

	"OPEN MEETINGS ACT" Regular Meeting of the Blair Airport Authority 7:00 p.m. or following the Budget Hearing that starts at 6:30 p.m. City Council Chambers August 18, 2026 - 7:00 PM
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A Copy of the "Open Meetings Act" Has Been Posted at Both Exits

AGENDA

NOTE: A current copy of the agenda can be obtained at the City Clerk's Office at 218 S. 16th Street, Blair, Nebraska or on the City website at www.blairne.gov. The City Council reserves the right to go into Executive Session at any time.

- 1.Meeting called to order at 7:00 p.m. by Chairman Johnson.
- 2.Pledge of Allegiance
- 3.Roll call of members.
- 4.Approval of minutes from the July 21, 2026 meeting.
- 5.Financial Reports for July 2026.
- 6.Request to appear before the Airport Authority by Brian Bronson to host a Fly-In Event in Hangar J at the Blair Executive Airport on October 17, 2026.
- 7.Request by Blair Volunteer Fire and Rescue to host a FAA Aircraft Emergency Response Training presentation, for area First Responders on September 17, 2026 at the Blair Executive Airport.
- 8.Consider Resolution 2026-016 approving the proposed Fiscal Year 2026-2027 budget and appropriating the necessary funds for the operation of the airport.
- 9.Consider Resolution No. 2026-017 to allow the Fiscal Year 2026 Budget to increase the budget lid limit by an additional one percent (1%) from 2.5% to 3.5%.
10. Consider Resolution 2026-018 approving an Engineering Agreement with Olsson to prepare legal descriptions for the SE Corporate Hangar Expansion Area for upcoming lease agreements.
11. Consider Resolution No. 2026-019 approving a grant application for State Aid for Phase 8 to construct a Water Main, and Phases 9 and 10 for Taxilane

Extension project and authorizing the Airport Board Chairman to sign and submit the application form.

12. Consider Resolution No. 2026-020 adopting Airport Improvement Program (AIP) Oversight Documents and a Business Continuity Plan for Grant Compliance and Airport Operations.
13. Consider Resolution No. 2026-07 to approve Corporate Hangar Design Standards.
14. Consider Resolution No. 2026-21 appointing Trevor Corey as Interim Airport Manager of the Blair Executive Airport for a period not to exceed 12 months. The position of Interim Airport Manager will remain until such time as a new city administrator for the City of Blair is appointed and commences work.
15. Reports: SkyWerx
Maintenance
Update on Current Construction Projects
Flowage Fee:
 1. 100LL- \$639.99
 2. Jet A- \$3560.55Airport Manager's Report
16. Motion and second by Board members to adjourn the meeting.

A Copy of the "Open Meetings Act" Has Been Posted at Both Exits

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 Hangar 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

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As of 07/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 07/31/2026 (Abnormal)	Activity For 07/31/2026 (Decrease)	Balance Normal	Available 07/31/2026 (Abnormal)	% Bdgt Used
Fund: 80 AIRPORT FUND							
Account Category: Revenues							
Department: 800 Airport							
80-800-4001	PROPERTY TAX	61,544.93	36,072.94	911.15		25,471.99	58.61
80-800-4002	INTEREST ON TAXES	0.00	79.05	5.86		(79.05)	100.00
80-800-4008	PRO RATE MOTOR VEHICLE TAX	0.00	98.82	0.00		(98.82)	100.00
80-800-4102	CARLINE TAX	0.00	12.42	0.00		(12.42)	100.00
80-800-4104	PROPERTY TAX CREDIT	0.00	7,183.96	(96.23)		(7,183.96)	100.00
80-800-4105	HOMESTEAD EXEMPTION	0.00	2,471.56	617.89		(2,471.56)	100.00
80-800-4106	FRANCHISE FEE	55,000.00	35,170.70	4,160.11		19,829.30	63.95
80-800-4210	AIRPORT GRANT FEDERAL FUNDS	2,250,000.00	1,295,959.00	0.00		954,041.00	57.60
80-800-4253	AIRPORT GRANT STATE FUNDS	10,000.00	609,009.00	81,772.00		(599,009.00)	6,090.09
80-800-4343	HANGAR LEASE/FARM LEASE	200,000.00	156,630.26	9,092.20		43,369.74	78.32
80-800-4350	PROPANE SALES	750.00	825.88	0.00		(75.88)	110.12
80-800-4361	UTILITY SALES	500.00	434.20	0.00		65.80	86.84
80-800-4504	INTEREST	3,000.00	4,177.49	440.23		(1,177.49)	139.25
80-800-4520	MISC REVENUE	100.00	0.00	0.00		100.00	0.00
80-800-4524	RENTAL INCOME HOUSES	20,000.00	4,800.00	0.00		15,200.00	24.00
80-800-4601	BAN/WARRANT INCOME	0.00	126,964.49	126,964.49		(126,964.49)	100.00
Total Dept 800 - Airport		2,600,894.93	2,279,889.77	223,867.70		321,005.16	87.66
Revenues		2,600,894.93	2,279,889.77	223,867.70		321,005.16	87.66
Account Category: Expenditures							
Department: 800 Airport							
80-800-5001	SALARIES	55,000.00	51,752.08	4,819.20		3,247.92	94.09
80-800-5002	FICA - CITY SHARE	4,500.00	3,946.24	360.03		553.76	87.69
80-800-5003	WORKMAN'S COMPENSATION	250.00	0.00	0.00		250.00	0.00
80-800-5004	H.A.L. INSURANCE	16,500.00	21,237.71	2,915.91		(4,737.71)	128.71
80-800-5005	RETIREMENT - CITY SHARE	3,000.00	3,601.67	337.34		(601.67)	120.06
80-800-5006	UNEMPLOYMENT COMP	250.00	0.00	0.00		250.00	0.00
80-800-5007	DISABILITY	250.00	0.00	0.00		250.00	0.00
80-800-5008	PENSION ADMINISTRATION	194.93	0.00	0.00		194.93	0.00
80-800-5209	BANK FEES	200.00	70.00	0.00		130.00	35.00
80-800-5210	LEGAL	6,000.00	0.00	0.00		6,000.00	0.00
80-800-5211	AUDITING	25,000.00	17,500.00	0.00		7,500.00	70.00
80-800-5212	ENGINEERING/CONSULTANT	30,000.00	5,310.00	0.00		24,690.00	17.70
80-800-5216	POSTAGE	400.00	597.37	81.39		(197.37)	149.34
80-800-5217	PRINTING & PUBLICATION	1,500.00	562.77	11.38		937.23	37.52
80-800-5222	TRAVEL EXPENSE	6,000.00	4,056.27	0.00		1,943.73	67.60
80-800-5223	TRAINING EXP/CONF REGISTR	5,000.00	977.25	0.00		4,022.75	19.55
80-800-5224	DUES	1,500.00	375.00	0.00		1,125.00	25.00
80-800-5227	SOFTWARE MAINTENANCE	1,500.00	2,014.29	42.21		(514.29)	134.29
80-800-5228	UTILITIES	12,000.00	8,421.06	1,169.78		3,578.94	70.18
80-800-5229	TELEPHONE	3,000.00	1,910.08	163.13		1,089.92	63.67
80-800-5230	VEHICLE INSURANCE	0.00	1,462.15	0.00		(1,462.15)	100.00
80-800-5231	LIABILITY INSURANCE	55,000.00	12,979.00	0.00		42,021.00	23.60
80-800-5232	BLDG & CONTENT INSURANCE	0.00	32,064.41	0.00		(32,064.41)	100.00
80-800-5239	MOTORIZED EQUIPMENT MAINT	8,000.00	1,132.89	122.74		6,867.11	14.16
80-800-5240	BUILDING MAINTENANCE	75,000.00	18,716.28	703.75		56,283.72	24.96
80-800-5248	MAINTENANCE AGREEMENTS	5,000.00	3,833.30	383.33		1,166.70	76.67
80-800-5258	OTHER OPERATING EXPENSE	2,000.00	0.00	0.00		2,000.00	0.00

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As of 07/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	Normal	YTD Balance 07/31/2026 (Abnormal)	Activity For 07/31/2026 (Decrease)	Balance Normal	Available 07/31/2026 (Abnormal)	% Bdgt Used
Fund: 80 AIRPORT FUND								
Account Category: Expenditures								
Department: 800 Airport								
80-800-5262	COUNTY TREASURER COMMISSIONS	0.00		753.95	24.52		(753.95)	100.00
80-800-5268	MOWING/SNOW REMOVAL	45,000.00		34,418.59	5,846.00		10,581.41	76.49
80-800-5275	FUEL FARM MAINTENANCE	6,000.00		5,246.41	0.00		753.59	87.44
80-800-5288	STATE ADMIN FEE	3,000.00		90.00	0.00		2,910.00	3.00
80-800-5291	SPECIALIZED EQUIPMENT	3,000.00		0.00	0.00		3,000.00	0.00
80-800-5301	MAINTENANCE HOUSE PROPERTIES	15,000.00		0.00	0.00		15,000.00	0.00
80-800-5350	PROPANE	2,000.00		665.44	0.00		1,334.56	33.27
80-800-5360	OFFICE SUPPLIES	600.00		411.60	167.49		188.40	68.60
80-800-5361	JANITORIAL SUPPLIES	500.00		0.00	0.00		500.00	0.00
80-800-5369	SAFETY EQUIPMENT/TRAINING	0.00		613.99	117.00		(613.99)	100.00
80-800-5370	GAS/OIL/DIESEL	3,000.00		899.61	0.00		2,100.39	29.99
80-800-5374	SAND/GRAVEL/ROCK	600.00		0.00	0.00		600.00	0.00
80-800-5387	DE-ICE CHEMICAL	15,000.00		0.00	0.00		15,000.00	0.00
80-800-5402	MOTORIZED EQUIPMENT	35,000.00		0.00	0.00		35,000.00	0.00
80-800-5404	NON CAPITAL EQUIPMENT	5,000.00		0.00	0.00		5,000.00	0.00
80-800-5505	CAPITAL EQUIPMENT	75,000.00		37,123.45	0.00		37,876.55	49.50
80-800-5516	CAPITAL EXPANSION	1,160,900.00		236,248.78	4,785.00		924,651.22	20.35
80-800-5516-2024-8001	CAPITAL EXPANSION	0.00		418,220.38	40,873.33		(418,220.38)	100.00
80-800-5516-2024-8002	CAPITAL EXPANSION	0.00		612,522.70	607,970.70		(612,522.70)	100.00
80-800-5516-2024-8003	CAPITAL EXPANSION	0.00		317,709.12	0.00		(317,709.12)	100.00
80-800-5516-2026-8001	CAPITAL EXPANSION	0.00		63,432.99	1,732.99		(63,432.99)	100.00
80-800-5527	NON-MOTORIZED EQUIPMENT	25,000.00		23,450.00	0.00		1,550.00	93.80
80-800-5528	PURCHASE LAND	1,000,000.00		(101.00)	0.00		1,000,101.00	(0.01)
80-800-5528-2025-8001	PURCHASE LAND	0.00		781,239.26	0.00		(781,239.26)	100.00
80-800-7311	INTEREST ON LOANS	0.00		6,173.36	280.89		(6,173.36)	100.00
80-800-9009	NECESSARY CASH RESERVE	90,440.29		0.00	0.00		90,440.29	0.00
Total Dept 800 - Airport		2,802,085.22		2,731,638.45	672,908.11		70,446.77	97.49
Expenditures		2,802,085.22		2,731,638.45	672,908.11		70,446.77	97.49
Fund 80 - AIRPORT FUND:								
TOTAL REVENUES		2,600,894.93		2,279,889.77	223,867.70		321,005.16	87.66
TOTAL EXPENDITURES		2,802,085.22		2,731,638.45	672,908.11		70,446.77	97.49
NET OF REVENUES & EXPENDITURES:		(201,190.29)		(451,748.68)	(449,040.41)		250,558.39	

REVENUE AND EXPENDITURE REPORT FOR CITY OF BLAIR

Balance As of 07/31/2026

*NOTE: Available Balance / Pct Budget does not reflect amounts encumbered.

GL Number	Description	25-26 Amended Budget	YTD Balance 07/31/2026 (Abnormal)	Activity For 07/31/2026 Increase (Decrease)	Available Balance 07/31/2026 Normal (Abnormal)	% Bdg Used
Fund: 81 AIRPORT DEBT SERVICE FUND						
Account Category: Revenues						
Department: 900 Airport Debt Service						
81-900-4001	PROPERTY TAX	240,000.00	382,197.13	2,484.94	(142,197.13)	159.25
81-900-4002	INTEREST ON TAXES	500.00	855.35	16.07	(355.35)	171.07
81-900-4008	PRO RATE MOTOR VEHICLE TAX	400.00	822.51	0.00	(422.51)	205.63
81-900-4102	CARLINE TAX	100.00	93.31	0.00	6.69	93.31
81-900-4104	PROPERTY TAX CREDIT	7,000.00	35,794.81	(123.97)	(28,794.81)	511.35
81-900-4105	HOMESTEAD EXEMPTION	5,000.00	17,926.56	1,685.16	(12,926.56)	358.53
Total Dept 900 - Airport Debt Service		253,000.00	437,689.67	4,062.20	(184,689.67)	173.00
Revenues		253,000.00	437,689.67	4,062.20	(184,689.67)	173.00
Account Category: Expenditures						
Department: 900 Airport Debt Service						
81-900-5262	COUNTY TREASURER COMMISSIONS	4,500.00	7,840.29	66.87	(3,340.29)	174.23
81-900-7301	WARRANT INTEREST PAYMENT	60,000.00	0.00	0.00	60,000.00	0.00
81-900-7302	BOND PAYMENT PRINCIPAL	105,000.00	105,000.00	0.00	0.00	100.00
81-900-7303	BOND PAYMENT INTEREST	13,672.50	12,465.00	0.00	1,207.50	91.17
81-900-7305	BOND PRINCIPAL PMNT 2021B	40,000.00	40,000.00	0.00	0.00	100.00
81-900-7306	BOND INTEREST PMNT 2021B	19,450.00	19,210.00	0.00	240.00	98.77
81-900-9009	NECESSARY CASH RESERVE	147,734.49	0.00	0.00	147,734.49	0.00
Total Dept 900 - Airport Debt Service		390,356.99	184,515.29	66.87	205,841.70	47.27
Expenditures		390,356.99	184,515.29	66.87	205,841.70	47.27
Fund 81 - AIRPORT DEBT SERVICE FUND:						
TOTAL REVENUES		253,000.00	437,689.67	4,062.20	(184,689.67)	173.00
TOTAL EXPENDITURES		390,356.99	184,515.29	66.87	205,841.70	47.27
NET OF REVENUES & EXPENDITURES:		(137,356.99)	253,174.38	3,995.33	(390,531.37)	
Report Totals:						
TOTAL REVENUES - ALL FUNDS		2,853,894.93	2,717,579.44	227,929.90	136,315.49	95.22
TOTAL EXPENDITURES - ALL FUNDS		3,192,442.21	2,916,153.74	672,974.98	276,288.47	91.35
NET OF REVENUES & EXPENDITURES:		(338,547.28)	(198,574.30)	(445,045.08)	(139,972.98)	

CHECK REGISTER FOR CITY OF BLAIR

CHECK DATE 07/01/2026 - 07/31/2026

Check Date	Check	Vendor Name	Amount
Bank BK#10 RVR AIRPORT			
07/31/2026	3(S)	GREAT PLAINS COMMUNICATIONS	0.00
07/28/2026	36(E)	RVR BANK	280.89
07/16/2026	37(E)	HUNTEL INC	144.90
07/28/2026	38(E)	OPPD	508.33
07/22/2026	39(E)	NEBRASKA DEPT OF AERONAUTICS	383.33
07/31/2026	3863	BLUE CROSS & BLUE SHIELD OF N	1,675.70
07/31/2026	3864	BOOMERS BUILDERS	703.75
07/31/2026	3865	CDW GOVERNMENT INC	596.50
07/31/2026	3866	CINTAS CORPORATION	117.00
07/31/2026	3867	CITY OF BLAIR	6,799.88
07/31/2026	3868	CROWN TROPHY & AWARDS OF	167.49
07/31/2026	3869	H & R CONSTRUCTION	4,785.00
07/31/2026	3870	HODSON MOWING	5,846.00
07/31/2026	3871	OLSSON ASSOCIATES	42,606.32
07/31/2026	3872	OPPD	45.71
07/31/2026	3873	PAULSEN INC	607,970.70
07/31/2026	3874	THE SIGN DEPOT	122.74
07/31/2026	3875	US POSTAL SERVICE	81.39
07/31/2026	3876	WASHINGTON COUNTY ENTERPRISE	11.38
07/31/2026	3877	WASHINGTON COUNTY RURAL	45.74
BK#10 TOTALS:			
Total of 20 Checks:			672,892.75
Less 0 Void Checks:			0.00
Total of 20 Disbursements:			672,892.75

