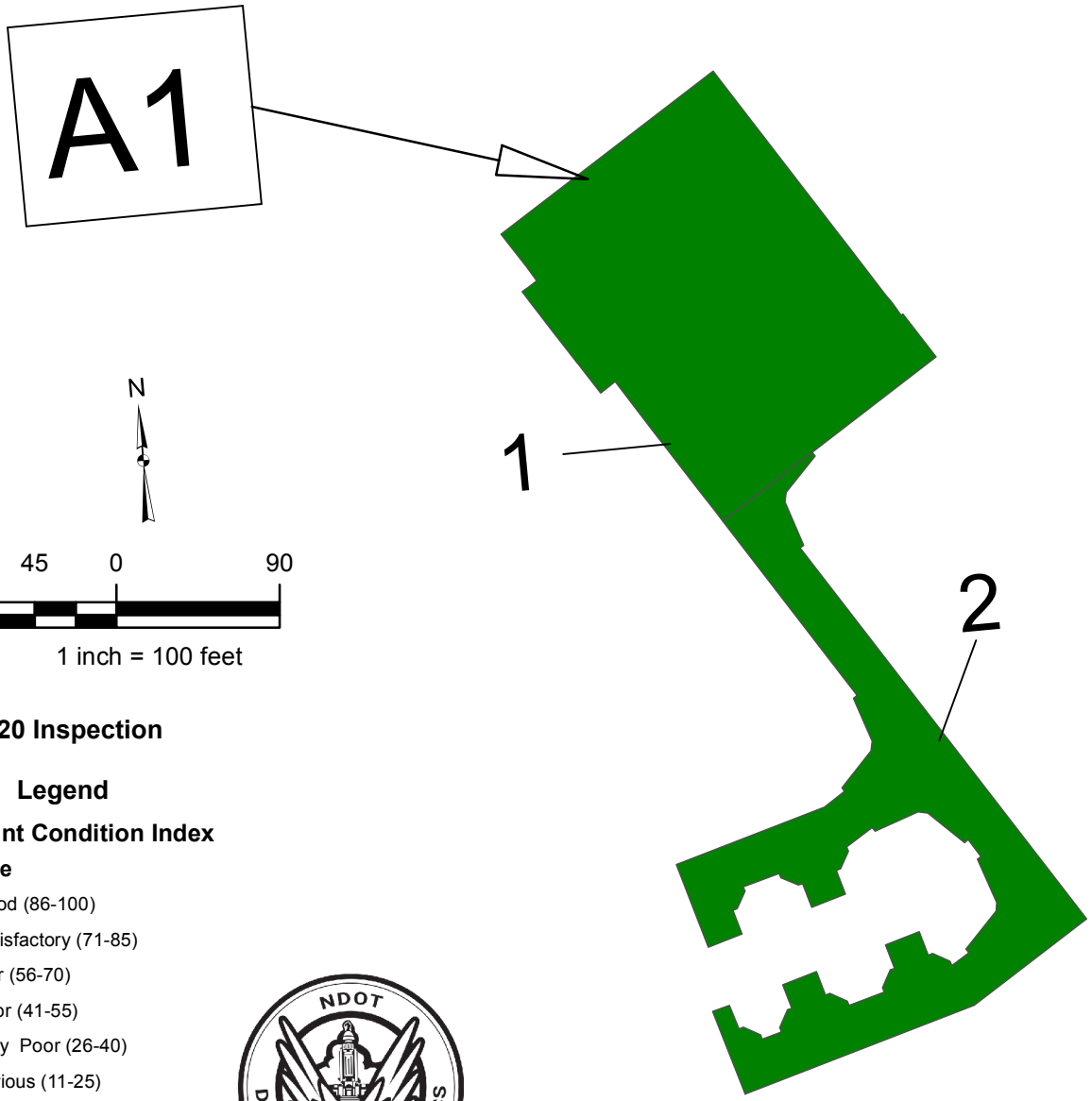
- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

EVELYN SHARP FIELD
ORD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



GARDEN COUNTY AIRPORT
OSHKOSH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DEPARTMENT OF AERONAUTICS



2020 Inspection

Legend

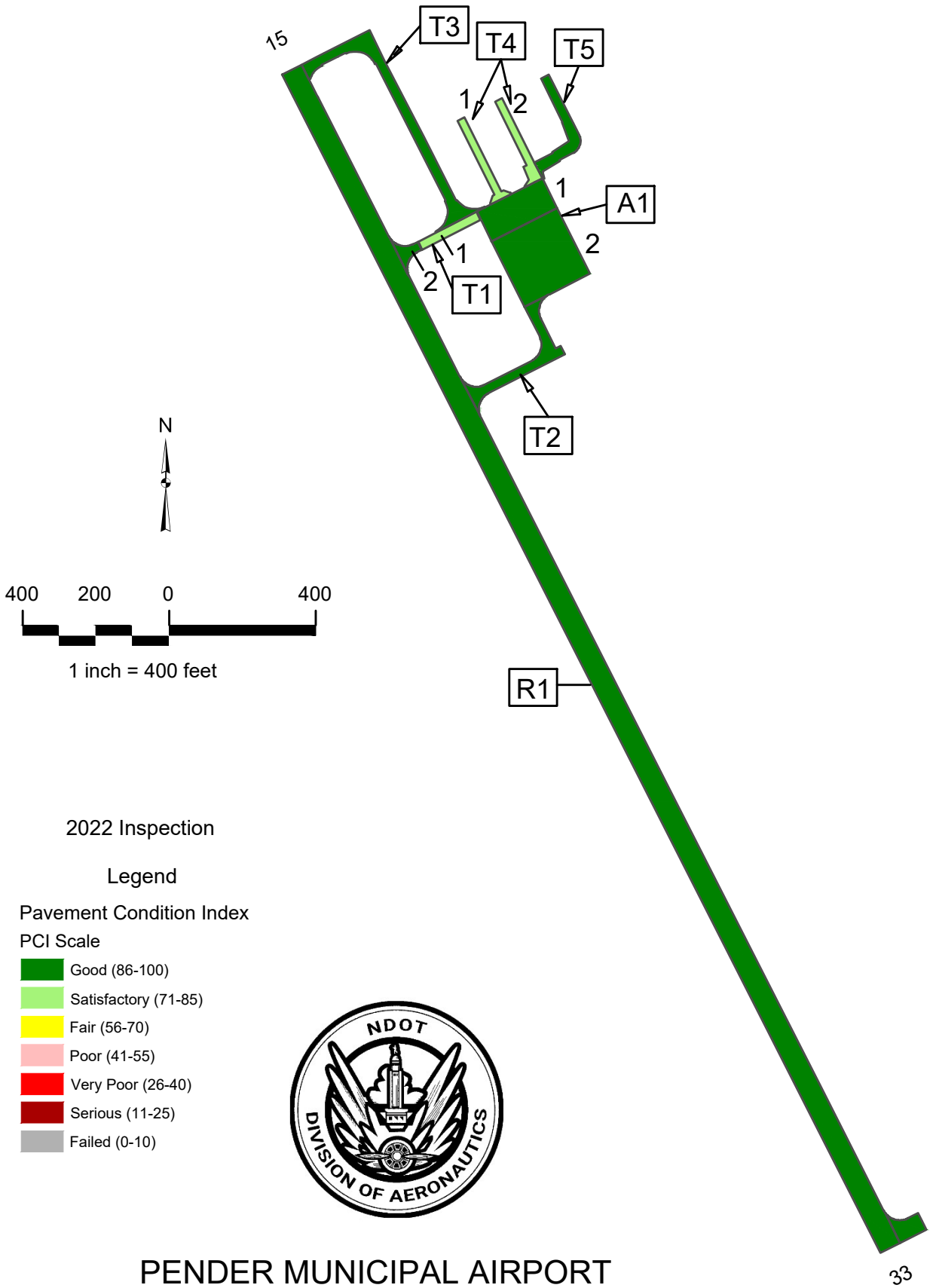
Pavement Condition Index

PCI Scale

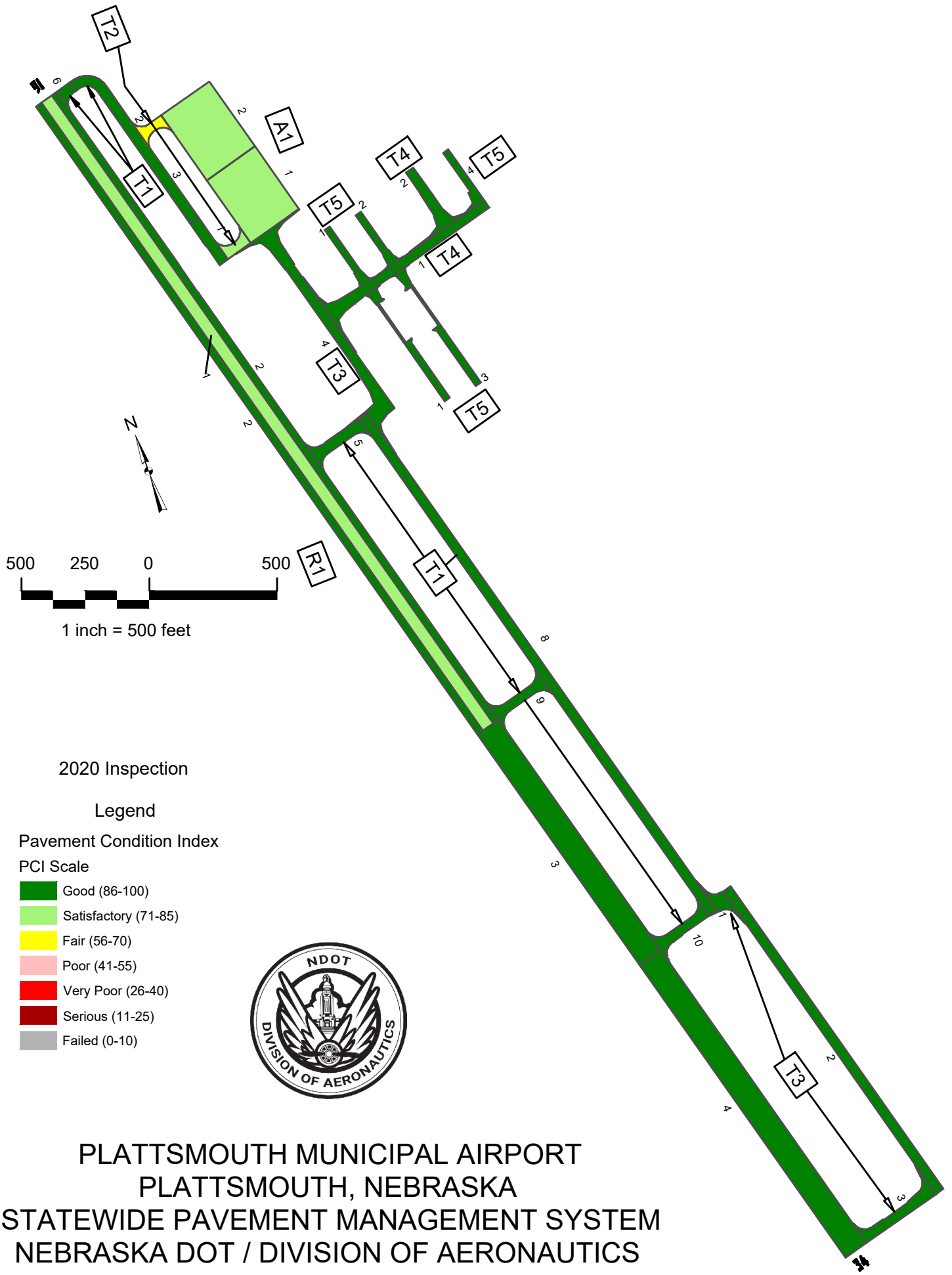
- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

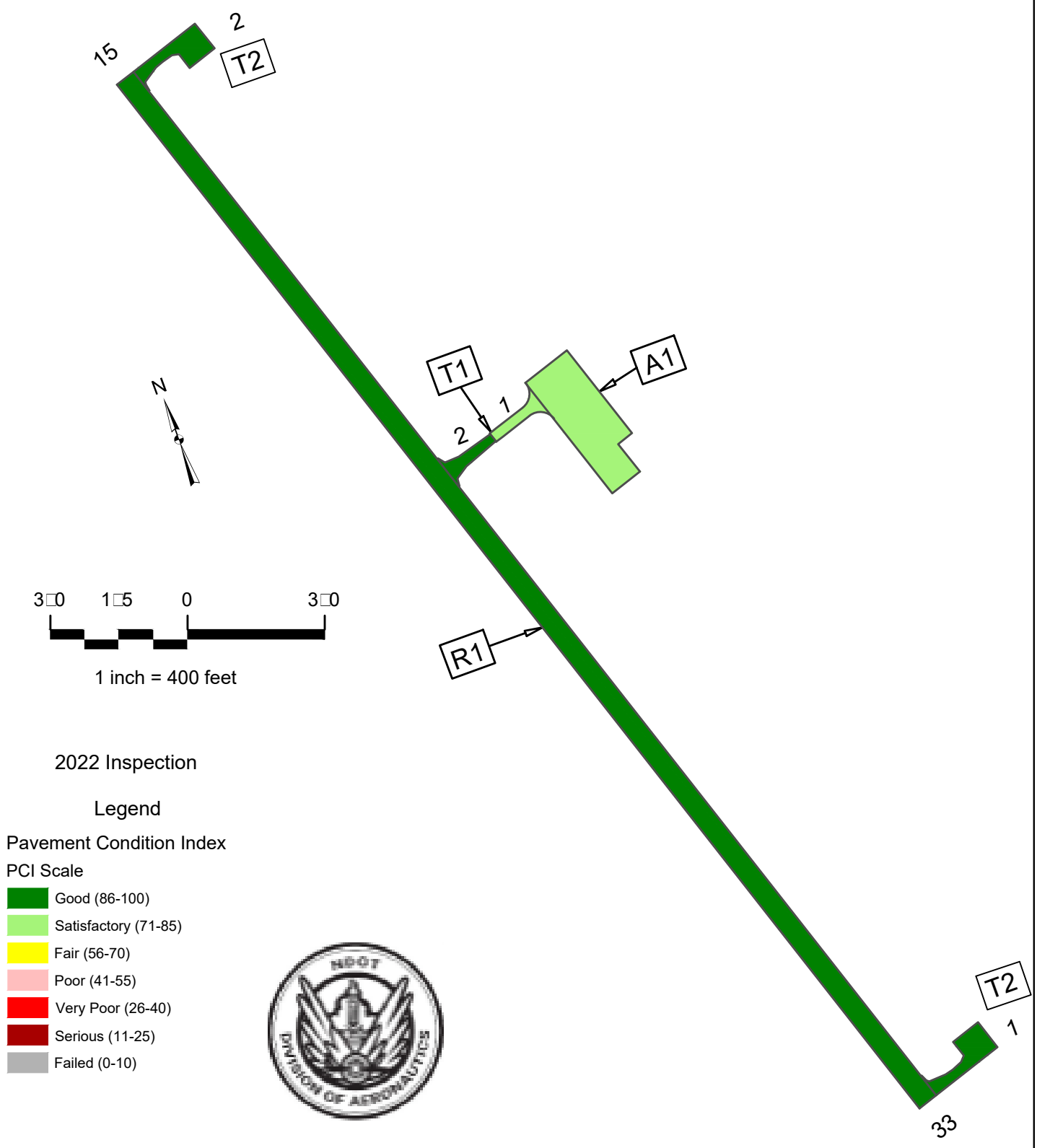
PAWNEE CITY MUNICIPAL AIRPORT
PAWNEE CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



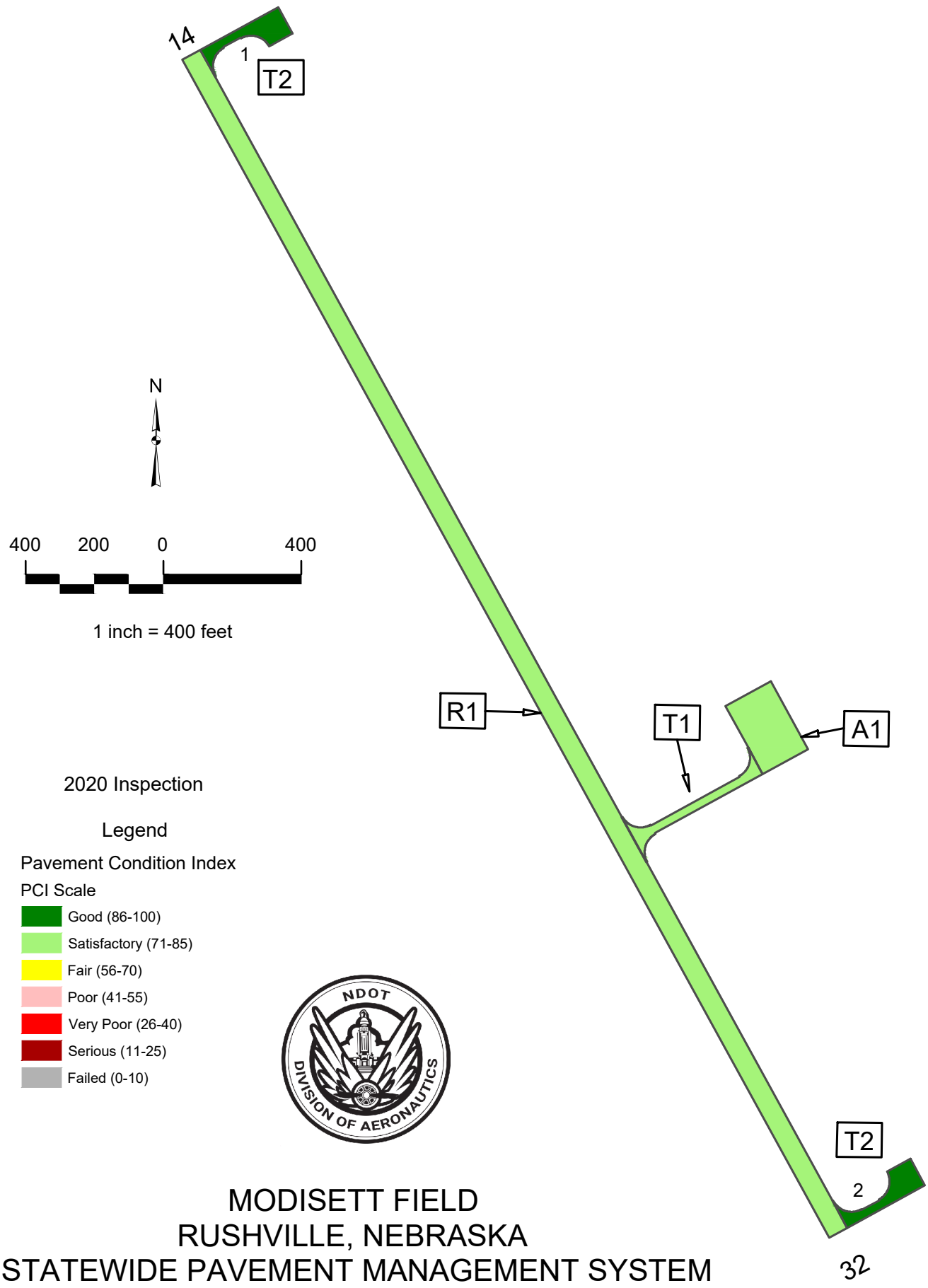
PENDER MUNICIPAL AIRPORT
PENDER, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



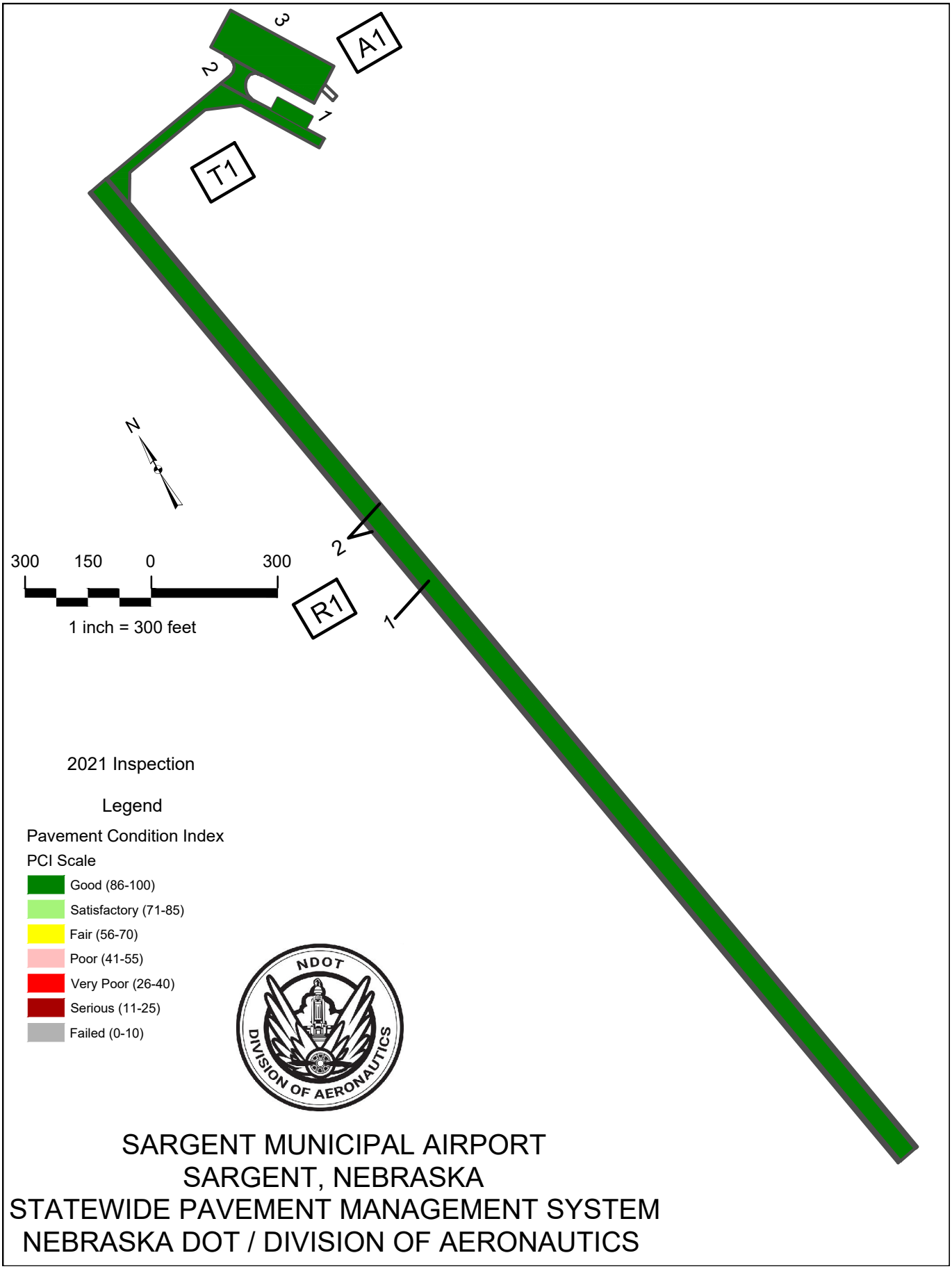
PLATTSMOUTH MUNICIPAL AIRPORT
PLATTSMOUTH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



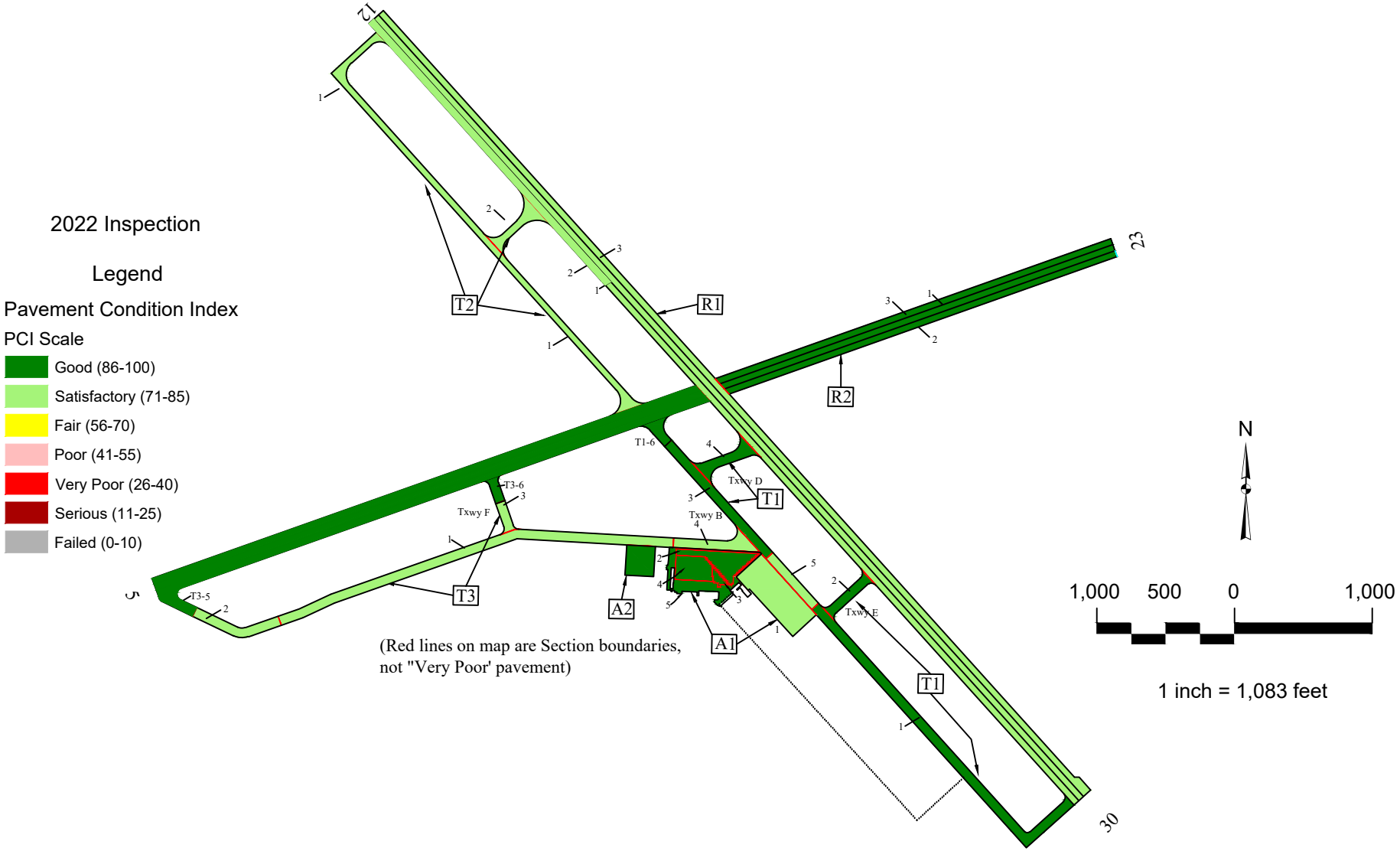
RED CLOUD MUNICIPAL AIRPORT
RED CLOUD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



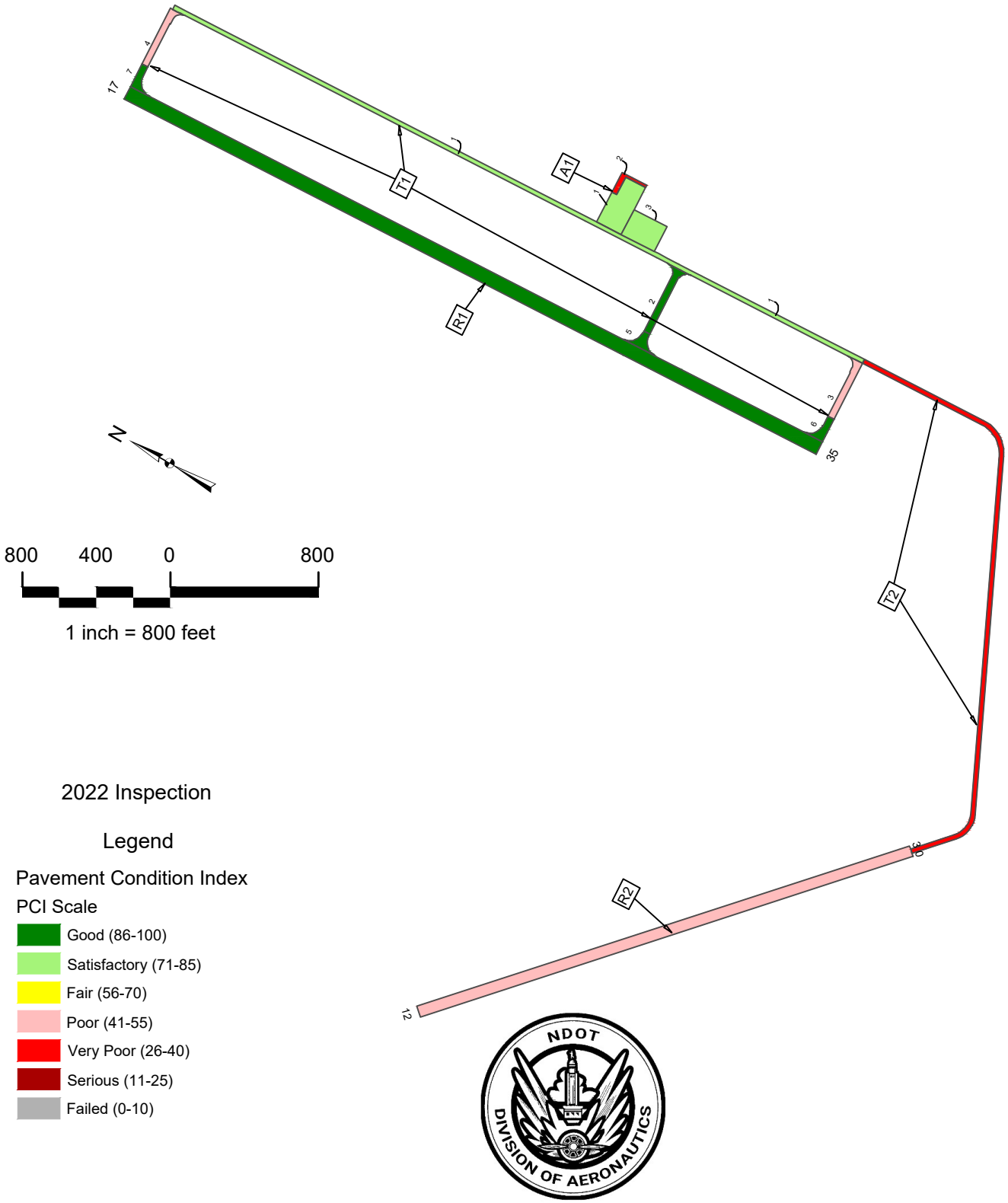
MODISETT FIELD
RUSHVILLE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



