Blair Airport Authority Regular Meeting
Tuesday, July 21, 2026

Agenda Item #1 – The Blair Airport Authority met in regular session in the City Council Chambers on Tuesday, July 21, 2026, at 7:00 PM and was called to order by Chairman Johnson.

The Chairman publicly stated to all in attendance that a current copy of the Nebraska Open Meetings Act was available for review and indicated the location of such copy posted in the room where the meeting was being held. Notice of the meeting was given in advance thereof by publication in the Washington County Enterprise as shown by the affidavit of publication filed in the City Clerk's office. Notice of the meeting was simultaneously given to the members of the Blair Airport Authority and the agenda is filed in the City Clerk's office. Availability of the agenda was communicated in the advance notice and in the notice to the Blair Airport Authority of this meeting. All proceedings hereafter shown were taken while the convened meeting was open to the attendance of the public.

Agenda Item #2 – Pledge of Allegiance

Agenda Item #3 – Roll call of members – The following were present: Wes Baedke, Dave Johnson, Faye Jones and Marty Rump (Rump arrived on Agenda Item #9 but Agenda Item #5 was skipped until he arrived). Absent: Dan Hunt. Also present were City Administrator Green, Deputy City Administrator Barrow, Assistant Airport Manager Corey and Heather Olson with Olsson Engineering.

Agenda Item #4 – Approval of minutes of the June 16, 2026, meeting – Motion by Wes Baedke, second by Dave Johnson to approve the minutes of the June 16, 2026, meeting as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Absent. All Board members voted: Yea: 4, Nay: 0, Absent: 2. Chairman Johnson declared the motion carried.

Agenda Item #5 – Financial Reports for June 2026 – Motion by Marty Rump, second by Wes Baedke to approve the financial reports for June 2026 as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #6 – Staff Overview of Hanger Reservation Process and Applications for Locations O, P1, P2, Q, R, S and U – City Administrator Green and Assistant Airport Manager Corey presented an overview of the hangar reservation process. Reservations were accepted June 22–26 from 8am to 4pm via the City of Blair Airport website under a dedicated 'Hangar Building Site Reservations' section. The process was closed once a minimum of four applications were received. Applicants were asked to rank lot preferences to avoid conflicts. Trevor's two-page memo included a lot layout map showing four lots (Q, R, S, U). All four applicants were assigned either their first or second lot preference. One unique alternative request Lot 54 by Omaha Aircraft LLC was also flagged for discussion. Lots R and U were noted to have driveway access challenges due to a drainage ditch, requiring private concrete paving, installation of drainage grates, and strict prohibition on vehicle parking in the taxiway object-free area.

Agenda Item #7 - Review and Possible Action on lot reservations for lots O & P to FBO Skywerx Aviation for a new Jet Center complex – Tim Hauder, Skyworks Aviation, presented a plan for a 'Jet Center' development using Lots O, P1, and P2. The plan was originally designed approximately two years ago by the engineers at Olsson to maximize otherwise unusable ditch-adjacent land. Hangar O is on the north side of the ditch; the awning straddles the ditch with a post on the south side. Hangar P faces the Jet Center ramp area. All construction and concrete costs are privately funded by Skyworks with no financial assistance requested from the Authority. The Jet Center ramp area would accommodate jet parking, potential fuel tanks, and a future expanded FBO. New hangars will feature higher and wider doors to accommodate larger aircraft such as a small Gulfstream, Challenger, or Falcon which are aircraft currently too large for existing hangars. Fire suppression is not required under current regulations. Mr. Hauder indicated he may sell one or two existing hangars to help fund the project but plans to use both old and new facilities. The approval of Lots O and P was connected to the upcoming FAA Phase 5/6 taxiway project funding from the state, which will enable the taxiway extension. There is also potential to negotiate reduced concrete costs with the current Runway expansion contractor.
Motion by Wes Baedke, second by Faye Jones to approve the Lot Reservations from Skywerx Aviation for Lots O and P. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Absent. All Board members voted: Yea: 3, Nay: 0, Absent: 2. Chairman Johnson declared the motion carried.

Agenda Item #8 – Review and Possible Action on lot reservation application from Mannheim Steamroller – Matt Kathol, 1562 County Road 49, Omaha, representing Mannheim Steamroller's flight operations team. The organization has sought to relocate to Blair Airport for 15–20 years, previously hindered by insufficient Runway length. With the Runway extension underway, they are now positioned to move. Kathol noted plans to leverage connections in the music industry and related businesses to attract additional airport traffic beyond their own operations. As Washington County residents, a door-to-door distance of approximately 15 minutes to the airport was highlighted as a major benefit. Lot R (southeast location) was their stated preference. Motion by Faye Jones, second by Wes Baedke to approve the lot R reservation application from Mannheim Steamroller. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Absent. All Board members voted: Yea: 3, Nay: 0, Absent: 2.