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/01/2026			80-001-1101 AIRPORT CASH		BEG. BALANCE		(322,230.16)
07/02/2026	CR	RCPT	AIRPORT CASH	0000027171	660.00		(321,570.16)
07/06/2026	CR	RCPT	AIRPORT CASH	0000027397	110.00		(321,460.16)
07/06/2026	CRCC	RCPT	AIRPORT CASH - ONL	0000027469	110.00		(321,350.16)
07/07/2026	CR	RCPT	AIRPORT CASH - ACH	0000027637	199.00		(321,151.16)
07/08/2026	CR	RCPT	AIRPORT CASH		585.00		(320,566.16)
07/08/2026	CR	RCPT	AIRPORT CASH	0000027655	4,160.11		(316,406.05)
07/09/2026	CR	RCPT	AIRPORT CASH - IP	0000027751	365.00		(316,041.05)
07/09/2026	CR	RCPT	AIRPORT CASH		1,477.00		(314,564.05)
07/09/2026	CRCC	RCPT	AIRPORT CASH - ONL	0000029341	330.00		(314,234.05)
07/10/2026	CR	RCPT	AIRPORT CASH	0000030099	110.00		(314,124.05)
07/10/2026	CR	RCPT	AIRPORT CASH - ACH	0000030161	10,800.00		(303,324.05)
07/13/2026	CR	RCPT	AIRPORT CASH		4,709.00		(298,615.05)
07/14/2026	CR	RCPT	AIRPORT CASH - IP	0000030365	550.00		(298,065.05)
07/15/2026	CR	RCPT	AIRPORT CASH - ACH	0000030448	126,964.49		(171,100.56)
07/16/2026	CR	RCPT	AIRPORT CASH		529.00		(170,571.56)
07/16/2026	CD	CHK	BK#10 37(E) to 273	37(E)		144.90	(170,716.46)
07/22/2026	CR	RCPT	AIRPORT CASH - ACH	0000030554	70,972.00		(99,744.46)
07/22/2026	CD	CHK	BK#10 39(E) to 30117	39(E)		383.33	(100,127.79)
07/24/2026	CR	RCPT	AIRPORT CASH	0000030610	1,414.15		(98,713.64)
07/28/2026	CR	RCPT	AIRPORT CASH		330.00		(98,383.64)
07/28/2026	CD	CHK	BK#10 36(E) to 615	36(E)		280.89	(98,664.53)
07/28/2026	CD	CHK	BK#10 38(E) to 487	38(E)		508.33	(99,172.86)
07/29/2026	CR	RCPT	AIRPORT CASH	0000030738	110.00		(99,062.86)
07/29/2026	CR	RCPT	AIRPORT CASH - ACH	0000030756	365.00		(98,697.86)
07/31/2026	CR	RCPT	AIRPORT CASH		330.00		(98,367.86)
07/31/2026	GJ	JE	INTEREST EARNED	00000255	440.23		(97,927.63)
07/31/2026	CD	CHK	SUMMARY CD 07/31/2026			671,575.30	(769,502.93)
07/31/2026			END BALANCE		225,619.98	672,892.75	(769,502.93)
07/01/2026			80-001-1420 LEASE RECEIVABLE		BEG. BALANCE		410,623.00
07/31/2026			END BALANCE				410,623.00
07/01/2026			80-001-1525 HOUSE RENT		BEG. BALANCE		4,800.00
07/31/2026			END BALANCE				4,800.00
07/01/2026			80-001-1532 ACCT REC-MISC		BEG. BALANCE		6,557.31
07/31/2026			END BALANCE				6,557.31
07/01/2026			80-001-1563 ACCT REC-HANGAR RENT		BEG. BALANCE		54.12
07/01/2026	ARB	BILL	Invoice: 0000001929, 1 Line Item	0000001929	1,113.20		1,167.32
07/02/2026	CR	RCPT	Unapplied Credit	0000027171		660.00	507.32
07/06/2026	CR	RCPT	HANGAR RENT - COMMUNITY	0000027397		110.00	397.32
07/06/2026	CRCC	RCPT	HANGAR RENT - COMMUNITY - ONL	0000027469		110.00	287.32
07/07/2026	CR	RCPT	Unapplied Credit - ACH	0000027637		199.00	88.32
07/08/2026	CR	RCPT	HANGAR RENT E-TYPE			365.00	(276.68)
07/08/2026	CR	RCPT	HANGAR RENT - COMMUNITY			220.00	(496.68)
07/09/2026	CR	RCPT	HANGAR RENT E-TYPE - IP	0000027751		365.00	(861.68)
07/09/2026	CR	RCPT	HANGAR RENT - COMMUNITY			880.00	(1,741.68)
07/09/2026	CR	RCPT	HANGAR RENT T-TYPE			597.00	(2,338.68)
07/09/2026	CRCC	RCPT	HANGAR RENT - COMMUNITY 3 - ONL	0000029341		330.00	(2,668.68)
07/10/2026	CR	RCPT	HANGAR RENT - COMMUNITY	0000030099		110.00	(2,778.68)
07/13/2026	CR	RCPT	HANGAR RENT T-TYPE			199.00	(2,977.68)
07/13/2026	CR	RCPT	HANGAR RENT - COMMUNITY 3			3,960.00	(6,937.68)
07/13/2026	CR	RCPT	HANGAR RENT - COMMUNITY			550.00	(7,487.68)
07/14/2026	CR	RCPT	HANGAR RENT - COMMUNITY - IP	0000030365		550.00	(8,037.68)
07/16/2026	CR	RCPT	HANGAR RENT - COMMUNITY			330.00	(8,367.68)
07/16/2026	CR	RCPT	HANGAR RENT T-TYPE			199.00	(8,566.68)
07/16/2026	ARB	BILL	SUMMARY ARB 07/16/2026		175.00		(8,391.68)
07/16/2026	ARA	ADJ	RASMUSSEN STEVEN	00009		25.00	(8,416.68)
07/16/2026	ARB	BILL	SUMMARY ARB 07/16/2026		7,630.00		(786.68)
07/28/2026	CR	RCPT	HANGAR RENT - COMMUNITY			330.00	(1,116.68)
07/29/2026	CR	RCPT	HANGAR RENT - COMMUNITY	0000030738		110.00	(1,226.68)
07/29/2026	CR	RCPT	Unapplied Credit - ACH	0000030756		365.00	(1,591.68)
07/31/2026	CR	RCPT	HANGAR RENT - COMMUNITY 3			330.00	(1,921.68)
07/31/2026	ARB	BILL	Invoice: 0000001897, 1 Line Item	0000001897	199.00		(1,722.68)
07/31/2026			END BALANCE		9,117.20	10,894.00	(1,722.68)
07/01/2026			80-002-2000 ACCOUNTS PAYABLE		BEG. BALANCE		18.26
07/31/2026	CD	CHK	SUMMARY CD 07/31/2026		671,575.30		671,593.56
07/31/2026	AP	INV	BLUE CROSS & BLUE SHIELD OF NE	08/2026 HEALTH INS		1,675.70	669,917.86
07/31/2026	AP	INV	CDW GOVERNMENT INC	ZR01382195 A		570.00	669,347.86
07/31/2026	AP	INV	CDW GOVERNMENT INC	ZR01382194.01		26.50	669,321.36

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/31/2026	AP	INV	CINTAS CORPORATION	9383808367		117.00	669,204.36
07/31/2026	AP	INV	CROWN TROPHY & AWARDS OF	020796		167.49	669,036.87
07/31/2026	AP	INV	US POSTAL SERVICE	05/28-07/24/2026 A		81.39	668,955.48
07/31/2026	AP	INV	BOOMERS BUILDERS	2026-9		703.75	668,251.73
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		2,626.59	665,625.14
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		4,173.29	661,451.85
07/31/2026	AP	INV	GREAT PLAINS COMMUNICATIONS	199668 07/2026		18.23	661,433.62
07/31/2026	AP	INV	H & R CONSTRUCTION	2022		2,912.50	658,521.12
07/31/2026	AP	INV	H & R CONSTRUCTION	2020		1,872.50	656,648.62
07/31/2026	AP	INV	HODSON MOWING	07/14-08/11/2026		5,846.00	650,802.62
07/31/2026	AP	INV	OLSSON ASSOCIATES	583480		40,873.33	609,929.29
07/31/2026	AP	INV	OLSSON ASSOCIATES	583481		1,732.99	608,196.30
07/31/2026	AP	INV	OPPD	2778237866 08/2026		45.71	608,150.59
07/31/2026	AP	INV	PAULSEN INC	OLSSON: 025-01994		607,970.70	179.89
07/31/2026	AP	INV	THE SIGN DEPOT	33851		122.74	57.15
07/31/2026	AP	INV	WASHINGTON COUNTY ENTERPRISE	316265		11.38	45.77
07/31/2026	AP	INV	WASHINGTON COUNTY RURAL	06/16-07/15/2026		45.74	0.03
07/31/2026			END BALANCE		671,575.30	671,593.53	0.03
07/01/2026			80-002-2408 HSA WITHHOLDING		BEG. BALANCE		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	1,100.00		1,100.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		1,100.00	0.00
07/31/2026			END BALANCE		1,100.00	1,100.00	0.00
07/01/2026			80-002-2410 INSURANCE WITHHOLDING		BEG. BALANCE		(247.45)
07/31/2026	AP	INV	BLUE CROSS & BLUE SHIELD OF NE	08/2026 HEALTH INS	284.87		37.42
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		131.48	(94.06)
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		126.00	(220.06)
07/31/2026			END BALANCE		284.87	257.48	(220.06)
07/01/2026			80-002-2411 FEDERAL WITHHOLDING		BEG. BALANCE		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	349.09		349.09
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		349.09	0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	350.18		350.18
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		350.18	0.00
07/31/2026			END BALANCE		699.27	699.27	0.00
07/01/2026			80-002-2412 SS/ MEDICARE WITHHOLDING		BEG. BALANCE		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	179.80		179.80
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		179.80	0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	180.23		180.23
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		180.23	0.00
07/31/2026			END BALANCE		360.03	360.03	0.00
07/01/2026			80-002-2415 STATE WITHHOLDING		BEG. BALANCE		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	77.03		77.03
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		77.03	0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	77.28		77.28
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		77.28	0.00
07/31/2026			END BALANCE		154.31	154.31	0.00
07/01/2026			80-002-2416 PENSION WITHHOLDING		BEG. BALANCE		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL		337.34	(337.34)
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	337.34		0.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL		337.34	(337.34)
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	337.34		0.00
07/31/2026			END BALANCE		674.68	674.68	0.00
07/01/2026			80-002-2451 AIRPORT DEPOSITS		BEG. BALANCE		(6,890.00)
07/31/2026			END BALANCE				(6,890.00)
07/01/2026			80-002-2808 DEFERRED INFLOWS - LEASES		BEG. BALANCE		(409,963.00)
07/31/2026			END BALANCE				(409,963.00)
07/01/2026			80-002-2809 DEFERRED RENT INCOME		BEG. BALANCE		(24,106.00)
07/31/2026			END BALANCE				(24,106.00)
07/01/2026			80-002-2981 RETAINED EARNINGS		BEG. BALANCE		338,675.65

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/31/2026				END BALANCE			338,675.65
07/01/2026			80-800-4001 PROPERTY TAX		BEG. BALANCE		(35,161.79)
07/24/2026	CR	RCPT	PROPERTY TAX	0000030610		911.15	(36,072.94)
07/31/2026				END BALANCE		911.15	(36,072.94)
07/01/2026			80-800-4002 INTEREST ON TAXES		BEG. BALANCE		(73.19)
07/24/2026	CR	RCPT	INTEREST ON TAXES	0000030610		5.86	(79.05)
07/31/2026				END BALANCE		5.86	(79.05)
07/01/2026			80-800-4008 PRO RATE MOTOR VEHICLE TAX		BEG. BALANCE		(98.82)
07/31/2026				END BALANCE			(98.82)
07/01/2026			80-800-4102 CARLINE TAX		BEG. BALANCE		(12.42)
07/31/2026				END BALANCE			(12.42)
07/01/2026			80-800-4104 PROPERTY TAX CREDIT		BEG. BALANCE		(7,280.19)
07/24/2026	CR	RCPT	PROPERTY TAX CREDIT	0000030610	96.23		(7,183.96)
07/31/2026				END BALANCE	96.23		(7,183.96)
07/01/2026			80-800-4105 HOMESTEAD EXEMPTION		BEG. BALANCE		(1,853.67)
07/24/2026	CR	RCPT	HOMESTEAD EXEMPTION	0000030610		617.89	(2,471.56)
07/31/2026				END BALANCE		617.89	(2,471.56)
07/01/2026			80-800-4106 FRANCHISE FEE		BEG. BALANCE		(31,010.59)
07/08/2026	CR	RCPT	FRANCHISE FEE	0000027655		4,160.11	(35,170.70)
07/31/2026				END BALANCE		4,160.11	(35,170.70)
07/01/2026			80-800-4210 AIRPORT GRANT FEDERAL FUNDS		BEG. BALANCE		(1,295,959.00)
07/31/2026				END BALANCE			(1,295,959.00)
07/01/2026			80-800-4253 AIRPORT GRANT STATE FUNDS		BEG. BALANCE		(527,237.00)
07/10/2026	CR	RCPT	AIRPORT GRANT STATE FUNDS - ACH	0000030161		10,800.00	(538,037.00)
07/22/2026	CR	RCPT	AIRPORT GRANT STATE FUNDS - ACH	0000030554		70,972.00	(609,009.00)
07/31/2026				END BALANCE		81,772.00	(609,009.00)
07/01/2026			80-800-4343 HANGAR LEASE/FARM LEASE		BEG. BALANCE		(147,538.06)
07/01/2026	ARB	BILL	Invoice: 0000001929, 1 Line Item	0000001929		1,113.20	(148,651.26)
07/16/2026	ARB	BILL	SUMMARY ARB 07/16/2026			175.00	(148,826.26)
07/16/2026	ARA	ADJ	RASMUSSEN STEVEN	00009	25.00		(148,801.26)
07/16/2026	ARB	BILL	SUMMARY ARB 07/16/2026			7,630.00	(156,431.26)
07/31/2026	ARB	BILL	Invoice: 0000001897, 1 Line Item	0000001897		199.00	(156,630.26)
07/31/2026				END BALANCE	25.00	9,117.20	(156,630.26)
07/01/2026			80-800-4350 PROPANE SALES		BEG. BALANCE		(825.88)
07/31/2026				END BALANCE			(825.88)
07/01/2026			80-800-4361 UTILITY SALES		BEG. BALANCE		(434.20)
07/31/2026				END BALANCE			(434.20)
07/01/2026			80-800-4504 INTEREST		BEG. BALANCE		(3,737.26)
07/31/2026	GJ	JE	INTEREST EARNED	00000255		440.23	(4,177.49)
07/31/2026				END BALANCE		440.23	(4,177.49)
07/01/2026			80-800-4524 RENTAL INCOME HOUSES		BEG. BALANCE		(4,800.00)
07/31/2026				END BALANCE			(4,800.00)
07/01/2026			80-800-4601 BAN/WARRANT INCOME		BEG. BALANCE		0.00
07/15/2026	CR	RCPT	BAN / LOC DRAWDOWN INCOME - ACH	0000030448		126,964.49	(126,964.49)
07/31/2026				END BALANCE		126,964.49	(126,964.49)
07/01/2026			80-800-5001 SALARIES		BEG. BALANCE		46,932.88

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	2,409.60		49,342.48
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	2,409.60		51,752.08
07/31/2026				END BALANCE	4,819.20		51,752.08
07/01/2026			80-800-5002 FICA - CITY SHARE		BEG. BALANCE		3,586.21
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	179.80		3,766.01
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	180.23		3,946.24
07/31/2026				END BALANCE	360.03		3,946.24
07/01/2026			80-800-5004 H.A.L. INSURANCE		BEG. BALANCE		18,321.80
07/31/2026	AP	INV	BLUE CROSS & BLUE SHIELD OF NE	08/2026 HEALTH INS	1,390.83		19,712.63
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	333.33		20,045.96
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	91.75		20,137.71
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	1,100.00		21,237.71
07/31/2026				END BALANCE	2,915.91		21,237.71
07/01/2026			80-800-5005 RETIREMENT - CITY SHARE		BEG. BALANCE		3,264.33
07/31/2026	AP	INV	CITY OF BLAIR	07.23.26 PAYROLL	168.67		3,433.00
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	168.67		3,601.67
07/31/2026				END BALANCE	337.34		3,601.67
07/01/2026			80-800-5209 BANK FEES		BEG. BALANCE		70.00
07/31/2026				END BALANCE			70.00
07/01/2026			80-800-5211 AUDITING		BEG. BALANCE		17,500.00
07/31/2026				END BALANCE			17,500.00
07/01/2026			80-800-5212 ENGINEERING/CONSULTANT		BEG. BALANCE		5,310.00
07/31/2026				END BALANCE			5,310.00
07/01/2026			80-800-5216 POSTAGE		BEG. BALANCE		515.98
07/31/2026	AP	INV	US POSTAL SERVICE	05/28-07/24/2026 A	81.39		597.37
07/31/2026				END BALANCE	81.39		597.37
07/01/2026			80-800-5217 PRINTING & PUBLICATION		BEG. BALANCE		551.39
07/31/2026	AP	INV	WASHINGTON COUNTY ENTERPRISE	316265	11.38		562.77
07/31/2026				END BALANCE	11.38		562.77
07/01/2026			80-800-5222 TRAVEL EXPENSE		BEG. BALANCE		4,056.27
07/31/2026				END BALANCE			4,056.27
07/01/2026			80-800-5223 TRAINING EXP/CONF REGISTR		BEG. BALANCE		977.25
07/31/2026				END BALANCE			977.25
07/01/2026			80-800-5224 DUES		BEG. BALANCE		375.00
07/31/2026				END BALANCE			375.00
07/01/2026			80-800-5227 SOFTWARE MAINTENANCE		BEG. BALANCE		1,972.08
07/31/2026	AP	INV	CDW GOVERNMENT INC	ZR01382194.01	26.50		1,998.58
07/31/2026	AP	INV	CITY OF BLAIR	07.09.26 PAYROLL	15.71		2,014.29
07/31/2026				END BALANCE	42.21		2,014.29
07/01/2026			80-800-5228 UTILITIES		BEG. BALANCE		7,251.28
07/28/2026	CD	CHK	BK#10 38(E) to 487	38(E)	508.33		7,759.61
07/31/2026	AP	INV	CDW GOVERNMENT INC	ZR01382195 A	570.00		8,329.61
07/31/2026	AP	INV	OPPD	2778237866 08/2026	45.71		8,375.32
07/31/2026	AP	INV	WASHINGTON COUNTY RURAL	06/16-07/15/2026	45.74		8,421.06
07/31/2026				END BALANCE	1,169.78		8,421.06
07/01/2026			80-800-5229 TELEPHONE		BEG. BALANCE		1,746.95
07/16/2026	CD	CHK	BK#10 37(E) to 273	37(E)	144.90		1,891.85
07/31/2026	AP	INV	GREAT PLAINS COMMUNICATIONS	199668 07/2026	26.51		1,918.36
07/31/2026	AP	INV	GREAT PLAINS COMMUNICATIONS	199668 07/2026		8.28	1,910.08
07/31/2026				END BALANCE	171.41	8.28	1,910.08