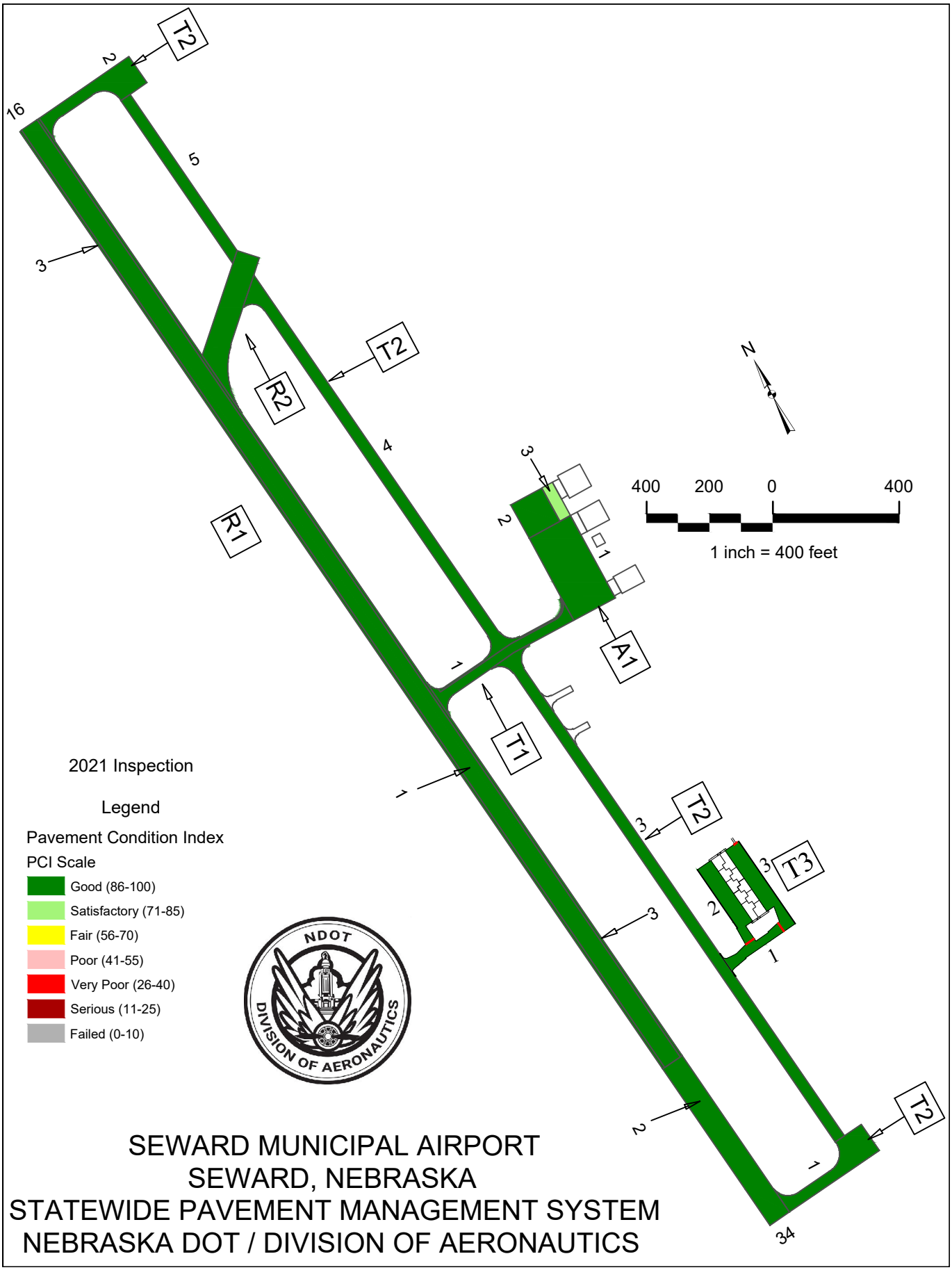
SARGENT MUNICIPAL AIRPORT
SARGENT, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



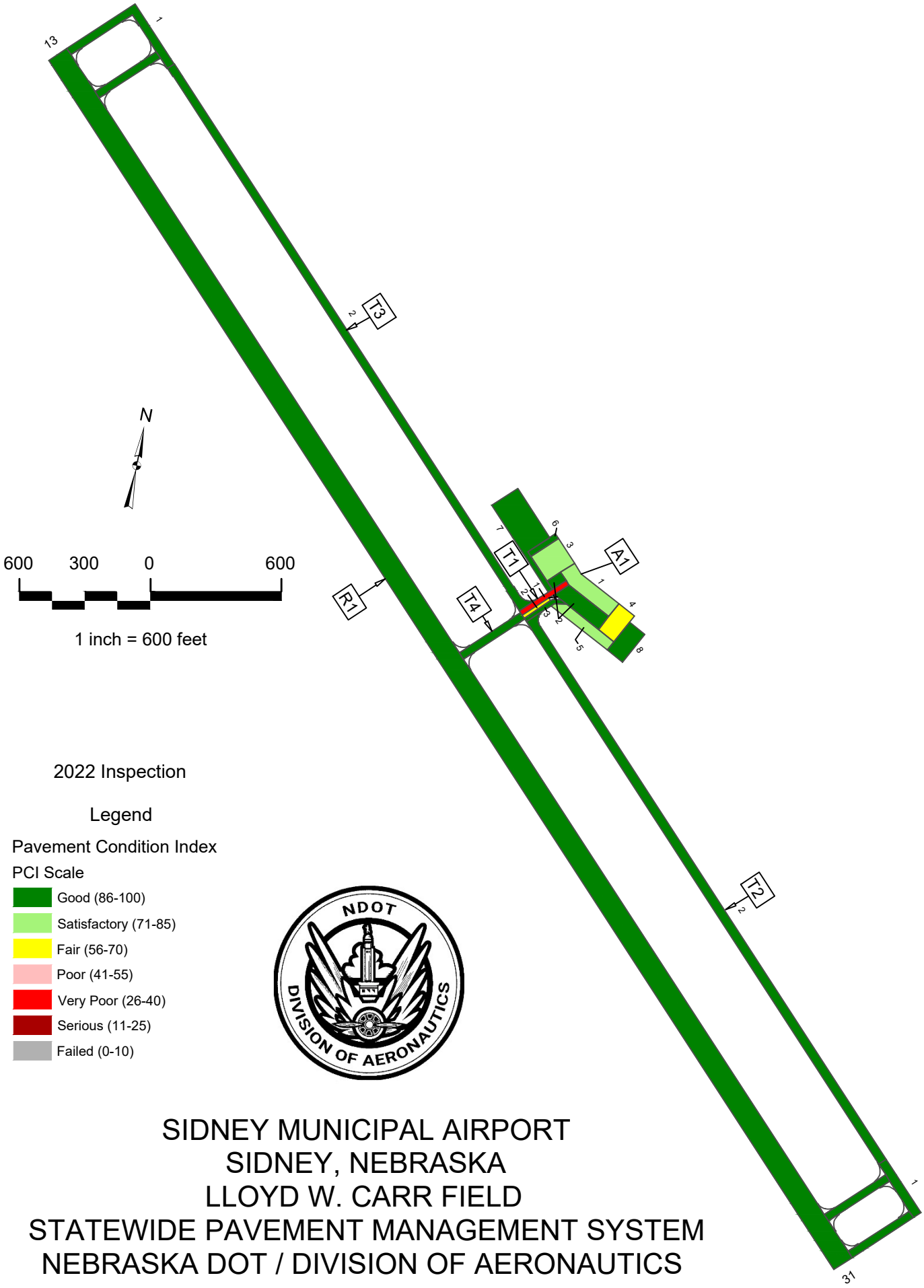
WILLIAM B. HEILIG FIELD
SCOTTSBLUFF, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DEPARTMENT OF AERONAUTICS



SCRIBNER STATE AIRFIELD
SCRIBNER, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



SEWARD MUNICIPAL AIRPORT
SEWARD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



2022 Inspection

Legend

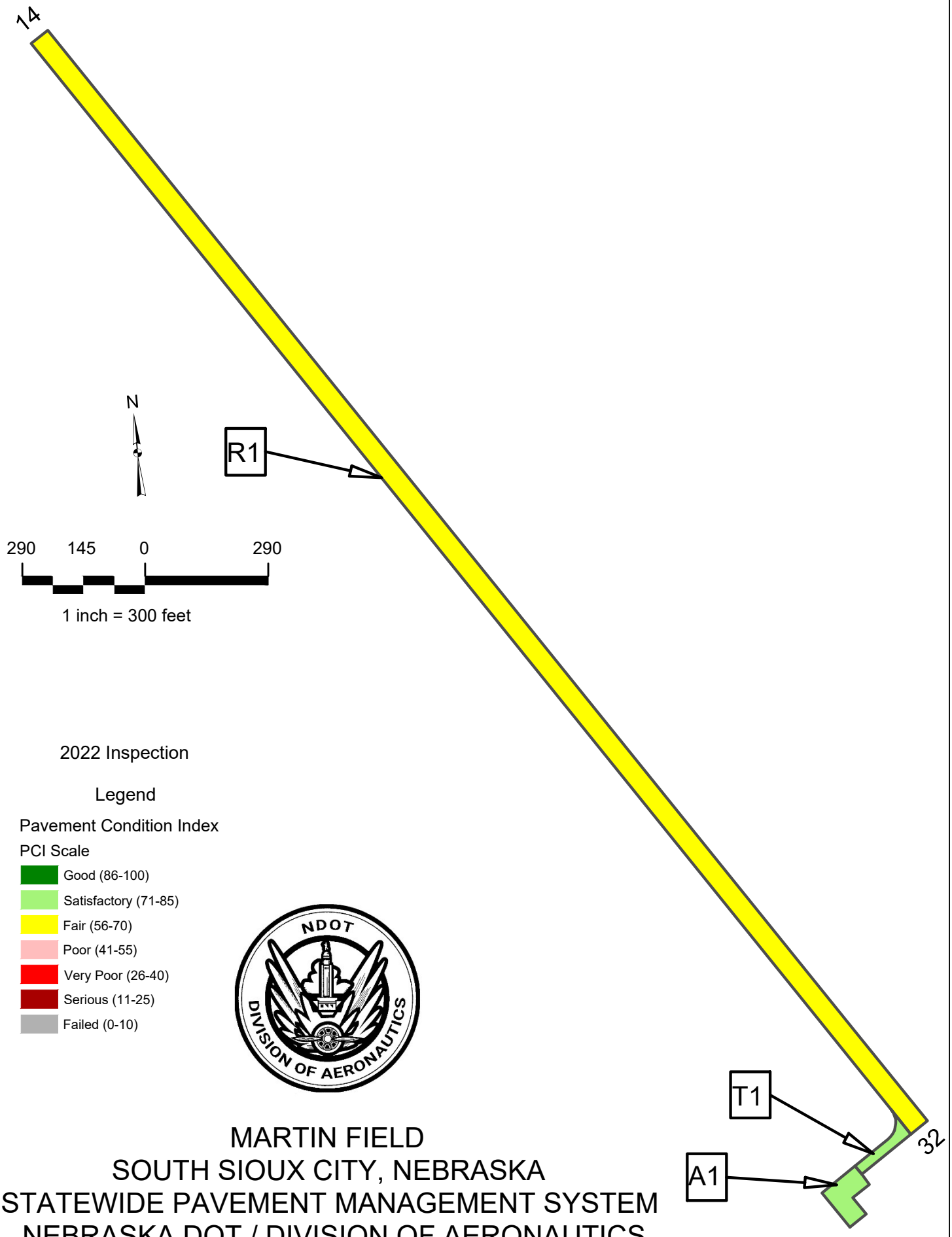
Pavement Condition Index

PCI Scale

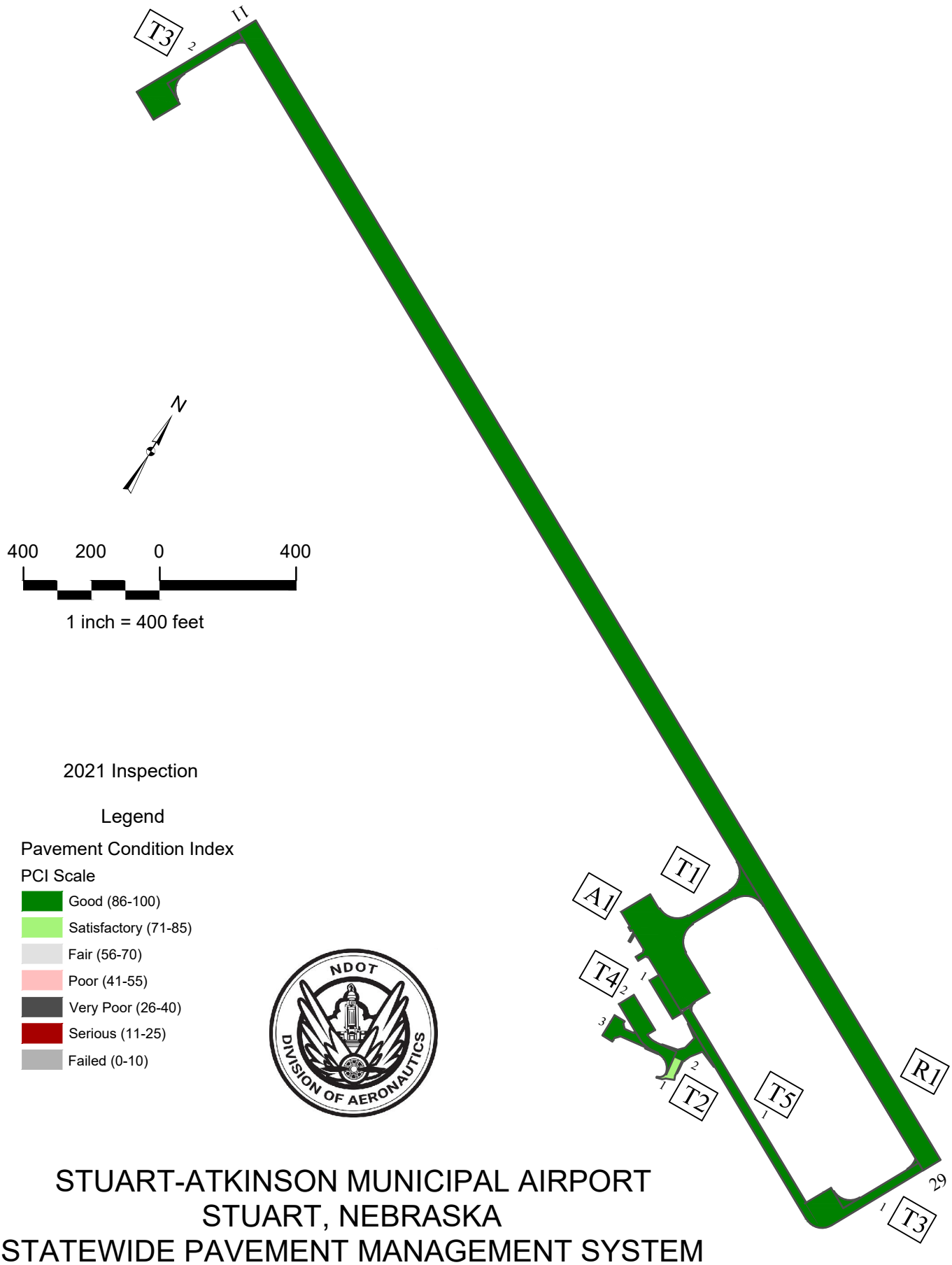
- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

NDOT DIVISION OF AERONAUTICS

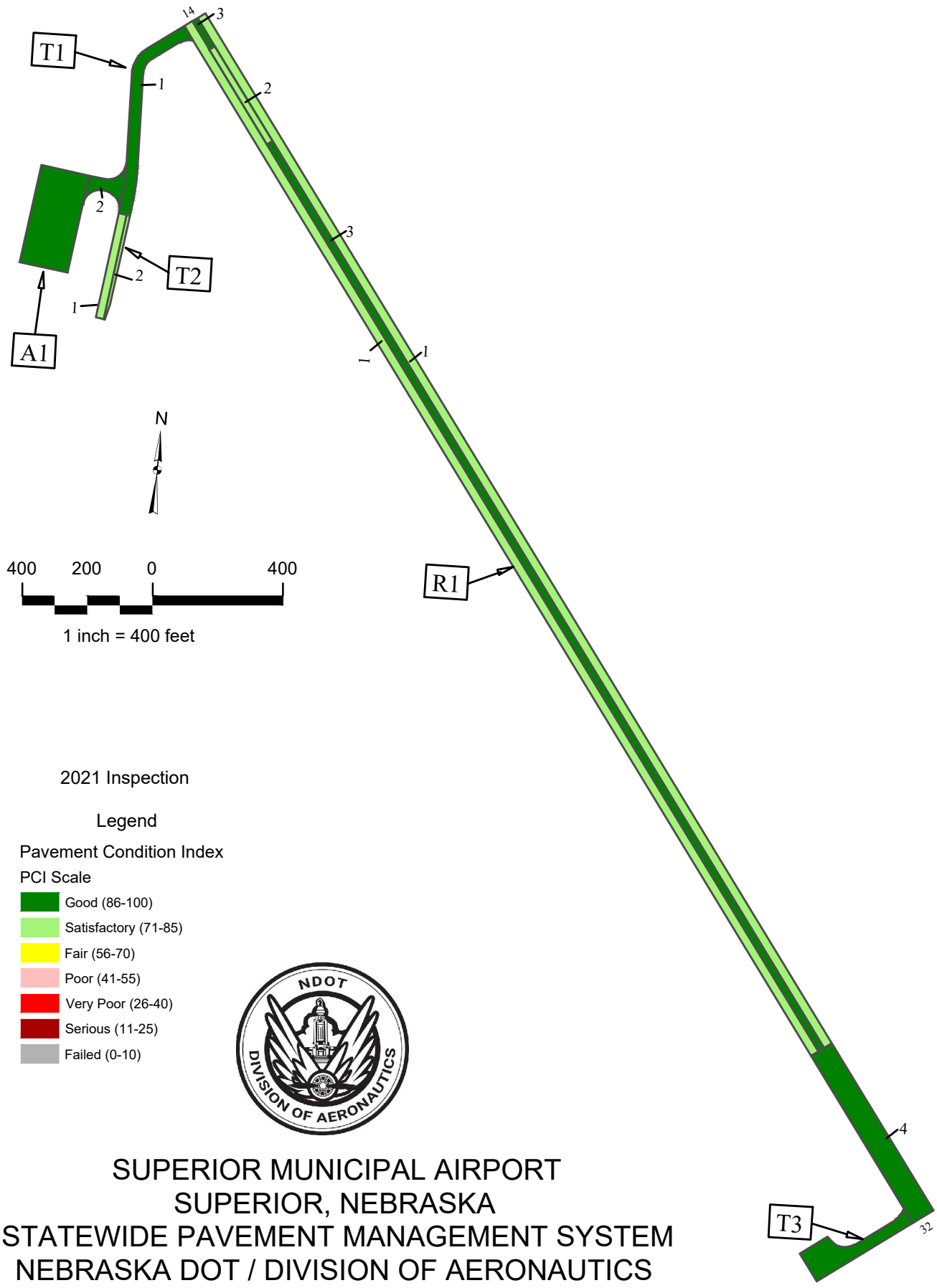
SIDNEY MUNICIPAL AIRPORT
SIDNEY, NEBRASKA
LLOYD W. CARR FIELD
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



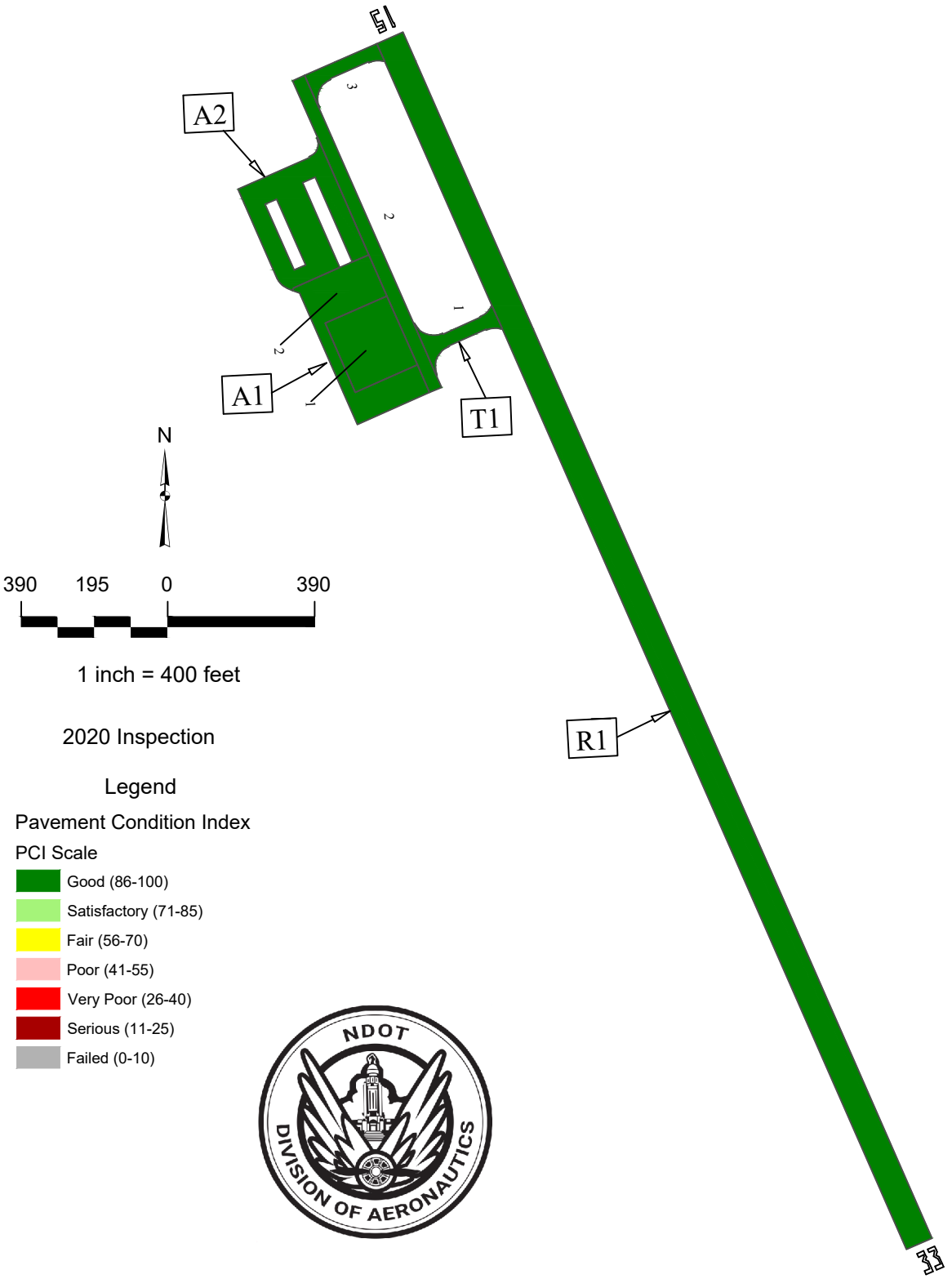
MARTIN FIELD
SOUTH SIOUX CITY, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



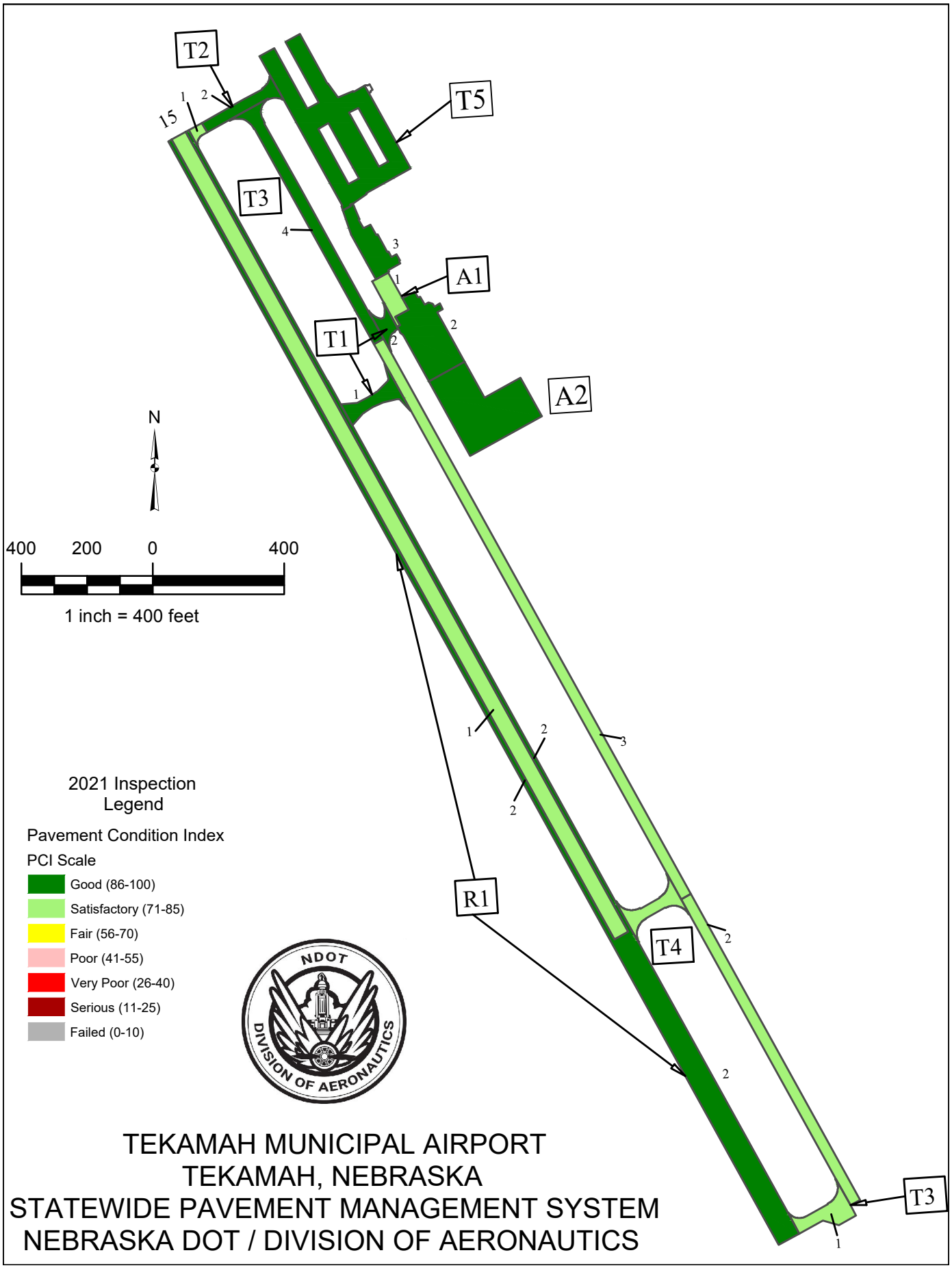
STUART-ATKINSON MUNICIPAL AIRPORT
STUART, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



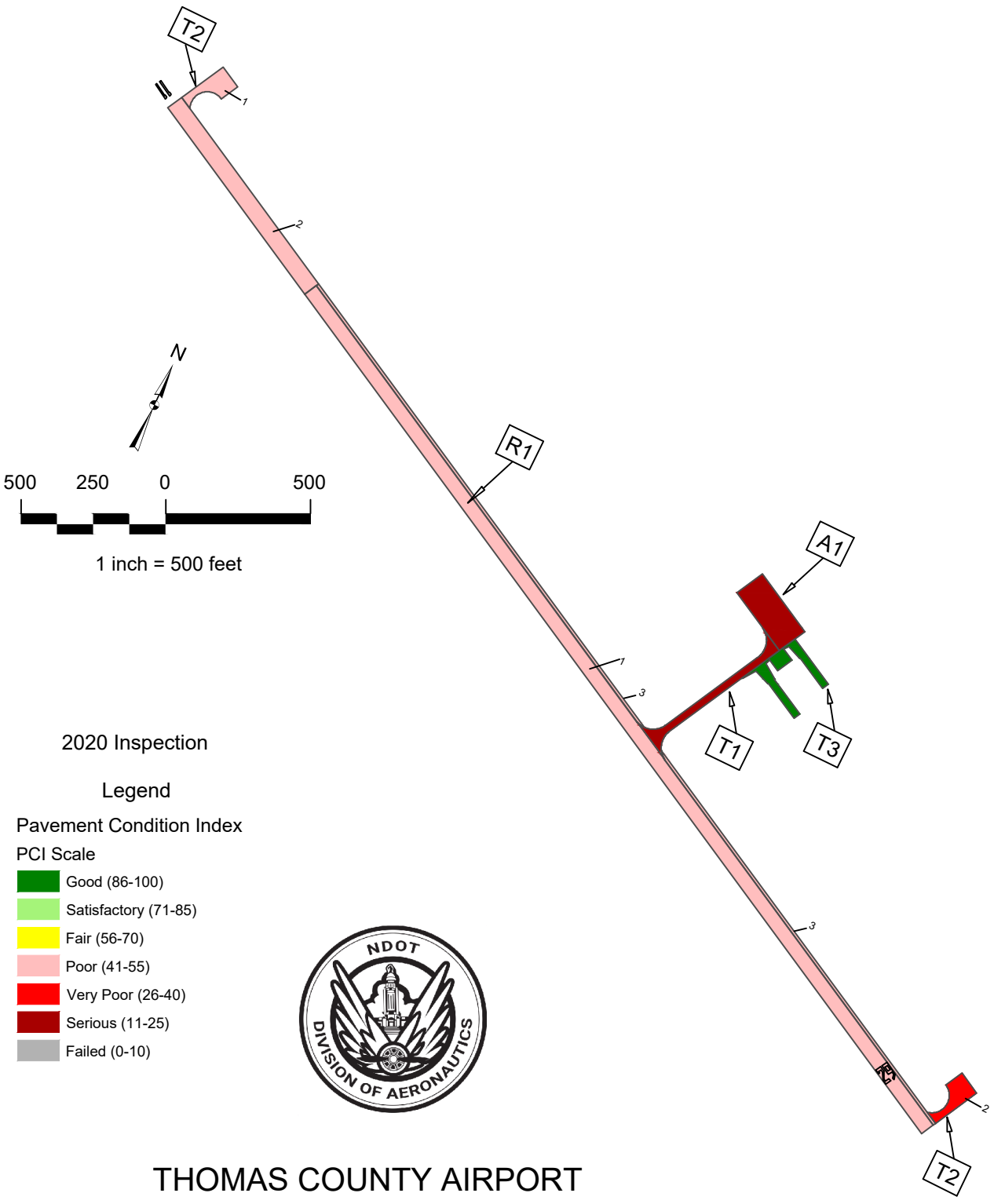
SUPERIOR MUNICIPAL AIRPORT
SUPERIOR, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