Agenda Item #9 – Review and Possible Action on lot reservation application from Omaha Aircraft, LLC – Brian Bronson, 10297 County Road 34, Blair, presented on behalf of Omaha Aircraft LLC, currently a tenant of Skyworks. The company manages approximately 15 aircraft and sells 40–50 airplanes per year, nearly all through the Blair Airport. Bronson described a high-volume hangar operation where up to 10 aircraft are stored simultaneously, making a traditional box hangar inefficient by requiring pulling up to 8 planes to access the back. He expressed strong interest in Lots 54 and 55 on the ALP, which would allow a long rectangular hangar configuration ideal for their operations. Lot 54 is noted to have approximately 5 feet of fill on the front side and 20 feet on the rear. Engineering challenges include storm sewer pipes on both sides limiting north-south repositioning, a need for a sanitary tie-in, and water service requiring a bore under the future taxiway. Concerns were raised about using nearby stockpiled dirt, as it may be needed for future FAA C2 classification Runway safety area compliance. Board member Rump expressed interest in developing Lots 54 and 55 concurrently with the taxiway extension to maximize infrastructure investment, suggesting a site study be initiated. City Administrator Green noted the state grant application deadline is September, with the Department of Aeronautics board meeting in October which would be an ideal opportunity to request financial assistance for site grading. Bronson agreed to proceed with Lot Q now, with Lot 54 to be revisited at a future meeting. Motion by Wes Baedke, second by Faye Jones to approve the lot Q reservation application from Omaha Aircraft, LLC. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #10 – Review and Possible Action on lot reservation application from B Street Holdings – Assistant Airport Manager Corey spoke on behalf of B Street Holdings, Shane Siefken, 17 Swan Rd, Council Bluffs, IA 51503 currently operating out of Fremont, who was not able to attend the meeting. B Street Holdings' first preference was Lot R, and second preference was Lot U; with Lot R assigned to Mannheim Steamroller, Lot U was recommended. The applicant had requested driveway access to Lot U but was informed this is not a deal-breaker. Any driveway would require private concrete paving at the tenant's expense, installation of drainage grates as it is a drainage ditch area, Authority design standard variance approval, and a strict no-parking policy in the taxiway safety zone. B Street Holdings reported over 100 annual operations and submitted letters supporting Blair's FAA Runway analysis and detailed fuel purchase data. Board member Rump, who had reviewed the application previously as part of a subcommittee with Dan Hunt and Trevor Corey, noted their strong operational metrics. Motion by Marty Rump, second by Wes Baedke to approve the lot U reservation application from B Street Holdings. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #11 – Review and Possible Action on lot reservation application from Specialized Engineering Solutions – Brian Bronson, 10297 County Road 34, Blair, spoke on behalf of Tracy Hause, Specialized Engineering Solutions, 10360 Ellison Cir, Omaha, NE as the owner was unable to attend the meeting. Specialized Engineering operates four to five corporate aircraft managed by Omaha Aircraft LLC. Lot S was their sole and first-choice preference, and no other applicant had selected it. The hangar footprint meets the Authority's 10,000+ sq ft minimum requirement, and the company records over 100 annual operations. Motion by Marty Rump, second by Faye Jones to approve the lot S reservation application from Specialized Engineering Solutions. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

City Administrator Green addressed all applicants and the board regarding next steps following the lot reservation approvals. Staff will prepare five individual lease contracts outlining the pricing structure (lot fee of $5.50/sq ft and annual land lease of $0.15/sq ft as previously approved), specific lot terms, and construction sequencing details. The goal is to have contracts ready before the next airport authority meeting. Green noted a one-year construction clock begins only after contracts are officially approved and executed. He also highlighted that the Department of Aeronautics state application deadline is September, with the board meeting in October, creating a timely opportunity to request additional infrastructure funding. Rump thanked all applicants for their trust and support in the airport's development.

Agenda Item #12 – Consider adding concrete to the public space between Hangar D and the T-Hangars to connect the respective apron areas between the hangars – Assistant Airport Manager Corey a proposal to pour concrete in the two public grass areas between Hangar D and the T-hangars to address foreign object debris hazards, improve aesthetics, and facilitate snow removal. The two areas have a slight elevation difference, with the upper section requiring a sloped pour similar to the existing poured section between E and F hangars. Quotes received totaled $9,570. He noted that Tim Hauder, Skyworks, offered to split the cost 50/50 with the Airport Authority, making the Authority's share $4,785. For the remaining open areas between hangars, Corey proposed using asphalt millings obtained for free from the City of Blair's annual road resurfacing program, which would also help with ongoing weed control issues. Chairman Johnson stated he would abstain from voting as he would benefit from the improvement since his hangar is adjacent to the proposed paving. Motion by Marty Rump, second by Faye Jones to approve adding concrete to the public space between Hangar D and the T-Hangars to connect the respective apron areas between the hangars. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Abstain (With Conflict), Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 3, Nay: 0, Absent: 1, Abstain (With Conflict): 1. Chairman Johnson declared the motion carried.