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/01/2026			80-800-5230 VEHICLE INSURANCE		BEG. BALANCE		1,462.15
07/31/2026				END BALANCE			1,462.15
07/01/2026			80-800-5231 LIABILITY INSURANCE		BEG. BALANCE		12,979.00
07/31/2026				END BALANCE			12,979.00
07/01/2026			80-800-5232 BLDG & CONTENT INSURANCE		BEG. BALANCE		32,064.41
07/31/2026				END BALANCE			32,064.41
07/01/2026			80-800-5239 MOTORIZED EQUIPMENT MAINT		BEG. BALANCE		1,010.15
07/31/2026	AP	INV	THE SIGN DEPOT	33851	122.74		1,132.89
07/31/2026				END BALANCE	122.74		1,132.89
07/01/2026			80-800-5240 BUILDING MAINTENANCE		BEG. BALANCE		18,012.53
07/31/2026	AP	INV	BOOMERS BUILDERS	2026-9	703.75		18,716.28
07/31/2026				END BALANCE	703.75		18,716.28
07/01/2026			80-800-5248 MAINTENANCE AGREEMENTS		BEG. BALANCE		3,449.97
07/22/2026	CD	CHK	BK#10 39(E) to 30117	39(E)	383.33		3,833.30
07/31/2026				END BALANCE	383.33		3,833.30
07/01/2026			80-800-5262 COUNTY TREASURER COMMISSIONS		BEG. BALANCE		729.43
07/24/2026	CR	RCPT	COUNTY TREASURER COMMISSIONS	0000030610	24.52		753.95
07/31/2026				END BALANCE	24.52		753.95
07/01/2026			80-800-5268 MOWING/SNOW REMOVAL		BEG. BALANCE		28,572.59
07/31/2026	AP	INV	HODSON MOWING	07/14-08/11/2026	5,846.00		34,418.59
07/31/2026				END BALANCE	5,846.00		34,418.59
07/01/2026			80-800-5275 FUEL FARM MAINTENANCE		BEG. BALANCE		5,246.41
07/31/2026				END BALANCE			5,246.41
07/01/2026			80-800-5288 STATE ADMIN FEE		BEG. BALANCE		90.00
07/31/2026				END BALANCE			90.00
07/01/2026			80-800-5350 PROPANE		BEG. BALANCE		665.44
07/31/2026				END BALANCE			665.44
07/01/2026			80-800-5360 OFFICE SUPPLIES		BEG. BALANCE		244.11
07/31/2026	AP	INV	CROWN TROPHY & AWARDS OF	020796	167.49		411.60
07/31/2026				END BALANCE	167.49		411.60
07/01/2026			80-800-5369 SAFETY EQUIPMENT/TRAINING		BEG. BALANCE		496.99
07/31/2026	AP	INV	CINTAS CORPORATION	9383808367	117.00		613.99
07/31/2026				END BALANCE	117.00		613.99
07/01/2026			80-800-5370 GAS/OIL/DIESEL		BEG. BALANCE		899.61
07/31/2026				END BALANCE			899.61
07/01/2026			80-800-5505 CAPITAL EQUIPMENT		BEG. BALANCE		37,123.45
07/31/2026				END BALANCE			37,123.45
07/01/2026			80-800-5516 CAPITAL EXPANSION		BEG. BALANCE		231,463.78
07/31/2026	AP	INV	H & R CONSTRUCTION	2022	2,912.50		234,376.28
07/31/2026	AP	INV	H & R CONSTRUCTION	2020	1,872.50		236,248.78
07/31/2026				END BALANCE	4,785.00		236,248.78
07/01/2026			80-800-5516-2024-8001 CAPITAL EXPANSION		BEG. BALANCE		377,347.05
07/31/2026	AP	INV	OLSSON ASSOCIATES	583480	40,873.33		418,220.38
07/31/2026				END BALANCE	40,873.33		418,220.38

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/01/2026			80-800-5516-2024-8002 CAPITAL EXPANSION		BEG. BALANCE		4,552.00
07/31/2026	AP	INV	PAULSEN INC	OLSSON: 025-01994	607,970.70		612,522.70
07/31/2026				END BALANCE	607,970.70		612,522.70
07/01/2026			80-800-5516-2024-8003 CAPITAL EXPANSION		BEG. BALANCE		317,709.12
07/31/2026				END BALANCE			317,709.12
07/01/2026			80-800-5516-2026-8001 CAPITAL EXPANSION		BEG. BALANCE		61,700.00
07/31/2026	AP	INV	OLSSON ASSOCIATES	583481	1,732.99		63,432.99
07/31/2026				END BALANCE	1,732.99		63,432.99
07/01/2026			80-800-5527 NON-MOTORIZED EQUIPMENT		BEG. BALANCE		23,450.00
07/31/2026				END BALANCE			23,450.00
07/01/2026			80-800-5528 PURCHASE LAND		BEG. BALANCE		(101.00)
07/31/2026				END BALANCE			(101.00)
07/01/2026			80-800-5528-2025-8001 PURCHASE LAND		BEG. BALANCE		781,239.26
07/31/2026				END BALANCE			781,239.26
07/01/2026			80-800-7311 INTEREST ON LOANS		BEG. BALANCE		5,892.47
07/28/2026	CD	CHK	BK#10 36(E) to 615	36(E)	280.89		6,173.36
07/31/2026				END BALANCE	280.89		6,173.36
07/01/2026			81-001-1101 AIRPORT CASH		BEG. BALANCE		378,801.44
07/24/2026	CR	RCPT	AIRPORT CASH	0000030610	3,995.33		382,796.77
07/31/2026				END BALANCE	3,995.33		382,796.77
07/01/2026			81-001-1509 ACCT REC-COUNTY TREASURER		BEG. BALANCE		10,099.00
07/31/2026				END BALANCE			10,099.00
07/01/2026			81-002-2811 DEFERRED REV PROPERTY TAX		BEG. BALANCE		(6,235.00)
07/31/2026				END BALANCE			(6,235.00)
07/01/2026			81-002-2981 RETAINED EARNINGS		BEG. BALANCE		(133,486.39)
07/31/2026				END BALANCE			(133,486.39)
07/01/2026			81-900-4001 PROPERTY TAX		BEG. BALANCE		(379,712.19)
07/24/2026	CR	RCPT	PROPERTY TAX	0000030610		2,484.94	(382,197.13)
07/31/2026				END BALANCE		2,484.94	(382,197.13)
07/01/2026			81-900-4002 INTEREST ON TAXES		BEG. BALANCE		(839.28)
07/24/2026	CR	RCPT	INTEREST ON TAXES	0000030610		16.07	(855.35)
07/31/2026				END BALANCE		16.07	(855.35)
07/01/2026			81-900-4008 PRO RATE MOTOR VEHICLE TAX		BEG. BALANCE		(822.51)
07/31/2026				END BALANCE			(822.51)
07/01/2026			81-900-4102 CARLINE TAX		BEG. BALANCE		(93.31)
07/31/2026				END BALANCE			(93.31)
07/01/2026			81-900-4104 PROPERTY TAX CREDIT		BEG. BALANCE		(35,918.78)
07/24/2026	CR	RCPT	TAX CREDIT	0000030610	123.97		(35,794.81)
07/31/2026				END BALANCE	123.97		(35,794.81)
07/01/2026			81-900-4105 HOMESTEAD EXEMPTION		BEG. BALANCE		(16,241.40)
07/24/2026	CR	RCPT	HOMESTEAD EXEMPTION	0000030610		1,685.16	(17,926.56)
07/31/2026				END BALANCE		1,685.16	(17,926.56)
07/01/2026			81-900-5262 COUNTY TREASURER COMMISSIONS		BEG. BALANCE		7,773.42

GL ACTIVITY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

Date	JNL	Type	Description	Reference #	Debits	Credits	Balance
07/24/2026	CR	RCPT	COUNTY TREASURER COMMISSIONS	0000030610	66.87		7,840.29
07/31/2026				END BALANCE	66.87		7,840.29
07/01/2026			81-900-7302 BOND PAYMENT PRINCIPAL			BEG. BALANCE	105,000.00
07/31/2026				END BALANCE			105,000.00
07/01/2026			81-900-7303 BOND PAYMENT INTEREST			BEG. BALANCE	12,465.00
07/31/2026				END BALANCE			12,465.00
07/01/2026			81-900-7305 BOND PRINCIPAL PMNT 2021B			BEG. BALANCE	40,000.00
07/31/2026				END BALANCE			40,000.00
07/01/2026			81-900-7306 BOND INTEREST PMNT 2021B			BEG. BALANCE	19,210.00
07/31/2026				END BALANCE			19,210.00

CASH SUMMARY REPORT FOR CITY OF BLAIR

From 07/01/2026 to 07/31/2026

FUNDS: 80, 81

Fund Description

	Beginning Balance 07/01/2026	Total Debits	Total Credits	Ending Balance 07/31/2026
80 AIRPORT FUND	(322,230.16)	225,619.98	672,892.75	(769,502.93)
81 AIRPORT DEBT SERVICE FUND	378,801.44	3,995.33	0.00	382,796.77
REPORT TOTALS:	56,571.28	229,615.31	672,892.75	(386,706.16)



WURST

FLY-IN

EVER

A DAY OF AVIATION, COMMUNITY, AND GOOD FOOD



October 17, 2026
1100-1400



Blair Executive Airport
Hangar J
2785 NE-133
Blair, NE 68008



Free will donations
Proceeds support UNO's
Women in Aviation



KBTA



COME JOIN US FOR
HOT DOGS, FOOTBALL,
and good times!



OMAHA
AIRCRAFT
SALES | CHARTER | MANAGEMENT

SkyWerx
AVIATION

BTA



BLAIR EXECUTIVE AIRPORT

SAVE THE DATE!

**FAA AIRCRAFT EMERGENCY
RESPONSE TRAINING
FOR AREA FIRST RESPONDERS**



**DATE:
THURSDAY,
SEPTEMBER 17, 2026**



**TIME:
7:00 PM**



**LOCATION:
BLAIR EXECUTIVE AIRPORT**
*Specific location and parking
information will be provided
closer to the training.*

This training will be presented by
Mark Gaffney, FAASTeam Program Manager
with the Lincoln Flight Standards District Office.

The presentation will focus on general aviation
aircraft, aircraft emergency response
considerations, responder safety, and
familiarization with the types of aircraft
commonly found at local airports.

We are also working to have several general
aviation aircraft available for attendees to view
and learn from firsthand.



WHO SHOULD ATTEND?

We invite firefighters,
EMS personnel, law
enforcement, command
staff, and anyone within
your agency who may
respond to an aircraft-
related incident.



Additional details, including directions,
parking information, and any logistical
updates, will be sent as we get closer
to the training date.



**We hope you and members of your department can join us for
what should be a valuable evening of training.**

Please save the date, and feel free to share this with members of
your department who may be interested.



RESOLUTION NO. 2026-____

BOARD MEMBER - INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, a Notice of Public Hearing together with a summary of the proposed Budget Statement of the Airport Authority of the City of Blair for the fiscal year beginning October 1, 2026, and ending September 30, 2027, was published in the Enterprise Publishing, the official newspaper of the Airport Authority, on August 11, 2026; and

WHEREAS, said budget statement was prepared on the appropriate budget forms provided by the State of Nebraska and were duly filed with the Secretary of the Authority.

NOW, THEREFORE, BE IT RESOLVED BY THE CHAIRMAN and members of the Airport Authority of the City of Blair, Nebraska:

1. That after complying with all procedures required by law, the budget presented and set forth in the Budget Statement, which is attached and incorporated by reference as Exhibit A, is hereby approved for the fiscal year beginning October 1, 2026, and ending September 30, 2027. All sums of money contained in the budget statement are hereby appropriated for the necessary expenses and liabilities of the Airport Authority of the City of Blair. A copy of the budget documents shall be forwarded, as provided by law, to the Auditor of Public Accounts, State Capitol, Lincoln, Nebraska, and to the City of Blair, Nebraska, for use by the levying authority.
2. That the Authority hereby certifies to the Mayor and City Council of the City of Blair, Nebraska, that \$- is the amount of tax to be levied for airport purposes, which the authority requires under its adopted budget statement to be received from taxation.
3. That of said \$346,614.57 in taxes to be levied, \$244,800.00 is for debt service payment of existing indebtedness and \$101,814.57 is for general operating expenses.

BOARD MEMBER - MOVED THAT THE RESOLUTION BE ADOPTED, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER - UPON ROLL CALL BOARD MEMBERS - VOTING "AYE", AND BOARD MEMBERS - VOTING "NAY." BOARD MEMBER - AND - WERE ABSENT. VICE CHAIRMAN HUNT DECLARED THE FOREGOING RESOLUTION PASSED AND ADOPTED THIS 18TH DAY OF AUGUST, 2026.

AIRPORT AUTHORITY OF THE CITY
OF BLAIR, NEBRASKA

BY _____
Dave Johnson, Chairman

ATTEST:

Wes Baedke, Secretary

(SEAL)

STATE OF NEBRASKA)
):ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly elected, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was duly passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

Wes Baedke, Secretary

NOTICE OF BUDGET HEARING AND BUDGET SUMMARY

Blair Airport Authority
IN
Washington County, Nebraska

PUBLIC NOTICE is hereby given, in compliance with the provisions of State Statute Sections 13-501 to 13-513, that the governing body will meet on the 18th day of August 2026, at 6:30 o'clock PM at Blair City Hall, Blair, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget. The budget detail is available at the office of the Clerk during regular business hours.

2024-2025 Actual Disbursements & Transfers	<u>\$ 1,278,461.13</u>
2025-2026 Actual/Estimated Disbursements & Transfers	<u>\$ 2,515,342.00</u>
2026-2027 Proposed Budget of Disbursements & Transfers	<u>\$ 6,710,668.00</u>
2026-2027 Necessary Cash Reserve	<u>\$ 394,217.89</u>
2026-2027 Total Resources Available	<u>\$ 7,104,885.89</u>
Total 2026-2027 Personal & Real Property Tax Requirement	<u>\$ 346,614.57</u>
Unused Budget Authority Created For Next Year	<u>\$ 64,950.98</u>

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	<u>\$ 101,814.57</u>
Personal and Real Property Tax Required for Bonds	<u>\$ 244,800.00</u>

ACCOUNT #	NAME	2022-2023 BUDGET	2022-2023 ACTUAL	2023-2024 BUDGET	2023-2024 ACTUAL	2024-2025 BUDGET	2024-2025 ACTUAL	2025-2026 BUDGET	2025-2026 ESTIMATED	2026-2027 BUDGET	2027 Notes
80-998-3101	CASH	640,710.88	376,612.07	666,842.78	220,832.79	183,840.29	141,354.00	195,588.22	(243,112.00)	160,877.00	
80-998-3250	INVESTMENTS (UNRESTR	-	-	-	-	-	-	-	-	-	
80-998-3251	INVESTMENT	-	-	-	-	-	-	-	-	-	
80-998-3267	RESTRICTED FUNDS DEP	-	-	-	-	-	-	-	-	-	
BUDGETED CASH TOTAL		640,710.88	376,612.07	666,842.78	220,832.79	183,840.29	141,354.00	195,588.22	(243,112.00)	160,877.00	
80-800-4001	PROPERTY TAX	-	-	-	-	61,544.93	71,191.00	89,760.00	80,200.00	94,885.00	FY26 - Assessor had not released funds; Est only - Depends on mil levy
PROPERTY TAX TOTAL		-	-	-	-	61,544.93	71,191.00	89,760.00	80,200.00	94,885.00	
80-800-4106	FRANCHISE FEE	40,000.00	54,064.70	40,000.00	47,612.68	55,000.00	51,291.89	55,000.00	42,000.00	30,000.00	Decreased fuel sales due to construction
OTHER LOCAL TAX TOTAL		40,000.00	54,064.70	40,000.00	47,612.68	55,000.00	51,291.89	55,000.00	42,000.00	30,000.00	
80-800-4210	AIRPORT GRANT FEDERAL	300,000.00	80,352.00	720,000.00	718,109.54	2,250,000.00	109,674.00	2,250,000.00	1,864,408.00	5,750,000.00	Half of expansion project draw downs
FEDERAL FUNDS TOTAL		300,000.00	80,352.00	720,000.00	718,109.54	2,250,000.00	109,674.00	2,250,000.00	1,864,408.00	5,750,000.00	
80-800-4253	AIRPORT GRANT STATE	180,000.00	-	90,000.00	-	10,000.00	168,460.00	10,000.00	400,000.00	50,000.00	Half of expansion project draw downs
STATE FUNDS TOTAL		180,000.00	-	90,000.00	-	10,000.00	168,460.00	10,000.00	400,000.00	50,000.00	
80-800-4343	FBO HANGAR LEASES	173,920.00	175,343.38	172,160.00	173,763.46	175,000.00	225,348.75	200,000.00	190,000.00	-	
80-800-4343.00x	COMMUNITY HANGAR LEASES								-	77,520.00	Community, T and Exec Hangar lease revenue assuming 5 year to market plan is adopted,
80-800-4343.00x	T-HANGAR LEASES								-	36,480.00	
80-800-4343.00x	EXECUTIVE HANGAR LEASES								-	25,080.00	
80-800-4343.00x	OPD LEASE								-	37,620.00	
80-800-4343.00x	CORPORATE HANGAR LAND LEASES								-	-	
80-800-4343.00x	CORPORATE HANGAR LOT FEES								-	105,000.00	Hangars O,Q,R,S,U
80-800-4343.00x	FARM LEASE								-	23,160.00	
80-800-4350	PROPANE SALES	400.00	-	400.00	1,218.14	500.00	638.88	750.00	80.00	750.00	
80-800-4361	UTILITY SALES	400.00	(105.00)	400.00	545.40	500.00	271.80	500.00	320.00	500.00	
CHARGES & SALES TOTAL		174,720.00	175,238.38	172,960.00	175,527.00	176,000.00	226,259.43	201,250.00	190,400.00	306,110.00	
80-800-4502	NRD COST SHARE	-	-	-	-	-	-	-	-	-	
80-800-4504	INTEREST	500.00	7,274.98	1,500.00	6,272.81	5,000.00	5,390.56	3,000.00	6,000.00	5,000.00	
80-800-4511	OPD - HANGAR REMODEL	-	-	-	-	-	-	-	-	-	
80-800-4512	SALE OF BUILDING/LAND	-	-	-	-	-	-	-	-	-	
80-800-4520	MISC REVENUE	1,000.00	1,880.00	1,000.00	10.00	1,000.00	6,667.31	100.00	-	500.00	
80-800-4521	MISC INCOME - GRANT	-	-	-	-	-	-	-	-	-	
80-800-4523	INSURANCE PROCEEDS	-	-	-	35,554.00	-	53,317.41	-	-	-	
80-800-4524	RENTAL INCOME HOUSES	42,000.00	35,950.00	27,000.00	27,700.00	24,000.00	25,850.00	20,000.00	4,800.00	-	
80-800-4525	DONATED FUNDS	-	-	-	2,000.00	-	-	-	-	-	
MISC. REVENUE TOTAL		43,500.00	45,104.98	29,500.00	71,536.81	30,000.00	91,225.28	23,100.00	10,800.00	5,500.00	
80-800-4601	WARRANT INCOME	-	-	-	-	-	-	-	145,000.00	100,000.00	RVR BAN Bank drawdown
80-800-4610	STATE HANGAR LOAN	-	-	-	-	-	-	-	-	-	
DEBT SERVICE TOTAL		-	-	-	-	-	-	-	145,000.00	100,000.00	
80-800-4786	TRANS FROM DEBT SERV	-	-	-	-	-	-	-	-	-	
80-800-4789	TRANS FROM DEBT SERV	-	-	-	-	-	-	-	-	-	
TRANSFER IN OF FUNDS TOTAL		-	-	-	-	-	-	-	-	-	
AIRPORT TOTAL GF INCOME		1,378,930.88	731,372.13	1,719,302.78	1,233,618.82	2,766,385.22	859,455.60	2,824,698.22	2,489,696.00	6,497,372.00	