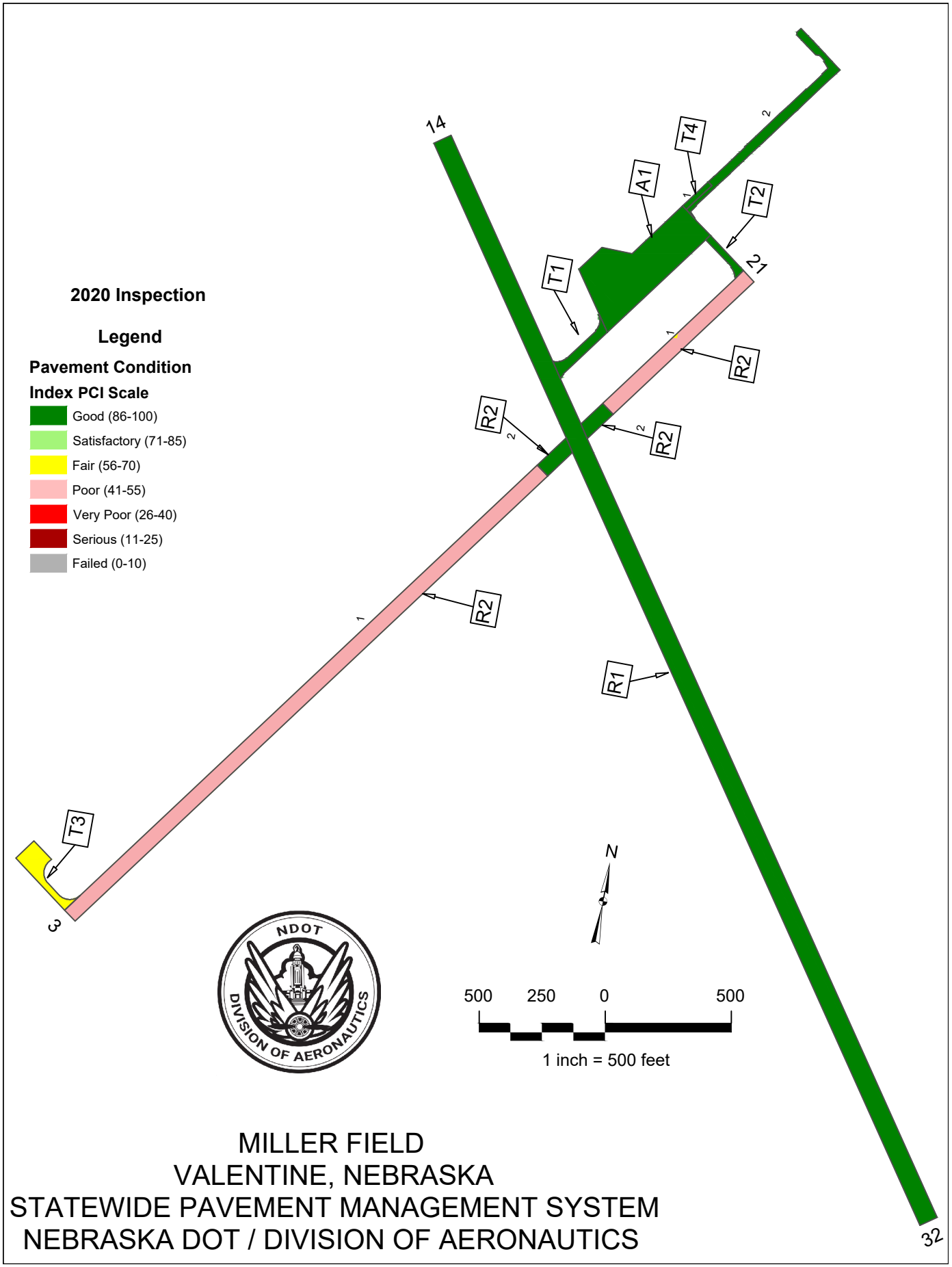
TECUMSEH MUNICIPAL AIRPORT
TECUMSEH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



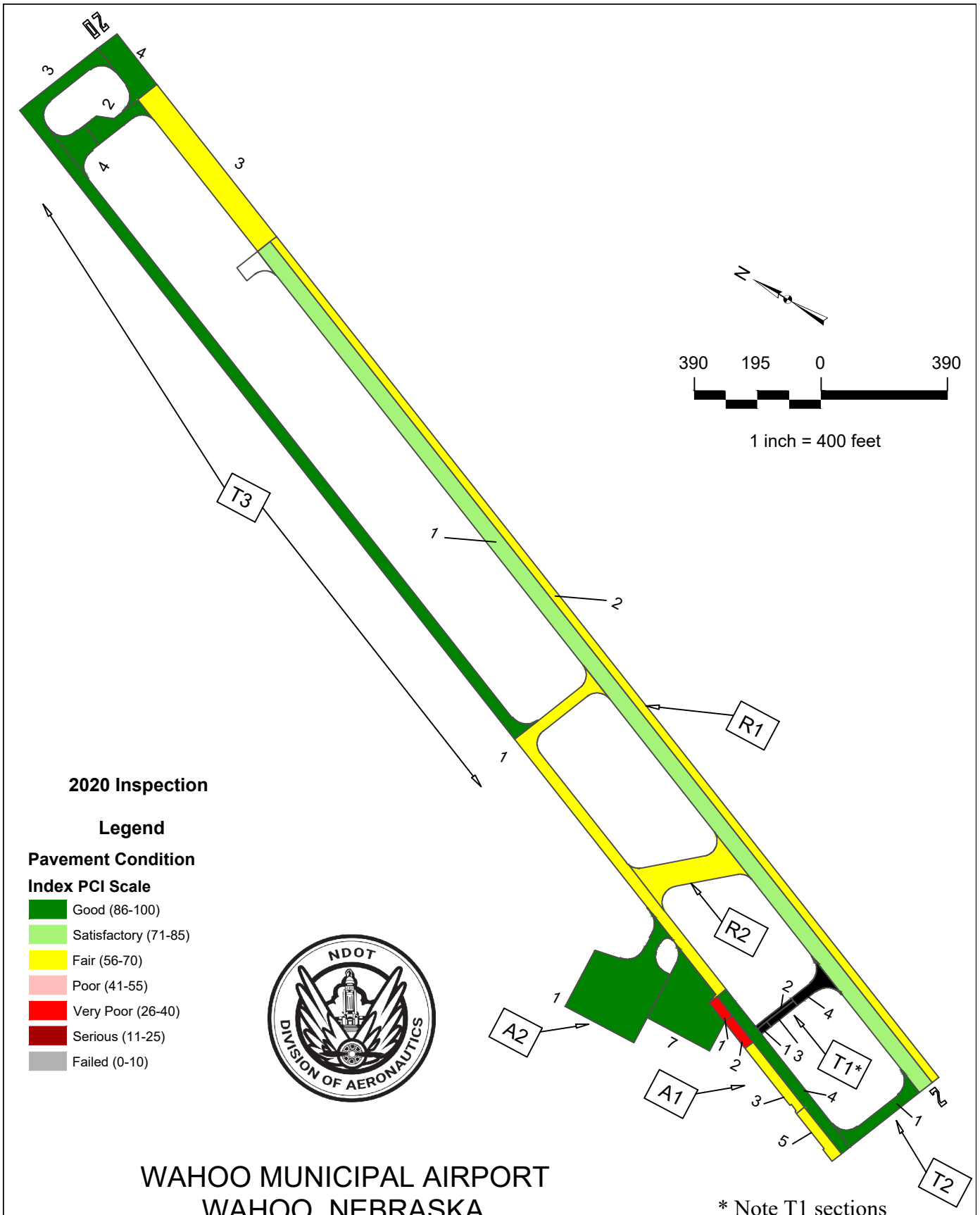
TEKAMAH MUNICIPAL AIRPORT
TEKAMAH, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



THOMAS COUNTY AIRPORT
THEDFORD, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

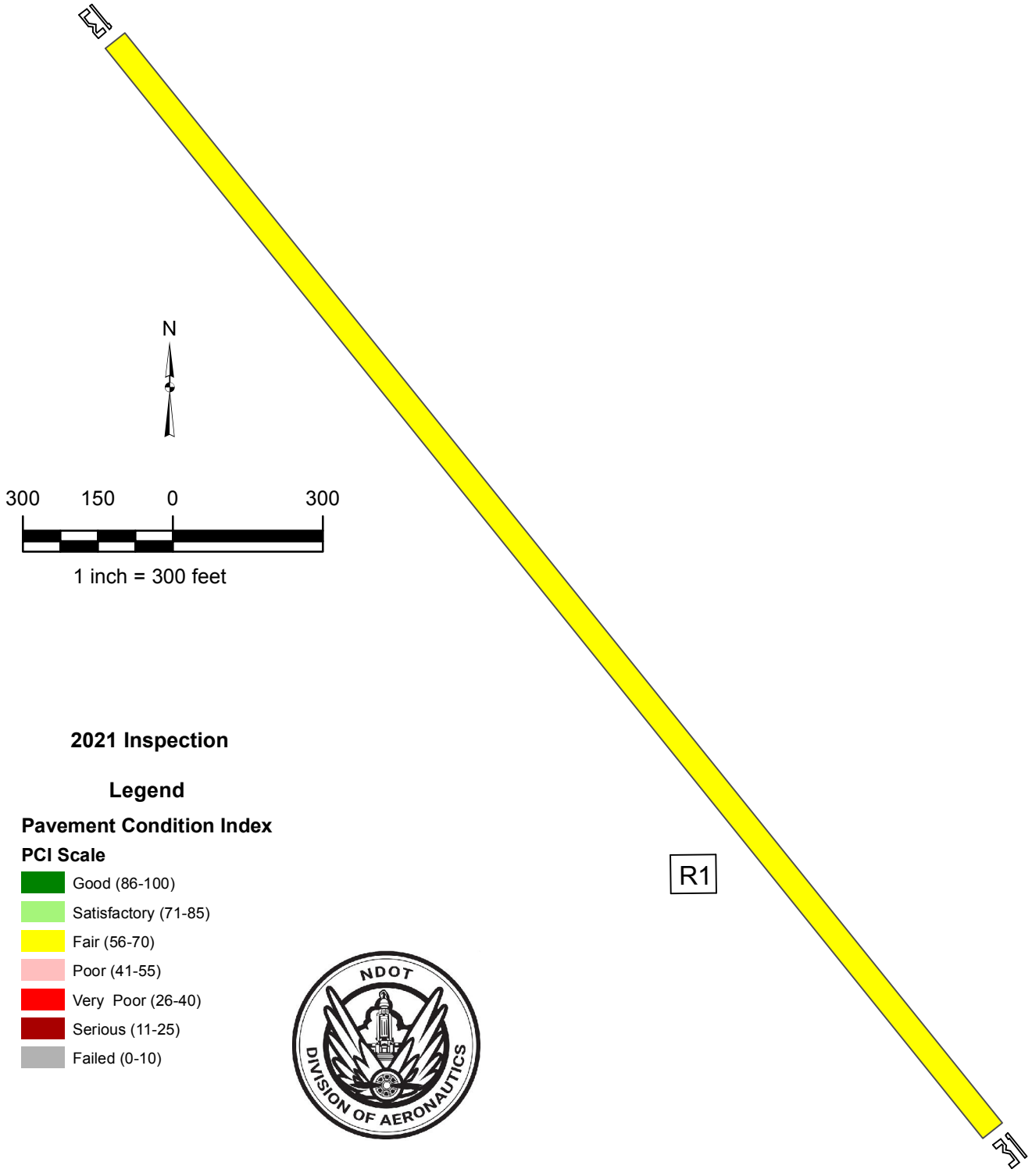


MILLER FIELD
VALENTINE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

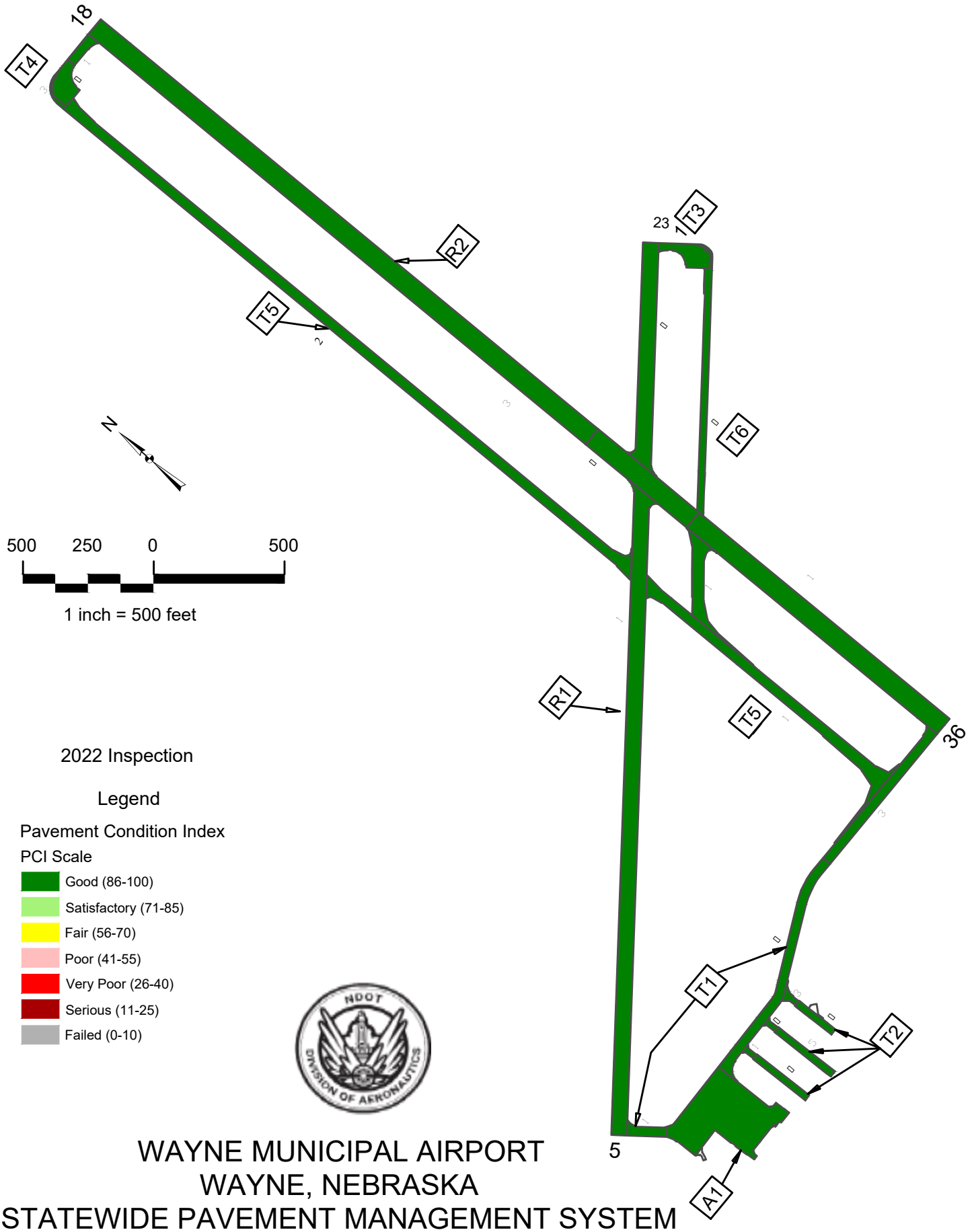


WAHOO MUNICIPAL AIRPORT
WAHOO, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

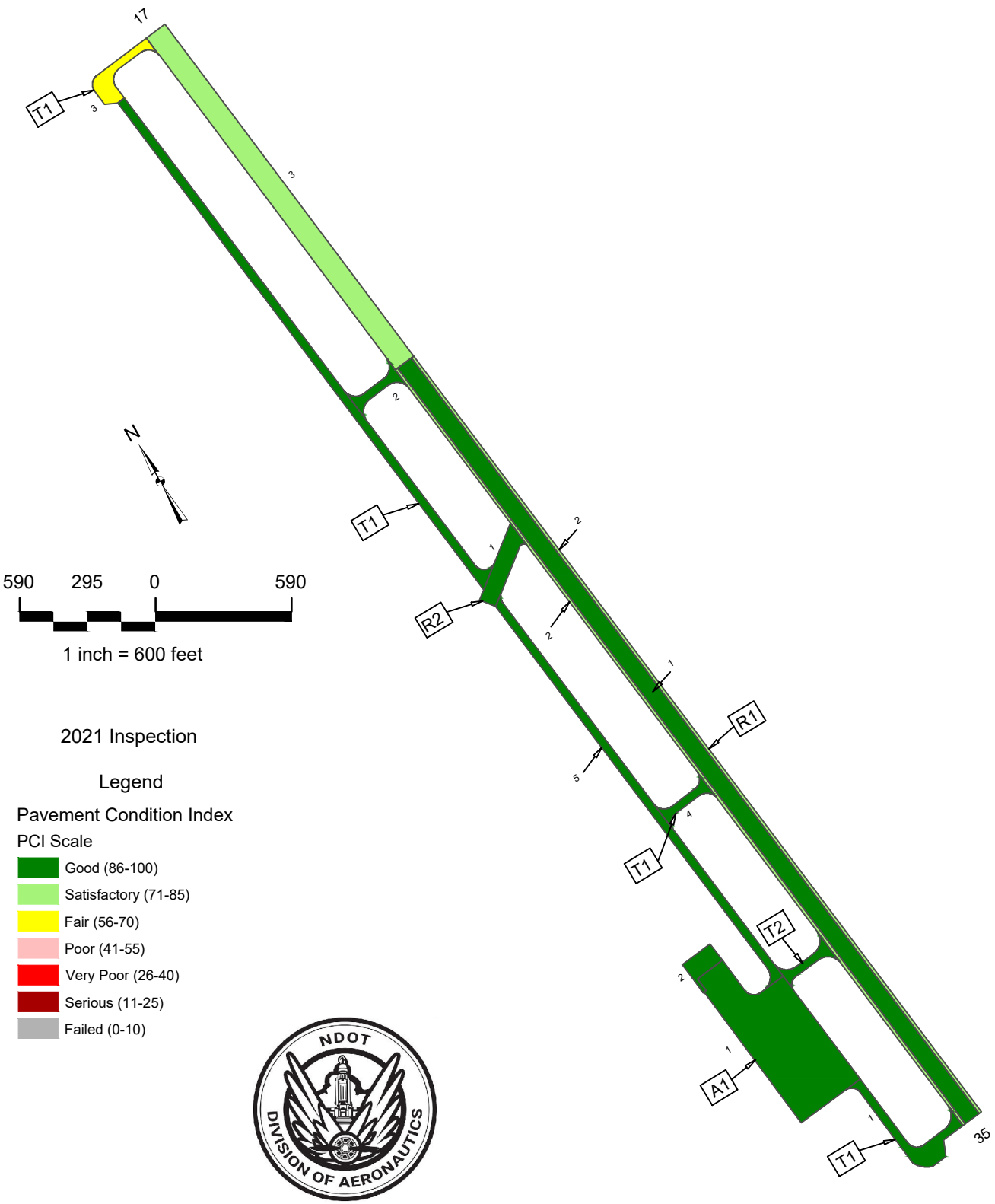
* Note T1 sections 1-4 have been closed.



WALLACE MUNICIPAL AIRPORT
WALLACE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



WAYNE MUNICIPAL AIRPORT
WAYNE, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS



YORK MUNICIPAL AIRPORT
YORK, NEBRASKA
STATEWIDE PAVEMENT MANAGEMENT SYSTEM
NEBRASKA DOT / DIVISION OF AERONAUTICS

NetworkID	BranchID	SectionID	PCI	Section True Area	Surface Type - Current
08K	*HVDR1*	*01*	*73.00*	*222,000.00*	*APC*
08K	*HVDT1*	*01*	*39.00*	*42,000.00*	*PCC*
08K	*HVDT2*	*01*	*59.00*	*12,748.00*	*AAC*
08K	*HVDT2*	*02*	*64.00*	*14,150.00*	*AAC*
08K	*HVDT3*	*01*	*98.00*	*26,759.00*	*PCC*
09K	*SARR1*	*01*	*90.00*	*138,000.00*	*AC*
09K	*SARR1*	*02*	*91.00*	*42,000.00*	*AC*
09K	*SART1*	*01*	*95.00*	*15,625.00*	*AC*
0B4	*HRTR1*	*01*	*86.00*	*132,500.00*	*PCC*
0B4	*HRTR1*	*03*	*90.00*	*78,000.00*	*PCC*
0B4	*HRTR1*	*02*	*99.00*	*26,500.00*	*PCC*
0B4	*HRTR2*	*01*	*96.00*	*12,108.00*	*PCC*
0B4	*HRTT1*	*01*	*98.00*	*25,236.00*	*PCC*
0B4	*HRTT2*	*01*	*94.00*	*12,065.00*	*PCC*
0B4	*HRTT2*	*02*	*98.00*	*11,984.00*	*PCC*
0B4	*HRTT3*	*02*	*99.00*	*25,087.00*	*PCC*
0B4	*HRTT3*	*03*	*100.00*	*1,450.00*	*PCC*
0B4	*HRTT3*	*01*	*96.00*	*30,500.00*	*PCC*
0B4	*HRTT3*	*04*	*96.00*	*41,778.00*	*PCC*
0B4	*HRTT4*	*01*	*95.00*	*7,003.00*	*PCC*
0C4	*PNRR1*	*01*	*99.00*	*216,000.00*	*PCC*
0C4	*PNRT1*	*02*	*100.00*	*2,698.00*	*PCC*
0C4	*PNRT1*	*01*	*71.00*	*4,498.00*	*PCC*
0C4	*PNRT2*	*01*	*97.00*	*12,711.00*	*PCC*
0C4	*PNRT3*	*01*	*98.00*	*22,506.00*	*PCC*
0C4	*PNRT4*	*01*	*85.00*	*5,477.00*	*PCC*
0C4	*PNRT4*	*02*	*82.00*	*6,115.00*	*PCC*
0C4	*PNRT5*	*01*	*100.00*	*9,317.00*	*PCC*
0F4	*LCYR1*	*01*	*99.00*	*192,000.00*	*PCC*
0F4	*LCYR1*	*03*	*98.00*	*18,480.00*	*PCC*
0F4	*LCYR1*	*02*	*99.00*	*23,520.00*	*PCC*
0F4	*LCYT1*	*01*	*99.00*	*8,903.00*	*PCC*
0F4	*LCYT2*	*02*	*99.00*	*10,006.00*	*PCC*
0F4	*LCYT2*	*01*	*99.00*	*10,006.00*	*PCC*
0F4	*LCYT3*	*02*	*79.00*	*21,230.00*	*PCC*
0F4	*LCYT3*	*01*	*98.00*	*2,779.00*	*PCC*
0G3	*TECR1*	*01*	*93.00*	*262,500.00*	*PCC*
0G3	*TECT1*	*03*	*92.00*	*8,572.00*	*PCC*
0G3	*TECT1*	*01*	*99.00*	*9,764.00*	*PCC*
0G3	*TECT1*	*02*	*96.00*	*31,675.00*	*PCC*
0V3	*MDNR1*	*03*	*100.00*	*26,401.00*	*PCC*
0V3	*MDNR1*	*01*	*91.00*	*142,862.00*	*PCC*
0V3	*MDNR1*	*02*	*93.00*	*65,920.00*	*PCC*
0V3	*MDNT1*	*01*	*99.00*	*5,771.00*	*PCC*
0V3	*MDNT1*	*03*	*93.00*	*27,100.00*	*PCC*
0V3	*MDNT1*	*02*	*94.00*	*21,261.00*	*PCC*
0V3	*MDNT2*	*02*	*100.00*	*9,148.00*	*PCC*
0V3	*MDNT2*	*01*	*93.00*	*9,182.00*	*PCC*
11K	*STMR1*	*01*	*94.00*	*53,000.00*	*AAC*

12K	SUPR1	03	98.00	67,200.00	PCC
12K	SUPR1	01	85.00	185,000.00	PCC
12K	SUPR1	02	71.00	6,800.00	PCC
12K	SUPR1	04	98.00	45,000.00	PCC
12K	SUPT1	01	96.00	22,123.00	PCC
12K	SUPT1	02	96.00	6,167.00	PCC
12K	SUPT2	01	85.00	9,205.00	PCC
12K	SUPT2	02	78.00	3,144.00	PCC
12K	SUPT3	01	100.00	19,773.00	PCC
1V2	HYNR1	02	62.00	58,700.00	AC
1V2	HYNR1	03	51.00	47,000.00	AC
1V2	HYNR1	01	60.00	88,050.00	AAC
1V2	HYNT1	01	71.00	2,500.00	AC
3NO	NORR1	01	64.00	100,000.00	PCC
3NO	NORR1	02	92.00	26,800.00	PCC
3NO	NORT1	01	75.00	36,300.00	AC
3NO	NORT1	04	80.00	5,100.00	AC
3NO	NORT1	02	73.00	2,850.00	AC
3NO	NORT1	03	45.00	4,000.00	PCC
3NO	NORT1	05	71.00	4,000.00	AC
47V	CTSR1	01	99.00	204,000.00	PCC
47V	CTST1	01	32.00	4,352.00	AAC
47V	CTST1	02	99.00	12,223.00	PCC
47V	CTST2	01	30.00	11,250.00	AAC
4D9	AMAR1	01	100.00	192,000.00	PCC
4D9	AMAT1	03	98.00	5,209.00	PCC
4D9	AMAT1	01	100.00	3,000.00	PCC
4D9	AMAT1	02	99.00	3,597.00	PCC
4D9	AMAT2	02	100.00	14,108.00	PCC
4D9	AMAT2	01	100.00	14,108.00	PCC
4D9	AMAT3	01	100.00	70,924.00	PCC
4V9	NLHR1	04	100.00	181,935.00	PCC
4V9	NLHR1	03	91.00	13,798.00	PCC
4V9	NLHR1	02	70.00	40,500.00	AAC
4V9	NLHR1	01	69.00	93,046.00	AAC
4V9	NLHR2	01	90.00	222,000.00	PCC
4V9	NLHT1	01	100.00	18,599.00	PCC
4V9	NLHT1	02	100.00	1,432.00	PCC
4V9	NLHT2	01	98.00	11,798.00	PCC
4V9	NLHT2	02	100.00	31,762.00	PCC
4V9	NLHT2	03	100.00	9,543.00	PCC
4V9	NLHT3	01	99.00	34,531.00	PCC
4V9	NLHT3	06	100.00	956.00	PCC
4V9	NLHT3	03	79.00	8,880.00	PCC
4V9	NLHT3	05	100.00	31,481.00	PCC
4V9	NLHT3	04	59.00	5,778.00	PCC
4V9	NLHT3	02	90.00	27,678.00	PCC
4V9	NLHT4	01	100.00	16,608.00	PCC
6K3	CTNR1	01	92.00	124,000.00	PCC
6K3	CTNR1	04	98.00	36,000.00	PCC

6K3	CTNR1	03	90.00	31,000.00	PCC
6K3	CTNR1	02	94.00	31,000.00	PCC
6K3	CTNT1	01	93.00	14,576.00	PCC
6K3	CTNT2	01	93.00	9,493.00	PCC
6N8	TDDR1	01	30.00	180,000.00	AC
6N8	TDDR1	03	46.00	34,774.00	AC
6N8	TDDR1	02	48.00	48,000.00	AC
6N8	TDDT1	01	18.00	13,625.00	AC
6N8	TDDT2	02	31.00	9,746.00	AC
6N8	TDDT2	01	55.00	9,746.00	AC
6N8	TDDT3	01	98.00	15,397.00	PCC
7V7	RCDR1	01	100.00	222,000.00	PCC
7V7	RCDT1	01	85.00	6,149.00	PCC
7V7	RCDT1	02	100.00	6,178.00	PCC
7V7	RCDT2	01	100.00	12,676.00	PCC
7V7	RCDT2	02	100.00	12,676.00	PCC
84Y	BFDR1	01	73.00	135,000.00	AC
84Y	BFDT1	01	79.00	7,361.00	PCC
84Y	BFDT1	02	68.00	4,411.00	AAC
84Y	BFDT1	04	67.00	8,272.00	AAC
8V2	STAR1	01	94.00	233,850.00	PCC
8V2	STAT1	01	91.00	11,180.00	PCC
8V2	STAT2	01	76.00	1,749.00	PCC
8V2	STAT2	02	98.00	3,980.00	PCC
8V2	STAT3	02	98.00	16,099.00	PCC
8V2	STAT3	01	96.00	15,537.00	PCC
8V2	STAT4	02	97.00	9,674.00	PCC
8V2	STAT4	03	100.00	4,535.00	PCC
8V2	STAT4	01	95.00	4,195.00	PCC
8V2	STAT5	01	100.00	18,474.00	PCC
93Y	DCYR1	01	74.00	148,080.00	AAC
93Y	DCYR1	02	68.00	15,424.00	AC
93Y	DCYR1	03	67.00	15,439.00	AC
93Y	DCYR1	04	95.00	35,400.00	AC
93Y	DCYT1	01	80.00	16,510.00	AC
93Y	DCYT2	01	92.00	16,891.00	AC
93Y	DCYT3	02	100.00	6,758.00	PCC
93Y	DCYT3	01	97.00	15,644.00	PCC
9V5	RUSR1	01	78.00	234,000.00	PCC
9V5	RUST1	01	79.00	10,500.00	PCC
9V5	RUST2	01	86.00	13,292.00	PCC
9V5	RUST2	02	91.00	13,292.00	PCC
AFK	NCYR1	02	98.00	30,000.00	PCC
AFK	NCYR1	01	89.00	307,500.00	PCC
AFK	NCYR2	01	98.00	22,999.00	PCC
AFK	NCYT1	01	98.00	9,975.00	PCC
AFK	NCYT2	02	100.00	14,202.00	PCC
AFK	NCYT2	01	100.00	14,202.00	PCC
AFK	NCYT3	01	98.00	47,341.00	PCC
AFK	NCYT3	02	100.00	59,590.00	PCC