Agenda Item #13 – Presentation and Possible Action on Hangar Rental Rates – City Administrator Green presented findings from a 2025 Olson Engineering hangar and ground lease rate study. Blair's current rates were identified as significantly below market. Current rates for community hangars, T-hangars, and executive hangars were shown alongside comparable market rates from Olson's study, with staff suggesting a target rate of approximately $400/month for single hangars. Three ramp-up scenarios were presented: 3-year (approximately 91% first-year increase), 5-year (approximately 50% first-year increase dropping to 4% annually), and 7-year (approximately 35% first-year increase). The loss of approximately $42,000/year in rental income from three rental houses was noted as additional financial pressure. A suggestion was made to designate a portion of any rate increase revenue to a fund for future general aviation hangar development, potentially serving as matching funds for state hangar development loans or grants. The board agreed to table any rate increase implementation until after the Runway construction project is complete which is estimated to be October 2027, as it would be unfair to raise rates during a period of limited Runway access. Green indicated he would bring a CPI-based modest increase proposal to the next meeting, along with data on how many years rates have remained unchanged. The updated budget version already strips out major rate increases. No motion was required.

Agenda Item #14 - Consider mowing contract with Mark Hodson – City Administrator Green presented a renewed mowing contract with Mark Hodson for non-large-field mowing (areas from the runways toward Highway 133, excluding farm fields). The original contract, signed in 2022, technically expired in March 2026 with no rate increase during that entire period. The new contract runs from August 1, 2026, through December 2032 (changed from a March fiscal year-end to a calendar year-end to avoid renewing at the start of the growing season). Pricing includes a 5% increase for the remainder of 2026, with 4% annual increases for 2027, 2028, 2029, 2030, 2031, and 2032. The contract is hourly based, so the airport only pays for actual work performed. Green noted Mark is an exceptionally diligent contractor who proactively reports maintenance issues to Assistant Airport Manager Corey. Motion by Marty Rump, second by Faye Jones to approve mowing contract with Mark Hodson as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #15 – Preliminary Budget Presentation – City Administrator Green presented the preliminary budget for the upcoming fiscal year beginning October 2026. Key points include: the general fund property tax request is approximately $102,000, higher than the prior year; fuel/franchise fee revenue is projected to decrease approximately 30% due to Runway closure during construction; the Airport Authority's levy target remains approximately 3 cents, within the 3.5-cent threshold not requiring city council approval. The maximum is 7 cents. The municipal valuation will not be known until August 20, after the next meeting. The budget introduces new sub-account breakdowns for hangar lease income Corporate hangar lot fees are being added as a new income line item, but timing of receipts is uncertain pending taxiway completion and lease execution. The farm lease income is variable due to construction work zones. The airport is preparing to bond its local share of the Runway project which is the total project cost after 90–95% federal funding and state support, with bonded debt payments beginning the following fiscal year adding increased pressure on the property tax levy. Capital items include a skid steer/forklift estimated to be $42,000 for snow removal, building improvements including floor paving and insulation, an airport-owned 91-octane fuel tank for equipment use, safety equipment, AED agreements, and shop tools. A budget note on the $3/sq ft lot fee was flagged by Rump as inconsistent with the board-approved rate of $5.50/sq ft; staff confirmed this will be corrected. The board was advised that only action required tonight was authorization to publish for public hearing. Motion by Marty Rump, second by Faye Jones to approve the preliminary budget and authorize publication for public hearing and adoption at the August 18, 2026, board meeting. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #16 - Reports