ACCOUNT #	NAME	2022-2023 BUDGET	2022-2023 ACTUAL	2023-2024 BUDGET	2023-2024 ACTUAL	2024-2025 BUDGET	2024-2025 ACTUAL	2025-2026 BUDGET	2025-2026 ESTIMATED	2026-2027 BUDGET	2027 Notes
80-800-5001	SALARIES	-	-	-	-	55,000.00	21,684.97	55,000.00	55,000.00	64,870.00	
80-800-5002	FICA - CITY SHARE	-	-	-	-	4,500.00	1,672.76	4,500.00	4,500.00	4,970.00	
80-800-5003	WORKMAN'S COMPENSATION	-	-	-	-	250.00	-	250.00	250.00	-	
80-800-5004	H.A.L. INSURANCE	-	-	-	-	16,500.00	6,589.76	16,500.00	16,500.00	21,800.00	Dental/Vision, Life Ins, Medical
80-800-5005	RETIREMENT - CITY SHARE	-	-	-	-	3,000.00	1,420.29	3,000.00	3,000.00	5,850.00	
80-800-5006	UNEMPLOYMENT COMP	-	-	-	-	250.00	-	250.00	250.00	-	
80-800-5007	DISABILITY	-	-	-	-	250.00	-	250.00	250.00	250.00	
80-800-5008	PENSION ADMINISTRATION	-	-	-	-	194.93	-	194.93	200.00	200.00	
PERSONAL SERVICES TOTAL		-	-	-	-	79,944.93	31,367.78	79,944.93	79,950.00	97,940.00	
80-800-5207	GENERAL AUDIT	-	17,625.00	-	19,500.00	-	-	-	-	-	
80-800-5208	GENERAL LEGAL	-	-	-	-	-	-	-	-	-	
80-800-5209	BANK FEES	-	20.00	-	60.00	200.00	80.00	200.00	100.00	200.00	
80-800-5210	LEGAL	6,000.00	63.00	6,000.00	-	6,000.00	54.21	6,000.00	-	6,000.00	
80-800-5211	AUDITING	18,000.00	-	18,000.00	-	25,000.00	17,000.00	25,000.00	19,000.00	25,000.00	
80-800-5212	CONSULTANTS ENGINEER	40,000.00	8,695.00	40,000.00	8,579.57	30,000.00	24,890.00	30,000.00	26,000.00	30,000.00	
80-800-5216	POSTAGE	400.00	363.46	400.00	405.96	400.00	324.01	400.00	600.00	400.00	
80-800-5217	PRINTING & PUBLICATION	1,000.00	1,272.26	1,000.00	1,614.36	1,500.00	500.58	1,500.00	850.00	1,500.00	
80-800-5222	TRAVEL EXPENSE	4,000.00	2,967.98	4,000.00	3,987.73	4,000.00	6,529.14	6,000.00	6,000.00	6,000.00	
80-800-5223	TRAINING EXP/CONF RE	800.00	1,953.64	800.00	2,468.00	2,500.00	4,877.00	5,000.00	2,500.00	5,000.00	
80-800-5224	DUES	500.00	375.00	500.00	948.17	1,500.00	1,250.00	1,500.00	1,500.00	1,500.00	
80-800-5227	SOFTWARE MAINTENANCE	-	-	-	1,800.00	-	1,224.77	1,500.00	5,000.00	4,200.00	
80-800-5228	UTILITIES	12,000.00	9,049.48	12,000.00	7,635.96	12,000.00	9,439.54	12,000.00	10,700.00	12,000.00	
80-800-5229	TELEPHONE	-	697.02	-	1,596.15	1,500.00	2,239.06	3,000.00	2,500.00	3,000.00	
80-800-5231	LIABILITY INSURANCE	40,000.00	12,951.00	40,000.00	42,525.54	45,000.00	46,245.04	55,000.00	52,000.00	55,000.00	
80-800-5239	MOTORIZED EQUIPMENT MAINT	8,000.00	4,378.89	8,000.00	6,869.14	8,000.00	1,256.46	8,000.00	2,500.00	8,000.00	
80-800-5240	MAINTENANCE	50,000.00	43,543.38	50,000.00	33,560.51	75,000.00	93,800.99	75,000.00	10,000.00	71,000.00	Roof Replacement/repair on Community Hangars
0.01 TAXIWAY MAINTENANCE/WEED CONTROL									-	4,000.00	Weed control & prevenative maintenance for water damaged congrete
80-800-5247	MAINTENANCE HOUSE PR	8,000.00	1,200.00	8,000.00	40,554.00	15,000.00	14,885.67	15,000.00	-	-	
80-800-5248	AWOS MAINTENANCE	4,800.00	4,599.96	4,800.00	4,599.96	4,800.00	4,599.96	5,000.00	4,600.00	5,000.00	
80-800-5250	BAD DEBT EXPENSE	-	-	-	-	-	-	-	-	-	
80-800-5258	OTHER OPERATING EXP/PROP TAX	2,000.00	73.03	2,000.00	82.37	2,000.00	627.55	2,000.00	-	2,000.00	
80-800-5262	COUNTY TREASURER COL	-	-	-	-	-	-	-	210.00	-	
80-800-5268	MOWING/SNOW REMOVAL	40,000.00	38,085.75	40,000.00	49,292.50	40,000.00	55,282.52	45,000.00	45,000.00	45,000.00	Subject to change depending on arrangement with the City
80-800-5269	REIMBURSE FHA	-	-	-	-	-	-	-	-	-	
80-800-5270	DONATED FUNDS (DEDIC	-	-	-	-	-	-	-	-	-	
80-800-5275	FUEL FARM MAINTENANCE	6,000.00	8,779.85	6,000.00	4,244.46	6,000.00	5,657.05	6,000.00	6,000.00	6,000.00	
80-800-5281	STATE ADMIN FEE	3,000.00	112.80	3,000.00	3,296.69	3,000.00	-	3,000.00	200.00	3,000.00	
OPERATING EXPENSE TOTAL		244,500.00	156,806.50	244,500.00	233,621.07	283,400.00	290,763.55	306,100.00	195,260.00	293,800.00	
80-800-5350	PROPANE	2,000.00	2,935.84	2,000.00	3,028.51	2,000.00	535.09	2,000.00	1,300.00	2,000.00	
80-800-5360	OFFICE SUPPLIES	600.00	711.90	600.00	63.94	600.00	587.65	600.00	310.00	600.00	
80-800-5361	JANITORIAL	500.00	-	500.00	-	500.00	193.05	500.00	-	500.00	
80-800-xxxx	SAFETY EQUIPMENT								610.00	2,000.00	NEW GL/ AED Agreement + PPE
80-800-5370	GAS/OIL/FUEL	3,000.00	2,171.30	3,000.00	1,214.43	3,000.00	1,806.82	3,000.00	1,800.00	13,000.00	300 Gal Premium Tank
80-800-xxxx	SMALL TOOLS								-	5,000.00	Shop Tools
80-800-5374	SAND/GRAVEL	600.00	-	600.00	-	600.00	-	600.00	-	600.00	
80-800-5380	DE-ICE CHEMICAL	15,000.00	-	15,000.00	-	15,000.00	9,233.07	15,000.00	-	15,000.00	
EXPENDABLE MAT & SUPPLIES TOTAL		21,700.00	5,819.04	21,700.00	4,306.88	21,700.00	12,355.68	21,700.00	4,020.00	38,700.00	

ACCOUNT #	NAME	2022-2023 BUDGET	2022-2023 ACTUAL	2023-2024 BUDGET	2023-2024 ACTUAL	2024-2025 BUDGET	2024-2025 ACTUAL	2025-2026 BUDGET	2025-2026 ESTIMATED	2026-2027 BUDGET	2027 Notes
80-800-5402	MOTORIZED EQUIPMENT	3,000.00	395.00	3,000.00	-	35,000.00	27,714.95	35,000.00	-	50,000.00	Skid Steer/TractorForklift for De-Icing Product/Brush Mower/Bucket for General Use
80-800-5404	NON CAPITAL EQUIPMENT	-	-	-	-	5,000.00	2,191.80	5,000.00	-	-	
80-800-5410	SPECIALIZED EQUIPMENT	-	-	-	-	15,000.00	12,757.25	3,000.00	-	-	
80-800-5418	RUNWAY/ TAXIWAY	-	-	-	-	-	-	-	-	-	
OTHER CAPITAL OUTLAY TOTAL		3,000.00	395.00	3,000.00	-	55,000.00	42,664.00	43,000.00	-	50,000.00	
80-800-5501	CAPITAL EQUIPMENT	-	-	-	-	-	-	75,000.00	-	-	
80-800-5502	BUILDING ROOF REPLAC	-	-	-	-	-	-	-	-	-	
80-800-5521	CAPITAL IMPROVEMENTS	-	-	-	-	-	-	-	-	42,000.00	SRE BLDG floor paving & insulation
80-800-5516	CAPITAL EXPANSION	740,000.00	293,505.46	1,160,900.00	847,324.15	1,160,900.00	615,722.24	1,160,900.00	1,245,000.00	5,900,000.00	Half of Expansion Project Costs
80-800-5527	CAPITAL NON MOTORIZED	-	-	-	-	75,000.00	41,191.57	25,000.00	23,450.00	-	
80-800-5528	PURCHASE LAND	260,000.00	-	250,000.00	7,012.50	1,000,000.00	65,040.55	1,000,000.00	781,139.00	-	
CAPITAL IMPROVEMENTS TOTAL		1,000,000.00	293,505.46	1,410,900.00	854,336.65	2,235,900.00	721,954.36	2,260,900.00	2,049,589.00	5,942,000.00	
80-800-6304	TRANS TO DEBT	-	-	-	-	-	-	-	-	-	
TRANSFER OUT OF FUNDS TOTAL		-	-	-	-	-	-	-	-	-	
80-800-7310	LOAN REPAYMENT PRINC	-	-	-	-	-	-	-	-	-	
80-800-7311	INTEREST ON LOANS	-	-	-	-	-	-	-	-	-	
80-800-7312	HANGAR LOAN PAYMENT	-	-	-	-	-	-	-	-	-	
80-800-7313	HANGAR LOAN 2013	-	-	-	-	-	-	-	-	-	
80-800-7314	FUEL LOAN	-	-	-	-	-	-	-	-	-	
DEBT SERVICE TOTAL		-	-	-	-	-	-	-	-	-	
80-800-9009	NECESSARY CASH RESERVES	109,730.88	-	39,202.78	-	90,440.29	-	90,440.29	-	-	
NECESSARY CASH RESERVE TOTAL		109,730.88	-	39,202.78	-	90,440.29	-	90,440.29	-	74,932.00	
AIRPORT TOTAL GF EXPENSES		1,378,930.88	456,526.00	1,719,302.78	1,092,264.60	2,766,385.22	1,099,105.37	2,802,085.22	2,328,819.00	6,497,372.00	
AIRPORT GENERAL FUND		-	274,846.13	-	141,354.22	-	(239,649.77)	22,613.00	160,877.00	-	

ACCOUNT #	AIRPORT DEBT SERVICE FUND NAME	2022-2023 BUDGET	2022-2023 ACTUAL	2023-2024 BUDGET	2023-2024 ACTUAL	2024-2025 BUDGET	2024-2025 ACTUAL	2025-2026 BUDGET	2025-2026 ESTIMATED	2026-2027 BUDGET	2027 Notes
81-998-3101	CASH	233,430.71	206,106.69	148,174.94	205,347.76	236,196.89	241,275.00	136,856.99	302,847.00	352,724.00	
81-998-3512	COUNTY TREASURER BAL	2,418.00	-	2,418.00	-	500.00	-	500.00	-	-	
	BUDGETED CASH TOTAL	235,848.71	206,106.69	150,592.94	205,347.76	236,696.89	241,275.00	137,356.99	302,847.00	352,724.00	
81-900-4001	PROPERTY TAX	216,000.00	205,305.61	238,170.00	209,630.09	240,000.00	233,673.00	240,000.00	216,000.00	244,800.00	Need to add bond amt after project is complete
81-900-4002	INTEREST ON TAXES	500.00	605.63	500.00	501.24	500.00	677.16	500.00	500.00	500.00	
81-900-4005	MOTOR VEHICLE TAXES	-	-	-	-	-	-	-	-	-	
	PROPERTY TAX TOTAL	216,500.00	205,911.24	238,670.00	210,131.33	240,500.00	234,350.16	240,500.00	216,500.00	245,300.00	
81-900-4008	MOTOR VEHICLE PRO RA	400.00	440.78	400.00	501.04	400.00	266.51	400.00	1,100.00	400.00	
81-900-4101	IN LIEU OF TAXES	9,000.00	-	9,000.00	-	5,000.00	-	-	-	-	
81-900-4102	CARLINE TAX	100.00	61.20	100.00	60.13	100.00	13.37	100.00	100.00	100.00	
81-900-4105	HOMESTEAD EXEMPTION	-	7,471.02	5,000.00	9,351.12	5,000.00	2,432.92	5,000.00	8,700.00	4,000.00	
81-900-4109	TAX CREDIT	-	11,173.78	5,500.00	14,571.54	7,000.00	4,541.62	7,000.00	10,000.00	5,000.00	
	OTHER LOCAL TAX TOTAL	9,500.00	19,146.78	20,000.00	24,483.83	17,500.00	7,254.42	12,500.00	19,900.00	9,500.00	
81-900-4605	BOND PROCEEDS	-	-	-	-	-	-	-	-	-	Assuming project is NOT completed in FY27
	DEBT SERVICE TOTAL	-	-	-	-	-	-	-	-	-	
	AIRPORT DEBT TOTAL INCOME	461,848.71	431,164.71	409,262.94	439,962.92	494,696.89	482,879.58	390,356.99	539,247.00	607,524.00	
81-900-5262	COLLECTION FEE	-	4,113.95	4,670.00	4,296.18	4,500.00	1,233.26	4,500.00	8,400.00	8,400.00	
81-900-5290	ISSUANCE FEE	-	-	-	-	-	-	-	-	-	
	OPERATING EXPENSE TOTAL	-	4,113.95	4,670.00	4,296.18	4,500.00	1,233.26	4,500.00	8,400.00	8,400.00	
81-900-6306	TRANS TO GENERAL - NOTE PRIN	-	-	-	-	-	-	-	-	-	
81-900-6307	TRANS TO GENERAL - NOTE INTST	-	-	-	-	-	-	-	-	-	
	TRANSFER OUT OF FUNDS TOTAL	-	-	-	-	-	-	-	-	-	
81-900-7301	WARRANT INTEREST PAY	60,000.00	-	60,000.00	-	60,000.00	-	60,000.00	-	100,000.00	BAN Draw down interest
81-900-7302	2021A BOND PRINCIPAL PMNT	120,000.00	170,000.00	115,000.00	115,000.00	105,000.00	105,000.00	105,000.00	105,000.00	110,000.00	
81-900-7303	2021A BOND INTEREST PMNT	15,595.00	15,615.00	14,686.25	14,686.25	13,672.50	13,672.50	13,672.50	13,673.00	10,958.00	
81-900-7304	ISSUE FEE	-	-	-	-	-	-	-	-	-	
81-900-7305	2021B BOND PRINCIPAL PMNT	50,000.00	-	45,000.00	45,000.00	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00	
81-900-7306	2021B BOND INTEREST PMNT	19,990.00	20,010.00	19,705.00	19,705.00	19,450.00	19,450.00	19,450.00	19,450.00	18,870.00	
81-900-7308	REFINANCE 2016A	-	-	-	-	-	-	-	-	-	
81-900-7309	REFINANCE 2016B	-	-	-	-	-	-	-	-	-	
81-900-7312	HANGAR LOAN PAYMENT	13,200.00	5,550.00	13,200.00	-	-	-	-	-	-	
81-900-7313	HANGAR LOAN 2013	15,792.00	10,528.00	15,792.00	-	-	-	-	-	-	
81-900-7329	BOND INTEREST 2018	-	-	-	-	-	-	-	-	-	
	DEBT SERVICE TOTAL	294,577.00	221,703.00	283,383.25	194,391.25	238,122.50	178,122.50	238,122.50	178,123.00	279,828.00	
81-900-9009	NECESSARY CASH RESER	167,271.71	-	121,209.69	-	252,074.39	-	147,734.49	-	319,296.00	
	NECESSARY CASH RESERVE TOTAL	167,271.71	-	121,209.69	-	252,074.39	-	147,734.49	-	319,296.00	
	AIRPORT DEBT TOTAL EXPENSES	461,848.71	225,816.95	409,262.94	198,687.43	494,696.89	179,355.76	390,356.99	186,523.00	607,524.00	
	AIRPORT DEBT FUND	-	205,347.76	-	241,275.49	-	303,523.82	-	352,724.00	-	
									513,601.00	-	

382,629.00

2026-2027
STATE OF NEBRASKA
GENERAL BUDGET FORM

Blair Airport Authority

TO THE COUNTY BOARD AND COUNTY CLERK OF
Washington County

This budget is for the Period October 1, 2026, through September 30, 2027

Upon Filing, The Entity Certifies the Information Submitted on this Form to be Correct:

The following **PERSONAL AND REAL PROPERTY TAX** is requested for the ensuing year:

\$	101,814.57	A1	Property Taxes for Non-Bond Purposes
\$	244,800.00	A2	Principal and Interest on Bonds
\$	346,614.57	A3	Total Personal and Real Property Tax Required

Outstanding Bonded Indebtedness as of October 1, 2026

1,740,000.00	A4	Principal
184,439.00	A5	Interest
\$ 1,924,439.00	A6	Total Bonded Indebtedness

1,143,527,493	A7	Total General Fund Certified Valuation (All Counties) (Certification of Valuation(s) from County Assessor MUST be attached)
---------------	----	--

County Clerk's Use ONLY

APA Contact Information

Auditor of Public Accounts
PO BOX 98917
Lincoln, NE 68509

Telephone: (402) 471-2111 FAX: (402) 471-3301

Website: auditors.nebraska.gov

Questions - E-Mail: Jeff.Schreier@nebraska.gov

Budget Document To Be Used As Audit Waiver?