AFK	NCYT3	03	100.00	17,630.00	PCC
AHQ	WAHR1	03	69.00	45,000.00	PCC
AHQ	WAHR1	01	78.00	175,000.00	PCC
AHQ	WAHR1	02	64.00	87,500.00	PCC
AHQ	WAHR1	04	98.00	15,000.00	PCC
AHQ	WAHR2	01	62.00	26,513.00	PCC
AHQ	WAHT1	02	87.00	1,500.00	PCC
AHQ	WAHT1	03	42.00	2,200.00	PCC
AHQ	WAHT1	01	62.00	800.00	PCC
AHQ	WAHT1	04	53.00	3,900.00	PCC
AHQ	WAHT2	01	97.00	11,236.00	PCC
AHQ	WAHT3	02	90.00	6,212.50	PCC
AHQ	WAHT3	01	61.00	29,026.00	PCC
AHQ	WAHT3	03	99.00	98,666.00	PCC
AHQ	WAHT3	04	96.00	8,660.00	PCC
AIA	AIAR1	02	98.00	460,000.00	APC
AIA	AIAR1	03	99.00	460,000.00	APC
AIA	AIAR1	01	99.00	460,000.00	APC
AIA	AIAR2	02	100.00	59,388.00	APC
AIA	AIAR2	05	100.00	390,000.00	APC
AIA	AIAR3	01	31.00	456,592.00	APC
AIA	AIAT1	01	100.00	25,308.00	APC
AIA	AIAT1	06	71.00	45,553.00	APC
AIA	AIAT1	05	72.00	10,802.00	APC
AIA	AIAT1	04	66.00	68,845.00	APC
AIA	AIAT1	03	67.00	117,845.00	APC
AIA	AIAT1	07	100.00	10,250.00	APC
AIA	AIAT2	01	74.00	17,078.00	APC
AIA	AIAT2	02	67.00	82,715.00	APC
AIA	AIAT2	03	100.00	14,463.00	APC
ANW	ANWR1	01	49.00	613,365.00	APC
ANW	ANWR1	02	54.00	134,640.00	APC
ANW	ANWR1	04	95.00	13,589.00	PCC
ANW	ANWR1	03	70.00	19,591.00	AC
ANW	ANWR2	01	86.00	412,500.00	APC
ANW	ANWT1	04	66.00	26,860.00	APC
ANW	ANWT1	03	63.00	28,324.00	AC
ANW	ANWT1	05	96.00	6,460.00	PCC
ANW	ANWT1	02	61.00	149,269.00	APC
ANW	ANWT1	01	49.00	115,284.00	APC
ANW	ANWT2	01	52.00	16,635.00	APC
APO	APOR1	01	52.00	150,000.00	AC
APO	APOT1	02	26.00	5,000.00	AC
APO	APOT1	01	44.00	22,319.00	AC
AUH	AUHR1	01	100.00	277,500.00	PCC
AUH	AUHR1	02	99.00	45,000.00	PCC
AUH	AUHT1	02	26.00	7,912.00	AAC
AUH	AUHT1	01	38.00	9,812.00	AAC
AUH	AUHT1	03	96.00	2,201.00	PCC
AUH	AUHT1	04	95.00	1,718.00	PCC

AUH	AUHT3	02	45.00	84,366.00	AAC
AUH	AUHT3	01	15.00	59,040.00	AAC
AUH	AUHT3	04	97.00	725.00	PCC
AUH	AUHT3	03	100.00	2,181.00	PCC
BBW	BBWR1	03	94.00	58,722.00	PCC
BBW	BBWR1	06	100.00	16,109.00	PCC
BBW	BBWR1	02	100.00	42,500.00	PCC
BBW	BBWR1	05	100.00	15,135.00	PCC
BBW	BBWR1	01	100.00	127,500.00	PCC
BBW	BBWR1	04	100.00	77,625.00	PCC
BBW	BBWT1	02	84.00	1,950.00	PCC
BBW	BBWT1	01	95.00	11,700.00	PCC
BBW	BBWT1	03	100.00	19,578.00	PPC
BBW	BBWT2	01	94.00	8,718.00	PCC
BBW	BBWT3	01	98.00	5,201.00	PCC
BBW	BBWT3	02	100.00	7,766.00	PCC
BFF	BFFR1	01	81.00	414,000.00	AAC
BFF	BFFR1	03	84.00	414,000.00	AAC
BFF	BFFR1	02	84.00	414,000.00	AAC
BFF	BFFR2	03	100.00	391,916.00	APC
BFF	BFFR2	02	100.00	391,916.00	APC
BFF	BFFR2	01	100.00	391,916.00	APC
BFF	BFFT1	03	86.00	89,360.00	AAC
BFF	BFFT1	04	86.00	45,975.00	APC
BFF	BFFT1	02	88.00	34,262.00	AAC
BFF	BFFT1	05	85.00	40,200.00	APC
BFF	BFFT1	01	86.00	222,011.00	AAC
BFF	BFFT1	06	100.00	22,487.00	AAC
BFF	BFFT2	01	79.00	214,265.00	PCC
BFF	BFFT2	02	84.00	44,180.00	PCC
BFF	BFFT3	02	81.00	54,229.00	APC
BFF	BFFT3	04	78.00	55,456.00	APC
BFF	BFFT3	03	79.00	18,790.00	APC
BFF	BFFT3	01	81.00	241,687.00	APC
BFF	BFFT3	05	100.00	24,640.00	APC
BFF	BFFT3	06	100.00	16,077.00	AAC
BIE	BIER1	01	99.00	400,000.00	PCC
BIE	BIER1	02	93.00	160,000.00	PCC
BIE	BIER2	02	100.00	45,000.00	PCC
BIE	BIER2	01	100.00	252,825.00	PCC
BIE	BIER2	03	100.00	19,684.00	PCC
BIE	BIET1	01	69.00	30,000.00	AAC
BIE	BIET2	01	94.00	232,011.00	PCC
BIE	BIET2	02	100.00	2,696.00	PCC
BIE	BIET2	03	100.00	23,011.00	PCC
BUB	BUBR1	01	100.00	125,102.00	PCC
BUB	BUBR1	02	100.00	109,560.00	PCC
BUB	BUBT1	01	97.00	5,064.00	PCC
BUB	BUBT2	01	100.00	3,952.00	PCC
BUB	BUBT2	02	97.00	6,800.00	PCC

BUB	BUBT2	03	97.00	3,952.00	PCC
BUB	BUBT2	04	98.00	6,800.00	PCC
BUB	BUBT3	02	97.00	23,263.00	PCC
BUB	BUBT3	01	94.00	11,551.00	PCC
BUB	BUBT4	01	98.00	14,696.00	PCC
BVN	ALBR1	01	97.00	186,000.00	PCC
BVN	ALBR1	02	89.00	36,000.00	PCC
BVN	ALBT1	01	97.00	6,825.00	PCC
BVN	ALBT2	01	93.00	38,750.00	PCC
BVN	ALBT2	03	86.00	9,725.00	PCC
BVN	ALBT2	02	89.00	50,049.00	PCC
CCY	CCYR1	01	91.00	24,000.00	PCC
CCY	CCYR1	03	98.00	60,000.00	PCC
CCY	CCYR1	02	92.00	162,000.00	PCC
CCY	CCYT1	01	100.00	13,085.00	PCC
CCY	CCYT2	01	90.00	8,589.00	PCC
CCY	CCYT2	02	89.00	8,500.00	PCC
CCY	CCYT2	04	100.00	3,226.00	PCC
CCY	CCYT2	03	97.00	10,750.00	PCC
CCY	CCYT3	03	100.00	59,448.00	PCC
CCY	CCYT3	01	100.00	21,559.00	PCC
CCY	CCYT3	02	100.00	25,170.00	PCC
CDR	CDRR1	01	96.00	600,000.00	PCC
CDR	CDRR2	01	84.00	300,014.00	PCC
CDR	CDRR2	02	98.00	24,450.00	PCC
CDR	CDRT1	01	98.00	54,121.00	PCC
CDR	CDRT1	02	99.00	31,073.00	PCC
CDR	CDRT2	01	95.00	26,359.00	PCC
CDR	CDRT3	01	95.00	18,225.00	PCC
CDR	CDRT4	01	87.00	18,225.00	PCC
CDR	CDRT5	01	99.00	58,239.00	PCC
CEK	CRTR1	02	91.00	82,500.00	PCC
CEK	CRTR1	04	97.00	11,250.00	PCC
CEK	CRTR1	05	90.00	33,750.00	PCC
CEK	CRTR1	03	58.00	59,625.00	PCC
CEK	CRTR1	01	78.00	127,500.00	PCC
CEK	CRTR2	01	96.00	25,559.00	PCC
CEK	CRTT1	03	89.00	54,000.00	PCC
CEK	CRTT1	02	89.00	14,207.00	PCC
CEK	CRTT1	01	72.00	18,330.00	PCC
CEK	CRTT2	01	76.00	7,256.00	PCC
CEK	CRTT2	03	100.00	9,895.00	PCC
CEK	CRTT2	02	99.00	87,573.00	PCC
CNP	CPLR1	01	18.00	220,000.00	AAC
CNP	CPLT1	01	12.00	7,830.00	AAC
CSB	CAMR1	03	99.00	30,000.00	PCC
CSB	CAMR1	04	98.00	50,905.00	PCC
CSB	CAMR1	02	99.00	120,000.00	PCC
CSB	CAMR1	01	98.00	45,000.00	PCC
CSB	CAMT1	01	95.00	6,288.00	PCC

CSB	CAMT2	02	99.00	24,263.00	PCC
CSB	CAMT2	03	100.00	8,668.00	PCC
CSB	CAMT2	01	100.00	35,948.00	PCC
CSB	CAMT3	01	99.00	20,305.00	PCC
CZD	CZDR1	03	95.00	60,000.00	PCC
CZD	CZDR1	01	89.00	170,000.00	PCC
CZD	CZDR1	02	95.00	85,000.00	PCC
CZD	CZDR1	05	96.00	60,000.00	PCC
CZD	CZDR1	04	93.00	20,625.00	PCC
CZD	CZDT1	02	38.00	874.00	PCC
CZD	CZDT1	03	100.00	2,239.00	PCC
CZD	CZDT1	01	84.00	6,360.00	PCC
CZD	CZDT2	01	92.00	13,000.00	PCC
CZD	CZDT3	02	99.00	9,600.00	PCC
CZD	CZDT3	01	99.00	8,158.00	PCC
CZD	CZDT4	01	100.00	11,176.00	PCC
EAR	EARR1	01	96.00	190,000.00	PCC
EAR	EARR1	02	99.00	519,400.00	PCC
EAR	EARR2	01	77.00	272,925.00	PCC
EAR	EARR2	03	96.00	22,229.00	PCC
EAR	EARR2	02	100.00	31,114.00	PCC
EAR	EART1	04	38.00	97,300.00	APC
EAR	EART1	08	100.00	76,314.00	PCC
EAR	EART1	07	37.00	100,870.00	APC
EAR	EART1	01	97.00	38,399.00	PCC
EAR	EART1	09	98.00	23,416.00	AC
EAR	EART2	01	53.00	9,035.00	PCC
EAR	EART2	02	100.00	6,320.00	AC
EAR	EART3	02	100.00	15,731.00	PCC
EAR	EART3	03	51.00	19,204.00	APC
EAR	EART3	01	95.00	15,625.00	PCC
EAR	EART3	06	100.00	15,641.00	PCC
EAR	EART3	04	100.00	16,055.00	PCC
EAR	EART3	05	100.00	15,897.00	PCC
EAR	EART4	03	78.00	33,250.00	PCC
EAR	EART4	02	77.00	76,825.00	PCC
EAR	EART4	01	82.00	43,616.00	PCC
EAR	EART4	04	97.00	11,664.00	PCC
FBY	FBYR1	01	97.00	277,500.00	PCC
FBY	FBYT1	01	95.00	16,006.00	PCC
FBY	FBYT1	02	94.00	6,413.00	PCC
FBY	FBYT2	01	77.00	5,800.00	PCC
FBY	FBYT2	03	96.00	4,942.00	PCC
FBY	FBYT3	01	97.00	134,113.00	PCC
FBY	FBYT4	01	96.00	10,964.00	PCC
FET	FETR1	01	97.00	318,900.00	PCC
FET	FETR1	02	52.00	231,000.00	PCC
FET	FETR1	03	95.00	85,000.00	PCC
FET	FETT1	01	98.00	50,332.00	PCC
FET	FETT1	02	97.00	20,094.00	PCC

FET	FETT2	01	27.00	17,000.00	APC
FET	FETT2A	01	35.00	117,400.00	APC
FET	FETT3	01	49.00	16,876.00	PCC
FET	FETT3	02	65.00	112,236.00	PCC
FET	FETT3	03	95.00	47,206.00	PCC
FET	FETT4	02	100.00	5,299.00	PCC
FET	FETT4	01	100.00	12.00	PCC
FMZ	FARR1	01	94.00	324,000.00	PCC
FMZ	FARR2	01	54.00	180,000.00	PCC
FMZ	FART1	02	77.00	12,184.00	AAC
FMZ	FART1	04	80.00	16,562.00	AAC
FMZ	FART1	01	46.00	99,000.00	APC
FMZ	FART1	03	69.00	17,540.00	AAC
FMZ	FART2	01	66.00	62,750.00	PCC
FMZ	FART3	01	96.00	28,757.00	PCC
FNB	FCYR1	01	94.00	204,000.00	PCC
FNB	FCYR1	02	98.00	36,000.00	PCC
FNB	FCYR1	03	95.00	60,000.00	PCC
FNB	FCYT1	01	98.00	8,382.00	PCC
FNB	FCYT1	02	95.00	2,258.00	PCC
FNB	FCYT2	03	95.00	31,325.00	PCC
FNB	FCYT2	02	90.00	5,706.00	PCC
FNB	FCYT2	01	95.00	95,095.00	PCC
FNB	FCYT2	04	100.00	1,570.00	PCC
GGF	GRTR1	01	99.00	228,000.00	PCC
GGF	GRTR1	02	94.00	60,000.00	PCC
GGF	GRTT1	01	92.00	6,750.00	PCC
GGF	GRTT2	02	100.00	2,500.00	PCC
GGF	GRTT2	03	85.00	5,687.50	PCC
GGF	GRTT2	01	50.00	27,810.00	AC
GGF	GRTT3	03	97.00	7,825.00	PCC
GGF	GRTT3	01	100.00	7,724.00	PCC
GGF	GRTT3	02	98.00	7,442.00	PCC
GGF	GRTT4	01	97.00	16,008.00	PCC
GRI	GRIR1	01	88.00	1,050,000.00	PCC
GRI	GRIR2	01	96.00	660,800.00	PCC
GRI	GRIT1	04	97.00	12,025.00	PCC
GRI	GRIT1	03	99.00	360,000.00	PCC
GRI	GRIT1	01	95.00	16,250.00	PCC
GRI	GRIT1	02	97.00	6,875.00	PCC
GRI	GRIT1	05	98.00	16,250.00	PCC
GRI	GRIT2	01	99.00	47,500.00	PCC
GRI	GRIT2	02	98.00	81,750.00	PCC
GRI	GRIT2	03	99.00	124,150.00	PCC
GRI	GRIT3	01	96.00	16,250.00	PCC
GRI	GRIT3	02	99.00	10,775.00	PCC
GRI	GRIT3	03	98.00	112,750.00	PCC
GRI	GRIT3	04	99.00	56,500.00	PCC
GRI	GRIT4	01	98.00	16,250.00	PCC
GRI	GRIT4	02	98.00	10,775.00	PCC

GRN	GRNR1	01	96.00	390,000.00	AAC
GRN	GRNR2	01	40.00	103,571.00	AAC
GRN	GRNR2	02	83.00	7,749.00	AC
GRN	GRNT1	02	57.00	5,515.00	AAC
GRN	GRNT1	01	64.00	16,681.00	AAC
GRN	GRNT1	03	85.00	4,103.00	AC
GRN	GRNT2	01	70.00	28,628.00	AC
GTE	GTER1	02	68.00	7,525.00	PCC
GTE	GTER1	01	71.00	18,500.00	PCC
GTE	GTER1	04	84.00	7,575.00	PCC
GTE	GTER1	03	83.00	104,000.00	PCC
GTE	GTET1	01	71.00	3,900.00	PCC
HDE	HDER1	04	88.00	96,250.00	PCC
HDE	HDER1	02	98.00	51,250.00	PCC
HDE	HDER1	01	70.00	160,000.00	APC
HDE	HDER1	03	99.00	45,000.00	PCC
HDE	HDET1	02	67.00	3,000.00	APC
HDE	HDET1	01	26.00	3,600.00	PCC
HDE	HDET2	01	82.00	2,340.00	PCC
HDE	HDET2	02	74.00	1,980.00	APC
HDE	HDET2	03	77.00	4,080.00	PCC
HDE	HDET3	03	95.00	3,163.00	PCC
HDE	HDET3	04	83.00	12,685.00	PCC
HDE	HDET3	01	87.00	30,000.00	PCC
HDE	HDET3	02	75.00	7,200.00	PCC
HDE	HDET4	01	99.00	37,800.00	PCC
HDE	HDET4	03	90.00	37,800.00	PCC
HDE	HDET4	02	94.00	4,500.00	PCC
HJH	HBNR1	01	99.00	216,000.00	PCC
HJH	HBNT1	01	99.00	12,750.00	PCC
HJH	HBNT2	01	100.00	36,919.00	PCC
HSI	HSIR1	01	86.00	400,000.00	PCC
HSI	HSIR1	02	82.00	160,000.00	PCC
HSI	HSIR1	03	82.00	85,000.00	PCC
HSI	HSIR2	02	88.00	97,500.00	PCC
HSI	HSIR2	01	99.00	239,698.00	PCC
HSI	HSIT1	02	44.00	7,527.00	AAC
HSI	HSIT1	01	67.00	28,847.00	PCC
HSI	HSIT2	01	92.00	97,770.00	PCC
HSI	HSIT2	02	91.00	33,815.00	PCC
HSI	HSIT2	04	87.00	19,018.00	PCC
HSI	HSIT2	03	97.00	78,748.00	PCC
HSI	HSIT3	02	95.00	162,870.00	PCC
HSI	HSIT3	01	83.00	77,574.00	PCC
HSI	HSIT3	04	93.00	60,183.00	PCC
HSI	HSIT3	03	91.00	25,350.00	PCC
HSI	HSIT4	01	99.00	101,784.00	PCC
HSI	HSIT4	03	91.00	89,879.00	PCC
IBM	KBLR1	01	62.00	465,000.00	PCC
IBM	KBLT1	01	84.00	16,209.00	PCC

IBM	KBLT1	03	43.00	31,414.00	PCC
IBM	KBLT2	02	43.00	5,452.00	PCC
IBM	KBLT2	03	80.00	8,489.00	PCC
IBM	KBLT2	01	88.00	77,596.00	PCC
IBM	KBLT3	01	47.00	7,473.00	PCC
IBM	KBLT4	01	100.00	163,806.00	PCC
IML	IMPR1	02	99.00	320,000.00	PCC
IML	IMPR1	01	100.00	120,000.00	PCC
IML	IMPR1	03	100.00	30,000.00	PCC
IML	IMPR1	04	100.00	30,000.00	PCC
IML	IMPT1	01	100.00	16,274.00	PCC
IML	IMPT1	02	98.00	15,975.00	PCC
IML	IMPT1	03	96.00	1,784.00	PCC
IML	IMPT2	01	100.00	9,185.00	PCC
IML	IMPT3	01	98.00	20,901.00	PCC
IML	IMPT4	01	100.00	68,916.00	PCC
JYR	YORR1	03	71.00	180,000.00	PCC
JYR	YORR1	02	80.00	102,500.00	PCC
JYR	YORR1	01	94.00	307,500.00	PCC
JYR	YORR2	01	100.00	25,312.50	PCC
JYR	YORT1	01	96.00	32,580.00	PCC
JYR	YORT1	05	98.00	163,450.00	PCC
JYR	YORT1	04	100.00	8,137.50	PCC
JYR	YORT1	03	60.00	20,362.00	PCC
JYR	YORT1	02	96.00	6,300.00	PCC
JYR	YORT2	01	92.00	8,750.00	PCC
K01	AUBR1	02	100.00	183,000.00	PCC
K01	AUBR1	01	99.00	42,000.00	PCC
K01	AUBT1	02	100.00	2,172.00	PCC
K01	AUBT1	01	100.00	27,343.00	PCC
K01	AUBT2	01	99.00	14,087.00	PCC
K46	BLRR1	01	97.00	372,500.00	PCC
K46	BLRR1	02	88.00	47,500.00	APC
K46	BLRT1	01	99.00	9,170.00	PCC
K46	BLRT2	01	100.00	19,512.50	PCC
K46	BLRT3	01	98.00	9,170.00	PCC
K46	BLRT4	02	97.00	68,111.00	PCC
K46	BLRT4	01	98.00	71,599.00	PCC
K46	BLRT5	01	94.00	20,090.00	PCC
K46	BLRT6	01	93.00	20,090.00	PCC
K46	BLRT7	01	95.00	14,063.00	PCC
LBF	LBFR3	01	98.00	342,352.00	PCC
LBF	LBFR3	02	97.00	96,250.00	PCC
LBF	LBFR3	03	97.00	4,998.00	PCC
LBF	LBFR4	01	97.00	1,200,000.00	PCC
LBF	LBFT2	02	84.00	97,500.00	PCC
LBF	LBFT2	01	99.00	45,394.00	PCC
LBF	LBFT2	03	92.00	1,345.00	PCC
LBF	LBFT3	01	38.00	8,000.00	PCC
LBF	LBFT4	06	61.00	132,804.00	APC

LBF	LBFT4	05	56.00	60,000.00	APC
LBF	LBFT4	02	95.00	22,150.00	PCC
LBF	LBFT4	07	95.00	49,006.00	PCC
LBF	LBFT4	08	96.00	2,497.00	PCC
LBF	LBFT5	13	100.00	2,188.00	PCC
LBF	LBFT5	01	61.00	4,353.00	PCC
LBF	LBFT5	07	86.00	56,282.00	PCC
LBF	LBFT5	02	69.00	6,125.00	PCC
LBF	LBFT5	04	84.00	17,850.00	PCC
LBF	LBFT5	03	99.00	58,188.00	PCC
LBF	LBFT5	05	98.00	71,312.00	PCC
LBF	LBFT5	06	74.00	6,125.00	PCC
LBF	LBFT5	09	99.00	72,171.00	PCC
LBF	LBFT5	08	99.00	4,192.00	PCC
LBF	LBFT5	14	99.00	3,500.00	PCC
LBF	LBFT5	10	99.00	14,504.00	PCC
LBF	LBFT5	11	100.00	1,313.00	PCC
LBF	LBFT5	12	100.00	13,623.00	PCC
LBF	LBFT5	15	97.00	2,820.00	PCC
LBF	LBFT6	03	97.00	10,107.00	PCC
LBF	LBFT6	01	100.00	32,850.00	PCC
LBF	LBFT6	02	100.00	136,631.00	PCC
LCG	WYNR1	01	99.00	148,395.00	PCC
LCG	WYNR1	02	99.00	51,815.00	PCC
LCG	WYNR2	01	97.00	92,936.00	PCC
LCG	WYNR2	03	96.00	184,659.00	PAC002
LCG	WYNR2	02	86.00	37,500.00	PCC
LCG	WYNT1	02	96.00	32,764.00	PCC
LCG	WYNT1	01	100.00	5,580.00	PCC
LCG	WYNT1	03	98.00	22,725.00	PAC002
LCG	WYNT2	04	100.00	6,372.00	PCC
LCG	WYNT2	01	100.00	1,162.00	PCC
LCG	WYNT2	02	97.00	1,162.00	PCC
LCG	WYNT2	06	100.00	4,439.00	PCC
LCG	WYNT2	05	100.00	6,826.00	PCC
LCG	WYNT2	03	95.00	1,944.00	PCC
LCG	WYNT3	01	99.00	11,223.00	PCC
LCG	WYNT4	03	100.00	1,594.00	PCC
LCG	WYNT4	01	99.00	4,657.00	PAC002
LCG	WYNT4	02	100.00	10,497.00	PCC
LCG	WYNT5	02	100.00	100,388.00	PCC
LCG	WYNT5	01	98.00	49,673.00	PCC
LCG	WYNT6	01	99.00	18,367.00	PCC
LCG	WYNT6	02	100.00	24,739.00	PCC
LNK	LNKAPTAHAN	01	77.00	43,837.00	PCC
LNK	LNKRW1432	14	71.00	84,000.00	APC
LNK	LNKRW1432	12	71.00	68,775.00	APC
LNK	LNKRW1432	01	66.00	52,125.00	APC
LNK	LNKRW1432	05	61.00	134,025.00	APC
LNK	LNKRW1432	06	66.00	48,750.00	APC

LNK	*LNKRW1432*	*02*	*64.00*	*52,125.00*	*APC*
LNK	*LNKRW1432*	*10*	*69.00*	*47,925.00*	*APC*
LNK	*LNKRW1432*	*09*	*72.00*	*47,925.00*	*APC*
LNK	*LNKRW1432*	*08*	*73.00*	*22,742.00*	*APC*
LNK	*LNKRW1432*	*11*	*71.00*	*102,000.00*	*APC*
LNK	*LNKRW1432*	*03*	*64.00*	*123,750.00*	*APC*
LNK	*LNKRW1432*	*04*	*68.00*	*134,025.00*	*APC*
LNK	*LNKRW1432*	*07*	*74.00*	*17,921.00*	*APC*
LNK	*LNKRW1432*	*13*	*71.00*	*68,775.00*	*APC*
LNK	*LNKRW1432*	*17*	*65.00*	*36,000.00*	*APC*
LNK	*LNKRW1432*	*15*	*77.00*	*54,450.00*	*APC*
LNK	*LNKRW1432*	*09A*	*73.00*	*38,725.00*	*APC*
LNK	*LNKRW1432*	*16*	*67.00*	*36,000.00*	*APC*
LNK	*LNKRW1432*	*06A*	*69.00*	*41,250.00*	*APC*
LNK	*LNKRW1432*	*10A*	*75.00*	*43,529.00*	*APC*
LNK	*LNKRW1735*	*05*	*99.00*	*64,062.00*	*APC*
LNK	*LNKRW1735*	*04*	*95.00*	*15,080.00*	*APC*
LNK	*LNKRW1735*	*08*	*100.00*	*36,644.00*	*APC*
LNK	*LNKRW1735*	*03*	*96.00*	*68,992.00*	*APC*
LNK	*LNKRW1735*	*12*	*99.00*	*49,120.00*	*APC*
LNK	*LNKRW1735*	*01*	*97.00*	*31,787.00*	*APC*
LNK	*LNKRW1735*	*10*	*99.00*	*17,458.00*	*APC*
LNK	*LNKRW1735*	*02*	*100.00*	*68,756.00*	*APC*
LNK	*LNKRW1735*	*11*	*100.00*	*55,422.00*	*APC*
LNK	*LNKRW1735*	*09*	*100.00*	*35,504.00*	*APC*
LNK	*LNKRW1735*	*06*	*98.00*	*63,228.00*	*APC*
LNK	*LNKRW1735*	*07*	*96.00*	*22,521.00*	*APC*
LNK	*LNKRW1735*	*13*	*98.00*	*40,004.00*	*APC*
LNK	*LNKRW1735*	*04A*	*94.00*	*10,083.00*	*APC*
LNK	*LNKRW1836*	*19*	*77.00*	*51,968.00*	*APC*
LNK	*LNKRW1836*	*06*	*99.00*	*187,500.00*	*APC*
LNK	*LNKRW1836*	*07*	*69.00*	*151,222.00*	*PCC*
LNK	*LNKRW1836*	*08*	*57.00*	*237,500.00*	*PCC*
LNK	*LNKRW1836*	*18*	*79.00*	*37,000.00*	*APC*
LNK	*LNKRW1836*	*05*	*50.00*	*250,000.00*	*PCC*
LNK	*LNKRW1836*	*14*	*64.00*	*115,000.00*	*PCC*
LNK	*LNKRW1836*	*21*	*77.00*	*51,065.00*	*APC*
LNK	*LNKRW1836*	*01*	*74.00*	*190,000.00*	*PCC*
LNK	*LNKRW1836*	*03*	*99.00*	*197,808.00*	*APC*
LNK	*LNKRW1836*	*17*	*82.00*	*37,000.00*	*APC*
LNK	*LNKRW1836*	*09*	*98.00*	*195,937.50*	*APC*
LNK	*LNKRW1836*	*15*	*58.00*	*22,500.00*	*PCC*
LNK	*LNKRW1836*	*22*	*64.00*	*190,000.00*	*PCC*
LNK	*LNKRW1836*	*10*	*89.00*	*83,400.00*	*APC*
LNK	*LNKRW1836*	*20*	*71.00*	*51,095.00*	*APC*
LNK	*LNKRW1836*	*04*	*56.00*	*63,750.00*	*PCC*
LNK	*LNKRW1836*	*16*	*39.00*	*22,500.00*	*PCC*
LNK	*LNKRW1836*	*02*	*44.00*	*242,500.00*	*PCC*
LNK	*LNKRW1836*	*06A*	*88.00*	*62,500.00*	*APC*
LNK	*LNKRW1836*	*02A*	*93.00*	*10,000.00*	*APC*

LNK	LNKRW1836	03A	87.00	65,938.00	APC
LNK	LNKRW1836	09A	89.00	65,312.50	APC
LNK	LNKTWA	04	77.00	34,661.00	PCC
LNK	LNKTWA	06	41.00	14,209.00	PCC
LNK	LNKTWA	02	97.00	71,629.00	APC
LNK	LNKTWA	03	98.00	74,073.00	PCC
LNK	LNKTWA	07	100.00	3,967.00	APC
LNK	LNKTWA	1A	91.00	9,470.00	PCC
LNK	LNKTWA	01	99.00	129,600.00	APC
LNK	LNKTWA	01C	93.00	5,678.00	APC
LNK	LNKTWA	01B	98.00	11,855.00	APC
LNK	LNKTWA	05	89.00	5,986.00	APC
LNK	LNKTWA	07A	91.00	5,679.00	APC
LNK	LNKTWB	02	85.00	58,226.00	PCC
LNK	LNKTWB	01	71.00	13,451.00	APC
LNK	LNKTWC	01	100.00	31,173.00	PCC
LNK	LNKTWD	04	78.00	12,438.00	APC
LNK	LNKTWD	10	65.00	28,280.00	PCC
LNK	LNKTWD	01	72.00	317,850.00	PCC
LNK	LNKTWD	03	86.00	210,786.00	PCC
LNK	LNKTWD	02	57.00	220,470.00	PCC
LNK	LNKTWD	05	55.00	191,264.00	PCC
LNK	LNKTWD	07	78.00	19,831.00	PCC
LNK	LNKTWD	03A	81.00	21,690.00	APC
LNK	LNKTWD	02A	100.00	64,687.00	APC
LNK	LNKTWE	07	100.00	3,686.00	APC
LNK	LNKTWE	05	95.00	98,250.00	PCC
LNK	LNKTWE	08	66.00	12,192.00	PCC
LNK	LNKTWE	01	83.00	71,867.00	PCC
LNK	LNKTWE	03	72.00	22,166.00	APC
LNK	LNKTWE	06	100.00	7,074.00	APC
LNK	LNKTWE	04	69.00	29,335.00	PCC
LNK	LNKTWE	02	76.00	12,682.00	APC
LNK	LNKTWE	06A	100.00	4,710.00	APC
LNK	LNKTWE	04A	59.00	9,754.00	APC
LNK	LNKTWE	07A	98.00	13,166.00	APC
LNK	LNKTWE	05A	58.00	19,400.00	APC
LNK	LNKTWG	01	55.00	82,387.00	PCC
LNK	LNKTWG	03	84.00	370,903.00	PCC
LNK	LNKTWG	02	69.00	549,935.00	APC
LNK	LNKTWG	01A	75.00	29,510.00	APC
LNK	LNKTWH	01	85.00	65,342.00	PCC
LNK	LNKTWJ	11	67.00	79,464.00	PCC
LNK	LNKTWJ	01	75.00	151,837.00	PCC
LNK	LNKTWJ	14	64.00	110,176.00	PCC
LNK	LNKTWJ	09	74.00	25,628.00	APC
LNK	LNKTWJ	03	55.00	36,915.00	PCC
LNK	LNKTWJ	07	62.00	62,155.00	PCC
LNK	LNKTWJ	05	59.00	73,873.00	APC
LNK	LNKTWJ	13	60.00	11,156.00	PCC