1. SkyWerx – Tim Hauder reported that Hangar D is nearing completion. A final inspection is anticipated next month.
2. Assistant Airport Manager Corey provided the maintenance report. Hangar T4 damage: per lease sections 10 and 11, tenants are responsible for damage they cause. The tenant has been notified and is aware. The walk-in door has been repaired. Sheet metal and a damaged strap remain to be fixed pending availability of manufacturer-original sheet metal. Corey declined a patch-and-paint offer to maintain quality. Airport gate: a malfunctioning brake was identified as the root cause of ongoing intermittent gate problems. The brake, chain, and sprocket have all been repaired; no further issues anticipated. Door 36 (storm damage): DHP Pace returned under warranty to cover all labor costs and repaired warping boards; issue resolved. Community hangar roofs: holes in roofs of Buildings A and B are preventing rental of Unit 20. Patch welding was performed above Units 11 and 20. Corey recommends phased roof replacement starting with Buildings A and B, with Buildings C and D (Units 21–40) in better condition. A budget line item of approximately $75,000 is included for roof work. Bids have not yet been obtained. Door 37 (Building D): continues to fall off track; requires two people to rehang; further investigation is needed to identify and fix the root cause. Door 39: new

tenant raised hardware concerns; minor repairs anticipated. A previous tenant in Unit 39 passed away; his executor could not locate the lock. The security deposit was forfeited, and an on-hand cylinder core was used to rekey the unit. Weed control: spraying is behind schedule as vegetation has regrown after prior treatment; problem areas include around the fuel farm and between hangars. Asphalt millings from the city's road program are planned to address the long-term weed issue between hangars. New land mowing: Gary Lambrecht was hired to mow recently acquired land where weeds reached approximately 8 feet tall. Staff are discussing a biannual or annual contract with Lambrecht for large-scale mowing in this area, with Corey handling smaller follow-up mowing using existing equipment. State hangar survey: a thorough survey was submitted by the deadline; purpose/intended results were not communicated by the state. Corey will report back when results are received.

3. Flowage Fee:
   1.100LL-$451.54
   2.Jet A- $3,222.54
4. Update on Current Construction Projects – Heather Olson, from Olsson Inc. provided a detailed construction update. The sanitary sewer project is 16 of 30 allocated working days complete. All pipes and services are installed; the septic system at the south end is complete pending county inspection. Backfilling is done; manhole castings are delayed in delivery. Working day count is suspended until castings arrive, with final grading and seeding expected in September. For the Runway extension project, the contractor has been on site for 12 days and is described as exceptionally efficient, moving more dirt than she has seen on any project in her career. They have already advanced into Phase 4 ahead of schedule to allow wet excavated soil from 30-foot-deep cuts along the new County Road 35 alignment to be spread, disced, and compacted without double-hauling. County Road 38 between County Road 35 and the runway area was closed on meeting day (July 21); residents on Pheasant Drive are restricted to eastbound egress to Highway 133. Phases 2 and 3 (road curve transitions near Pheasant Drive and County Road 38/35 intersection, including pipe installation and new Pheasant Drive connection) begin Monday, July 27. Once complete, traffic will be rerouted and sections of old County Roads 38 and 35 will be permanently closed. The contractor avoids working weekends under current weather conditions but may work weekends if rain delays weekday progress, with NOTAMs issued accordingly. Phase 5 (active Runway work with 7am–7pm closure) was originally planned for October but is now projected to begin late August or early September, to be confirmed at Thursday's weekly contractor meeting. The closure window may be revised to 7am–6pm based on contractor staging patterns. The original estimate for Phase 5 was 30 working days (approximately 2 calendar months). Stockpiled dirt near the Runway should not be used for Lot 54 fill due to FAA requirements for Runway safety areas if/when the airport achieves C2 classification. A concern from county board members about road closures before new roads are open was acknowledged; Green explained that sequential transitions are unavoidable in road realignment projects. Drone documentation of the site is being increased to twice weekly to capture the rapid pace of progress. The city website's Runway extension project page will be kept updated for public information.
5. Airport Manager's Report – City Administrator Green provided two significant updates. First, short-term financing has been arranged with RVR Bank (BANs) to pay all local

funds spent on engineering over the past three years (runway extension, road relocation, executive hangars) that were paid from cash rather than bonded. These will be drawn down under the BANs and eventually rolled into a long-term note covering the local 3% share of the runway project. Board members were advised to expect drawdown activity on future financial statements. Second, Green announced his resignation effectively at the end of August 2026. He raised the question of long-term airport management structure, noting that future city administrators are unlikely to have airport expertise. He recommended the board consider appointing Aaron Barrow as interim airport manager and begin discussions with the city about a long-term management arrangement, potentially expanding Olson Inc.'s contract to cover coordination tasks. Assistant Airport Manager Corey was also identified as a capable candidate for increased responsibility. Green recommended investing in training and conference attendance for whoever assumes the role. Olson confirmed Olsson can assist with state coordination, FAA grant deadlines, and capital improvement plan submissions, particularly the critical October application window. The Board thanked Green for his service.

Agenda Item #9 – Adjournment – Motion by Faye Jones, second by Wes Baedke to adjourn the meeting 8:57 pm. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Absent, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Wes Baedke, Secretary

Brenda Wheeler, Recording Secretary