My Subdivision has elected to use this Budget Document as the Audit Waiver.
(If YES, Board Minutes **MUST** be Attached)

☐ YES ☒ NO

If **YES**, Column 2 **MUST** contain **ACTUAL** Numbers.

If YES, DO NOT COMPLETE/SUBMIT SEPARATE AUDIT WAIVER REQUEST.

Report of Joint Public Agency & Interlocal Agreements

Was this Subdivision involved in any Interlocal Agreements or Joint Public Agencies for the reporting period of July 1, 2025 through June 30, 2026?

☐ YES ☒ NO

If **YES**, Please attach Interlocal Agreement Report.

Report of Trade Names, Corporate Names & Business Names

Did the Subdivision operate under a separate Trade Name, Corporate Name, or other Business Name during the period of July 1, 2025 through June 30, 2026?

☐ YES ☒ NO

If **YES**, Please attach Trade Name Report.

Submission Information

Budget Due by 9-30-2026

Submit budget to:

1. Auditor of Public Accounts -Electronically on Website or Mail
2. County Board (SEC. 13-508), C/O County Clerk

Blair Airport Authority in Washington County

Line No.	TOTAL ALL FUNDS	Actual 2024 - 2025 (Column 1)		Actual/Estimated 2025 - 2026 (Column 2)		Adopted Budget 2026 - 2027 (Column 3)	
1	Beginning Balances, Receipts, & Transfers:						
2	Beginning Net Cash Balance	382,465.00	B1	59,734.89	B29	513,600.89	B57
3	Investments	-	B2	-	B30	-	B58
4	County Treasurer's Balance	-	B3	-	B31	-	B59
5	Subtotal of Beginning Balances (Lines 2 thru 4)	382,465.00	B4	59,734.89	B32	513,600.89	B60
6	Personal and Real Property Taxes (Columns 1 and 2 - See Preparation Guidelines)	304,864.00	B5	296,700.00	B33	339,685.00	B61
7	Federal Receipts	109,674.00	B6	1,864,408.00	B34	5,750,000.00	B62
8	State Receipts: Motor Vehicle Pro-Rate (To Lid Supporting Schedule, page 4)	266.51	B7	1,100.00	B35	400.00	B63
9	State Receipts: State Aid	168,460.00	B8	400,000.00	B36	50,000.00	B64
10	State Receipts: Other	2,446.29	B9	8,800.00	B37	-	B65
11	State Receipts: Property Tax Credit	4,541.62	B10	10,000.00	B38		
12	Local Receipts: Nameplate Capacity Tax	-	B11	-	B39	-	B66
13	Local Receipts: In Lieu of Tax (To Lid Supporting Schedule, page 4)	-	B12	-	B40	-	B67
14	Local Receipts: Other	365,478.60	B13	388,200.00	B41	451,200.00	B68
15	Transfers In Of Surplus Fees (To Lid Supporting Schedule, page 4)	-	B14	-	B42	-	B69
16	Transfer In Other Than Surplus Fees (Should agree to Transfers Out on Line 28)	-	B15	-	B43	-	B70
17	Total Resources Available (Lines 5 thru 16)	1,338,196.02	B16	3,028,942.89	B44	7,104,885.89	B71
18	Disbursements & Transfers:						
19	Operating Expenses	335,720.27	B17	287,630.00	B45	438,840.00	B72
20	Capital Improvements (Real Property/Improvements)	721,954.36	B18	2,049,589.00	B46	5,942,000.00	B73
21	Other Capital Outlay (Equipment, Vehicles, Etc.)	42,664.00	B19	-	B47	50,000.00	B74
22	Debt Service: Bond Principal & Interest Payments	178,122.50	B20	178,123.00	B48	279,828.00	B75
23	Debt Service: Payments to Retire Interest-Free Loans (Public Airports)	-	B21	-	B49	-	B76
24	Debt Service: Payments to Bank Loans & Other Instruments (Fire Districts)	-	B22	-	B50	-	B77
25	Debt Service: Other	-	B23	-	B51	-	B78
26	Judgments	-	B24	-	B52	-	B79
27	Transfers Out of Surplus Fees	-	B25	-	B53	-	B80
28	Transfers Out Other Than Surplus Fees (Should agree to Transfers In on Line 16)	-	B26	-	B54	-	B81
29	Total Disbursements & Transfers (Lines 19 thru 28)	1,278,461.13	B27	2,515,342.00	B55	6,710,668.00	B82
30	Balance Forward/Cash Reserve (Line 17 - Line 29)	59,734.89	B28	513,600.89	B56	394,217.89	B83
31	Cash Reserve Percentage (CANNOT exceed 50%)					55%	B84
PROPERTY TAX RECAP		Tax from Line 6				339,685.00	B85
		County Treasurer's Commission - 2% of Total Taxes Collected				6,929.57	B86
		Total Property Tax Requirement				346,614.57	B87

Blair Airport Authority in Washington County

To Assist the County For Levy Setting Purposes

The Cover Page identifies the Property Tax Request between Principal & Interest on Bonds and All Other Purposes. If your political subdivision needs more of a breakdown for levy setting purposes, complete the section below.

Property Tax Request by Fund:	Expected Levy **	Property Tax Request
General Fund	0.008904	\$ 101,814.57
Sinking Fund	0.000000	
Bond Fund	0.021407	\$ 244,800.00
_____ Fund	0.000000	
Total Tax Request	0.030311 *	\$ 346,614.57

* This Amount should agree to the Total Personal and Real Property Tax Required on the Cover Page (Page 1).

**** County must independently verify levy calculations before County Board approves final levies pursuant to Neb. Rev. Stat. §77-1601. Calculations shown here are intended to assist only - it is not to be used for official levy setting purposes.**

Levy Formula: Property Tax Request / Taxable Valuation * 100
(levies are expressed per \$100 of taxable valuation)

Township Property Taxes

If this is a Township Subdivision budget form, the amount of property taxes shown above and on the front cover may not represent the amount the Township will receive. Statute 39-1522 outlines that one-half of all money collected from the township levy on property within the corporate limits of a city or village shall be paid to the treasurer of the city or village to be used for the maintenance and repairs of the streets.

Township should take this into consideration when determining property tax amount to be budgeted.

Documentation of Transfers:

(Only complete if there are transfers noted on Page 2, Column 2)

Please explain what fund the monies were transferred from, what fund they were transferred to, and the reason for the transfer.

Transfer From: _____	Transfer To: _____
Amount: _____	

Reason: _____

Transfer From: _____	Transfer To: _____
Amount: _____	

Reason: _____

Cash Reserve Fund

Statute 13-503 says cash reserve means funds required for the period before revenue would become available for expenditure but shall not include funds held in any special reserve fund. If the cash reserve on Page 2 exceeds 50%, you can list below amounts being held in a special reserve fund.

Special Reserve Fund Name	Amount
Hanger Const Fund	74,000.00
Total Special Reserve Funds	74,000.00
Total Cash Reserve	\$ 394,217.89
Remaining Cash Reserve	\$ 320,217.89
Remaining Cash Reserve %	44.56%

CORRESPONDENCE INFORMATION

ENTITY OFFICIAL ADDRESS

If no official address, please provide address where correspondence should be sent

NAME	Blair Airport Authority
ADDRESS	218 S 16th Street
CITY & ZIP CODE	Blair 68008
TELEPHONE	402-426-4191
WEBSITE	blairne.gov/86/Blair-Executive-Airport

BOARD CHAIRPERSON	CLERK/TREASURER/SUPERINTENDENT/OTHER	PREPARER
NAME Dr. David E. Johnson	Sara Bach	David Scott
TITLE /FIRM NAME Chairperson	Treasurer	Deputy City Administrator
TELEPHONE 402-426-4191	402-426-4191	402-426-4191
EMAIL ADDRESS djohnson@blairne.gov	sbach@blairne.gov	dscott@blairne.gov

For Questions on this form, who should we contact (please ☒ one): Contact will be via email if supplied.

- ☐ Board Chairperson
- ☐ Clerk / Treasurer / Superintendent / Other
- ☒ Preparer

NOTE: If Budget Document is used as an Audit Waiver, approval of the Audit Waiver will be sent to the Board Chairperson via email. If no email address is supplied for the Board Chairperson, notification will be mailed via post office to address listed above.

Blair Airport Authority in Washington County
2026-2027 LID SUPPORTING SCHEDULE

Line No.	Calculation of Restricted Funds		
(1)	Total Personal and Real Property Tax Requirements	346,614.57	C1
(2)	Motor Vehicle Pro-Rate	400.00	C2
(3)	In-Lieu of Tax Payments	-	C3
(4)	Transfers of Surplus Fees	-	C4
Prior Year Budgeted Capital Improvements that were excluded from Restricted Funds.			
(5)	Prior Year Capital Improvements Excluded from Restricted Funds (From 2025-2026 Lid Exceptions, Line (10))	90,160.00	C5
(6)	LESS: Amount Spent During 2025-2026	90,160.00	C6
(7)	LESS: Amount Expected to be Spent in Future Budget Years	-	C7
(8)	Amount to be included as Restricted Funds (<u>Cannot</u> be a Negative Number)	-	C8
(8a)	Nameplate Capacity Tax	-	C9
(9)	TOTAL RESTRICTED FUNDS (A)	347,014.57	C10
Lid Exceptions			
(10)	Capital Improvements Budgeted (Purchase of Real Property and Improvements on Real Property)	102,214.57	C11
(11)	LESS: Amount of prior year capital improvements that were excluded from previous lid calculations but were not spent and now budgeted this fiscal year (<i>cannot exclude same capital improvements from more than one lid calculation.</i>) Agrees to Line (7).	-	C12
(12)	Allowable Capital Improvements	102,214.57	C13
(13)	Bonded Indebtedness	244,800.00	C14
(14)	Public Facilities Construction Projects (Statute 72-2301 to 72-2308) (Fire Districts & Hospital Districts Only)	-	C15
(15)	Interlocal Agreements/Joint Public Agency Agreements	-	C16
(16)	Public Safety Communication Project - Statute 86-416 (Fire Districts Only)	-	C17
(16a)	Benefits Paid Under the Firefighter Cancer Benefits Act (Fire Districts & Airport Authorities Only)	-	C18
(17)	Payments to Retire Interest-Free Loans from the Department of Aeronautics (Public Airports Only)	-	C19
(18)	Judgments	-	C20
(19)	Refund of Property Taxes to Taxpayers	-	C21
(20)	Repairs to Infrastructure Damaged by a Natural Disaster	-	C22
(21)	TOTAL LID EXCEPTIONS (B)	347,014.57	C23
TOTAL RESTRICTED FUNDS For Lid Computation (To Line 9 of the Lid Computation Form) To Calculate: Total Restricted Funds (A)-Line 9 MINUS Total Lid Exceptions (B)-Line 21		-	C24

Total Restricted Funds for Lid Computation cannot be less than zero. See Instruction Manual on completing the Lid Supporting Schedule.

Blair Airport Authority

in

Washington County

LID COMPUTATION FORM FOR FISCAL YEAR 2026-2027

PRIOR YEAR RESTRICTED FUNDS AUTHORITY OPTION 1 OR OPTION 2

OPTION 1

Prior Year Restricted Funds Authority = Line (8) from last year's Lid Computation Form	D1	62,754.57
		Option 1 - (1)

OPTION 2

Only use if a vote was taken at a townhall meeting last year to exceed Lid for one year

Line (1) of Prior Year Lid Computation Form	D2	-
		Option 2 - (A)
Allowable Percent Increase Less Vote Taken (Prior Year Lid Computation Form Line (6) - Line (5))	D3	- %
		Option 2 - (B)
Dollar Amount of Allowable Increase Excluding the vote taken (Line (A) times Line (B))	D4	-
		Option 2 - (C)
Calculated Prior Year Restricted Funds Authority (Line (A) Plus Line (C)) =	D5	-
		Option 2 - (1)

CURRENT YEAR ALLOWABLE INCREASES

1 BASE LIMITATION PERCENT INCREASE (2.5%)	D6	2.50 %
		(2)

2 ALLOWABLE GROWTH PER THE ASSESSOR MINUS 2.5%	D7	- %
		(3)
$\frac{9,000,000.00}{2026 \text{ Growth per Assessor}} \div \frac{1,110,225,024.00}{2025 \text{ Valuation}} = 0.81 \%$		
		Multiply times 100 To get %

3 ADDITIONAL ONE PERCENT BOARD APPROVED INCREASE	D8	1.00 %
		(4)
$\frac{5}{\# \text{ of Board Members voting "Yes" for Increase}} \div \frac{5}{\text{Total \# of Members in Governing Body at Meeting}} = 100.00 \%$		
		Must be at least .75 (75%) of the Governing Body

ATTACH A COPY OF THE BOARD MINUTES APPROVING THE INCREASE.

4 SPECIAL ELECTION/TOWNHALL MEETING - VOTER APPROVED % INCREASE	D9	- %
		(5)

Please Attach Ballot Sample and Election Results OR Record of Action From Townhall Meeting

TOTAL ALLOWABLE PERCENT INCREASE = Line (2) + Line (3) + Line (4) + Line (5)	D10	3.50 %
		(6)

Allowable Dollar Amount of Increase to Restricted Funds = Line (1) x Line (6)	D11	2,196.41
		(7)

Total Restricted Funds Authority = Line (1) + Line (7)	D12	64,950.98
		(8)

Less: Restricted Funds from Lid Supporting Schedule	D13	-
		(9)

Total Unused Restricted Funds Authority = Line (8) - Line (9)	D14	64,950.98
		(10)

LINE (10) MUST BE GREATER THAN OR EQUAL TO ZERO OR YOU ARE IN VIOLATION OF THE LID LAW.

The amount of Unused Restricted Funds Authority on Line (10) must be published in the Notice of Budget Hearing.

Blair Airport Authority in Washington County

2026-2027 CAPITAL IMPROVEMENT LID EXEMPTIONS

Description of Capital Improvement	Amount Budgeted	
County Rd relocation, Runway Design & Grading (local match)	\$	102,214.57

Total - Must agree to Line 10 on Lid Support Page 4

\$	102,214.57
----	------------

NOTICE OF BUDGET HEARING AND BUDGET SUMMARY

Blair Airport Authority
IN
Washington County, Nebraska

PUBLIC NOTICE is hereby given, in compliance with the provisions of State Statute Sections 13-501 to 13-513, that the governing body will meet on the 18th day of August 2026, at 6:30 o'clock PM at Blair City Hall, Blair, NE for the purpose of hearing support, opposition, criticism, suggestions or observations of taxpayers relating to the following proposed budget. The budget detail is available at the office of the Clerk during regular business hours.

2024-2025 Actual Disbursements & Transfers	\$ 1,278,461.13
2025-2026 Actual/Estimated Disbursements & Transfers	\$ 2,515,342.00
2026-2027 Proposed Budget of Disbursements & Transfers	\$ 6,710,668.00
2026-2027 Necessary Cash Reserve	\$ 394,217.89
2026-2027 Total Resources Available	\$ 7,104,885.89
Total 2026-2027 Personal & Real Property Tax Requirement	\$ 346,614.57
Unused Budget Authority Created For Next Year	\$ 64,950.98

Breakdown of Property Tax:

Personal and Real Property Tax Required for Non-Bond Purposes	\$ 101,814.57
Personal and Real Property Tax Required for Bonds	\$ 244,800.00

----- Cut Off Here Before Sending To Printer -----

REPORT OF JOINT PUBLIC AGENCY AND INTERLOCAL AGREEMENTS

REPORTING PERIOD JULY 1, 2025 THROUGH JUNE 30, 2026

Blair Airport Authority

Washington County

SUBDIVISION NAME		COUNTY	Amount Used as Lid Exemption (Column 4)
Parties to Agreement (Column 1)	Agreement Period (Column 2)	Description (Column 3)	
From Page 2			\$ -

Total Amount used as Lid Exemption \$ -

Airport Budget Levy Fiscal 2027 Comparison

City Airport Valuation Fiscal year 2027	\$ 1,210,940,423.00 (9.07%)
Airport FY 2027 Property Tax (Debt)	\$ 244,800.00
<u>Airport FY 2027 Property Tax (Gen. Fund)</u>	<u>\$ 101,814.57</u>
Total FY 2027 Property Tax	\$ 346,614.57
Property Tax Levy FY 2027	\$0.028624

Airport Budget Levy Fiscal 2026 Comparison

City Airport Valuation Fiscal year 2026	\$ 1,110,225,024.00 (3.66%)
Airport FY 2026 Property Tax (Debt)	\$ 244,800.00
<u>Airport FY 2026 Property Tax (Gen. Fund)</u>	<u>\$ 89,760.00</u>
Total FY 2026 Property Tax	\$ 334,560.00
Property Tax Levy FY 2026	\$0.030134

Airport Budget Levy Fiscal 2025

City Airport Valuation Fiscal year 2025	\$ 1,071,003,788.00 (13.33%)
Airport FY 2025 Property Tax (Debt)	\$ 245,310.00
<u>Airport FY 2025 Property Tax (Gen. Fund)</u>	<u>\$ 62,775.83</u>
Total FY 2025 Property Tax	\$ 308,085.83
Property Tax Levy FY 2025	\$0.028766

Airport Budget Levy Fiscal 2024

City Airport Valuation Fiscal year 2024	\$945,061,826.00 (22.34%)
Airport FY 2024 Property Tax	\$ 238,170.00
Property Tax Levy FY 2024	\$0.025202

Airport Budget Levy Fiscal 2023

City Airport Valuation Fiscal year 2023	\$772,469,160.00 (14.51%)
Airport FY 2023 Property Tax	\$ 220,830.00
Property Tax Levy FY 2023	\$0.028588

RESOLUTION NO. 2026-_____

BOARD MEMBER - INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, Nebraska Revised Statute §13-519(2) authorizes the Airport Authority of the City of Blair to exceed the limit as established under Nebraska Revised Statute §13-519(1)(a); and

WHEREAS, the Airport Authority of the City of Blair desires for the Fiscal Year 2027 to increase the budget lid limit of an additional one percent (1%) from 2.5% to 3.5%; and

WHEREAS, the increase of the budget lid limit of an additional one percent (1%) from 2.5% to 3.5% is acceptable to the Airport Authority of the City of Blair.