LNK	LNKTWJ	01A	82.00	8,889.00	APC
LNK	LNKTWK	07	65.00	7,708.00	PCC
LNK	LNKTWK	03	96.00	16,292.00	APC
LNK	LNKTWK	12	77.00	65,283.00	PCC
LNK	LNKTWK	08	86.00	70,650.00	PCC
LNK	LNKTWK	10	75.00	24,375.00	PCC
LNK	LNKTWK	11	75.00	39,375.00	PCC
LNK	LNKTWK	2A	85.00	17,945.00	PCC
LNK	LNKTWK	06	100.00	4,964.00	APC
LNK	LNKTWK	04	90.00	6,070.00	APC
LNK	LNKTWK	05	92.00	4,314.00	PCC
LNK	LNKTWK	02	64.00	55,055.00	APC
LNK	LNKTWK	01	58.00	39,937.00	APC
LNK	LNKTWK	07A	100.00	3,880.00	AC
LNK	LNKTWK	04A	100.00	3,805.00	APC
LNK	LNKTWK	06A	100.00	3,747.00	APC
LNK	LNKTWN	06	78.00	12,357.00	PCC
LNK	LNKTWN	03	91.00	11,332.00	APC
LNK	LNKTWN	01	69.00	23,291.00	APC
LNK	LNKTWN	02	64.00	20,369.00	PCC
LNK	LNKTWN	05	98.00	11,250.00	PCC
LNK	LNKTWN	04	90.00	5,668.00	APC
LNK	LNKTWN	05A	100.00	3,689.00	AC
LNK	LNKTWN	04A	100.00	2,921.00	APC
LNK	LNKTWP	02	55.00	45,565.00	AC
LNK	LNKTWP	01	56.00	9,540.00	AC
LNK	LNKTWPNT4	01	70.00	28,369.00	AC
LNK	LNKTWS	01	81.00	80,355.00	PCC
LXN	LXNR1	04	92.00	140,000.00	PCC
LXN	LXNR1	02	87.00	30,000.00	PCC
LXN	LXNR1	03	84.00	205,000.00	PCC
LXN	LXNR1	01	92.00	175,000.00	PCC
LXN	LXNT1	03	88.00	21,364.00	PCC
LXN	LXNT1	01	88.00	25,977.00	PCC
LXN	LXNT1	02	99.00	45,694.00	PCC
LXN	LXNT2	01	94.00	22,419.00	PCC
MCK	MCKR1	06	98.00	45,000.00	PCC
MCK	MCKR1	02	76.00	20,000.00	PCC
MCK	MCKR1	03	94.00	45,229.00	PCC
MCK	MCKR1	04	98.00	159,978.00	PCC
MCK	MCKR1	01	72.00	20,000.00	PCC
MCK	MCKR1	05	94.00	315,000.00	PCC
MCK	MCKR1	07	93.00	45,000.00	PCC
MCK	MCKR2	01	98.00	294,738.00	PCC
MCK	MCKT1	03	94.00	14,224.00	PCC
MCK	MCKT1	02	100.00	16,002.00	PCC
MCK	MCKT1	01	77.00	13,123.00	PCC
MCK	MCKT1	04	96.00	12,180.00	PCC
MCK	MCKT2	01	89.00	12,948.00	PCC
MCK	MCKT2	04	94.00	35,692.00	PCC

MCK	MCKT2	05	98.00	7,359.00	PCC
MCK	MCKT2	03	72.00	29,402.00	PCC
MCK	MCKT3	04	99.00	76,090.00	PCC
MCK	MCKT3	02	98.00	70,303.00	PCC
MCK	MCKT3	03	99.00	13,871.00	PCC
MCK	MCKT3	01	98.00	15,702.00	PCC
MCK	MCKT4	02	83.00	53,339.00	PCC
MCK	MCKT4	04	100.00	4,000.00	PCC
MCK	MCKT4	01	100.00	6,050.00	PCC
MCK	MCKT4	03	90.00	59,736.00	PCC
MHN	MHNR1	02	63.00	20,000.00	AC
MHN	MHNR1	01	59.00	43,750.00	AC
MLE	MLER1	01	74.00	285,128.00	APC
MLE	MLET1	02	69.00	51,502.00	PCC
MLE	MLET1	01	62.00	108,977.00	PCC
MLE	MLET1	03	77.00	5,508.00	APC
MLE	MLET2	01	71.00	3,576.00	PCC
MLE	MLET2	02	83.00	3,173.00	APC
MLE	MLET3	01	49.00	4,176.00	PCC
MLE	MLET3	02	79.00	2,560.00	APC
MLE	MLET4	01	80.00	4,176.00	PCC
MLE	MLET4	02	82.00	2,560.00	APC
ODX	ORDR1	01	95.00	270,000.00	PCC
ODX	ORDR1	02	74.00	67,500.00	PCC
ODX	ORDR1	03	89.00	16,500.00	PCC
ODX	ORDT1	01	71.00	6,034.00	PCC
ODX	ORDT1	02	93.00	4,646.00	PCC
ODX	ORDT2	01	98.00	14,207.00	PCC
ODX	ORDT3	01	97.00	45,900.00	PCC
OFK	OFKR1	01	74.00	290,000.00	AAC
OFK	OFKR1	02	75.00	290,000.00	AAC
OFK	OFKR2	01	84.00	580,000.00	AAC
OFK	OFKT1	02	78.00	7,510.00	AC
OFK	OFKT1	01	77.00	69,865.00	AAC
OFK	OFKT2	02	72.00	30,324.00	AAC
OFK	OFKT2	03	86.00	19,878.00	AAC
OFK	OFKT2	01	84.00	177,603.00	AAC
OFK	OFKT3	03	77.00	8,880.00	AC
OFK	OFKT3	02	85.00	25,540.00	AAC
OFK	OFKT3	01	80.00	115,578.00	AAC
OFK	OFKT4	01	93.00	79,114.00	AAC
OFK	OFKT4	02	92.00	9,420.00	AAC
OFK	OFKT5	02	74.00	11,908.00	PCC
OFK	OFKT5	01	64.00	10,171.00	PCC
OFK	OFKT5	03	81.00	4,018.00	PCC
OFK	OFKT5	04	100.00	6,255.00	PCC
OGA	OGAR1	01	86.00	337,500.00	PCC
OGA	OGAR1	02	84.00	45,000.00	PAC002
OGA	OGAR2	01	98.00	183,000.00	PCC
OGA	OGAR2	02	92.00	32,500.00	PCC

OGA	OGAT1	01	93.00	14,875.00	PCC
OGA	OGAT1	03	97.00	15,000.00	PCC
OGA	OGAT2	01	98.00	16,255.00	PCC
OGA	OGAT3	01	98.00	17,503.00	PCC
OGA	OGAT4	01	100.00	29,711.00	PCC
OGA	OGAT5	01	100.00	20,638.00	PCC
OKS	OKSR1	02	99.00	37,000.00	PCC
OKS	OKSR1	01	66.00	163,090.00	PCC
OKS	OKSR1	03	99.00	60,000.00	PCC
OKS	OKSR1	04	100.00	21,910.00	PCC
OKS	OKST1	01	42.00	23,429.00	PCC
OKS	OKST1	02	100.00	9,393.00	PCC
OKS	OKST2	02	100.00	6,819.00	PCC
OKS	OKST2	01	100.00	14,294.00	PCC
OKS	OKST3	01	95.00	20,548.00	PCC
OKS	OKST3	02	100.00	867.00	PCC
OKS	OKST4	01	89.00	98,260.00	PCC
OLU	OLUR1	03	79.00	100,000.00	PCC
OLU	OLUR1	02	93.00	100,000.00	PCC
OLU	OLUR1	05	70.00	112,000.00	PCC
OLU	OLUR1	04	94.00	68,000.00	PCC
OLU	OLUR1	01	93.00	300,000.00	PCC
OLU	OLUT1	08	85.00	59,500.00	PCC
OLU	OLUT1	07	98.00	26,750.00	PCC
OLU	OLUT1	05	87.00	21,125.00	PCC
OLU	OLUT1	09	77.00	112,000.00	PCC
OLU	OLUT1	04	89.00	202,750.00	PCC
OLU	OLUT1	06	95.00	16,250.00	PCC
OLU	OLUT1	01	93.00	8,750.00	PCC
OLU	OLUT1	02	90.00	4,625.00	PCC
OLU	OLUT1	03	82.00	35,000.00	PCC
OLU	OLUT2	02	96.00	11,250.00	PCC
OLU	OLUT2	01	86.00	11,250.00	PCC
OMA	RW14L32R	R14L02	85.00	292,499.99	PCC
OMA	RW14L32R	R14L03	88.00	772,499.99	PCC
OMA	RW14L32R	R14L01	99.00	187,500.00	PCC
OMA	RW14R32L	R14R01	94.00	150,000.00	PCC
OMA	RW14R32L	R14R02S	98.00	116,203.00	PCC
OMA	RW14R32L	R14R04S	96.00	118,520.00	PCC
OMA	RW14R32L	R14R03S	95.00	575,189.00	PCC
OMA	RW14R32L	R14R04N	97.00	130,673.00	PCC
OMA	RW14R32L	R14R03N	94.00	59,426.00	PCC
OMA	RW14R32L	R14R03C	98.00	132,752.00	PCC
OMA	RW14R32L	R14R04C	97.00	278,931.00	PCC
OMA	RW14R32L	R14R02C	97.00	266,184.00	PCC
OMA	RW14R32L	R14R02N	96.00	117,548.00	PCC
OMA	RW1836	R18-01	96.00	244,052.00	PCC
OMA	RW1836	R18-03W	97.00	61,577.00	PCC
OMA	RW1836	R18-03E	95.00	65,182.00	PCC
OMA	RW1836	R18-04E	94.00	124,809.00	PCC

OMA	RW1836	R18-02	88.00	149,482.00	PCC
OMA	RW1836	R18-03C	99.00	126,670.00	PCC
OMA	RW1836	R18-04C	96.00	249,613.00	PCC
OMA	RW1836	R18-04W	96.00	124,804.00	PCC
OMA	TWA	TA02	99.00	351,790.00	PCC
OMA	TWA	TA03	89.00	24,460.00	PCC
OMA	TWA	TA04	92.00	317,427.00	PCC
OMA	TWA	TA01	93.00	67,306.00	PCC
OMA	TWB	TB02	96.00	17,323.00	PCC
OMA	TWB	TB04	97.00	14,384.00	PCC
OMA	TWB	TB03	78.00	29,337.00	PCC
OMA	TWC	TC01	94.00	183,022.00	PCC
OMA	TWC	TC02	94.00	53,518.00	PCC
OMA	TWD	TD03	96.00	137,200.00	PCC
OMA	TWD	TD02	95.00	110,174.00	PCC
OMA	TWD	TD01	91.00	61,997.00	PCC
OMA	TWE	TE01	66.00	39,948.00	PCC
OMA	TWE	TE02	92.00	186,669.00	PCC
OMA	TWF	TF02	99.00	25,347.00	PCC
OMA	TWF	TF01	94.00	138,276.00	PCC
OMA	TWF	TF05	94.00	75,543.00	PCC
OMA	TWF	TF03	86.00	314,073.00	PCC
OMA	TWF	TF04	96.00	68,960.00	PCC
OMA	TWF1	TF1-02	93.00	51,257.00	PCC
OMA	TWF1	TF1-01	97.00	44,431.00	PCC
OMA	TWG	TG01	98.00	282,327.00	PCC
OMA	TWG1	TG1-01	97.00	8,415.00	PCC
OMA	TWG2	TG2-01	97.00	9,199.00	PCC
OMA	TWG3	TG03-01	98.00	9,182.00	PCC
OMA	TWG4	TG4-01	95.00	42,074.00	PCC
OMA	TWG5	TG5-01	76.00	10,809.00	PCC
OMA	TWG5	TG5-02	99.00	25,567.00	PCC
OMA	TWH	TH04	92.00	12,706.00	PCC
OMA	TWH	TH02	98.00	45,577.00	PCC
OMA	TWH	TH03	95.00	47,641.00	PCC
OMA	TWH	TH01	99.00	92,967.00	PCC
OMA	TWJ	TJ02	95.00	123,037.00	PCC
OMA	TWJ	TJ01	97.00	54,869.00	PCC
OMA	TWK	TK02	99.00	57,644.00	PCC
OMA	TWK	TK01	92.00	158,152.00	PCC
OMA	TWK	TK03	98.00	60,919.00	PCC
OMA	TWL	TL04	94.00	249,993.00	PCC
OMA	TWL	TL02	92.00	97,713.00	PCC
OMA	TWL	TL03	99.00	203,598.00	PCC
OMA	TWL	TL01	98.00	143,765.00	PCC
OMA	TWL1	TL1-02	78.00	115,273.00	PCC
OMA	TWL1	TL1-01	76.00	3,845.00	PCC
OMA	TWL2	TL2-01	96.00	24,096.00	PCC
OMA	TWL3	TL3-01	95.00	19,918.00	PCC
OMA	TWL3	TL3-02	89.00	160,926.00	PCC

OMA	TWM	TM02	87.00	55,894.00	PCC
OMA	TWM	TM01	91.00	77,637.00	PCC
OMA	TWS	TS03	95.00	48,296.00	PCC
OMA	TWS	TS02	89.00	140,389.00	PCC
OMA	TWS	TS01	98.00	179,848.00	PCC
OMA	TWS	TS04	98.00	206,257.00	PCC
OMA	TWS	TS02A	92.00	18,964.00	PCC
OMA	TWS	TS05	97.00	196,074.00	PCC
OMA	TWT	TT01	92.00	108,293.00	PCC
OMA	TWU	TU01	93.00	58,347.00	PCC
OMA	TWW	TW01	93.00	61,727.00	PCC
OMA	TWW	TW02	98.00	8,784.00	PCC
OMA	TWY	TY01	96.00	77,237.00	PCC
OMA	TWZ	TZ02	96.00	135,009.00	PCC
OMA	TWZ	TZ01	91.00	35,146.00	PCC
ONL	ONLR1	01	90.00	330,675.00	PCC
ONL	ONLR2	01	99.00	188,856.00	PCC
ONL	ONLT1	01	96.00	8,050.00	PCC
ONL	ONLT1	02	96.00	6,615.00	PCC
ONL	ONLT1	03	99.00	18,262.00	PCC
ONL	ONLT2	01	99.00	63,344.00	PCC
ONL	ONLT2	02	85.00	3,740.00	PCC
ONL	ONLT2	04	97.00	14,224.00	PCC
ONL	ONLT2	03	99.00	14,224.00	PCC
PMV	PLTR1	02	94.00	150,000.00	PCC
PMV	PLTR1	01	81.00	150,000.00	PCC
PMV	PLTR1	03	99.00	110,000.00	PCC
PMV	PLTR1	04	97.00	140,000.00	PCC
PMV	PLTT1	09	98.00	8,225.00	PCC
PMV	PLTT1	08	97.00	83,125.00	PCC
PMV	PLTT1	01	100.00	8,050.00	PCC
PMV	PLTT1	10	98.00	8,225.00	PCC
PMV	PLTT1	03	98.00	32,200.00	PCC
PMV	PLTT1	05	98.00	11,229.00	PCC
PMV	PLTT1	06	100.00	3,600.00	PCC
PMV	PLTT2	02	69.00	3,850.00	PCC
PMV	PLTT2	01	85.00	5,473.00	PCC
PMV	PLTT3	03	97.00	11,637.50	PCC
PMV	PLTT3	04	100.00	41,771.00	PCC
PMV	PLTT3	01	98.00	8,598.00	PCC
PMV	PLTT3	02	89.00	50,575.00	PCC
PMV	PLTT4	02	100.00	12,768.00	PCC
PMV	PLTT4	01	100.00	31,335.00	PCC
PMV	PLTT5	01	100.00	18,082.00	PCC
PMV	PLTT5	03	100.00	11,353.00	PCC
PMV	PLTT5	04	100.00	7,314.00	PCC
PMV	PLTT5	02	100.00	6,898.00	PCC
RBE	BTTR1	01	96.00	352,500.00	PCC
RBE	BTTT1	01	95.00	15,971.00	PCC
RBE	BTTT1	03	94.00	10,418.00	PCC

RBE	BTTT1	04	94.00	13,312.00	PCC
RBE	BTTT1	02	93.00	7,082.00	PCC
RBE	BTTT2	01	98.00	10,288.00	PCC
SCB	SCBR1	01	99.00	315,000.00	PCC
SCB	SCBR2	01	42.00	168,000.00	PCC
SCB	SCBT1	02	90.00	14,617.00	PCC
SCB	SCBT1	03	46.00	12,622.00	AC
SCB	SCBT1	01	71.00	104,670.00	APC
SCB	SCBT1	04	48.00	12,590.00	AC
SCB	SCBT1	06	100.00	6,401.00	PCC
SCB	SCBT1	05	94.00	6,414.00	PCC
SCB	SCBT1	07	97.00	6,401.00	PCC
SCB	SCBT2	01	32.00	82,334.00	PCC
SNY	SNYR1	01	96.00	660,000.00	PCC
SNY	SNYT1	02	65.00	2,170.00	PCC
SNY	SNYT1	01	32.00	6,169.00	PCC
SNY	SNYT1	03	87.00	4,022.00	PCC
SNY	SNYT2	02	94.00	118,937.00	PCC
SNY	SNYT2	01	99.00	40,716.00	PCC
SNY	SNYT3	01	97.00	41,344.00	PCC
SNY	SNYT3	02	100.00	108,475.00	PCC
SNY	SNYT4	01	100.00	15,523.00	PCC
SSC	SSCR1	01	68.00	165,000.00	AAC
SSC	SSCT1	01	73.00	4,287.00	AAC
SWT	SEWR1	01	97.00	215,940.00	PCC
SWT	SEWR1	03	96.00	53,985.00	PCC
SWT	SEWR1	02	95.00	45,000.00	PCC
SWT	SEWR2	01	99.00	31,194.00	PCC
SWT	SEWT1	01	96.00	16,674.00	PCC
SWT	SEWT2	02	94.00	20,127.00	PCC
SWT	SEWT2	01	88.00	20,099.00	PCC
SWT	SEWT2	04	100.00	52,291.00	PCC
SWT	SEWT2	05	100.00	21,446.00	PCC
SWT	SEWT2	03	100.00	66,531.00	PCC
SWT	SEWT3	03	100.00	15,146.00	PCC
SWT	SEWT3	02	100.00	13,639.00	PCC
SWT	SEWT3	01	100.00	6,677.00	PCC
TQE	TEKR1	02	96.00	155,000.00	PCC
TQE	TEKR1	01	81.00	145,000.00	PCC
TQE	TEKT1	01	99.00	9,970.00	PCC
TQE	TEKT1	02	98.00	4,471.00	PCC
TQE	TEKT2	01	78.00	1,848.00	PCC
TQE	TEKT2	02	98.00	9,918.00	PCC
TQE	TEKT3	01	75.00	13,875.00	PCC
TQE	TEKT3	04	98.00	31,213.00	PCC
TQE	TEKT3	02	74.00	38,780.00	PCC
TQE	TEKT3	03	76.00	70,469.00	PCC
TQE	TEKT4	01	80.00	9,948.00	PCC
TQE	TEKT5	01	99.00	88,813.00	PCC
VTN	VTNR1	01	100.00	352,899.00	PCC

VTN	*VTNR2*	*01*	*45.00*	*200,501.00*	*AC*
VTN	*VTNR2*	*02*	*100.00*	*16,707.00*	*PCC*
VTN	*VTNT1*	*01*	*98.00*	*10,336.00*	*PCC*
VTN	*VTNT2*	*01*	*100.00*	*5,210.00*	*PCC*
VTN	*VTNT3*	*01*	*62.00*	*16,098.00*	*AC*
VTN	*VTNT4*	*02*	*99.00*	*32,423.00*	*PCC*
VTN	*VTNT4*	*01*	*98.00*	*2,800.00*	*PCC*
WAL	*WALR1*	*01*	*61.00*	*140,000.00*	*AAC*



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

APPENDIX E
2021 STATEWIDE AIRPORTS CAPITAL IMPROVEMENT PROGRAM (CIP)

McFarland Johnson

Capital Improvement Program

AINSWORTH RGNL
AINSWORTH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	PAPI for runway 13/31	$211,800	$190,620	$0	$21,180
2023	Construct storage hangar addition	$590,000	$531,000	$0	$59,000
2026	Construct connect. & part. para. taxi to rwy 13/31	$2,040,000	$1,836,000	$0	$204,000
2026	Connecting taxiway lighting	$350,000	$315,000	$0	$35,000
	Phase I Subtotal	$3,191,800	$2,872,620	$0	$319,180
Phase II					
2027	Seal rwy 17/35, taxiway and apron	$375,000	$337,500	$0	$37,500
2027	Seal runway 13/31	$200,000	$180,000	$0	$20,000
2028	Install runway 13/31 ODALS	$500,000	$450,000	$0	$50,000
2028	Runway 17 RPZ land acquisition (tract 2)	$80,000	$72,000	$0	$8,000
2030	Snow Equipment Storage Building	$215,000	$193,500	$0	$21,500
2031	Seal coat runway 13/31	$66,240	$59,616	$0	$6,624
2031	Seal coat 17/35, TWs, apron, w/crack repair	$502,423	$452,181	$0	$50,242
	Phase II Subtotal	$1,938,663	$1,744,797	$0	$193,866
Phase III					
2034	Install LAAS	$1,000,000	$900,000	$0	$100,000
2036	Construct box hangar	$650,000	$585,000	$0	$65,000
2037	Update Airport Layout Plan	$350,000	$315,000	$0	$35,000
2039	Rehabilitate runway 13/31	$3,000,000	$2,700,000	$0	$300,000
	Phase III Subtotal	$5,000,000	$4,500,000	$0	$500,000
	Total Development Costs	$10,130,463	$9,117,417	$0	$1,013,046

Not Funded					
2025	Pave Access Road	$512,000			
2027	Apron Rehabilitation (concrete section)	$391,813			
2030	Area Navigation Approach Survey (PACS/SACS)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

ALBION MUNI
ALBION

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Pave Access Road	$200,000	$180,000	$0	$20,000
2025	Construct T Hangar	$850,000	$600,000	$0	$250,000
2026	Replace runway lights (MIRL)	$200,000	$180,000	$0	$20,000
2026	REILs RW 33 (per Instrument Approach Study)	$20,000	$18,000	$0	$2,000
2026	Install ODALS	$75,000	$0	$67,500	$7,500
	Phase I Subtotal	$1,345,000	$978,000	$67,500	$299,500
Phase II					
2028	Rehabilitate T hangar	$250,000	$225,000	$0	$25,000
2030	Update Airport Layout Plan	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$500,000	$450,000	$0	$50,000
Phase III					
2032	Land to 35' Part 77 surface	$30,000	$27,000	$0	$3,000
2032	Land acquisition for runway extension to B-II	$138,000	$124,200	$0	$13,800
2034	Pave parallel Taxiway to extended RW 33	$165,000	$148,500	$0	$16,500
2034	Light runway 15/33 (extension & existing)	$107,500	$96,750	$0	$10,750
2034	Grade runway 15/33 extension, relocate creek	$200,000	$180,000	$0	$20,000
2034	Grade parallel taxiway to extended RW 33	$12,000	$10,800	$0	$1,200
2034	Extend/Widen 15/33 to 4300x75	$850,000	$765,000	$0	$85,000
2036	Construct shop hangar	$300,000	$270,000	$0	$30,000
	Phase III Subtotal	$1,802,500	$1,622,250	$0	$180,250
	Total Development Costs	$3,647,500	$3,050,250	$67,500	$529,750

Not Funded		
2032	Pave runway 3/21 w/turnrd (3700'x60')	$1,000,000
2032	Land acquisition for runway 3/21	$100,000
2032	Jet Fuel	$35,000
2032	Ground Transportation / Courtesy Car	$5,000
2032	Expand apron to the east (90'x180')	$53,046
	Not Funded Subtotal	

Capital Improvement Program

ALLIANCE MUNICIPAL AIRPORT
ALLIANCE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Taxiway pavement rehabilitation	$3,000,000	$2,700,000	$0	$300,000
2022	Apron pavement rehabilitation	$1,950,000	$1,755,000	$0	$195,000
2023	Seal coat runway 12/30	$221,760	$199,584	$0	$22,176
2024	Airport Layout Plan	$375,000	$337,500	$0	$37,500
2025	PAPIs for 8/26	$140,000	$126,000	$0	$14,000
2025	PAPIs for 12/30	$160,000	$144,000	$0	$16,000
2025	Guidance signs	$150,000	$135,000	$0	$15,000
2025	MIRL & MITL Replacement	$5,700,000	$5,130,000	$0	$570,000
2026	Seal coat runway 8/26	$191,880	$172,692	$0	$19,188
	Phase I Subtotal	$11,888,640	$10,699,776	$0	$1,188,864
Phase II					
2027	Acquire SRE: snow plow	$525,000	$472,500	$0	$52,500
2027	SRE Bldg	$333,300	$299,970	$0	$33,330
2028	Construct T-Hangar	$850,000	$765,000	$0	$85,000
2029	Rehab. Access road & parkings	$350,000	$315,000	$0	$35,000
2030	Seal coat runway 12/30	$568,260	$511,434	$0	$56,826
2030	Seal coat taxiways, apron	$400,000	$360,000	$0	$40,000
	Phase II Subtotal	$3,026,560	$2,723,904	$0	$302,656
Phase III					
2032	Pave connecting taxiways F & G	$561,600	$505,450	$0	$56,150
2032	Light connecting taxiways F & G	$48,000	$43,200	$0	$4,800
2033	Seal coat runway 8/26	$750,000	$675,000	$0	$75,000
2036	Acquire ARFF truck	$550,000	$495,000	$0	$55,000
2038	Pave parallel taxiway to RW 30 (taxi E)(NP$ only)	$1,048,320	$943,488	$0	$104,832
2038	Light parallel taxiway to RW 30 (taxi E)	$130,000	$117,000	$0	$13,000
2040	Rehabilitate runway 8/26	$6,000,000	$5,400,000	$0	$600,000
	Phase III Subtotal	$9,087,920	$8,179,138	$0	$908,782
	Total Development Costs	$24,003,120	$21,602,818	$0	$2,400,302

Capital Improvement Program

ALLIANCE MUNICIPAL AIRPORT
ALLIANCE

Year	Description	Total Cost	Federal	State	Local

Capital Improvement Program

ALMA MUNI
ALMA

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Light parallel taxiway	$220,000	$198,000	$0	$22,000
2025	Joint seal & marking	$225,000	$202,500	$0	$22,500
2026	Construct Hangar (6 place T)	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,295,000	$1,000,500	$0	$294,500
Phase II					
2027	Airport Layout Plan Update	$300,000	$270,000	$0	$30,000
2029	Shop Hangar (50'x60')	$500,000	$450,000	$0	$50,000
	Phase II Subtotal	$800,000	$720,000	$0	$80,000
Phase III					
2032	Construct SRE building	$325,000	$292,500	$0	$32,500
2032	Acquire snow removal equipment (SRE)	$212,500	$191,250	$0	$21,250
2035	Expand Apron (4667 SY)	$151,000	$135,900	$0	$15,100
2037	Install AWOS	$125,000	$112,500	$0	$12,500
	Phase III Subtotal	$813,500	$732,150	$0	$81,350
	Total Development Costs	$2,908,500	$2,452,650	$0	$455,850

Not Funded					
2032	Land for second runway 11/29 (53 AC)	$132,500			
2032	Land for runway 17/35 extension	$0			
2032	Grade second runway 11/29	$248,100			
2032	Extend runway 17/35	$0			
2032	Construct Spray Apron	$38,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

ARAPAHOE MUNI
ARAPAHOE

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2026	Rehab/overlay 15/33, taxiway & apron	$410,307			
2033	Rejuv seal runway, taxiway	$25,768			
	Not Funded Subtotal				

Capital Improvement Program

STUART-ATKINSON MUNI
ATKINSON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Joint seal & marking	$440,000	$396,000	$0	$44,000
2024	Install PAPI, REIL	$150,000	$135,000	$0	$15,000
2025	Construct T-Hangar (6 stall)	$850,000	$600,000	$0	$250,000
2026	Rehabilitate T-hangar	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,690,000	$1,356,000	$0	$334,000
Phase II					
2027	Update Airport Layout Plan	$140,000	$126,000	$0	$14,000
2029	Build Snow Removal Equipment Building	$270,000	$243,000	$0	$27,000
2029	Acquire Snow Removal Equipment: Tractor	$155,000	$139,500	$0	$15,500
	Phase II Subtotal	$565,000	$508,500	$0	$56,500
Phase III					
2032	Pave Parallel Taxiway to Runway 11	$530,000	$477,000	$0	$53,000
2032	Light Parallel Taxiway to Runway 11	$80,000	$72,000	$0	$8,000
2034	Pave Access Road and Parking Lot	$210,000	$189,000	$0	$21,000
2038	Install 100LL Fuel, Credit Card Reader	$135,000	$121,500	$0	$13,500
	Phase III Subtotal	$955,000	$859,500	$0	$95,500
	Total Development Costs	$3,210,000	$2,724,000	$0	$486,000
Not Funded					
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

FARINGTON FIELD
AUBURN

Year	Description	Total Cost	Federal	State	Local
Phase I					
2025	Construct Hangar (6 place T) w/ taxilanes	$850,000	$600,000	$0	$250,000
2025	Pave taxilanes to existing T-hangars	$280,000	$252,000	$0	$28,000
	Phase I Subtotal	$1,130,000	$852,000	$0	$278,000
Phase II					
2029	Construct snow removal equipment building	$350,000	$315,000	$0	$35,000
2029	Acquire snow removal equipment	$175,000	$157,500	$0	$17,500
2031	Update Airport Layout Plan	$340,000	$306,000	$0	$34,000
	Phase II Subtotal	$865,000	$778,500	$0	$86,500
Phase III					
2033	Crack and joint sealing, remarking	$200,000	$180,000	$0	$20,000
2036	Pave, light parallel taxiway to 16/34	$659,050	$593,145	$0	$65,905
	Phase III Subtotal	$859,050	$773,145	$0	$85,905
	Total Development Costs	$2,854,050	$2,403,645	$0	$450,405
Not Funded					
2032	Grade/pave/light second runway 6/24 w/land	$1,460,800			
2032	Construct spray apron	$38,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

AURORA MUNI - AL POTTER FIELD
AURORA

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Reconstruct taxilane	$410,000	$369,000	$0	$41,000
2022	Rehabilitate apron	$1,890,000	$1,701,000	$0	$189,000
2022	Reconstruct taxiways	$3,990,000	$3,591,000	$0	$399,000
2026	Update Airport Layout Plan	$325,000	$292,500	$0	$32,500
	Phase I Subtotal	$6,615,000	$5,953,500	$0	$661,500
Phase II					
2027	Rehabilitate T-hangars	$450,000	$405,000	$0	$45,000
2027	REILs RW16 (per Instrument Approach Study)	$85,000	$76,500	$0	$8,500
2027	Replace PAPI	$80,000	$72,000	$0	$8,000
2029	Reconstruct access road & parking lot	$250,000	$225,000	$0	$25,000
2029	Seal coat asphalt pavement	$109,440	$98,496	$0	$10,944
	Phase II Subtotal	$974,440	$876,996	$0	$97,444
Phase III					
2032	Land for runway 7/25 (NP$)	$370,000	$333,000	$0	$37,000
2033	Grade second runway 7/25	$230,000	$207,000	$0	$23,000
2036	Seal coat asphalt pavement (2nd)	$109,440	$98,496	$0	$10,944
2037	Construct new hangar	$850,000	$765,000	$0	$85,000
2038	Crack & joint seal runway, includes marking	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$1,809,440	$1,628,496	$0	$180,944
	Total Development Costs	$9,398,880	$8,458,992	$0	$939,888
Not Funded					
2032	Water System/Fire Protection	$228,000			
2032	Pave second runway 7/25	$1,300,000			
2032	Light second runway 7/25	$130,000			
2032	Connecting taxiway to 7/25	$220,000			
	Not Funded Subtotal				

Capital Improvement Program

ROCK COUNTY
BASSETT

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Pave partial parallel taxiway	$850,000	$765,000	$0	$85,000
2026	Joint seal and marking	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,100,000	$990,000	$0	$110,000
Phase III					
2032	Update Airport Layout Plan	$325,000	$292,500	$0	$32,500
	Phase III Subtotal	$325,000	$292,500	$0	$32,500
	Total Development Costs	$1,425,000	$1,282,500	$0	$142,500
Not Funded					
2024	Complete parallel taxiway	$715,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

BEATRICE MUNI
BEATRICE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Rehab. apron and taxiway engineering	$250,000	$225,000	$0	$25,000
2023	Reconstruct taxiway C and apron	$1,261,530	$1,135,377	$0	$126,153
2025	Replace MALSR	$300,000	$0	$0	$300,000
2025	Airport Fence	$98,000	$88,200	$0	$9,800
2025	PAPI runway 18/36	$155,930	$140,334	$0	$15,596
2025	Taxiway A & C medium intensity lights	$325,620	$293,058	$0	$32,562
2025	PAPI runway 14/32	$244,850	$220,365	$0	$24,485
2026	Crack & joint seal, slab replacement, marking	$325,000	$292,500	$0	$32,500
2026	Concrete maintenance on runway 18/36	$217,175	$195,457	$0	$21,718
	Phase I Subtotal	$3,178,105	$2,590,291	$0	$587,814
Phase II					
2027	Construct hangar	$850,000	$600,000	$0	$250,000
2029	Asphalt seal coat (taxiway and apron)	$115,200	$103,680	$0	$11,520
	Phase II Subtotal	$965,200	$703,680	$0	$261,520
Phase III					
2032	Update airport layout plan	$200,000	$180,000	$0	$20,000
2035	Construct parallel taxiway to 32	$2,519,000	$2,267,100	$0	$251,900
2036	Asphalt seal coat (taxiway and apron)	$115,200	$103,680	$0	$11,520
	Phase III Subtotal	$2,834,200	$2,550,780	$0	$283,420
	Total Development Costs	$6,977,505	$5,844,751	$0	$1,132,754
Not Funded					
2032	Precision Approach Navigation Aid (FAA AF LOC)	$125,000			
2032	Precision Approach Navigation Aid (FAA AF GS)	$125,000			
2032	Relocate access road	$385,950			
2032	Fuel facility upgrades	$144,480			
2032	Construct hangar (100'x100')	$270,000			
2032	Construct airport helipad	$81,260			
	Not Funded Subtotal				

Capital Improvement Program

BLAIR MUNI
BLAIR

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Environmental Assessment for runway extension	$215,000	$193,500	$0	$21,500
2024	Land acquisition for runway extension	$137,000	$123,300	$0	$13,700
2025	Clear and grub property, tract B	$515,625	$464,062	$0	$51,563
	Phase I Subtotal	$867,625	$780,862	$0	$86,763
Phase II					
2027	Joint seal and marking	$477,000	$429,300	$0	$47,700
2027	Relocate county roads	$268,000	$241,200	$0	$26,800
2027	Extend runway, taxi to 5500'	$2,700,000	$2,430,000	$0	$270,000
2029	T-Hangar, 8 place (NP $ only)	$850,000	$150,000	$0	$700,000
2030	Construct airport maintenance building	$176,000	$0	$0	$176,000
	Phase II Subtotal	$4,471,000	$3,250,500	$0	$1,220,500
Phase III					
2032	Terminal building	$270,000	$243,000	$0	$27,000
2034	Pave apron (10,500 s.y.) phase II	$380,000	$342,000	$0	$38,000
2035	Construct MALS (300 & 3/4)	$200,000	$180,000	$0	$20,000
2038	Construct 5 Individual Hangars (NP $ only)	$984,375	$300,000	$0	$684,375
2039	Update Airport Layout Plan	$350,000	$315,000	$0	$35,000
	Phase III Subtotal	$2,184,375	$1,380,000	$0	$804,375
	Total Development Costs	$7,523,000	$5,411,362	$0	$2,111,638

Year	Description	Total Cost
Not Funded		
2032	T-hangars (36 units)	$1,260,000
2032	Shop/storage hangars (various - 43,400 s.f. total)	$1,171,800
2032	Parking (1960 s.y.)	$68,600
2032	Expand apron (phase IV - 13,000 s.y.)	$486,720
2032	Expand apron (phase III - 15,700 s.y.)	$587,808
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000
	Not Funded Subtotal	

Capital Improvement Program

BLOOMFIELD MUNI
BLOOMFIELD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Rehabilitate asphalt pavement	$836,000	$0	$752,400	$83,600
	Phase I Subtotal	$836,000	$0	$752,400	$83,600
	Total Development Costs	$836,000	$0	$752,400	$83,600
Not Funded					
2026	Replace runway lights	$67,500			
	Not Funded Subtotal				

Capital Improvement Program

BROKEN BOW MUNI/KEITH GLAZE FLD
BROKEN BOW

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Expand apron, construction	$656,000	$590,400	$0	$65,600
2026	Construct parallel taxiway	$1,335,250	$1,201,725	$0	$133,525
	Phase I Subtotal	$1,991,250	$1,792,125	$0	$199,125
Phase II					
2027	Light parallel and connecting taxiway	$233,750	$210,375	$0	$23,375
2027	Install REILs & windcone w/ seg circle	$120,192	$108,173	$0	$12,019
2030	Rehabilitate hangar	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$603,942	$543,548	$0	$60,394
Phase III					
2032	Relocate/close road	$694,875	$625,387	$0	$69,488
2032	Relocate PAPI	$35,000	$31,500	$0	$3,500
2032	Extend & light 14/32 w/ taxiway (if justified)	$918,100	$826,290	$0	$91,810
2034	Shop Hangar (70'x24' door)	$200,000	$150,000	$0	$50,000
2037	Update airport layout plan	$225,000	$202,500	$0	$22,500
2039	Crack and joint sealing w/ marking	$250,000	$0	$225,000	$25,000
	Phase III Subtotal	$2,322,975	$1,835,677	$225,000	$262,298
	Total Development Costs	$4,918,167	$4,171,350	$225,000	$521,817
Not Funded					
2032	Jet Fuel	$35,000			
	Not Funded Subtotal				

Capital Improvement Program

CRAM FIELD
BURWELL

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	3 bay box hangar	$940,000	$600,000	$0	$340,000
2026	Install LED runway lights	$300,000	$270,000	$0	$30,000
2026	Crack & joint sealing w/ select panel replacement	$300,000	$270,000	$0	$30,000
2026	SRE Building	$280,000	$252,000	$0	$28,000
2026	Snow Removal Equipment	$120,000	$108,000	$0	$12,000
	Phase I Subtotal	$1,940,000	$1,500,000	$0	$440,000
Phase II					
2027	Update Airport Layout Plan	$300,000	$270,000	$0	$30,000
2029	Pave parallel taxiway to runway 15	$530,000	$477,000	$0	$53,000
2029	Pave parallel taxiway to runway 33	$190,000	$171,000	$0	$19,000
	Phase II Subtotal	$1,020,000	$918,000	$0	$102,000
Phase III					
2032	Rebuild access road	$120,000	$108,000	$0	$12,000
2032	Parking Lot	$50,000	$45,000	$0	$5,000
	Phase III Subtotal	$170,000	$153,000	$0	$17,000
	Total Development Costs	$3,130,000	$2,571,000	$0	$559,000
Not Funded					
2032	Altimeter Source (AWOS A)	$10,000			
2035	Terminal building (NP $)	$320,000			
	Not Funded Subtotal				

Capital Improvement Program

CAMBRIDGE MUNI
CAMBRIDGE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	AWOS III P/T, design	$80,000	$72,000	$0	$8,000
2023	AWOS III P/T, installation	$350,000	$315,000	$0	$35,000
2025	Construct hangar (100'x100')	$1,220,000	$600,000	$0	$620,000
2026	Hangar rehabilitation	$250,000	$225,000	$0	$25,000
2026	Rebuild access road & parking lot	$270,000	$243,000	$0	$27,000
	Phase I Subtotal	$2,170,000	$1,455,000	$0	$715,000
Phase II					
2028	Crack and joint sealing with marking	$200,000	$180,000	$0	$20,000
2030	Update Airport Layout Plan	$165,000	$148,500	$0	$16,500
2031	Install fuel system	$225,000	$202,500	$0	$22,500
	Phase II Subtotal	$590,000	$531,000	$0	$59,000
Phase III					
2032	REILs 15/33	$40,000	$36,000	$0	$4,000
2034	Construct partial parallel taxiway to runway 15	$850,000	$765,000	$0	$85,000
	Phase III Subtotal	$890,000	$801,000	$0	$89,000
	Total Development Costs	$3,650,000	$2,787,000	$0	$863,000

Year	Description	Total Cost
Not Funded		
2032	Jet Fuel	$35,000
2032	Expand Auto Parking	$17,500
	Not Funded Subtotal	

Capital Improvement Program

CENTRAL CITY MUNI - LARRY REINEKE FIELD
CENTRAL CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Crack and joint sealing	$300,000	$270,000	$0	$30,000
2026	Hangar rehabilitation	$250,000	$225,000	$0	$25,000
2026	Update Airport Layout Plan	$325,000	$292,500	$0	$32,500
2026	Apron Expanion	$728,644	$655,780	$0	$72,864
	Phase I Subtotal	$1,603,644	$1,443,280	$0	$160,364
Phase II					
2028	Entrance Road and Parking	$640,000	$576,000	$0	$64,000
2030	Expand Apron (6300 s.y.)	$185,661	$167,095	$0	$18,566
	Phase II Subtotal	$825,661	$743,095	$0	$82,566
Phase III					
2032	Hangar with Terminal Space (NP $)	$1,018,750	$600,000	$0	$418,750
2034	Land for runway extension (B-II)	$168,000	$151,200	$0	$16,800
2036	Light runway (MIRL 4400')	$110,000	$99,000	$0	$11,000
2036	Extend, light taxiway	$85,270	$76,743	$0	$8,527
2036	Relocate county road & powerline	$480,000	$432,000	$0	$48,000
2036	Extend (700'), widen (15') runway - phase II	$353,640	$318,276	$0	$35,364
2038	T-hangars (8) and taxilanes	$850,000	$765,000	$0	$85,000
	Phase III Subtotal	$3,065,660	$2,442,219	$0	$623,441
	Total Development Costs	$5,494,965	$4,628,594	$0	$866,371
Not Funded					
2032	T-hangar taxilanes	$30,000			
2032	Jet Fuel	$35,000			
2032	Expand Terminal Building (300 sf)	$27,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

CHADRON MUNI
CHADRON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Replace wildlife fence	$1,000,000	$900,000	$0	$100,000
2026	Rehabilitate runway 3/21 & 12/30	$3,340,000	$3,173,000	$0	$167,000
	Phase I Subtotal	$4,340,000	$4,073,000	$0	$267,000
Phase II					
2028	Rehabilitate apron section	$610,000	$549,000	$0	$61,000
2028	Expand apron	$990,000	$891,000	$0	$99,000
2029	Instal MITL for taxiway C	$230,000	$207,000	$0	$23,000
2029	Replace rwy 12/30 PAPI & REIL	$310,000	$279,000	$0	$31,000
2029	Replace rwy 12/30 lights	$460,000	$414,000	$0	$46,000
2031	Construct hangar	$990,000	$600,000	$0	$390,000
	Phase II Subtotal	$3,590,000	$2,940,000	$0	$650,000
Phase III					
2032	Update airport layout plan	$225,000	$202,500	$0	$22,500
2033	Easements for runway 21	$80,000	$72,000	$0	$8,000
2036	Snow Removal Equipment Building	$650,000	$585,000	$0	$65,000
2036	Reconstruct rwy 12/30	$6,810,000	$6,469,500	$0	$340,500
2036	Extend runway 12/30 to 5000' (600')	$770,000	$693,000	$0	$77,000
2036	Acquire snow removal equipment (blower)	$660,000	$594,000	$0	$66,000
2038	Rehabilitate rwy 3/21 and taxiways	$2,480,000	$2,356,000	$0	$124,000
2040	Environmental Assessment for parallel taxiway	$100,000	$90,000	$0	$10,000
2040	Pave auto parking	$260,000	$234,000	$0	$26,000
2041	Pave & light partial parallel TW to 3/21	$1,210,000	$1,089,000	$0	$121,000
	Phase III Subtotal	$13,245,000	$12,385,000	$0	$860,000
	Total Development Costs	$22,385,000	$20,487,000	$0	$1,898,000
Not Funded					
2032	Pave & light parallel taxiway to rwy 12	$960,000			
2032	Friction meter	$20,000			
	Not Funded Subtotal				

Capital Improvement Program

BILLY G RAY FIELD
CHAPPELL

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2023	Widen/extend runway to meet NPIAS std (5000'x60')	$324,170			
2023	Rehabilitate asphalt pavement	$1,327,000			
2023	Land for runway extension	$50,000			
2024	Construct terminal bldg (500 s.f.)	$245,000			
2027	REIL (per instrument approach study)	$20,000			
2027	PAPI (per instrument approach study)	$140,000			
2032	Expand Auto Parking	$14,000			
2032	Expand Apron (3000 s.y.)	$57,660			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

COLUMBUS MUNI
COLUMBUS

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	8 Place Nested T-Hangar	$850,000	$600,000	$0	$250,000
2025	Crack & joint sealing w/ select panel replacement	$350,000	$315,000	$0	$35,000
2026	Update guidance signs	$150,000	$135,000	$0	$15,000
2026	Install apron lighting	$120,000	$108,000	$0	$12,000
2026	Construct terminal building	$650,000	$585,000	$0	$65,000
2026	Land for 2/20	$620,000	$558,000	$0	$62,000
	Phase I Subtotal	$2,740,000	$2,301,000	$0	$439,000
Phase II					
2030	Taxiways for relocated t-hangars	$88,000	$79,200	$0	$8,800
2030	Pave/light runway 2/20 (4300x75')	$4,170,000	$3,753,000	$0	$417,000
2031	REILs for 2/20	$20,000	$18,000	$0	$2,000
2031	PAPIs for 2/20	$150,000	$135,000	$0	$15,000
	Phase II Subtotal	$4,428,000	$3,985,200	$0	$442,800
Phase III					
2032	Taxilanes to executive box hangars	$620,000	$558,000	$0	$62,000
2033	Snow Removal Equipment	$150,000	$135,000	$0	$15,000
2034	Update Master Plan/Airport Layout Plan	$225,000	$202,500	$0	$22,500
2036	Perimeter Fencing	$496,000	$446,400	$0	$49,600
	Phase III Subtotal	$1,491,000	$1,341,900	$0	$149,100
	Total Development Costs	$8,659,000	$7,628,100	$0	$1,030,900

Not Funded					
2023	Construct taxilanes to new T-hangar	$940,000			
2032	Pave/light parallel taxiway to 2/20	$1,007,000			
2032	Maintenance Building	$108,000			
2032	Construct Hangar (10 place T)	$350,000			
	Not Funded Subtotal				

Capital Improvement Program

COZAD MUNI
COZAD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Rehabilitate T hangar	$250,000	$225,000	$0	$25,000
2025	Construct 6 place T-hangar	$850,000	$600,000	$0	$250,000
2025	Snow removal equipment	$120,000	$108,000	$0	$12,000
2026	REILs RW13 (per Instrument Approach Study)	$97,000	$87,300	$0	$9,700
2026	AWOS	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,567,000	$1,245,300	$0	$321,700
Phase II					
2027	Light parallel taxiway	$230,000	$207,000	$0	$23,000
2027	Construct parallel taxiway	$2,000,000	$1,800,000	$0	$200,000
2028	Crack & joint seal, marking	$200,000	$180,000	$0	$20,000
2030	Update Airport Layout Plan	$140,000	$126,000	$0	$14,000
	Phase II Subtotal	$2,570,000	$2,313,000	$0	$257,000
Phase III					
2032	Apron Expansion (phase II)	$160,000	$144,000	$0	$16,000
2035	Replace PAPI	$165,000	$148,500	$0	$16,500
2038	Wild Life Fence	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$575,000	$517,500	$0	$57,500
	Total Development Costs	$4,712,000	$4,075,800	$0	$636,200
Not Funded					
2032	Pave runway 1/19	$3,461,005			
2032	Light runway 1/19	$166,875			
2032	Land for runway 1/19	$971,000			
	Not Funded Subtotal				

Capital Improvement Program

CREIGHTON MUNI
CREIGHTON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Joint sealing and marking	$590,000	$531,000	$0	$59,000
2026	Fuel system upgrade	$120,000	$108,000	$0	$12,000
2026	REILs RW30 (per Instrument Approach Study)	$20,000	$18,000	$0	$2,000
2026	Construct snow removal equipment building	$235,000	$211,500	$0	$23,500
2026	Acquire snow removal equipment	$178,000	$160,200	$0	$17,800
2026	Light partial parallel taxiway	$50,000	$45,000	$0	$5,000
2026	Light completed taxiway	$100,000	$90,000	$0	$10,000
2026	Complete parallel taxiway	$420,000	$378,000	$0	$42,000
2026	Partial parallel taxiway	$330,000	$297,000	$0	$33,000
	Phase I Subtotal	$2,043,000	$1,838,700	$0	$204,300
Phase II					
2030	Update Airport Layout Plan	$240,000	$216,000	$0	$24,000
	Phase II Subtotal	$240,000	$216,000	$0	$24,000
Phase III					
2035	Construct hangar	$600,000	$540,000	$0	$60,000
	Phase III Subtotal	$600,000	$540,000	$0	$60,000
	Total Development Costs	$2,883,000	$2,594,700	$0	$288,300
Not Funded					
2032	Pave runway 18/36	$1,260,000			
2032	Light paved runway 18/36	$120,000			
2032	Land acquisition for 18/36 improvements	$240,000			
2032	Grade 18/36 and remove trees	$160,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

CRETE MUNI
CRETE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Crack & joint seal w/ select panel replacment	$450,000	$405,000	$0	$45,000
2025	Rehabilitate access road and parking lot	$385,000	$346,500	$0	$38,500
2026	Replace Hangar Ramps & Drainage Improvements	$1,100,000	$990,000	$0	$110,000
2026	ALP update	$140,000	$126,000	$0	$14,000
	Phase I Subtotal	$2,075,000	$1,867,500	$0	$207,500
Phase II					
2027	Rehab. 17/35 (r1-1,3)	$650,615	$585,553	$0	$65,062
2029	Pave runway 13/31	$861,120	$775,008	$0	$86,112
	Phase II Subtotal	$1,511,735	$1,360,561	$0	$151,174
Phase III					
2032	AWOS III (if justified)	$110,000	$99,000	$0	$11,000
2036	Rehabilitate/Replace Hangar A	$850,000	$600,000	$0	$250,000
	Phase III Subtotal	$960,000	$699,000	$0	$261,000
	Total Development Costs	$4,546,735	$3,927,061	$0	$619,674
Not Funded					
2032	T-hangar taxilanes	$30,000			
2032	Shop hangar (100'x100')	$270,000			
2032	9-place t-hangar	$315,000			
	Not Funded Subtotal				

Capital Improvement Program

CURTIS MUNI
CURTIS

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Rehab apron and taxiway	$653,500	$588,150	$0	$65,350
2024	PAPI	$140,000	$126,000	$0	$14,000
	Phase I Subtotal	$793,500	$714,150	$0	$79,350
Phase II					
2027	Construct 8 Place T-HANGAR	$850,000	$600,000	$0	$250,000
2029	Seal coat asphalt apron and taxiway	$77,970	$70,173	$0	$7,797
2030	Update airport layout plan	$140,000	$126,000	$0	$14,000
	Phase II Subtotal	$1,067,970	$796,173	$0	$271,797
Phase III					
2032	Land for runway extension, BRL	$125,000	$112,500	$0	$12,500
2034	Seal coat asphalt apron and taxiway	$145,652	$131,087	$0	$14,565
2034	Grade runway extension	$28,200	$25,380	$0	$2,820
2034	Extend runway (900'x 60')	$180,668	$162,601	$0	$18,067
2037	Construct partial parallel taxiway	$130,000	$117,000	$0	$13,000
2039	Pave the Airport Entrance Road	$191,500	$172,350	$0	$19,150
	Phase III Subtotal	$801,020	$720,918	$0	$80,102
	Total Development Costs	$2,662,490	$2,231,241	$0	$431,249
Not Funded					
2032	Jet Fuel	$35,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

DAVID CITY MUNI
DAVID CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Acquire land in rwy 32 approach	$120,000	$108,000	$0	$12,000
2024	Asphalt Rehab.	$811,980	$730,782	$0	$81,198
2026	Construct terminal building	$450,000	$405,000	$0	$45,000
2026	Auto parking and access road	$115,000	$103,500	$0	$11,500
	Phase I Subtotal	$1,496,980	$1,347,282	$0	$149,698
Phase II					
2028	T-hangar & taxiway	$850,000	$600,000	$0	$250,000
2031	Asphalt seal coat	$290,000	$261,000	$0	$29,000
	Phase II Subtotal	$1,140,000	$861,000	$0	$279,000
Phase III					
2032	Expand Apron	$148,630	$133,767	$0	$14,863
2037	Shop Hangar (80'x80')	$600,000	$540,000	$0	$60,000
	Phase III Subtotal	$748,630	$673,767	$0	$74,863
	Total Development Costs	$3,385,610	$2,882,049	$0	$503,561
Not Funded					
2032	Land for runway 2/20	$370,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	10-place T-hangar & taxiway	$500,000			
	Not Funded Subtotal				

Capital Improvement Program

FAIRBURY MUNI
FAIRBURY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Bury overhead powerline (obstruction removal)	$49,600	$44,640	$0	$4,960
2024	LA: Purchase Property for Rwy 17 ext. (NP $ only)	$95,000	$85,500	$0	$9,500
2026	RD: Relocate County Road	$148,264	$133,438	$0	$14,826
2026	RWY: Extend Runway 1,000' (includes MIRL)	$1,690,060	$1,521,054	$0	$169,006
2026	Perimeter fence for land purchase	$117,320	$105,588	$0	$11,732
2026	LGT: Light Runway Extension	$32,000	$28,800	$0	$3,200
	Phase I Subtotal	$2,132,244	$1,919,020	$0	$213,224
Phase II					
2030	Construct snow removal equipment building	$356,560	$320,904	$0	$35,656
2030	Acquire snow removal equipment	$277,000	$249,300	$0	$27,700
2030	Concrete pavement maintenance	$150,000	$135,000	$0	$15,000
	Phase II Subtotal	$783,560	$705,204	$0	$78,356
Phase III					
2034	Update Airport Layout Plan	$175,000	$157,500	$0	$17,500
	Phase III Subtotal	$175,000	$157,500	$0	$17,500
	Total Development Costs	$3,090,804	$2,781,724	$0	$309,080
Not Funded					
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

FAIRMONT STATE AIRFIELD
FAIRMONT

	Year	Description	Total Cost	Federal	State	Local
Phase I						
	2023	Rehabilitate 12/30 & connecting taxiway	$821,340	$739,206	$0	$82,134
	2024	REILs 17/35 (per Instrument Approach Study)	$40,000	$0	$0	$40,000
	2024	Install PAPI (per goals in NSP)	$125,000	$0	$0	$125,000
	2024	ODALS 35	$150,000	$0	$0	$150,000
	2024	Replace runway lights	$240,000	$0	$0	$240,000
		Phase I Subtotal	$1,376,340	$739,206	$0	$637,134
Phase II						
	2028	Seal coat taxi and apron	$220,662	$0	$0	$220,662
		Phase II Subtotal	$220,662	$0	$0	$220,662
Phase III						
	2035	Seal asphalt (apron and taxiway)	$220,662	$0	$0	$220,662
		Phase III Subtotal	$220,662	$0	$0	$220,662
		Total Development Costs	$1,817,664	$739,206	$0	$1,078,458

Capital Improvement Program

BRENNER FIELD
FALLS CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Update airport layout plan	$300,000	$270,000	$0	$30,000
2025	Construct 6-place t-hangar	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,150,000	$870,000	$0	$280,000
Phase II					
2028	Shop Hangar	$450,000	$405,000	$0	$45,000
2030	Crack & Joint seal, slab replacement	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$700,000	$630,000	$0	$70,000
Phase III					
2032	Corporate hangar (100'x100')	$550,000	$495,000	$0	$55,000
2036	Rehabilitate T-hangar and hangar ramps	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$800,000	$720,000	$0	$80,000
	Total Development Costs	$2,650,000	$2,220,000	$0	$430,000
Not Funded					
2032	Rehab old shop hangar apron	$78,075			
2032	Pave Ground Access from Town to Airport	$306,000			
	Not Funded Subtotal				

Capital Improvement Program

FREMONT MUNI
FREMONT

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Update airport layout plan	$350,000	$315,000	$0	$35,000
2025	Rehab runway section & conn taxiway	$2,300,000	$2,070,000	$0	$230,000
2025	Rehabilitate asphalt apron & connecting taxiway	$374,760	$337,284	$0	$37,476
	Phase I Subtotal	$3,024,760	$2,722,284	$0	$302,476
Phase II					
2029	Taxiway A extension	$3,830,800	$3,447,720	$0	$383,080
2029	Expand apron (west apron)	$2,820,000	$2,538,000	$0	$282,000
2030	Construct hangar	$850,000	$600,000	$0	$250,000
	Phase II Subtotal	$7,500,800	$6,585,720	$0	$915,080
Phase III					
2032	Seal asphalt pavement	$117,720	$105,948	$0	$11,772
2037	MALSR (if meets B/C ratio)	$1,296,000	$1,166,400	$0	$129,600
	Phase III Subtotal	$1,413,720	$1,272,348	$0	$141,372
	Total Development Costs	$11,939,280	$10,580,352	$0	$1,358,928

Year	Description	Total Cost
Not Funded		
2022	Rehabilitate existing apron (east apron)	$335,000
2022	apron expansion to west (east apron)	$620,000
2022	Apron expansion to east (east apron)	$365,000
2032	Ground Transportation / Courtesy Car	$5,000
2032	Expand Auto Parking (1050 s.y.)	$36,750
	Not Funded Subtotal	

Capital Improvement Program

GENOA MUNI
GENOA

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2022	T-Hangar Taxilanes	$30,000			
2022	Pave runway (3200'x 50')	$530,460			
2022	PAPI	$70,000			
2022	Construct Hangar (6 place T)	$150,000			
2022	Auto parking (350 s.y.)	$12,250			
2022	Beacon Tower	$25,000			
2022	Land acquisition (20 ac)	$50,000			
	Not Funded Subtotal				

Capital Improvement Program

GORDON MUNI
GORDON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Replace runway 4/22 PAPI	$162,100	$145,890	$0	$16,210
2023	Install REILs, runway 4/22	$64,000	$57,600	$0	$6,400
2025	Replace runway 4/22 MIRL	$250,000	$225,000	$0	$25,000
2025	Install new beacon	$72,000	$64,800	$0	$7,200
2025	Easements within 35' Part 77 surface	$120,000	$108,000	$0	$12,000
2025	Replace windcone	$15,000	$13,500	$0	$1,500
2026	Construct T hangar	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,533,100	$1,214,790	$0	$318,310
Phase II					
2028	Seal coat asphalt	$250,000	$225,000	$0	$25,000
2030	Update airport layout plan	$175,000	$157,500	$0	$17,500
	Phase II Subtotal	$425,000	$382,500	$0	$42,500
Phase III					
2035	Seal coat asphalt	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$250,000	$225,000	$0	$25,000
	Total Development Costs	$2,208,100	$1,822,290	$0	$385,810
Not Funded					
2032	Runway 22 turnaround rehabilitation	$140,000			
2032	Jet Fuel	$35,000			
2032	Hangar Taxilanes	$30,000			
2032	Construct hangar (50'x60')	$81,000			
2036	Rwy 11/29 rehab, widen, displace threshold, MIRL	$1,070,000			
	Not Funded Subtotal				

Capital Improvement Program

GOTHENBURG MUNI
GOTHENBURG

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				

Capital Improvement Program

CENTRAL NEBRASKA RGNL
GRAND ISLAND

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Snow removal equipment storage facility	$2,700,000	$2,565,000	$0	$135,000
2025	Airfield signage & lighting	$2,960,000	$2,812,000	$0	$148,000
	Phase I Subtotal	$5,660,000	$5,377,000	$0	$283,000
Phase II					
2027	Runway, taxiway, & apron maintenance	$1,100,000	$1,045,000	$0	$55,000
2027	Airport Layout Plan Update /AGIS	$300,000	$270,000	$0	$30,000
2027	Runway 17/35 extension, design	$1,221,500	$1,099,350	$0	$122,150
2028	Runway 17/35 extension: construction	$3,962,000	$3,565,800	$0	$396,200
2029	Airline terminal expansion	$2,000,000	$1,800,000	$0	$200,000
2030	ARFF truck	$950,000	$902,500	$0	$47,500
	Phase II Subtotal	$9,533,500	$8,682,650	$0	$850,850
Phase III					
2032	Airline terminal expansion	$1,973,974	$1,776,577	$0	$197,397
	Phase III Subtotal	$1,973,974	$1,776,577	$0	$197,397
	Total Development Costs	$17,167,474	$15,836,227	$0	$1,331,247
Not Funded					
2023	Terminal Parking Lot	$300,000			
2029	Runway extension: preliminary engr. & survey	$400,000			
	Not Funded Subtotal				