NOW, THEREFORE, BE IT RESOLVED that the additional 1% increase of the budget lid of 2.5% to 3.5% is hereby adopted and approved by the Airport Authority of the City of Blair and the Airport Authority Chairman and Secretary are hereby authorized and directed to execute the same on behalf of the Airport Authority.

BOARD MEMBER - MOVED THAT THE RESOLUTION BE ADOPTED, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER - UPON ROLL CALL BOARD MEMBERS - VOTING "AYE", AND BOARD MEMBERS NONE VOTING "NAY." CHAIRMAN JOHNSON DECLARED THE FOREGOING RESOLUTION PASSED AND ADOPTED THIS 18TH DAY OF AUGUST 2026.

AIRPORT AUTHORITY OF THE
CITY OF BLAIR, NEBRASKA

BY: _____
David Johnson, Chairman

ATTEST:

Wes Baedke, Secretary

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

Wes Baedke, Secretary

RESOLUTION NO. _____

BOARD MEMBER --- INTRODUCED THE FOLLOWING RESOLUTION:

A RESOLUTION OF THE BLAIR AIRPORT AUTHORITY APPROVING WORK ORDER NO. 23 WITH OLSSON, INC. FOR CORPORATE HANGAR LEASE DESCRIPTIONS AND SURVEY SERVICES FOR HANGARS O, P, Q, R, S, AND T AT BLAIR EXECUTIVE AIRPORT

WHEREAS, the Blair Airport Authority has previously entered into a Master Agreement for Professional Services dated October 15, 2020, with Olsson, Inc. for engineering, surveying, and related professional services; and

WHEREAS, Olsson, Inc. has submitted Work Order No. 23 for professional surveying and lease area documentation services associated with the South Corporate Hangar Expansion area at Blair Executive Airport; and

WHEREAS, the proposed services include preparation of legal descriptions and exhibits for Corporate Hangars O, P, Q, R, S, and T, coordination of lease boundaries and setbacks with the Airport Authority and City staff, and establishment of survey pins marking the approved lease boundaries; and

WHEREAS, the work will provide the necessary legal descriptions and survey information to facilitate lease agreements for the new corporate hangar sites; and

WHEREAS, the total cost for Work Order No. 23 is a lump-sum amount not to exceed Thirteen Thousand Eight Hundred Dollars (\$13,800.00), including reimbursable expenses; and

WHEREAS, the Airport Authority finds that approval of Work Order No. 23 is in the best interests of the Authority and necessary for the continued development of Blair Executive Airport.

NOW, THEREFORE, BE IT RESOLVED BY THE BLAIR AIRPORT AUTHORITY: that the Blair Airport Authority hereby approves Work Order No. 23 between the Blair Airport Authority and Olsson, Inc. for Corporate Hangar Lease and Survey Services for Hangars O, P, Q, R, S, and T at Blair Executive Airport. The Chairperson and Secretary are hereby authorized and directed to execute Work Order No. 23 and any related documents necessary to carry out the purpose of this Resolution.

BOARD MEMBER ----- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER ----. UPON ROLL CALL, BOARD MEMBERS ----- VOTING "AYE" AND BOARD MEMBERS NONE VOTING "NAY", THE AIRPORT AUTHORITY CHAIRPERSON DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 18th DAY OF AUGUST 2026.

BLAIR AIRPORT AUTHORITY

BY: _____
DAVID JOHNSON, CHAIRPERSON

ATTEST:

WES BAEDKE, SECRETARY

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

WES BAEDKE, SECRETARY

MASTER AGREEMENT WORK ORDER

WORK ORDER NO. 23 – CORPORATE HANGAR LEASES HANGARS O, P, Q, R, S, AND T

This exhibit dated August ____, 2026 is hereby attached to and made a part of the Master Agreement for Professional Services dated October 15, 2020 between Blair Airport Authority (“Client”) and Olsson, Inc. (“Olsson”) providing for professional services. Olsson’s Scope of Services for the Agreement is as indicated below.

GENERAL

Olsson has acquainted itself with the information provided by Client relative to the project and based upon such information offers to provide the services described below for the project. Client warrants that it is either the legal owner of the property to be improved by this Project or that Client is acting as the duly authorized agent of the legal owner of such property.

PROJECT DESCRIPTION AND LOCATION

Project will be located at: Blair Executive Airport, Blair, Nebraska

Project Description: Work Order No. 23 – Corporate Hangar Leases; Hangars O, P, Q, R, S and T

SCOPE OF SERVICES

Olsson shall provide the following services (Scope of Services) to Client for the Project:

Task 1: Legal Description and Exhibit - \$10,850

Drawing/document depicting the legal description and section ties associated with the designated lease area will be created and signed by a Registered Surveyor licensed in Nebraska. Coordination meetings for establishing setbacks included with this task.

- A lease area has been identified for each of the new Corporate Hangars O, P, Q, R, S and T along the existing and proposed taxilanes within the South Corporate Hangar Expansion area.
- Lease area boundaries will be coordinated with the Airport Authority/City for each of the individual hangars (O, P, Q, R, S, and T).
- Setbacks will be identified on the lease area drawing as directed by Airport Authority/City.
- A single drawing will be completed to depict the overall hangar layout for Hangars O, P, Q, R, S, and T combined; Individual drawings will not be completed. Individual legal descriptions for each lease area will be included on the overall drawing and provided in a word formatted document.
- If required, Airport Authority/City will be responsible for recording with Washington County.

Task 2: Lease Area pin establishment (Field Survey) - \$2,950

Rebar (pins) will be installed at the corners of the designated lease boundaries as identified on the legal description document after approvals and at a time designated by the Airport Authority. One site visit has been identified for this task. Reestablishment of these pins in the future with a separate site visit will be an additional expense.

Should Client request work in addition to the Scope of Services, Olsson shall invoice Client for such additional services (Optional Additional Services) at the standard hourly billing labor rate charged for those employees actually performing the work, plus reimbursable expenses if any. Olsson shall not commence work on Optional Additional Services without Client's prior written approval.

Olsson agrees to provide all of its services in a timely, competent and professional manner, in accordance with applicable standards of care, for projects of similar geographic location, quality and scope.

SCHEDULE FOR OLSSON'S SERVICES

Unless otherwise agreed, Olsson expects to perform its services under the Agreement as follows:

Anticipated Start Date:	August 2026
Anticipated Completion Date:	Exhibits September 2026
Establishment of Pins in field Date:	Date to be determined by Airport Authority/City Staff

Olsson will endeavor to start its services on the Anticipated Start Date and to complete its services on the Anticipated Completion Date. However, the Anticipated Start Date, the Anticipated Completion Date, and any milestone dates are approximate only, and Olsson reserves the right to adjust its schedule and any or all of those dates at its sole discretion, for any reason, including, but not limited to, delays caused by Client or delays caused by third parties.

COMPENSATION

Client shall pay to Olsson for the performance of the Scope of Services a lump sum of thirteen thousand eight hundred dollars (\$13,800.00). Olsson's reimbursable expenses for this project are included in the lump sum. Olsson shall submit invoices on a monthly basis, and payment is due within 30 calendar days of invoice date.

TERMS AND CONDITIONS OF SERVICE

We have discussed with you the risks, rewards and benefits of the Project, the Scope of Services, and our fees for such services and the Agreement represents the entire understanding between Client and Olsson with respect to the Project. The Agreement may only be modified in writing signed by both parties.

Client's designated Project Representative shall be Phil Green and Dave Johnson.

If this Work Order satisfactorily sets forth your understanding of our agreement, please sign in the space provided below. Retain a copy for your files and return an executed original to Olsson, This proposal will be open for acceptance for a period of 30 days from the date set forth above, unless changed by us in writing.

OLSSON, INC.

By 

By 

By signing below, you acknowledge that you have full authority to bind Client to the terms of the Agreement. If you accept this Work Order, please sign:

BLAIR AIRPORT AUTHORITY

By _____
Signature

Print Name _____

Title _____

Dated: _____

EXHIBIT A
Corporate Hangar Leases O, P, Q, R, S, and T
Blair Executive Airport Work Order No. 23

1. Direct Salary Costs

<u>Title</u>	<u>Total Hours</u>	<u>Direct Salary Rate/Hour</u>	<u>Total Costs (\$)</u>
Principal/Team Leader	0.0	\$92.30	\$0.00
Senior Engineer	8.0	\$76.50	\$612.00
Project Engineer	0.0	\$65.10	\$0.00
Design Manager	0.0	\$55.30	\$0.00
Associate Engineer	0.0	\$45.40	\$0.00
Assistant Engineer	0.0	\$41.00	\$0.00
Registered Surveyor	18.0	\$71.50	\$1,287.00
Senior Technician	33.0	\$36.50	\$1,204.50
Associate Technician	33.0	\$33.50	\$1,105.50
Clerical	4.0	\$33.75	\$135.00

Total Direct Salary Costs: \$4,344.00

2. Labor and General & Administrative Overhead

Percentage of Direct Salary Costs**	172.43%	\$7,490.36
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3. <u>Fixed Fee: 15% of Items 1 & 2</u>	\$1,775.15
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4. Direct Nonsalary Expenses

Travel	78 Miles @	\$0.750	\$58.50
Meals	- Days @	\$68.00	\$0.00
Motel	- Days @	\$110.00	\$0.00
Copies, Prints, Shipping, Pins			\$150.00
Drilling Expenses (N/A)			\$0.00

Total Expenses: \$208.50

5. Subtotal of Items 1 - 4	\$13,818.01
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6. Subcontract costs	\$0.00
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7. Lump Sum Amount - Total Items 5 & 6	\$13,818.01
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Rounded: \$13,800.00

** For Item 2, the consultant should submit a statement of auditable overhead expenses, certified by the consultant's auditor, the sponsor's auditor, the state's auditor, or a Federal government auditor.

RESOLUTION NO. _____

A RESOLUTION OF THE BLAIR AIRPORT AUTHORITY AUTHORIZING SUBMITTAL OF A FY 2027 NEBRASKA DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS STATE AID GRANT APPLICATION FOR THE CORPORATE HANGAR AREA EXPANSION PROJECT AT BLAIR EXECUTIVE AIRPORT

WHEREAS, the Blair Airport Authority owns and operates Blair Executive Airport and is committed to the continued development and improvement of airport facilities to support aviation activity, economic development, and public benefit; and

WHEREAS, the Nebraska Department of Transportation, Division of Aeronautics, administers the State Aid Grant Program to assist airports with eligible capital improvement projects; and

WHEREAS, the Blair Airport Authority desires to submit an application for Fiscal Year 2027 State Aid funding for the Corporate Hangar Area Expansion Project at Blair Executive Airport; and

WHEREAS, the proposed project includes construction of Phase 8, a water main extension to serve future corporate hangars, and requests consideration of additional funding for Phases 9 and 10, consisting of taxiway extensions that would provide access to additional corporate hangar lots; and

WHEREAS, the total estimated project cost is approximately \$1,160,000, with a request for State Aid funding of \$300,000, understanding that project limits may be adjusted based upon available grant funding and local matching funds; and

WHEREAS, the Airport Authority has determined that the project will support continued airport growth, accommodate increasing demand for corporate hangar development, improve utility infrastructure, encourage private investment, create aviation-related employment opportunities, and enhance the Airport's role as a reliever airport to Eppley Airfield serving the Omaha metropolitan area.

NOW, THEREFORE, BE IT RESOLVED BY THE BLAIR AIRPORT AUTHORITY AS FOLLOWS: that the Blair Airport Authority hereby approves and authorizes submission of a Fiscal Year 2027 State Aid Grant Application to the Nebraska Department of Transportation, Division of Aeronautics, for the Corporate Hangar Area Expansion Project at Blair Executive Airport. The Chairperson of the Blair Airport Authority, or his or her designee, is hereby authorized to execute the grant application and all related documents necessary to apply for, accept, and administer any grant funds awarded for the project.

BOARD MEMBER - - - - MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER ----. UPON ROLL CALL, BOARD MEMBERS ----- VOTING "AYE" AND BOARD MEMBERS ---- VOTING "NAY", THE AIRPORT AUTHORITY CHAIRPERSON DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 18th DAY OF AUGUST 2026.

BLAIR AIRPORT AUTHORITY

BY: _____
DAVID JOHNSON, CHAIRPERSON

ATTEST:

WES BAEDKE, SECRETARY

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

WES BAEDKE, SECRETARY

FY 2027 Projects

APPLICANT INFORMATION:

Airport: Blair Executive Airport (BTA)

Address: 2785 NE-133, Blair, NE 68008 (Airport)

218 South 16th St, Blair, NE 68008 (Airport Authority)

PROJECT DETAILS:

Project Title: Corporate Hangar Area Expansion

Project Description:

The overall project includes Phases 8 - Construct Water main, 9 - Extend Taxilane and 10 - Extend Taxilane. The primary request consists of 4-inch water main extension to allow for individual water services to be tapped for the future corporate hangars. If funding allows, request for additional taxilane pavement is also requested to be considered for access to an additional 8 corporate hangar lots.

Project Cost Estimate:	\$1,160,000.00	Requested State Funds:	\$300,000.00 per note 1
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Type of request: ☒ State Aid Only Grant ☐ Federal Matching Grant ☐ Primary Airport Allocation

Refer to Section III, "Funding Limits", of the State Aid Grant Program for allocation amounts and reimbursement percentages associated with each allocation type: State Aid Only Grant, Federal Matching Grant, and Primary Airport Allocation.

Project Justification and Additional Information (safety, longevity, etc.):

Add additional pages as needed.

The upcoming Runway 13 extension is creating more interest and a waiting list at the airport for additional corporate hangar space. The Airport Authority recently received applications for the 6 available hangar lots with the previous taxilane extension, all lots were reserved immediately with interest for additional hangar lots as soon as they become available. Constructing the water main as part of this next phase will provide access to water to the hangars. If funding allows the airport would in addition be interested in extending the taxilanes to increase the number of available hangar lots.

Consideration for additional funding is requested to support construction of the next phase of taxilane pavement extension. As an opportunity may exist to further extend the taxilane at a reduced cost if the work is completed concurrently with the runway extension project. The contractor awarded the runway extension project will be mobilizing an on-site concrete batch plant for the 2027 construction season potentially reducing the mobilization and material costs, resulting in a more cost-effective approach to completing the additional taxilane extension.

Note 1: It is understood that the grants are limited to \$300,000.00. Project limits can be adjusted to adhere to the funding available or if additional local funding becomes available.

Consultant selected for this project: Olsson, Inc.

An experienced engineering consultant is required for projects receiving over \$50,000 in state funding, as stipulated by NE State Statute § 73-501.

If this requirement does not apply to your project, type "N/A" in the blank.

PROJECT BENEFITS/IMPACTS:

Explanation of the project benefits and impacts:

Refer to the Prioritization Methodology Matrix Operating Instructions on what to include in this section, such as Economic Benefits, Job Opportunities, Local Infrastructure, Tourism Support, Improved Access, Community Benefits, Regional Growth, etc. Add additional pages as needed.

This project would allow for an increase of corporate traffic in and out of the Airport. Further development into corporate hangars would encourage job creation for aircraft maintenance, private pilots, and corporate jet centers. Blair Executive Airport is a relief airport to Eppley Airfield in Omaha, this expansion would encourage further connectivity and accessibility to the metro area. Private developers involved within this area of the airfield, would be encouraged to invest within the Blair area as well.

INCLUDE SKETCHES, PHOTOS, OR SUPPORTING INFORMATION AS AN ATTACHMENT TO THIS FORM.

SPONSOR'S AUTHORIZED REPRESENTATIVE:

Name: _____ Title: _____

Email: _____ Phone: _____

Signature of Authorized Representative: _____ Date: _____

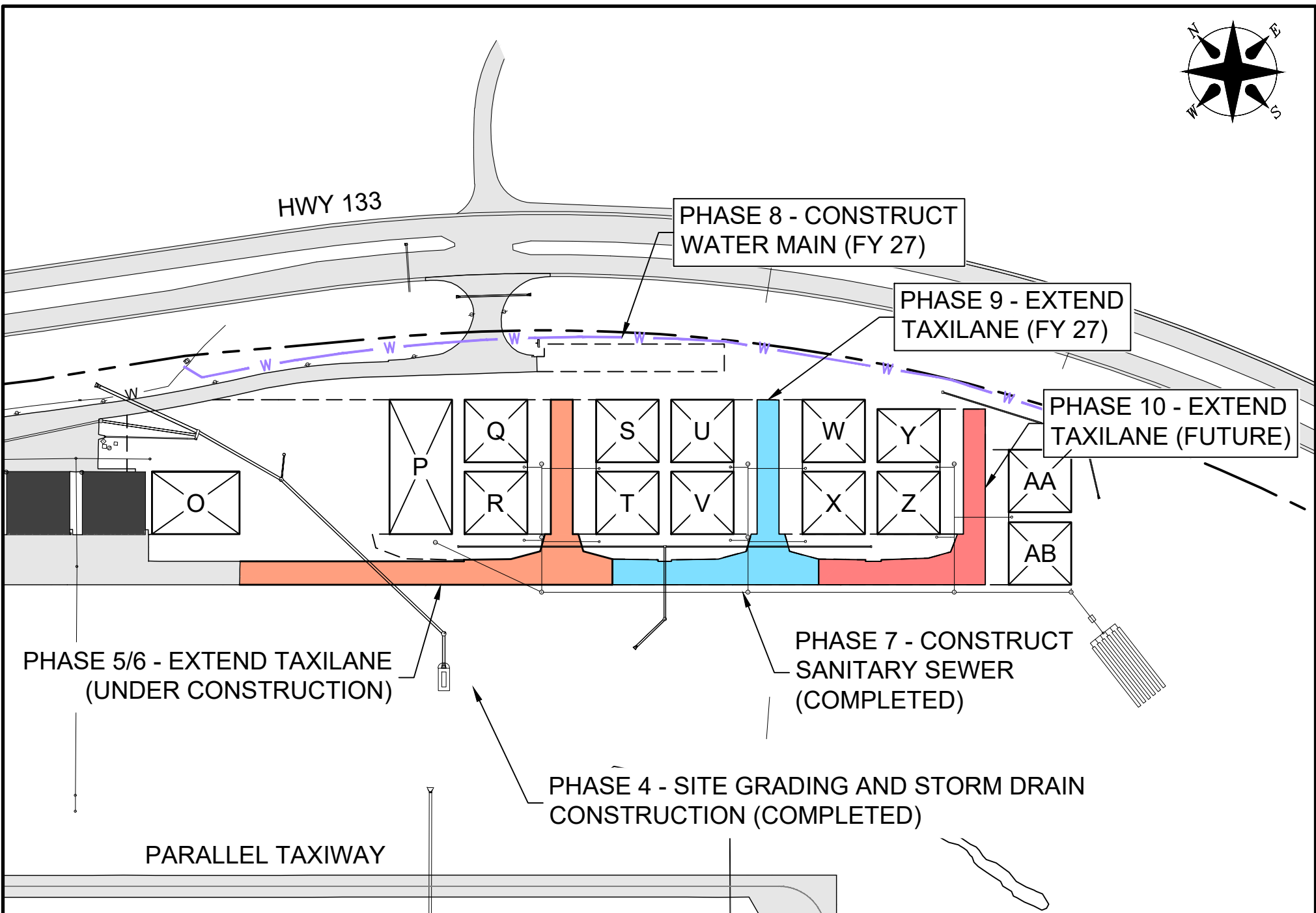
APPLICATION SUBMITTAL:

Return Completed Application via Email to: ndot.aeroengineering@nebraska.gov

or

Return Completed Application via Postal Mail to: NDOT Division of Aeronautics
1600 Nebraska Parkway
Lincoln, NE 68502

*Requests are due by **September 1, 2026**. All requests will be presented to the Nebraska Aeronautics Commission at its October meeting, currently scheduled for October 16, 2026, at Kearney Regional Airport. Applicants will be notified of the final meeting date and time prior to the meeting. Questions can be directed to Anna Lannin, (402) 471-2371.*



PROJECT NO: -
DRAWN BY: JDB
DATE: 08.04.2026

PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
August 12, 2026
DATE PRINTED
OLSSON

BLAIR EXECUTIVE AIRPORT PROPOSED PROJECTS

olsson

601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

EXHIBIT

1

ACIP Cost Opinion

For Planning Purposes Only. Not Intended for Construction.

Watermain Extension (Phase 8), Taxilane Extension (Phase 9), Taxilane Extension (Phase 10)

Blair Executive Airport

Blair, Nebraska

Unit Costs as of 08/2026. No adjustments for inflation. No contingencies are included, per FAA policy.

Item No.	Spec	Description	Unit	Unit Price	Watermain Extension (Phase 8)		Taxilane Extension (Phase 9)		Taxilane Extension (Phase 10)	
					Quantity	Total Amount	Quantity	Total Amount	Quantity	Total Amount
1	C-105	Mobilization	LS	Varies	1	\$32,000.00	1	\$30,000.00	1	\$27,000.00
2	-	4-inch SDR-21 PVC w/ Tracer Wire and Bedding with Backfill	LF	\$100.00	1,476	\$147,600.00	0	\$0.00	0	\$0.00
3	-	4-inch Gate Valve w/ Box w/ Tracer Wire	EA	\$4,200.00	2	\$8,400.00	0	\$0.00	0	\$0.00
4	-	4-inch 45 degree bend	EA	\$800.00	1	\$800.00	0	\$0.00	0	\$0.00
5	-	Air Release Structure	EA	\$11,000.00	1	\$11,000.00	0	\$0.00	0	\$0.00
6	-	Connect to Existing Water Main	EA	\$3,000.00	1	\$3,000.00	0	\$0.00	0	\$0.00
7	-	2-inch Hydrant	EA	\$3,000.00	1	\$3,000.00	0	\$0.00	0	\$0.00
8	-	Tracer Wire Riser	EA	\$1,000.00	1	\$1,000.00	0	\$0.00	0	\$0.00
9	-	6-inch IPS HDPE (ID X-inch) Cased Road Bore	LF	\$400.00	116	\$46,400.00	0	\$0.00	0	\$0.00
10	-	NRD Water Main Extension County Permit	LS	\$800.00	1	\$800.00	0	\$0.00	0	\$0.00
11	P-152	Embankment in Place	CY	\$8.00	0	\$0.00	500	\$4,000.00	450	\$3,600.00
12	P-152	Muck Excavation	CY	\$16.00	0	\$0.00	50	\$800.00	45	\$720.00
13	P-208	6" Aggregate Base Course	SY	\$20.00	0	\$0.00	2,800	\$56,000.00	2,340	\$46,800.00
14	P-501	Concrete Mix Design	LS	\$15,000.00	0	\$0.00	1	\$15,000.00	1	\$15,000.00
15	P-501	8" Concrete Pavement	SY	\$85.00	0	\$0.00	2,670	\$226,950.00	2,230	\$189,550.00
16	P-620	Marking with Reflective Media	SF	\$3.00	0	\$0.00	225	\$675.00	290	\$870.00
17	P-620	Marking w/o Reflective Media	SF	\$2.50	0	\$0.00	550	\$1,375.00	580	\$1,450.00
18	L-125	L-858C Retroreflective Guidance Sign Relocation	EA	\$1,500.00	0	\$0.00	1	\$1,500.00	1	\$1,500.00
19	L-125	L-858C Retroreflective Sign	EA	\$3,000.00	0	\$0.00	1	\$3,000.00	1	\$3,000.00
20	T-901	Seeding & Mulching	AC	\$5,500.00	2	\$11,000.00	1	\$5,500.00	1	\$5,500.00
21	Olsson 100	Construction Layout and Stakes	LS	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00
22	Olsson 101	Temporary Safety and Phasing Procedures	LS	\$3,000.00	1	\$3,000.00	1	\$3,000.00	1	\$3,000.00
Total Construction						\$271,000.00	\$350,800.00		\$300,990.00	
Engineering & Administration						\$67,750.00	\$87,700.00		\$75,247.50	
Total (Rounded)						\$340,000.00	\$440,000.00		\$380,000.00	
State (90%)						\$306,000.00	\$396,000.00		\$342,000.00	
Local (10%)						\$34,000.00	\$44,000.00		\$38,000.00	



MEMORANDUM

To: Blair Airport Authority

From: Trevor Corey, Assistant Airport Manager

Date: August 18, 2026

Subject: Recommendation for Approval and Adoption of Airport Improvement Program (AIP) Oversight Documents and Business Continuity Plan

Purpose

The purpose of this memorandum is to present four airport administrative and compliance documents for review, approval, and adoption by the Blair Airport Authority. The documents are being presented as a package because they collectively establish the policies, procedures, and internal controls necessary to support the Airport's operations, grant administration, financial accountability, and continuity of services.

Documents Presented for Approval

1. AIP Oversight Document – Procurement Process

Establishes the procurement requirements, legal authorities, and purchasing procedures utilized for Airport Improvement Program (AIP) grant-funded projects and related airport purchases. The document identifies applicable state procurement laws, competitive bidding requirements, consultant selection procedures, and purchasing controls.

2. AIP Oversight Document – Disbursement Process

Documents the process for reviewing, approving, and disbursing AIP grant funds. The document outlines the workflow for processing consultant estimates, grant reimbursements, and contractor payments while ensuring appropriate financial oversight and accountability.

3. AIP Oversight Document – Grant Oversight Process

Defines the procedures used to plan, apply for, administer, monitor, close out, and retain records associated with FAA Airport Improvement Program grants. The document clarifies the responsibilities of the Blair Airport Authority, Nebraska Department of Transportation Division of Aeronautics, airport consultants, and the Federal Aviation Administration throughout the grant lifecycle.

4. Business Continuity Plan / Continuity of Operations Plan (BCP/COOP)
Establishes a framework for maintaining essential airport functions and restoring operations following emergencies, disasters, utility failures, cyber incidents, or other disruptions. The plan identifies critical functions, recovery priorities, succession of authority, communication procedures, and continuity strategies necessary to ensure continued airport operations.

Discussion

~~These documents provide formal written procedures that strengthen organizational accountability, improve operational resilience, and support compliance with federal, state, and local requirements. Collectively, they establish clear guidance for procurement, financial management, grant administration, records retention, emergency response, and continuity of operations~~

~~The adoption of these documents will provide the Blair Airport Authority with documented policies and procedures that support ongoing airport operations and demonstrate prudent management practices to regulatory agencies, funding partners, auditors, and stakeholders.~~

Recommendation:

Approve and adopt the following documents as presented:

- AIP Oversight Document – Procurement Process
- AIP Oversight Document – Disbursement Process
- AIP Oversight Document – Grant Oversight Process
- Business Continuity Plan / Continuity of Operations Plan (BCP/COOP)

Approval of these documents will establish and formalize the procedures necessary for effective grant administration, financial oversight, procurement compliance, operational continuity, and long-term organizational preparedness at Blair Executive Airport. **These documents are required to be adopted by the Nebraska Department of Transportation Aeronautics and will be forwarded to their office for grant compliance.**

RESOLUTION NO. _____

A RESOLUTION OF THE BLAIR AIRPORT AUTHORITY APPROVING AND ADOPTING AIRPORT IMPROVEMENT PROGRAM (AIP) OVERSIGHT DOCUMENTS AND A BUSINESS CONTINUITY PLAN FOR GRANT COMPLIANCE AND AIRPORT OPERATIONS

WHEREAS, the Blair Airport Authority is responsible for the management, operation, and administration of Blair Executive Airport; and

WHEREAS, the Nebraska Department of Transportation Division of Aeronautics requires certain administrative, oversight, and compliance documents to be adopted by airport sponsors as part of the grant administration and compliance process; and

WHEREAS, the Blair Airport Authority has been presented with the following documents for review and adoption:

1. AIP Oversight Document – Procurement Process;
2. AIP Oversight Document – Disbursement Process;
3. AIP Oversight Document – Grant Oversight Process; and
4. Business Continuity Plan / Continuity of Operations Plan (BCP/COOP)

WHEREAS, the AIP Oversight Document – Procurement Process establishes procurement requirements, purchasing procedures, consultant selection procedures, and applicable legal and regulatory requirements associated with Airport Improvement Program grant-funded projects; and

WHEREAS, the AIP Oversight Document – Disbursement Process establishes procedures for review, approval, and disbursement of grant funds and provides appropriate financial oversight and accountability measures; and

WHEREAS, the AIP Oversight Document – Grant Oversight Process establishes procedures for planning, applying for, administering, monitoring, and closing Airport Improvement Program grants and defines the responsibilities of the Airport Authority and participating agencies throughout the grant lifecycle; and

WHEREAS, the Business Continuity Plan / Continuity of Operations Plan provides a framework for maintaining essential airport functions and restoring airport operations following emergencies, disasters, cyber incidents, utility failures, or other disruptions; and

WHEREAS, the Authority finds that adoption of these documents promotes sound management practices, strengthens financial accountability, supports grant compliance, and enhances the continuity and resilience of airport operations; and

WHEREAS, these documents are required by the Nebraska Department of Transportation Division of Aeronautics and will be submitted to that agency as part of the Airport's grant compliance requirements.

NOW, THEREFORE, BE IT RESOLVED BY THE BLAIR AIRPORT AUTHORITY: that the Blair Airport Authority hereby approves and adopts the following documents:

- AIP Oversight Document – Procurement Process;
- AIP Oversight Document – Disbursement Process;
- AIP Oversight Document – Grant Oversight Process; and
- Business Continuity Plan / Continuity of Operations Plan (BCP/COOP).

The Airport Authority directs that these documents be maintained as official Airport policies and procedures and be utilized in the administration of applicable airport operations, grant programs, procurement activities, financial management activities, and emergency continuity planning. The Chairperson, Airport Manager, Assistant Airport Manager, and other authorized representatives of the Airport Authority are hereby authorized to implement the provisions of these documents and to submit them to the Nebraska Department of Transportation Division of Aeronautics as required for grant compliance purposes.

BOARD MEMBER ---- MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER ----. UPON ROLL CALL, BOARD MEMBERS ----- VOTING “AYE” AND BOARD MEMBERS ---- VOTING ‘NAY”, THE AIRPORT AUTHORITY CHAIRPERSON DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 18th DAY OF AUGUST 2026.

BLAIR AIRPORT AUTHORITY

BY: _____
DAVID JOHNSON, CHAIRPERSON

ATTEST:

WES BAEDKE, SECRETARY

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

WES BAEDKE, SECRETARY

AIP Oversight Document

Disbursement Process

August 18, 2026

The following procedure is in reference to the payment process for **federally funded AIP Grants only**. All AIP grant funds shall be disbursed in accordance with the grant agreements. Similar procedures are in effect for payments regarding the day-to-day function of the Nebraska Department of Transportation, Division of Aeronautics (Aeronautics).

Steps in the Disbursement Process include:

1. Airport Consultants will send various Progress Estimates to Aeronautics on a standard form provided by Aeronautics. The Estimates request payment for services provided or construction completed. They are certified by the Consultant that the information has been validated and done according to the contract.
2. Once Aeronautics receives an Estimate, it is reviewed by the Engineering Division and forwarded to the Accounting Division. The Accountants check the Estimate for accuracy and prepare a Summary of Costs. The Summary shows the Blair Airport Authority the federal funds they will receive for the submitted Estimate(s). The Accountant signs the Summary of Costs before it is returned to the Engineering Division for final approval.
3. The Engineering Division reviews the Estimates and Summary of Costs for final approval. If acceptable, the Engineer approves/signs the Estimates and the Summary. The documents are then sent to the Sponsor for review and approval/signature. The Sponsor is advised by Aeronautics that, if acceptable, the estimates should be paid.
4. The Airport Manager/City Administrator reviews the Estimates and/or Summary of Costs, and if in agreement, signs the Estimates and/or Summary of Costs. The documents are sent back to Nebraska Department of Transportation, Aeronautics Division, as well as the City Treasurer for further processing and payment.
5. When the Sponsor approved/signed Summary and Estimates are returned to Aeronautics, the Accountant forwards the documents to the Accounts Payable desk for payment. The Summary is processed through the State accounting system in the same manner and subject to the same approvals, cross-checks, and safeguards as all State payables. Once payment is approved, the funds are electronically transferred to the Sponsor, and the Sponsor is notified.
6. After Aeronautics receives notice that payment to the Sponsor has been completed, the Accountant then requests the Federal funds through the Delphi eInvoicing System, a DOT/FAA electronic website.
7. All disbursements shall be made in accordance with [Nebraska State Statutes](#) and all laws governing the Blair Airport Authority. No disbursements shall occur until approved.
8. Funds are disbursed to Contractor per Blair Airport Authority procedures and after Authority Board approval.

Procedures Reviewed and Approved: August 18, 2026

David Johnson, Airport Authority Chairman _____

Sara Bach, City Treasurer _____

Brenda Wheeler, City Clerk _____

AIP Oversight Document

Grant Oversight Process

August 18, 2026

Nebraska is a channeling state in accordance with [Nebraska Statute 3-239](#). In accordance with this law, grant funds for all general aviation and select primary airports are processed through the Nebraska Department of Transportation, Division of Aeronautics (Aeronautics). Aeronautics also provides project administration and guidance throughout the grant process. Therefore, the administration of grant funds is a team effort between the airport sponsor and Aeronautics.

Steps in the Grant Process include:

1. Project Planning
 - a. Capital Improvement Plans are reviewed in December/January. Any requests for changes in future grant funds are to be submitted by the Blair Airport Authority to Aeronautics before the end of January.
 - b. A preliminary request for funds is submitted to Aeronautics on the ACIP Data Sheets in accordance with [AIP Sponsor Guide 600](#). Data sheets must be approved by the Nebraska Aeronautics Commission prior to the submittal to the FAA.
2. Project Application and Grant Acceptance
 - a. Project applications are prepared in accordance with [AIP Sponsor Guide 720](#). Aeronautics prepares the applications with information from the airport consultant, airport sponsor, and FAA. Project applications are to be submitted to FAA prior **to May 1** of the fiscal year in which funds are requested.
 - b. Federal grants are issued by the FAA and executed by the Blair Airport Authority in accordance with [AIP Sponsor Guide 740](#).
3. Project Implementation
 - a. The airport consultant submits progress estimates to Aeronautics for completed work. These estimates are reviewed for accuracy and compliance with contract documents before being sent to the airport sponsor with a request that the bill be paid. The consultant certifies on the progress estimate that all submitted fees are correct and provides backup documentation as required.
 - b. The steps for processing the progress estimates and submitted invoices are outlined in the Disbursement Processes Section. Disbursement of the grant funds is a team effort, including *<insert airport sponsor>*, the sponsor's consultant, and Aeronautics.
4. Grant Closeout
 - a. The projects are closed in accordance with [AIP Sponsor Guide 1600](#).