Capital Improvement Program

GRANT MUNI
GRANT

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Construct new access road pavement	$840,000	$756,000	$0	$84,000
2025	Hangar rehabilitation	$165,000	$148,500	$0	$16,500
2026	Install new rotating beacon and pole	$60,000	$54,000	$0	$6,000
2026	Install PAPI & REIL on Runway 15/33	$200,000	$180,000	$0	$20,000
2026	Rehabilitate asphalt taxiway	$140,535	$126,481	$0	$14,054
2026	Rehab., widen, extend rwy 15/33 to 5200' x 75'	$1,750,000	$1,575,000	$0	$175,000
	Phase I Subtotal	$3,155,535	$2,839,981	$0	$315,554
Phase II					
2028	Partial parallel taxiway constructio to Runway 15	$1,277,000	$1,149,300	$0	$127,700
2028	Expand the GA Apron	$276,060	$248,454	$0	$27,606
2028	Construct Partial Parallel Taxiway to Runway 33	$364,975	$328,478	$0	$36,497
2030	Update airport layout plan	$175,000	$157,500	$0	$17,500
	Phase II Subtotal	$2,093,035	$1,883,732	$0	$209,303
Phase III					
2032	Replace 6-place T-hangar	$600,000	$540,000	$0	$60,000
2036	Land for Crosswind Runway (approx. 150 acres)	$750,000	$675,000	$0	$75,000
2036	Grade Crosswind Turf Runway	$236,000	$212,400	$0	$23,600
2038	Crack & joint sealing w/ marking	$300,000	$270,000	$0	$30,000
	Phase III Subtotal	$1,886,000	$1,697,400	$0	$188,600
	Total Development Costs	$7,134,570	$6,421,113	$0	$713,457

Year	Description	Total Cost
Not Funded		
2032	Pave Runway 3/21(5200'x75') & turnaround	$1,370,355
2032	Light 5200' runway 3/21	$130,000
2032	Jet A	$35,000
2032	Hangar Taxilane	$15,000
2032	Hangar (80'x80')	$172,800
2032	Expand apron	$366,725
2032	Acquire Land for AWOS (if needed & justifed)	$30,000
	Not Funded Subtotal	

Capital Improvement Program

HARTINGTON MUNI/ BUD BECKER FLD
HARTINGTON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Replace runway lights	$520,000	$468,000	$0	$52,000
2024	Beacon, wind cone & segmented circle	$180,000	$162,000	$0	$18,000
2026	Construct terminal building	$700,000	$630,000	$0	$70,000
2026	Update Airport Layout Plan (current approved 1994)	$300,000	$270,000	$0	$30,000
	Phase I Subtotal	$1,700,000	$1,530,000	$0	$170,000
Phase II					
2027	Rehabilitate parallel taxiway	$325,000	$292,500	$0	$32,500
2029	Light connecting and parallel taxiways (MITL)	$410,000	$369,000	$0	$41,000
2029	Install REIL	$80,000	$72,000	$0	$8,000
2031	AWOS III (need FAA justification)	$200,000	$180,000	$0	$20,000
2031	Land acquisition on updated ALP	$50,000	$45,000	$0	$5,000
	Phase II Subtotal	$1,065,000	$958,500	$0	$106,500
Phase III					
2032	Pave access road & parking lot	$366,000	$329,400	$0	$36,600
2033	Install fuel system	$225,000	$202,500	$0	$22,500
2036	Acquire snow removal equipment	$200,000	$180,000	$0	$20,000
2040	Rehabilitate runway	$3,000,000	$2,700,000	$0	$300,000
2041	Hangar (80'x80') or 4-place	$850,000	$600,000	$0	$250,000
	Phase III Subtotal	$4,641,000	$4,011,900	$0	$629,100
	Total Development Costs	$7,406,000	$6,500,400	$0	$905,600
Not Funded					
2032	Expand Auto Parking	$24,500			
	Not Funded Subtotal				

Capital Improvement Program

HARVARD STATE
HARVARD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Rehab. north parallel taxiway (t1)	$275,000	$247,500	$0	$27,500
2025	Seal coat, repair all asphalt	$117,850	$0	$0	$117,850
2026	Access road	$250,000	$0	$0	$250,000
	Phase I Subtotal	$642,850	$247,500	$0	$395,350
Phase II					
2028	Update ALP	$75,000	$0	$75,000	$0
2030	SRE building	$350,000	$0	$0	$350,000
	Phase II Subtotal	$425,000	$0	$75,000	$350,000
	Total Development Costs	$1,067,850	$247,500	$75,000	$745,350

Capital Improvement Program

HASTINGS MUNI
HASTINGS

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Rehabilitate parking lot	$100,000	$90,000	$0	$10,000
2024	Rehabilitate asphalt apron & taxi. (a1-1; t1-2)	$200,000	$180,000	$0	$20,000
2026	Construct hangar	$850,000	$765,000	$0	$85,000
2026	Acquire land for 4/22 approaches	$180,000	$162,000	$0	$18,000
2026	Acquire land for 14/32 BRL	$80,000	$72,000	$0	$8,000
	Phase I Subtotal	$1,410,000	$1,269,000	$0	$141,000
Phase II					
2028	Perimeter fencing	$510,000	$459,000	$0	$51,000
2029	Crack & joint sealing w/ select panel replacement	$325,000	$292,500	$0	$32,500
2030	Partial parallel taxiway to runway 32	$250,000	$225,000	$0	$25,000
2030	Expand apron	$720,000	$648,000	$0	$72,000
	Phase II Subtotal	$1,805,000	$1,624,500	$0	$180,500
Phase III					
2032	Hangar rehabilitation	$250,000	$225,000	$0	$25,000
2036	Update Airport Layout Plan	$225,000	$202,500	$0	$22,500
	Phase III Subtotal	$475,000	$427,500	$0	$47,500
	Total Development Costs	$3,690,000	$3,321,000	$0	$369,000
Not Funded					
2032	T-Hangar taxilanes	$150,000			
2032	Replace 6-place t-hangar (40' doors)	$600,000			
2032	Remodel terminal building	$150,000			
2032	Relocate shop hangar	$500,000			
2032	GIS System for Hastings Municipal Airport	$100,000			
2032	Expand Shop Hangar (6400 s.f.)	$200,000			
2032	Construct hangar (100'x100')	$1,000,000			
	Not Funded Subtotal				

Capital Improvement Program

HAY SPRINGS MUNI
HAY SPRINGS

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2023	Terminal (Phone & Restrooms)	$45,000			
2023	Replace runway lights	$68,750			
	Not Funded Subtotal				

Capital Improvement Program

HEBRON MUNI
HEBRON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Lighting (MIRL) improvements	$350,000	$315,000	$0	$35,000
2024	Install additional Jet A tank	$100,000	$90,000	$0	$10,000
2026	Design parallel taxiway	$114,645	$103,180	$0	$11,465
2026	Construct parallel taxiway (includes MITL)	$1,135,741	$1,022,167	$0	$113,574
	Phase I Subtotal	$1,700,386	$1,530,347	$0	$170,039
Phase II					
2027	Rehab access road & parking lot	$285,650	$257,085	$0	$28,565
2027	T-Hangar replacement	$335,733	$302,160	$0	$33,573
2028	Hangar rehabilitation (replace doors)	$295,000	$265,500	$0	$29,500
2030	Update Airport Layout Plan	$200,000	$180,000	$0	$20,000
	Phase II Subtotal	$1,116,383	$1,004,745	$0	$111,638
Phase III					
2032	Construct hangar	$550,000	$495,000	$0	$55,000
2040	Crack & joint sealing w/ slab replacement	$450,000	$405,000	$0	$45,000
	Phase III Subtotal	$1,000,000	$900,000	$0	$100,000
	Total Development Costs	$3,816,769	$3,435,092	$0	$381,677

Not Funded					
2032	Runway extension (land, paving, lighting)	$500,000			
2034	Acquire land within the 35' Part 77 surface, 7A	$50,000			
	Not Funded Subtotal				

Capital Improvement Program

BREWSTER FIELD
HOLDREGE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Update Airport Layout Plan (1996 approval)	$250,000	$225,000	$0	$25,000
2024	Taxilane & approach rehabilitation	$320,000	$288,000	$0	$32,000
2024	Rehabilitate taxiway (T1-1; T2-1,2,3)	$290,000	$261,000	$0	$29,000
2026	Construct shop hangar, 60' x 60'	$520,000	$468,000	$0	$52,000
2026	PAPI, REIL, Windcone, Beacon, signs	$360,000	$324,000	$0	$36,000
2026	Fuel facility upgrade for 100LL & Jet A	$270,000	$243,000	$0	$27,000
	Phase I Subtotal	$2,010,000	$1,809,000	$0	$201,000
Phase II					
2027	Rehabilitate runway pavement	$1,249,200	$1,124,280	$0	$124,920
2028	Snow removal equipment - broom for tractor	$52,500	$47,250	$0	$5,250
2028	Snow removal equipment building (NP $)	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$1,551,700	$1,396,530	$0	$155,170
Phase III					
2032	Relocate Apron (for NPI approach 300-3/4)	$215,131	$193,618	$0	$21,513
2036	Crosswind runway construction (3800'x75')	$943,040	$848,736	$0	$94,304
2039	Construct hangar	$800,000	$720,000	$0	$80,000
	Phase III Subtotal	$1,958,171	$1,762,354	$0	$195,817
	Total Development Costs	$5,519,871	$4,967,884	$0	$551,987

Year	Description	Total Cost
Not Funded		
2032	Install water main	$280,000
2032	Light crosswind runway	$95,000
2032	Light 800' runway extension	$20,000
2032	Land (18 ac ease. & 32 ac fee) for RW 18 extension	$100,800
2032	Ground Transportation / Courtesy Car	$5,000
2032	Grade extend, widen runway 18/36	$44,000
2032	Grade crosswind runway	$64,000
2032	Extend, widen runway 18/36 (800x100)	$823,680
2032	Expand apron	$390,012
	Not Funded Subtotal	

Capital Improvement Program

GRANT COUNTY
HYANNIS

Total Development Costs

Not Funded

Year	Description	Total Cost	Federal	State	Local
2036	Construct terminal bldg (500 s.f.)	$45,000			
2036	Seal coat asphalt	$82,922			
2036	PAPI	$70,000			
2036	Overlay pavements	$426,968			
2036	Light 5000' runway	$125,000			
2036	Grade transition zone	$102,000			
2036	Expand RW (5000'x60')	$653,480			
2036	Purchase Land	$150,000			
2036	Hangar taxilanes	$15,000			
2036	Construct hangar (50'x60')	$81,000			
	Not Funded Subtotal				

Capital Improvement Program

IMPERIAL MUNI
IMPERIAL

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Replace beacon	$90,000	$81,000	$0	$9,000
2023	Replace runway lights & vault	$500,000	$450,000	$0	$50,000
2026	Contruct partial parallel taxi w/ lights	$1,420,000	$1,278,000	$0	$142,000
2026	Construct & light second exit taxiway	$286,000	$257,400	$0	$28,600
	Phase I Subtotal	$2,296,000	$2,066,400	$0	$229,600
Phase II					
2027	Land acquisition, rwy 13/31 BRL	$50,000	$45,000	$0	$5,000
2027	Easements, rwy 3/21	$40,000	$36,000	$0	$4,000
2028	Install Jet A fuel	$200,000	$180,000	$0	$20,000
2029	Shop Hangar	$500,000	$450,000	$0	$50,000
2031	Update airport layout plan (2008)	$175,000	$157,500	$0	$17,500
	Phase II Subtotal	$965,000	$868,500	$0	$96,500
Phase III					
2034	Pave Access road and parking	$220,000	$198,000	$0	$22,000
2036	Airport pavement crack & joint seal w/ marking	$650,000	$585,000	$0	$65,000
	Phase III Subtotal	$870,000	$783,000	$0	$87,000
	Total Development Costs	$4,131,000	$3,717,900	$0	$413,100
Not Funded					
2032	Ground Transportation / Courtesy Car	$5,000			
2032	Extend/narrow runway 3/21	$1,000			
	Not Funded Subtotal				

Capital Improvement Program

KEARNEY RGNL
KEARNEY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Terminal building expansion	$6,690,000	$6,690,000	$0	$0
2023	Preliminary apron design	$80,000	$72,000	$0	$8,000
2023	Partial apron reconstruction	$3,710,000	$3,339,000	$0	$371,000
2023	Preliminary design for rwy 13/31 shift	$80,000	$72,000	$0	$8,000
2024	Update Master Plan/Airport Layout Plan	$400,000	$360,000	$0	$40,000
2024	Runway 13/31 shift/extension	$4,140,000	$3,726,000	$0	$414,000
2024	Runway 13/31 lighting and signs	$1,270,000	$1,143,000	$0	$127,000
	Phase I Subtotal	$16,370,000	$15,402,000	$0	$968,000
Phase II					
2029	Rehab taxilanes	$1,250,000	$1,125,000	$0	$125,000
2029	Rehab concrete apron	$517,250	$465,525	$0	$51,725
	Phase II Subtotal	$1,767,250	$1,590,525	$0	$176,725
	Total Development Costs	$18,137,250	$16,992,525	$0	$1,144,725

Capital Improvement Program

KIMBALL MUNI/ROBERT E ARRAJ FIELD
KIMBALL

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Runway pavement rehabilitation	$4,200,000	$3,780,000	$0	$420,000
2026	T-hangar rehabilitation	$550,000	$495,000	$0	$55,000
2026	Airport Layout Plan	$240,000	$216,000	$0	$24,000
	Phase I Subtotal	$4,990,000	$4,491,000	$0	$499,000
Phase II					
2028	Land for RPZ (300 & 3/4)	$14,400	$12,960	$0	$1,440
2028	Land for MALS (300 & 3/4)	$15,000	$13,500	$0	$1,500
2029	Construct MALS (300 & 3/4)	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$279,400	$251,460	$0	$27,940
Phase III					
2032	SRE Bldg	$260,000	$234,000	$0	$26,000
2032	Snow Removal Equipment	$125,000	$112,500	$0	$12,500
2034	Pave On-Airport Ground Access To Facilities	$140,000	$126,000	$0	$14,000
2036	Construct hangar	$850,000	$600,000	$0	$250,000
	Phase III Subtotal	$1,375,000	$1,072,500	$0	$302,500
	Total Development Costs	$6,644,400	$5,814,960	$0	$829,440

Not Funded					
2032	Pave/Light runway 1/19 (6200'); land	$1,962,440			
2032	Pave/Light Parallel Taxiway to new 1/19	$976,220			
2032	Pave Ground Access from Highway to Airport	$147,000			
2032	PAPIs & REILs on runway 1/19	$100,000			
2032	Jet Fuel Vehicle	$110,000			
2032	Ground Transportation / Courtesy Car	$5,000			
2032	FBO Hangar (100'x100')	$285,000			
2032	Expand Apron (4000 s.y.)	$117,880			
2032	Executive hangars (2 @ 50'x60')	$177,000			
	Not Funded Subtotal				

Capital Improvement Program

JIM KELLY FIELD
LEXINGTON

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Rehab. Community Hangar (NP $)	$200,000	$180,000	$0	$20,000
2024	Taxilane reconstruction & widening (hangar area)	$120,000	$108,000	$0	$12,000
2026	6 place T-Hangar (NP $)	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,170,000	$888,000	$0	$282,000
Phase II					
2028	Runway rehabilitation	$3,000,000	$2,700,000	$0	$300,000
2030	Parallel Txwy to 14 (for NPI approach 300 & 3/4)	$500,990	$450,891	$0	$50,099
2030	MITL for partial parallel taxiway to 14	$86,000	$77,400	$0	$8,600
	Phase II Subtotal	$3,586,990	$3,228,291	$0	$358,699
Phase III					
2032	Update airport layout plan	$275,000	$247,500	$0	$27,500
2034	Wild-life fence	$166,000	$149,400	$0	$16,600
2034	Construct MALS	$200,000	$180,000	$0	$20,000
2034	Easements for runway 14/32 approaches	$70,000	$63,000	$0	$7,000
2037	Parking Lot for Terminal Bldg	$80,000	$72,000	$0	$8,000
2037	Access Road to Terminal Bldg	$286,000	$257,400	$0	$28,600
	Phase III Subtotal	$1,077,000	$969,300	$0	$107,700
	Total Development Costs	$5,833,990	$5,085,591	$0	$748,399

Capital Improvement Program

LINCOLN
LINCOLN

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Runway 14/32 rehabilitation, design	$600,000	$540,000	$0	$60,000
2023	Runway 18/36 rehabilitation	$8,800,000	$7,920,000	$0	$880,000
2023	Runway 14/32 rehab. construction, pavement	$8,300,000	$7,470,000	$0	$830,000
2023	Runway 14/32 rehab. construction, lighting	$700,000	$630,000	$0	$70,000
2024	Terminal ramp rehabilitation, phase II	$4,000,000	$3,600,000	$0	$400,000
2024	Corporate parcels, GA parking	$1,160,000	$1,044,000	$0	$116,000
2025	Taxiways/t-hangars corporate parcels	$2,220,000	$1,998,000	$0	$222,000
2026	Terminal ramp rehabilitation, phase III	$4,000,000	$3,600,000	$0	$400,000
	Phase I Subtotal	$29,780,000	$26,802,000	$0	$2,978,000
Phase II					
2027	Develop safety management system	$210,000	$189,000	$0	$21,000
2028	Replace existing surface sensor system	$70,000	$63,000	$0	$7,000
2028	GPU replacements	$200,000	$180,000	$0	$20,000
2030	Security system replacements & enhancements	$600,000	$540,000	$0	$60,000
	Phase II Subtotal	$1,080,000	$972,000	$0	$108,000
Phase III					
2032	Terminal service road rehabilitation	$150,000	$135,000	$0	$15,000
2032	Construct ARFF access road	$725,000	$652,500	$0	$72,500
2032	Pave SW service road	$840,000	$756,000	$0	$84,000
2032	Complete SE service road	$350,000	$315,000	$0	$35,000
	Phase III Subtotal	$2,065,000	$1,858,500	$0	$206,500
	Total Development Costs	$32,925,000	$29,632,500	$0	$3,292,500

Capital Improvement Program

LOUP CITY MUNI
LOUP CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2025	Partial parallel taxiway to runway 16	$470,000	$423,000	$0	$47,000
2025	REILs RW16 (per Instrument Approach Study)	$50,000	$45,000	$0	$5,000
2025	Light parallel taxiway	$210,000	$189,000	$0	$21,000
2025	Partial parallel taxiway to runway 34	$290,000	$261,000	$0	$29,000
2026	Crack & joint sealing, marking	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,270,000	$1,143,000	$0	$127,000
Phase II					
2028	Construct terminal bldg (750 s.f.)	$480,000	$432,000	$0	$48,000
2030	Update Airport Layout Plan	$140,000	$126,000	$0	$14,000
	Phase II Subtotal	$620,000	$558,000	$0	$62,000
Phase III					
2032	Pave parking lot	$60,000	$54,000	$0	$6,000
2032	Pave access road	$80,000	$72,000	$0	$8,000
2036	Install new 100LL fuel system	$300,000	$270,000	$0	$30,000
	Phase III Subtotal	$440,000	$396,000	$0	$44,000
	Total Development Costs	$2,330,000	$2,097,000	$0	$233,000
Not Funded					
2032	AWOS III	$200,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

MC COOK BEN NELSON RGNL
MC COOK

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Replace runway 4/22 lights	$300,000	$270,000	$0	$30,000
2024	Replace taxiway lights	$250,000	$225,000	$0	$25,000
2024	Replace guidance signs	$225,000	$202,500	$0	$22,500
2025	Acquire ARFF truck	$700,000	$630,000	$0	$70,000
	Phase I Subtotal	$1,475,000	$1,327,500	$0	$147,500
Phase II					
2027	Snow removal equipment	$225,000	$202,500	$0	$22,500
	Phase II Subtotal	$225,000	$202,500	$0	$22,500
Phase III					
2032	Construct T hangar	$680,000	$612,000	$0	$68,000
2034	Replace VASI with PAPI	$225,000	$202,500	$0	$22,500
2036	Construct Hangar (8 Place with 45' doors)	$850,000	$765,000	$0	$85,000
	Phase III Subtotal	$1,755,000	$1,579,500	$0	$175,500
	Total Development Costs	$3,455,000	$3,109,500	$0	$345,500

Not Funded					
2022	Update Master Plan	$360,000			
2032	Extend 12/30 to 8,500', widen taxiway	$1,350,410			
2032	Construct 4 place hangar	$340,800			
	Not Funded Subtotal				

Capital Improvement Program

PIONEER VILLAGE FIELD
MINDEN

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	crack & joint seal, panel replacement, marking	$300,000	$270,000	$0	$30,000
2026	Pave parallel taxiway to 34	$470,000	$423,000	$0	$47,000
2026	Light parallel taxiway to 34	$140,000	$126,000	$0	$14,000
2026	6-place hangar	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,760,000	$1,419,000	$0	$341,000
Phase II					
2028	Update the Airport Layout Plan	$240,000	$216,000	$0	$24,000
2030	SRE Building	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$490,000	$441,000	$0	$49,000
Phase III					
2032	Construct hangar (40'x 60')	$580,000	$522,000	$0	$58,000
2035	Rehabilitate hangar	$250,000	$225,000	$0	$25,000
2037	REIL runway 34	$40,000	$36,000	$0	$4,000
	Phase III Subtotal	$870,000	$783,000	$0	$87,000
	Total Development Costs	$3,120,000	$2,643,000	$0	$477,000
Not Funded					
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

NEBRASKA CITY MUNI
NEBRASKA CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Replace beacon	$70,000	$63,000	$0	$7,000
2023	Replace runway lights	$235,000	$211,500	$0	$23,500
2023	REILs 15/33	$75,000	$67,500	$0	$7,500
2023	Light parallel taxiway	$230,000	$207,000	$0	$23,000
2025	Install 100LL & Jet A fuel system	$575,000	$517,500	$0	$57,500
2026	Grade taxiway to runway 33, ineligible section	$334,900	$0	$0	$334,900
2026	Grade taxiway to runway 33	$324,050	$291,645	$0	$32,405
	Phase I Subtotal	$1,843,950	$1,358,145	$0	$485,805
Phase II					
2028	Pave taxiway to runway 33, ineligible	$139,175	$0	$0	$139,175
2028	Pave taxiway to runway 33	$470,830	$423,747	$0	$47,083
2029	Light parallel taxiway to runway 33	$85,970	$77,373	$0	$8,597
	Phase II Subtotal	$695,975	$501,120	$0	$194,855
Phase III					
2033	Update airport layout plan	$175,000	$157,500	$0	$17,500
2035	Acquire land for runway 5/23	$116,500	$104,850	$0	$11,650
2036	Light runway 5/23	$138,800	$124,920	$0	$13,880
2036	Grade and pave runway 5/23	$3,983,625	$3,585,263	$0	$398,362
	Phase III Subtotal	$4,413,925	$3,972,533	$0	$441,392
	Total Development Costs	$6,953,850	$5,831,798	$0	$1,122,052
Not Funded					
2032	Construct hangars (10 place T)	$525,000			
2032	Construct conventional hangar	$511,090			
2032	Acquire land: RPZ easement (grant condition)	$25,000			
2032	Construct terminal bldg (750 s.f.)	$67,500			
	Not Funded Subtotal				

Capital Improvement Program

ANTELOPE COUNTY
NELIGH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	AWOS III PT	$265,000	$238,500	$0	$26,500
2024	Airport Layout Plan	$216,000	$194,400	$0	$21,600
2025	Install fuel system	$340,000	$306,000	$0	$34,000
2025	Rehabilitate shop hangar	$250,000	$225,000	$0	$25,000
2025	Snow Removal Equipment Building	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,321,000	$1,188,900	$0	$132,100
Phase II					
2029	Reconstruct terminal bldg (750 s.f.)	$150,000	$135,000	$0	$15,000
2029	Pave Access Drive and Parking Lot	$349,375	$314,438	$0	$34,937
2031	Runway 13/31 PAPI	$234,000	$210,600	$0	$23,400
2031	Runway 1/19 REILs (per Instrument Approach Study)	$40,000	$36,000	$0	$4,000
	Phase II Subtotal	$773,375	$696,038	$0	$77,337
Phase III					
2034	Extend, widen 1/19 (to 4300'x75'); RPZ easement	$368,500	$331,650	$0	$36,850
2038	Construct 6-place t-hangar	$850,000	$600,000	$0	$250,000
	Phase III Subtotal	$1,218,500	$931,650	$0	$286,850
	Total Development Costs	$3,312,875	$2,816,588	$0	$496,287
Not Funded					
2032	Pave, light taxiway to RW 13	$287,310			
2032	Jet Fuel	$35,000			
2032	Ground Transportation / Courtesy Car	$5,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

NORFOLK RGNL/KARL STEFAN MEMORIAL FLD
NORFOLK

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Replace runway 14/32 MIRL	$530,000	$477,000	$0	$53,000
2023	REILs runway 20	$42,000	$37,800	$0	$4,200
2023	Replace runway/taxiway signs	$190,000	$171,000	$0	$19,000
2024	Construct apron for new terminal building	$690,000	$621,000	$0	$69,000
2024	Environmental Assessment for Land Acquisition	$100,000	$90,000	$0	$10,000
2024	Replace Airport Terminal Building, hangar	$4,000,000	$0	$0	$4,000,000
2025	Rehab. runway 14/32	$3,000,000	$2,700,000	$0	$300,000
2025	Rehab. runway 1/19	$3,000,000	$2,700,000	$0	$300,000
2025	Rehab. asphalt taxiways	$3,500,000	$3,150,000	$0	$350,000
2025	Land acquisition/relocation rwy 2/20	$2,500,000	$2,250,000	$0	$250,000
2026	Fence Airport - phase I (NP$ only)	$237,600	$213,840	$0	$23,760
	Phase I Subtotal	$17,789,600	$12,410,640	$0	$5,378,960
Phase II					
2027	T-Hangar (6 place)	$400,000	$360,000	$0	$40,000
2030	Fence Airport - phase II (NP$ only)	$237,600	$213,840	$0	$23,760
2031	Land acquisition/relocation rwy 32 RPZ	$2,450,000	$2,205,000	$0	$245,000
	Phase II Subtotal	$3,087,600	$2,778,840	$0	$308,760
Phase III					
2032	Land acquisition, runway 14	$45,000	$40,500	$0	$4,500
2033	Fence Airport - phase III (NP$ only)	$400,000	$360,000	$0	$40,000
2034	Update airport layout plan	$225,000	$202,500	$0	$22,500
	Phase III Subtotal	$670,000	$603,000	$0	$67,000
	Total Development Costs	$21,547,200	$15,792,480	$0	$5,754,720

Year	Description	Total Cost
Not Funded		
2032	Repair/Expand Auto Parking (2700 s.y.)	$69,220
2032	6-place t-hangars (2)	$450,000
2032	T-Hangar	$450,000
	Not Funded Subtotal	

Capital Improvement Program

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD
NORTH PLATTE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Improve wildlife fence	$239,800	$0	$0	$239,800
2023	Expand terminal apron	$1,078,600	$970,740	$0	$107,860
2024	Rehabilitate taxiway B	$202,700	$182,430	$0	$20,270
2024	Seal coat asphalt apron	$152,540	$137,286	$0	$15,254
2025	Terminal building	$11,729,400	$10,556,460	$0	$1,172,940
	Phase I Subtotal	$13,403,040	$11,846,916	$0	$1,556,124
Phase II					
2028	Rehabilitate runway 12/30 lighting	$1,065,000	$958,500	$0	$106,500
2028	Rehabilitate runway 12/30 & connector taxiways	$1,530,000	$1,377,000	$0	$153,000
2029	Taxiway B rehabilitation	$1,209,700	$1,088,730	$0	$120,970
2030	Rehab cargo and maintenance aprons	$1,500,000	$1,350,000	$0	$150,000
	Phase II Subtotal	$5,304,700	$4,774,230	$0	$530,470
Phase III					
2032	Construct SRE building	$939,000	$845,100	$0	$93,900
2032	Widen taxiway C & exit taxiways	$750,000	$675,000	$0	$75,000
2035	Construct t-hangars & taxiways	$1,250,000	$1,125,000	$0	$125,000
	Phase III Subtotal	$2,939,000	$2,645,100	$0	$293,900
	Total Development Costs	$21,646,740	$19,266,246	$0	$2,380,494
Not Funded					
2022	Construct new FBO complex	$1,250,000			
2023	Industrial park apron & taxiway	$2,900,000			
2023	Construct hwy 30 industrial park access road	$1,500,000			
2023	Access road to new GA area	$300,000			
2025	Pave new south apron, relocate segmented circle	$4,792,320			
2032	Replace 20 t-hangars	$760,000			
2032	Relocate weigh station	$650,000			
2032	50 T-hangar stalls (new & replacements)	$1,750,000			
	Not Funded Subtotal				

Capital Improvement Program

SEARLE FIELD
OGALLALA

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Joint seal, slab repairs, & marking	$730,000	$657,000	$0	$73,000
2025	Replace rwy 13/31 MIRL	$400,000	$360,000	$0	$40,000
2025	Replace rwy 8/26 MIRL	$400,000	$360,000	$0	$40,000
2025	REIL runway 8/26	$40,000	$36,000	$0	$4,000
	Phase I Subtotal	$1,570,000	$1,413,000	$0	$157,000
Phase II					
2027	Construct parallel taxi to 8/26 w/ connector	$2,800,000	$2,520,000	$0	$280,000
2028	Replace hangar	$800,000	$720,000	$0	$80,000
2030	Snow removal equipment	$190,000	$171,000	$0	$19,000
	Phase II Subtotal	$3,790,000	$3,411,000	$0	$379,000
Phase III					
2032	Apron expansion	$320,000	$288,000	$0	$32,000
2034	Perimeter fencing	$275,000	$247,500	$0	$27,500
2036	Update Airport Layout Plan	$175,000	$157,500	$0	$17,500
2037	Approach Lights for NPI approach (300-3/4)	$200,000	$180,000	$0	$20,000
	Phase III Subtotal	$970,000	$873,000	$0	$97,000
	Total Development Costs	$6,330,000	$5,697,000	$0	$633,000
Not Funded					
2036	Construct hangar (100'x100')	$285,000			
	Not Funded Subtotal				

Capital Improvement Program

EPPLEY AIRFIELD
OMAHA

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Replace small runway equipment	$750,000	$562,500	$0	$187,500
2022	Replace ARFF truck	$750,000	$562,500	$0	$187,500
2022	Perimeter surface road	$2,912,500	$2,184,375	$0	$728,125
2023	Expand cargo apron B	$2,500,000	$1,875,000	$0	$625,000
2026	Rehab. runway 18/36	$3,000,000	$2,250,000	$0	$750,000
2026	Rehab. runway 14R/32L	$8,000,000	$6,000,000	$0	$2,000,000
	Phase I Subtotal	$17,912,500	$13,434,375	$0	$4,478,125
	Total Development Costs	$17,912,500	$13,434,375	$0	$4,478,125

Capital Improvement Program

NORTH OMAHA
OMAHA

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2027	Seal asphalt (r1, t1-2&4)	$17,270			
	Not Funded Subtotal				

Capital Improvement Program

MILLARD
OMAHA

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Taxilane & Approach Reconstruction	$1,400,000	$1,260,000	$0	$140,000
2023	Taxilane & Approach Reconst, Additional Areas	$550,000	$495,000	$0	$55,000
2026	Rehab taxiway Z	$2,025,000	$1,822,500	$0	$202,500
2026	Update ALP	$350,000	$315,000	$0	$35,000
	Phase I Subtotal	$4,325,000	$3,892,500	$0	$432,500
Phase II					
2029	Rehab. Apron	$2,400,000	$2,160,000	$0	$240,000
2031	Rehab runway	$1,350,000	$1,215,000	$0	$135,000
	Phase II Subtotal	$3,750,000	$3,375,000	$0	$375,000
	Total Development Costs	$8,075,000	$7,267,500	$0	$807,500

Capital Improvement Program

THE O'NEILL MUNI-JOHN L BAKER FIELD
O'NEILL

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Light parallel and mid-field taxiway	$320,000	$288,000	$0	$32,000
2026	Construct 4 place T-hangar	$1,160,000	$513,546	$0	$646,454
	Phase I Subtotal	$1,480,000	$801,546	$0	$678,454
Phase II					
2029	Construct SRE building	$900,000	$810,000	$0	$90,000
2031	Update Airport Layout Plan	$240,000	$216,000	$0	$24,000
	Phase II Subtotal	$1,140,000	$1,026,000	$0	$114,000
Phase III					
2032	Replace runway lights (MIRL)	$110,000	$99,000	$0	$11,000
2033	Pave access road and parking lot	$600,000	$540,000	$0	$60,000
2034	Rehabilitate taxilanes	$250,000	$225,000	$0	$25,000
2034	Joint seal, slab repair, & marking	$250,000	$225,000	$0	$25,000
2036	Rehabilitate T-hangar	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$1,460,000	$1,314,000	$0	$146,000
	Total Development Costs	$4,080,000	$3,141,546	$0	$938,454
Not Funded					
2022	Light runway 5/23	$290,000			
2032	ODALS	$100,000			
2032	Hangar addition, pave parking	$100,000			
	Not Funded Subtotal				

Capital Improvement Program

EVELYN SHARP FIELD
ORD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Construct 80x80 Storage Hangar	$910,000	$600,000	$0	$310,000
2025	Update Airport Layout Plan	$240,000	$216,000	$0	$24,000
2026	Install taxiway lights	$260,000	$234,000	$0	$26,000
2026	Construct parallel taxiway	$2,480,000	$2,232,000	$0	$248,000
	Phase I Subtotal	$3,890,000	$3,282,000	$0	$608,000
Phase II					
2027	Apron Expansion	$323,075	$290,768	$0	$32,307
2027	Rehab. taxilanes	$150,000	$135,000	$0	$15,000
2030	Snow Removal Equipment	$266,500	$239,850	$0	$26,650
	Phase II Subtotal	$739,575	$665,618	$0	$73,957
Phase III					
2033	Rehabilitate hangar	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$250,000	$225,000	$0	$25,000
	Total Development Costs	$4,879,575	$4,172,618	$0	$706,957
Not Funded					
2032	Jet Fuel	$35,000			
2032	Ground Transportation / Courtesy Car	$5,000			
2032	FBO / Maintenance Hangar	$270,000			
2032	Expand Auto Parking	$12,250			
	Not Funded Subtotal				

Capital Improvement Program

GARDEN COUNTY
OSHKOSH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Reconstruct connecting taxi. Section	$200,000	$180,000	$0	$20,000
2024	Install new Jet A fuel system	$75,000	$67,500	$0	$7,500
2024	Update Airport Layout Plan	$240,000	$216,000	$0	$24,000
2026	Construct T-hangar	$850,000	$600,000	$0	$250,000
2026	AWOS III P/T (if justified)	$375,000	$337,500	$0	$37,500
	Phase I Subtotal	$1,740,000	$1,401,000	$0	$339,000
Phase II					
2029	Apron pavement extension	$470,000	$423,000	$0	$47,000
	Phase II Subtotal	$470,000	$423,000	$0	$47,000
Phase III					
2033	Reconstruct terminal bldg (750 s.f.)	$225,000	$202,500	$0	$22,500
2034	Crack & joint seal, marking, panel replacement	$250,000	$225,000	$0	$25,000
2036	Extend runway 300'	$455,600	$410,040	$0	$45,560
	Phase III Subtotal	$930,600	$837,540	$0	$93,060
	Total Development Costs	$3,140,600	$2,661,540	$0	$479,060

Capital Improvement Program

PAWNEE CITY MUNI
PAWNEE CITY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	T-hangar and taxilanes	$740,000	$600,000	$0	$140,000
2026	Pave turnaround rwy 14, partial parallel twy 32	$320,000	$288,000	$0	$32,000
2026	Pave runway with connector (3500 x 60)	$2,000,000	$1,800,000	$0	$200,000
	Phase I Subtotal	$3,060,000	$2,688,000	$0	$372,000
Phase II					
2027	Install runway lights, beacon, wind cone	$320,000	$288,000	$0	$32,000
2027	Install PAPI	$130,000	$117,000	$0	$13,000
2028	Fuel facility	$265,000	$238,500	$0	$26,500
2030	Pave access road and parking lot	$430,000	$387,000	$0	$43,000
	Phase II Subtotal	$1,145,000	$1,030,500	$0	$114,500
Phase III					
2032	Equipment Building	$200,000	$180,000	$0	$20,000
2036	Update airport layout plan	$300,000	$270,000	$0	$30,000
	Phase III Subtotal	$500,000	$450,000	$0	$50,000
	Total Development Costs	$4,705,000	$4,168,500	$0	$536,500
Not Funded					
2032	Parallel taxiway	$750,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

PENDER MUNI
PENDER

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Hangar Improvements (heat shop hangar)	$120,000	$108,000	$0	$12,000
2025	Reconstruct apron section and taxilanes	$620,000	$558,000	$0	$62,000
2026	Replace existing fuel system	$320,000	$288,000	$0	$32,000
	Phase I Subtotal	$1,060,000	$954,000	$0	$106,000
Phase II					
2031	Hangar addition	$475,000	$427,500	$0	$47,500
	Phase II Subtotal	$475,000	$427,500	$0	$47,500
Phase III					
2032	Update Airport Layout Plan	$150,000	$135,000	$0	$15,000
2033	Replace perimeter Fence	$135,000	$121,500	$0	$13,500
2033	Acquire Land to 35' Part 77 surface	$50,000	$45,000	$0	$5,000
2036	Pave parallel taxiway (NP$)	$674,000	$606,600	$0	$67,400
2038	REILs (per Instrument Approach Study)	$40,000	$36,000	$0	$4,000
2038	Light parallel taxiway	$200,000	$180,000	$0	$20,000
2040	Acquire snow removal equipment	$250,000	$225,000	$0	$25,000
2041	Crack & joint sealing, select panel replacement	$425,000	$382,500	$0	$42,500
	Phase III Subtotal	$1,924,000	$1,731,600	$0	$192,400
	Total Development Costs	$3,459,000	$3,113,100	$0	$345,900
Not Funded					
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

PLATTSMOUTH MUNI
PLATTSMOUTH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Crack & joint seal: runway 16/34	$670,000	$603,000	$0	$67,000
2024	Crack & joint seal: taxiways	$280,000	$252,000	$0	$28,000
2024	Crack & joint seal: apron	$240,000	$216,000	$0	$24,000
2024	Relocate middle portion of parallel taxiway	$576,840	$519,156	$0	$57,684
2025	Grade new building area (east)	$1,070,625	$963,563	$0	$107,062
2025	Pave hangar twys in new building area (east)	$450,000	$405,000	$0	$45,000
2026	Construct 6 place T-hangar	$795,000	$600,000	$0	$195,000
2026	Fuel system improvements	$240,000	$216,000	$0	$24,000
2026	Building for Snow Removal Equipment	$150,000	$135,000	$0	$15,000
	Phase I Subtotal	$4,472,465	$3,909,719	$0	$562,746
Phase II					
2027	Land for Precision Approach	$200,000	$180,000	$0	$20,000
2027	MALSR	$300,000	$270,000	$0	$30,000
2028	Update Airport Layout Plan	$140,000	$126,000	$0	$14,000
	Phase II Subtotal	$640,000	$576,000	$0	$64,000
Phase III					
2032	Pave Crosswind Runway, Land	$1,991,000	$1,791,900	$0	$199,100
2034	RCO (FAA AF)	$50,000	$45,000	$0	$5,000
2034	Precision Approach Navigation Aid (FAA AF)	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$2,291,000	$2,061,900	$0	$229,100
	Total Development Costs	$7,403,465	$6,547,619	$0	$855,846
Not Funded					
2032	Construct 6 place T-hangar and 2 corporate stalls	$1,252,500			
2032	Erosion Control Improvements	$86,250			
	Not Funded Subtotal				

Capital Improvement Program

RED CLOUD MUNI
RED CLOUD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Construct T-Hangar	$850,000	$600,000	$0	$250,000
2026	Construct parallel taxiway for rwy 15/33	$1,325,000	$1,192,500	$0	$132,500
	Phase I Subtotal	$2,175,000	$1,792,500	$0	$382,500
Phase II					
2028	ALP update	$300,000	$270,000	$0	$30,000
2029	AWOS III (if justified)	$200,000	$180,000	$0	$20,000
2030	Replace PAPI and Install REIL	$250,000	$225,000	$0	$25,000
2030	Acquire easements, per ALP	$40,000	$36,000	$0	$4,000
	Phase II Subtotal	$790,000	$711,000	$0	$79,000
Phase III					
2032	Shop hangar (80' x 80')	$650,000	$585,000	$0	$65,000
2036	Crack and joint sealing, re-marking	$325,000	$292,500	$0	$32,500
	Phase III Subtotal	$975,000	$877,500	$0	$97,500
	Total Development Costs	$3,940,000	$3,381,000	$0	$559,000
Not Funded					
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

MODISETT
RUSHVILLE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Joint sealing and marking	$350,000	$315,000	$0	$35,000
2026	Pave parallel taxiway to 32	$406,200	$365,580	$0	$40,620
2026	Pave parallel taxiway 14	$750,975	$675,878	$0	$75,097
	Phase I Subtotal	$1,507,175	$1,356,458	$0	$150,717
Phase II					
2027	Rehabilitate hangars	$593,000	$533,700	$0	$59,300
2027	Replace runway lights	$225,000	$202,500	$0	$22,500
2027	Install MITL along parallel taxiway	$299,800	$269,820	$0	$29,980
2029	Airport Layout Plan	$240,000	$216,000	$0	$24,000
2031	Joint sealing and marking	$425,000	$382,500	$0	$42,500
	Phase II Subtotal	$1,782,800	$1,604,520	$0	$178,280
Phase III					
2033	Terminal/SRE Building	$450,000	$405,000	$0	$45,000
2034	Pave road & parking	$343,080	$308,772	$0	$34,308
2038	Construct 80' x 80' shop hangar	$547,748	$492,973	$0	$54,775
2040	Pavement rehabilitation	$3,500,000	$3,150,000	$0	$350,000
	Phase III Subtotal	$4,840,828	$4,356,745	$0	$484,083
	Total Development Costs	$8,130,803	$7,317,723	$0	$813,080
Not Funded					
2032	Pave 5/23 (2800') & parallel taxiway	$743,160			
2032	Land for runway 5/23	$160,000			
2032	Grade runway 5/23	$156,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
2032	Altimeter Source (AWOS A)	$10,000			
	Not Funded Subtotal				

Capital Improvement Program

SARGENT MUNI
SARGENT

Year	Description	Total Cost	Federal	State	Local
Phase II					
2028	Rehabilitate Asphalt Pavement	$2,400,000	$2,160,000	$0	$240,000
	Phase II Subtotal	$2,400,000	$2,160,000	$0	$240,000
Phase III					
2035	Seal coat asphalt	$118,480	$106,632	$0	$11,848
	Phase III Subtotal	$118,480	$106,632	$0	$11,848
	Total Development Costs	$2,518,480	$2,266,632	$0	$251,848
Not Funded					
2028	Construct turnaround	$69,192			
2032	Fuel tank (100LL)	$35,000			
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000			
	Not Funded Subtotal				

Capital Improvement Program

WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD
SCOTTSBLUFF

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Runway 12/30 rehab engr	$900,000	$810,000	$0	$90,000
2023	Runway 12/30 pavement rehab construction	$10,030,000	$9,027,000	$0	$1,003,000
2024	Taxiway pavement rehabilitation	$8,500,000	$7,650,000	$0	$850,000
2025	SRE (loader)	$200,000	$180,000	$0	$20,000
2025	Snow Removal Equipment (plow #1)	$450,000	$405,000	$0	$45,000
2026	Seal coat runway 5/23	$400,000	$360,000	$0	$40,000
2026	New guidance sign panels	$320,000	$288,000	$0	$32,000
	Phase I Subtotal	$20,800,000	$18,720,000	$0	$2,080,000
Phase II					
2027	Construct parking lot	$1,000,000	$900,000	$0	$100,000
2027	New Airport Helipad	$1,000,000	$900,000	$0	$100,000
2027	Drainage improvements in operation area	$775,000	$697,500	$0	$77,500
2027	Wildlife fence	$800,000	$720,000	$0	$80,000
2028	ARFF	$725,000	$652,500	$0	$72,500
2029	Snow Removal Equipment: Class V Blower (truck #2)	$670,000	$603,000	$0	$67,000
2029	SRE (tractor)	$200,000	$180,000	$0	$20,000
2030	Light Parallel Taxiway to 23	$454,860	$408,374	$0	$46,486
2030	Construct Parallel Taxiway to 23	$2,822,400	$2,540,160	$0	$282,240
2031	Expand terminal building	$950,000	$855,000	$0	$95,000
2031	West Access Road to Airport	$1,951,260	$1,756,134	$0	$195,126
	Phase II Subtotal	$11,348,520	$10,212,668	$0	$1,135,852
Phase III					
2032	Widen taxiway B to 75 feet to rwy 12	$4,000,000	$3,600,000	$0	$400,000
2032	Deicing apron	$350,000	$315,000	$0	$35,000
2032	New Fuel Farm	$500,000	$450,000	$0	$50,000
2033	Property acquisition for RPZ	$500,000	$450,000	$0	$50,000
2034	Update Master Plan	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$5,600,000	$5,040,000	$0	$560,000
	Total Development Costs	$37,748,520	$33,972,668	$0	$3,775,852

Capital Improvement Program

WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD
SCOTTSBLUFF

Year	Description	Total Cost	Federal	State	Local
Not Funded					
2030	Rehabilitate taxilanes (phase II)	$450,000			
2030	Rehab. hangar taxilanes (phase I)	$450,000			
2030	Shop Hangar	$500,000			
2030	Replace T-hangar	$300,000			
2030	Rehabilitate airport access road	$660,000			
	Not Funded Subtotal				

Capital Improvement Program

SCRIBNER STATE
SCRIBNER

	Year	Description	Total Cost	Federal	State	Local
Phase I						
	2023	Overlay 12/30 & taxiway (r2, t2)	$2,780,000	$2,502,000	$0	$278,000
	2024	Rehab. parallel taxiway (t1-1)	$179,280	$161,352	$0	$17,928
	2024	Rehab. Apron (a1)	$125,000	$112,500	$0	$12,500
		Phase I Subtotal	$3,084,280	$2,775,852	$0	$308,428
Phase II						
	2031	Seal coat asphalt pavement	$151,290	$0	$0	$151,290
		Phase II Subtotal	$151,290	$0	$0	$151,290
Phase III						
	2038	Seal coat asphalt pavement	$151,290	$0	$0	$151,290
		Phase III Subtotal	$151,290	$0	$0	$151,290
		Total Development Costs	$3,386,860	$2,775,852	$0	$611,008

Capital Improvement Program

SEWARD MUNI
SEWARD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Construct 10 place T-hangar	$950,000	$600,000	$0	$350,000
2026	Update Airport Layout Plan	$275,000	$247,500	$0	$27,500
2026	Shop Hangar (80'x80')	$500,000	$450,000	$0	$50,000
	Phase I Subtotal	$1,725,000	$1,297,500	$0	$427,500
Phase II					
2027	Apron Expansion (Part B)	$575,000	$517,500	$0	$57,500
2027	Apron Expansion (Part A)	$625,000	$562,500	$0	$62,500
2027	Admin bldg addition (size to be justified)	$143,500	$129,150	$0	$14,350
2028	AWOS III P/T (if BC > 1)	$110,000	$99,000	$0	$11,000
2028	Replace PAPI	$140,000	$126,000	$0	$14,000
2028	Replace beacon	$30,000	$27,000	$0	$3,000
2028	REIL runway 16/34	$40,000	$36,000	$0	$4,000
	Phase II Subtotal	$1,663,500	$1,497,150	$0	$166,350
Phase III					
2032	Crack and joint sealing, marking	$200,000	$180,000	$0	$20,000
2036	Pave runway 4/22 (3400'x75') w/turnaround	$934,199	$840,779	$0	$93,420
	Phase III Subtotal	$1,134,199	$1,020,779	$0	$113,420
	Total Development Costs	$4,522,699	$3,815,429	$0	$707,270

Year	Description	Total Cost
Not Funded		
2032	Area Navigation Approach Survey (PACS/SACS)	$40,000
2032	10-place t-hangar (west)	$850,000
	Not Funded Subtotal	

Capital Improvement Program

SIDNEY MUNI/LLOYD W. CARR FIELD
SIDNEY

Year	Description	Total Cost	Federal	State	Local
Phase I					
2025	New box hangar	$1,350,000	$600,000	$0	$750,000
2026	Pave runway 2/20 (4200'x60')	$1,640,000	$1,476,000	$0	$164,000
2026	Hangar Taxilane Rehabilitation	$240,000	$216,000	$0	$24,000
	Phase I Subtotal	$3,230,000	$2,292,000	$0	$938,000
Phase II					
2028	Obstruction removal (powerline)	$7,500	$6,750	$0	$750
2028	Light runway 2/20 (MIRL)	$121,000	$108,900	$0	$12,100
2028	Obstruction removal (road) & access road	$291,500	$262,350	$0	$29,150
2030	Pave On-Airport Ground Access To Facilities	$89,000	$80,100	$0	$8,900
2031	Crack & joint sealing, panel replacement, marking	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$759,000	$683,100	$0	$75,900
	Total Development Costs	$3,989,000	$2,975,100	$0	$1,013,900

Year	Description	Total Cost
Not Funded		
2028	Land (reimbursement) for 2nd RW	$0
2032	Parallel Taxi to RW 02/20 w/lights	$812,448
2032	Hangars (8 place T)	$280,000
2032	Ground Transportation / Courtesy Car	$5,000
2032	Expand GA apron (phase II- 7400 sy)	$218,078
2032	MALSR	$254,300
2032	Extend/widen 2nd runway to 4700'x75'	$850,000
	Not Funded Subtotal	

Capital Improvement Program

MARTIN FIELD
SO SIOUX CITY

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				

Capital Improvement Program

SUPERIOR MUNI
SUPERIOR

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Rehabilitate hangar	$450,000	$405,000	$0	$45,000
2024	Crack & joint sealing with marking	$375,000	$337,500	$0	$37,500
	Phase I Subtotal	$825,000	$742,500	$0	$82,500
Phase II					
2027	Update Airport Layout Plan	$240,000	$216,000	$0	$24,000
2029	Partial parallel taxiway	$750,000	$675,000	$0	$75,000
2030	AWOS III (will need justification)	$300,000	$270,000	$0	$30,000
	Phase II Subtotal	$1,290,000	$1,161,000	$0	$129,000
Phase III					
2036	Shop Hangar	$666,667	$600,000	$0	$66,667
	Phase III Subtotal	$666,667	$600,000	$0	$66,667
	Total Development Costs	$2,781,667	$2,503,500	$0	$278,167

Year	Description	Total Cost
Not Funded		
2032	Jet Fuel	$35,000
2032	Ground Transportation / Courtesy Car	$5,000
2032	Area Navigation Approach Survey (PACS)	$20,000
	Not Funded Subtotal	

Capital Improvement Program

TECUMSEH MUNI
TECUMSEH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Joint sealing and marking	$350,000	$315,000	$0	$35,000
2025	Replace 2nd T-hangar	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,200,000	$915,000	$0	$285,000
Phase II					
2027	Extend Runway (600'), including turnaround	$860,000	$774,000	$0	$86,000
2027	MIRL: Replace runway light fixtures	$240,000	$216,000	$0	$24,000
2030	Update Airport Layout Plan	$250,000	$225,000	$0	$25,000
	Phase II Subtotal	$1,350,000	$1,215,000	$0	$135,000
Phase III					
2032	Pave parallel taxiway to runway 33	$1,880,000	$1,692,000	$0	$188,000
2036	Construct Hangar (5,000 sf)	$750,000	$600,000	$0	$150,000
2038	Joint sealing and marking	$325,000	$292,500	$0	$32,500
2040	Install AWOS III P/T	$250,000	$225,000	$0	$25,000
	Phase III Subtotal	$3,205,000	$2,809,500	$0	$395,500
	Total Development Costs	$5,755,000	$4,939,500	$0	$815,500

Capital Improvement Program

TEKAMAH MUNI
TEKAMAH

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Rehabilitate runway pavement	$2,000,000	$1,800,000	$0	$200,000
2024	Replace runway lights, install PAPI & REIL	$465,000	$418,500	$0	$46,500
2026	Rehabilitate taxiway pavement	$980,000	$882,000	$0	$98,000
	Phase I Subtotal	$3,445,000	$3,100,500	$0	$344,500
Phase II					
2028	Update airport layout plan	$130,000	$117,000	$0	$13,000
2029	Construct 8 Place T-hangar	$1,030,000	$600,000	$0	$430,000
2029	Pave access road and parking lot	$400,000	$360,000	$0	$40,000
2029	Install Jet A fuel, replace 100LL	$350,000	$315,000	$0	$35,000
2029	Construct terminal building	$1,000,000	$900,000	$0	$100,000
2029	Construct 6-place T-hangar	$750,000	$300,000	$0	$450,000
2029	Construct SRE building	$431,000	$387,900	$0	$43,100
2029	Acquire snow removal equipment	$155,000	$139,500	$0	$15,500
2029	Land acquisition	$130,000	$117,000	$0	$13,000
2030	Runway 14 extension (400')	$530,000	$477,000	$0	$53,000
2030	Relocate road 41 (south)	$40,000	$36,000	$0	$4,000
2030	Construct road 41, close road G (north)	$170,000	$153,000	$0	$17,000
	Phase II Subtotal	$5,116,000	$3,902,400	$0	$1,213,600
Phase III					
2032	Construct storage hangar	$300,000	$270,000	$0	$30,000
2034	Crack & joint sealing w/ select panel repair	$250,000	$225,000	$0	$25,000
2036	Construct box hangar	$1,010,000	$909,000	$0	$101,000
2038	Replace MITL	$160,000	$144,000	$0	$16,000
2038	Wind cone	$40,000	$36,000	$0	$4,000
	Phase III Subtotal	$1,760,000	$1,584,000	$0	$176,000
	Total Development Costs	$10,321,000	$8,586,900	$0	$1,734,100
Not Funded					
2034	Apron rehabilitation	$50,000			
	Not Funded Subtotal				

Capital Improvement Program

THOMAS COUNTY
THEDFORD

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	PAPI & REIL	$250,000	$225,000	$0	$25,000
2026	Construct hangar	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,100,000	$825,000	$0	$275,000
Phase II					
2031	Pavement maintenance	$400,000	$360,000	$0	$40,000
2031	Construct access road and parking lot	$300,000	$270,000	$0	$30,000
	Phase II Subtotal	$700,000	$630,000	$0	$70,000
Phase III					
2032	Snow Removal Equipment: tractor	$138,000	$124,200	$0	$13,800
2036	Pave parallel taxiway (4400 x 25)	$1,330,000	$1,197,000	$0	$133,000
	Phase III Subtotal	$1,468,000	$1,321,200	$0	$146,800
	Total Development Costs	$3,268,000	$2,776,200	$0	$491,800

Year	Description	Total Cost
Not Funded		
2026	Update Airport Layout Plan	$200,000
2032	Pave spray apron	$38,000
2032	Pave second runway (3500x50)	$574,665
2032	Grade second runway (3500'x120')	$150,000
2032	Construct Hangar (6 place T)	$85,000
2034	Install fuel system	$540,000
	Not Funded Subtotal	

Capital Improvement Program

MILLER FIELD
VALENTINE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2022	Update airport layout plan	$300,000	$270,000	$0	$30,000
2022	Full Parallel Taxiways to 14/32	$3,750,000	$3,750,000	$0	$0
2025	Pavement maintenance on PCC pavements	$302,580	$272,322	$0	$30,258
2026	Construct Hangar (box style), demo existing	$883,000	$600,000	$0	$283,000
	Phase I Subtotal	$5,235,580	$4,892,322	$0	$343,258
Phase II					
2027	Acquire SRE broom	$50,000	$45,000	$0	$5,000
2027	Acquire land for MALSR	$191,000	$171,900	$0	$19,100
2028	MALSR Approach Lights	$490,320	$441,288	$0	$49,032
2028	Relocate windcone and segmented circle	$62,600	$56,340	$0	$6,260
2028	Install taxiway lights on parallel taxiway	$434,160	$390,744	$0	$43,416
2028	Install REILs on rwys 3, 21 & 14	$118,400	$106,560	$0	$11,840
2031	Reconstruct hangar taxilane	$294,300	$264,870	$0	$29,430
2031	Construct Box-type hangar	$823,000	$740,700	$0	$82,300
	Phase II Subtotal	$2,463,780	$2,217,402	$0	$246,378
Phase III					
2035	Land acquisition for rwy 3/21 extension	$167,300	$150,570	$0	$16,730
2037	Rehabilitate & extend ruway 3/21	$2,633,945	$2,370,550	$0	$263,395
	Phase III Subtotal	$2,801,245	$2,521,120	$0	$280,125
	Total Development Costs	$10,500,605	$9,630,844	$0	$869,761

Year	Not Funded	
2025	Pave On-Airport Ground Access To Facilities	$56,000
2027	Install taxiway lighting on parallel twy to 3/21	$341,520
2027	Construct parallel taxiway to runway 3/21	$1,305,090
2028	Rehabiliatate rwy 3/21 PAPI	$180,000
2032	Land for rwy 14 RPZ	$75,000
	Not Funded Subtotal	

Capital Improvement Program

WAHOO MUNI
WAHOO

Year	Description	Total Cost	Federal	State	Local
Phase I					
2025	Replace taxiway lights	$450,000	$405,000	$0	$45,000
2025	Rehabilitate apron	$125,000	$112,500	$0	$12,500
2025	Rehabiliate taxiway	$360,000	$356,400	$0	$3,600
2026	Construct 6 Place T-Hangar, 45' x 14' doors	$850,000	$600,000	$0	$250,000
	Phase I Subtotal	$1,785,000	$1,473,900	$0	$311,100
Phase II					
2027	Update Airport Layout Plan	$340,000	$306,000	$0	$34,000
2029	Apron expanion	$380,000	$342,000	$0	$38,000
2030	Construct hangar (8 place T)	$610,000	$549,000	$0	$61,000
	Phase II Subtotal	$1,330,000	$1,197,000	$0	$133,000
Phase III					
2032	Entrance road and parking lot	$350,000	$315,000	$0	$35,000
2034	Joint seal, panel repair, & marking	$250,000	$225,000	$0	$25,000
2037	Hangar addition	$550,000	$495,000	$0	$55,000
2039	Pave runway 14/32	$1,925,000	$1,732,500	$0	$192,500
2039	Acquire land for runway 14/32	$1,526,000	$1,373,400	$0	$152,600
2039	Grade runway 14/32	$450,000	$405,000	$0	$45,000
	Phase III Subtotal	$5,051,000	$4,545,900	$0	$505,100
	Total Development Costs	$8,166,000	$7,216,800	$0	$949,200

Not Funded					
2038	Pave parallel taxiway 14/32	$387,440			
2038	Approach lights	$300,000			
	Not Funded Subtotal				

Capital Improvement Program

WALLACE MUNI
WALLACE

Year	Description	Total Cost	Federal	State	Local
	Total Development Costs				
Not Funded					
2027	Seal coat airport	$69,270			
2027	Light runway (3400 l.f.)	$85,000			
2027	Land Acquisition	$25,000			
2027	Extend runway 31 (800'x50')	$107,632			
2027	Construct taxiway, GA Apron	$86,490			
2029	Terminal building (500 s.f.)	$45,000			
2030	PAPI Visual Approach Aid	$70,000			
	Not Funded Subtotal				

Capital Improvement Program

WAYNE MUNICIPAL AIRPORT
WAYNE

Year	Description	Total Cost	Federal	State	Local
Phase I					
2024	Construct/Expand Hangars (8 stalls)	$850,000	$600,000	$0	$250,000
2026	Update ALP (2008)	$250,000	$225,000	$0	$25,000
	Phase I Subtotal	$1,100,000	$825,000	$0	$275,000
Phase II					
2028	Crack & joint sealing with marking	$250,000	$225,000	$0	$25,000
2030	Expand apron	$280,800	$252,720	$0	$28,080
	Phase II Subtotal	$530,800	$477,720	$0	$53,080
Phase III					
2032	Install Jet A fuel	$200,000	$180,000	$0	$20,000
2034	Replace runway 5/23 lights	$87,500	$78,750	$0	$8,750
2034	Replace Runway 18/36 lights	$210,000	$189,000	$0	$21,000
2034	REIL runway 23	$20,000	$18,000	$0	$2,000
2037	Land acquisition for runway expansion	$250,000	$225,000	$0	$25,000
2039	Expansion/lengthening of runway 18/36	$2,500,000	$2,250,000	$0	$250,000
	Phase III Subtotal	$3,267,500	$2,940,750	$0	$326,750
	Total Development Costs	$4,898,300	$4,243,470	$0	$654,830
Not Funded					
2025	Fee Simple land for MALS (300-3/4)	$36,000			
2025	Easement Land for RPZ (300-3/4)	$13,800			
2025	Construct MALS (300-3/4)	$200,000			
	Not Funded Subtotal				

Capital Improvement Program

YORK MUNI
YORK

Year	Description	Total Cost	Federal	State	Local
Phase I					
2023	Rehabilitate runway pavement	$750,000	$675,000	$0	$75,000
2025	Replace fuel facility	$625,000	$562,500	$0	$62,500
2025	Rehabilitate parking lot & hangar apporaches	$460,000	$414,000	$0	$46,000
	Phase I Subtotal	$1,835,000	$1,651,500	$0	$183,500
Phase II					
2027	Update airport layout plan	$100,000	$90,000	$0	$10,000
2029	Construct snow removal equipment building	$290,000	$261,000	$0	$29,000
2029	T-hangar and taxilanes	$850,000	$600,000	$0	$250,000
2031	Install ODALS	$380,000	$342,000	$0	$38,000
	Phase II Subtotal	$1,620,000	$1,293,000	$0	$327,000
Phase III					
2032	Apron expansion & connecting taxiway	$400,000	$360,000	$0	$40,000
2034	Construct Hangar (100'x100')	$270,000	$243,000	$0	$27,000
2037	Crack & joint seal, panel replacement, marking	$650,000	$585,000	$0	$65,000
2038	Land for runway 17 approach	$102,500	$92,250	$0	$10,250
2038	Land for crosswind runway	$136,900	$123,210	$0	$13,690
2041	Pave Crosswind Runway	$2,500,000	$2,250,000	$0	$250,000
2041	Light Crosswind Runway	$107,500	$96,750	$0	$10,750
	Phase III Subtotal	$4,166,900	$3,750,210	$0	$416,690
	Total Development Costs	$7,621,900	$6,694,710	$0	$927,190