- b. A final project inspection is done and documented on the FAA Form 5100-17. The airport consultant invites the FAA, Aeronautics, airport sponsor, and contractor to participate in the final inspection.
- c. The airport consultant submits the documentation required by the Sponsor Guide to Aeronautics for review and comment.
- d. Blair Airport Authority submits copies of all the canceled checks from the project. Aeronautics reviews the payment date to validate that grant funds were disbursed in a timely manner.
- e. Aeronautics coordinates the Completion and Release form for all construction projects.
- f. Aeronautics sends final documents to the FAA for review and approval.
- g. Requests for grant amendments, if needed, are prepared by Aeronautics.

5. Project Records

- a. Aeronautics:
 - i. Retains all project files (documents, financial records, payroll records, correspondence, etc.) for three (3) years after the grant has been closed.
 - ii. After a period of at least three (3) years from the project closure, the files can be condensed. Items remaining in the file include the grant, final financial documents, technical specifications, contracts, and other project documents that may be beneficial for future reference.
- b. Blair Airport Authority retains all records per requirements of the State of Nebraska records retention Act and requirements per FAA grant covenants. All grant files are maintained at a minimum of 20 years. Record retention is the responsibility of the Blair City Clerk.

Procedures Reviewed and Approved: August 18, 2026

David Johnson, Airport Authority Chairman _____

Sara Bach, City Treasurer _____

Brenda Wheeler, City Clerk _____

AIP Oversight Document

Procurement Process

August 18, 2026

The Nebraska Department of Transportation, Division of Aeronautics (Aeronautics) has established procedures for AIP grant processing based on State statutes, procedural manuals, and published guidelines. The following is a list of those resources:

1. Laws of the State of Nebraska. Various laws exist in the State of Nebraska, establishing requirements, restrictions, and guidelines for procurement activity. The following statutes apply.

CHAPTER 73 PUBLIC LETTINGS AND CONTRACTS

- [73-501](#) Purposes of sections.
- [73-502](#) Terms, defined.
- [73-503](#) Documentation; requirements.
- [73-504](#) Competitive bidding requirements.
- [73-505](#) State agency directors; duties.
- [73-506](#) State agency contracts for services; requirements.
- [73-507](#) Exceptions.
- [73-508](#) Preapproval; required; when.
- [73-509](#) Pre-process; required; when; procedure.
- [73-510](#) New proposed contract in excess of fifteen million dollars; submission of contract and proof-of-need analysis; information required; division; duties; state agency; filing required.

CHAPTER 81 STATE ADMINISTRATIVE DEPARTMENTS

- [81-145](#) Materiel division; terms, defined.
- [81-153](#) Materiel division; powers and duties; enumerated.
- [81-154](#) Materiel division; standard specifications; establish and maintain; cooperation of using agencies; competitive bids.
Materiel division; University of Nebraska; purchase agreements.
- [81-156](#) Laboratory tests; fee.
- [81-159](#) Requisitions by using agency; procedures used by materiel division.
- [81-161](#) Competitive bids; award to lowest responsible bidder; elements considered; energy star certified appliances.

<u>81-161.01</u>	Competitive bids; time requirements; waiver.
<u>81-161.02</u>	Competitive bids; rejection by materiel division; grounds; new bids.
<u>81-161.03</u>	Direct purchases, contracts, or leases; approval required, when; report required; materiel division; duties; Department of Correctional Services; purchases authorized.
<u>81-161.04</u>	Materiel division; surplus property; sale; procedure; proceeds of sale, how credited.
<u>81-161.05</u>	Materiel administrator or employee; financial or beneficial personal interest forbidden; gifts and rebates prohibited; violations; penalty.
<u>81-161.06</u>	State Surplus Property Revolving Fund; created; use; investment.
<u>81-162</u>	Purchases or leases; form of contract.
<u>81-164</u>	Central mailing room; equipment required.
<u>81-165</u>	Official outgoing mail to be metered; members of Legislature, when exempt.
<u>81-166</u>	Postage records; requirements.
<u>81-167</u>	Repealed. Laws 2022, LB1012, § 33.
<u>81-168</u>	Central mailing room; employees; hours staggered.
<u>81-171</u>	Delivery of mail to mailing room for unofficial business; violation; penalty.
<u>81-907</u>	Surplus property; purchase or receive from government.
<u>81-1015</u>	State-owned vehicles; title in bureau; purchases; restrictions.
<u>81-1118</u>	Materiel division; established; duties; administrator; branches; established.
<u>81-1118.01</u>	Materiel administrator; inventory record; state property; powers and duties.
<u>81-1118.02</u>	State property; inventory; how stamped; action to recover.
<u>81-1118.03</u>	Personal property; purchase or lease; approval; solicitation by Department of Administrative Services; duties.
<u>81-1118.04</u>	Materiel division; purposes.
<u>81-1118.05</u>	Materiel division; powers and duties.
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- [81-2401](#) PROMPT PAYMENT ACT: Act, how cited.
- [81-2402](#) PROMPT PAYMENT ACT: Terms, defined.
- [81-2403](#) PROMPT PAYMENT ACT: Goods or services; payment in full; when required.
- [81-2404](#) PROMPT PAYMENT ACT: Creditor; charge interest; when.
- [81-2405](#) PROMPT PAYMENT ACT: Incorrect bill; notice to creditor; corrected bill; payment.
- [81-2406](#) PROMPT PAYMENT ACT: Act, how construed.
- [81-2407](#) PROMPT PAYMENT ACT: Act; applicability.
- [81-2408](#) PROMPT PAYMENT ACT: Agency; reports; required.
- [81-15159](#) Legislative findings and intent; state purchases; preference requirements.

CHAPTER 84 STATE OFFICERS

- [84-712.01](#) Public records; right of citizens; full access; fee authorized.
- [84-712.05](#) Records which may be withheld from the public; enumerated.

2. State of Nebraska Accounting Manual. This manual establishes statewide requirements and procedures for separating duties and processing receipts and disbursements, including creating, approving, and reconciling documents.
3. State of Nebraska Procurement Manual. This manual details procedures for purchasing and procurement. It establishes guidelines for process flows and document approvals. The guidelines in this manual are used to establish approval routes for necessary documents within our accounting system.
4. Nebraska Secretary of State, Records Management Manual. This manual establishes retention records for all documents in the Agency, from timesheets to grant documents.
5. State of Nebraska Purchasing Card Manual. This manual sets all rules & requirements for each purchasing card user.

These manuals are routinely updated by State personnel in their respective agencies.

Procedures Reviewed and Approved: August 18, 2026

David Johnson, Airport Authority Chairman _____

Sara Bach, City Treasurer _____

Brenda Wheeler, City Clerk _____

Business Continuity Plan/Continuity of Operations Plan

Name of Airport: Blair Executive Airport

Adoption Date: August 6, 2026

Most Recent Update: August 6, 2026

Purpose

The purpose of this plan is to define the recovery processes necessary to restore the Blair Executive Airport's critical operational and business functions under all threats and conditions.

Scope

This plan applies to the functions, operations, and resources necessary to ensure the continuation of the Blair Executive Airport's essential functions in the event its normal operations are disrupted. The plan was approved and adopted on _____ and is applicable to those persons or agencies tasked within the plan.

Assumptions

In developing this plan, the following were considered:

- An airport analysis was conducted to determine the essential functions and prioritize recovery actions and identify resources needed to recover from and continue operations of those functions after disruptions.
- There should be compatibility with The Blair Airport Authority's existing continuity plans or processes.
- Airport operations may need to continue under degraded conditions for an extended period of time following a disruption.
- Functions not within the airport's control have been considered with appropriate contractors, leaseholders, tenants, government entities, or agencies.
- Blair Executive Airport may have a requirement to purchase business interruption (BI) insurance and has consulted with its risk manager or the risk manager of the city or county government.
- Key personnel may be unavailable due to injury, illness, travel, personal circumstances, or incident-related impacts; therefore, succession of authority and delegation of responsibilities may be necessary.
- Cellular communications, text messaging, email, and other communication systems may be partially or completely disrupted during an incident, requiring the use of alternate communication methods.
- Local emergency responders, utility providers, contractors, and governmental agencies may be operating under increased demand and may not be immediately available to support recovery efforts.
- The primary objective of all continuity and recovery activities will be protection of life and safety, followed by restoration of critical airport operations and services.

Distribution List:

Name, Title, and Organization	Date	Number of Copies	Method of Delivery
David Johnson, Chairman, Blair Airport Authority	8/18/2026	1	Electronic & Hard Copy
Brenda Wheeler, Clerk, City of Blair	8/18/2026	1	Electronic & Hard Copy
OPEN, Airport Manager, Blair Executive Airport	8/18/2026	1	Electronic & Hard Copy
Trevor Corey, Assistant Airport Manager, Blair Executive Airport	8/18/2026	1	Electronic & Hard Copy
Jeremy Kinsey, Police Chief, City of Blair	8/18/2026	1	Electronic & Hard Copy
Ryan Sullivan, Emergency Manager, Washington County Ne.	8/18/2026	1	Electronic
OPEN, City Administrator, City of Blair	8/18/2026	1	Electronic
Charles Heaton, Deputy City Administrator of Public Works, City of Blair	8/18/2026	1	Electronic
Aaron Barrow, Deputy City Administrator of Public Safety	8/18/2026	1	Electronic

BCP/COOP Leadership Team

- Airport Manager: Open
- Assistant Airport Manager: Trevor Corey
- City/County Manager: Open
- Department Head: Aaron Barrow
- Airport Operations: Trevor Corey

Essential Function:

Maintain Safe Airfield Operations and Emergency Response Capability

Steps:

1. Conduct airfield inspections and identify hazards.
2. Maintain runway, taxiway, apron, and lighting systems in a safe operating condition.
3. Issue and coordinate NOTAMs when required.
4. Coordinate with FAA, emergency responders, tenants, and airport users during emergencies.
5. Ensure access for emergency aircraft operations and public safety response.
6. Monitor weather conditions and implement operational restrictions as needed.

Special Skills Required to Operate the Function:

- Airport Operations and Safety Training
- FAA Part 139 knowledge (if applicable)
- Incident Command System (ICS) / NIMS Training
- Aircraft Emergency Response Training

- NOTAM issuance procedures
- Airfield inspection training

Main Contact: Trevor Corey

Phone: (cell/home): 531-209-4067

E-mail: blairairport@blairne.gov

Time Sensitivity for Recovery of the Function:

- | | |
|--|--|
| ☐ Critical <0-12 hours | ☒ Urgent 12-48 hours |
| ☐ Important 24-48 hours | ☐ Low 48+ hours |

Essential Function:

Maintain Airport Communications, Administration, and Tenant Services

Steps:

1. Maintain communication with tenants, FAA personnel, airport authority members, and emergency responders.
2. Manage tenant access, gate security, and hangar operations.
3. Process financial transactions, leases, fuel vendor coordination, and airport records.
4. Maintain airport websites, contact information, and public notifications.
5. Coordinate recovery activities with the City of Blair and airport stakeholders.
6. Protect and restore critical business records and electronic systems.

Special Skills Required to Operate the Function:

- Airport administration experience
- Financial and records management
- Microsoft 365 and computer systems proficiency
- Public communication and stakeholder coordination
- Knowledge of airport leases and regulatory requirements

Main Contact: Trevor Corey

Phone: (cell/home): 531-209-4067

E-mail: blairairport@blairne.gov

Time Sensitivity for Recovery of the Function:

- | | |
|---|---|
| ☐ Critical <0-12 hours | ☐ Urgent 12-48 hours |
| ☒ Important 24-48 hours | ☐ Low 48+ hours |

Essential Function:

Preserve Airport Infrastructure and Utilities

Steps:

1. Restore electrical power, internet, and communications systems.
2. Inspect airport facilities, hangars, fuel systems, gates, and security systems.
3. Coordinate repairs with vendors and contractors.
4. Ensure safe access to airport property for tenants and emergency personnel.

5. Document damage and coordinate insurance or FEMA assistance if applicable.

Special Skills Required to Operate the Function:

- Facilities management
- Contractor coordination
- Basic electrical and mechanical systems knowledge
- Emergency damage assessment training

Main Contact: Trevor Corey

Phone: (cell/home): 531-209-4067

E-mail: blairairport@blairne.gov

Time Sensitivity for Recovery of the Function:

☐ Critical <0-12 hours

☐ Urgent 12-48 hours

☐ Important 24-48 hours

☒ Low 48+ hours

Concept of Operations

The Blair Executive Airport Business Continuity Plan/Continuity of Operations Plan (BCP/COOP) provides a framework to ensure the continuation and recovery of essential airport functions during and following a disruption. The plan establishes responsibilities, lines of authority, communication procedures, recovery priorities, and operational processes necessary to maintain safe airport operations and restore services in a timely manner. Airport personnel, City of Blair staff, emergency responders, contractors, tenants, and other stakeholders may be involved in recovery activities depending on the nature and severity of the incident.

Roles and Responsibilities

Leadership Team:

Airport Manager
Airport Assistant Manager
City Administrator
Blair Airport Authority Chairman
Public Works Director (or equivalent)

Crisis Management Team:

Airport Manager
Assistant Airport Manager
Police, Fire, and Emergency Management Representatives
FAA Representatives (As Required)
Utility and contractor representatives

Business Recovery Team:

Position	Responsibilities
Airport Staff	Restore essential airport functions.
Public Works Staff	Repair damaged facilities and infrastructure
IT Staff and support personnel	Recover records and information systems

Plan Activation

When a State of Emergency is declared by the Nebraska State Governor or under conditions that it is determined by the Blair Airport Authority Chairman/Airport Manager that an incident has or will occur that will result in the interruption of essential airport functions, the BCP/COOP will be activated.

Alert and Notification

Emergency notifications will generally be coordinated by the Airport Manager and Assistant Airport Manager using mobile phones, text messaging, and Microsoft 365 email. Contact information for staff, Airport Authority members, emergency responders, tenants, contractors, and regulatory agencies shall be maintained electronically and in hard-copy format to ensure availability during disruptions.

Recovery Function Prioritization (listing of airport essential departments and functions with general prioritization)

Prioritization	Essential Functions
1	Airfield Safety, Aircraft Access and Emergency Response
2	Airport Communications and Administrative Operations
3	Airport Infrastructure, Utilities, and Facility Support

Functional Recovery Plans

Essential Function

Airfield Safety, Aircraft Access, and Emergency Response

Recovery Prioritization

Priority 1

Recovery Time Sensitivity

Critical (<12 Hours)

Function Description

Maintain safe operational status of runways, taxiways, lighting systems, aircraft movement areas, emergency access routes, and emergency response coordination. Restore minimum operational capability required for safe aircraft operations and emergency services.

Essential Function

Airport Communications and Administrative Operations

Recovery Prioritization

Priority 2

Recovery Time Sensitivity

Urgent (12-48 Hours)

Function Description

Maintain communication with tenants, FAA, Airport Authority, City officials, vendors, emergency responders, and the public. Continue records management, lease administration, financial functions, and regulatory reporting.

Essential Function

Airport Infrastructure, Utilities, and Facility Support

Recovery Prioritization

Priority 3

Recovery Time Sensitivity

Important (24-48 Hours)

Function Description

Restore power, communications infrastructure, fuel systems, buildings, hangars, gates, and airport support systems necessary to continue normal operations.

Human Resources

The following identifies the person responsible (as well as an alternate) for performing main activities:

Personnel	Name	Title	Telephone	Certifications
Lead Person	OPEN	Airport Manager	402-426-4191	
Alternative Person	Trevor Corey	Assistant Airport Manager	531-209-4067	

Critical Resources

The following identifies critical support resources, including technology and systems required to perform this function:

Item	Location	Quantity	Model Version	Vendor	Alternate Vendor	Alternate Ways to Perform Activity
Airport Vehicle	SRE Building	2	Pickup UTV	Blair Airport Authority	City of Blair	Personal Vehicle
Airfield Radio	FBO Office	3	Various			Additional Devices from Tenants
Phone Systems	Various	Multiple	Mobile & Office	Great Plains Communications	Personal Carrier	Personal Phone Systems
Fuel Systems	Airport	1	Jet A 100LL	Sapp Bro's Petroleum		Mobile Fuel Delivery

Essential Records

Vital records and databases needed to continue and complete the essential function are as follows:

Document/File Database	Location	Form (Electronic/Paper)	Prepositioned at Alternate Facility (Y/N)	Ability to Recreate (Y/N)	Supports What Main Activity?
Airport Emergency Plan	Blair City Hall/Laserfische	Both	Yes	Yes	Emergency Response
Business Continuity Plan	Blair City Hall/Laserfische	Both	Yes	Yes	Continuity
Tenant/Hangar Lease Files	Blair City Hall/Laserfische	Both	Yes	Yes	Tenant Services & Administration
Fuel Systems Reports	Blair Executive Airport	Both	No	Yes	Airport Infrastructure

Alternate Locations

The locations that all or part of the business or operational function can be relocated to the following:

Location Name	Address	Relocation Phone	Additional Information	Relocate or Alternate Way to Transfer Work
Blair City Hall	218 S. 16 th Street Blair, NE 68008	402-426-4191		Relocation
Blair Police Department	1730 Lincoln St, Blair, NE 68008	402-426-4747		Relocation
Remote	Various	531-209-4067		Ability to work Remote with limited access

Delegation of Authority/Succession

In the event that the lead person for the function is unable to perform leadership duties or is unavailable, designated successors are as follows: *(Coordination with the Blair Airport Authority will be accomplished when possible and notification provided to the appropriate parties.)*

Position	Designated Successors
Assistant Airport Manager	1. Trevor Corey
Deputy City Administrator of Public Safety	2. Aaron Barrow
Deputy City Administrator of Public Works	3. Charles Heaton

Communications:

Name	Position (Role)	Phone (home/work/cell)	E-mail	Accommodations/needs
OPEN	Airport Manager	402-426-4191	blairairport@blairne.gov	
Trevor Corey	Assistant Airport Manager	531-209-4067	tcorey@blairne.gov	None
Aaron Barrow	Deputy City Administrator of Public Safety	402-426-6691	abarrow@blairne.gov	None
Charles Heaton	Deputy City Administrator of Public Safety	402-426-6695	cheaton@blairne.gov	None

Communications Systems:

Communication System	Support Activity	Current Provider	Alternate Provider	Specifications and Notes
Email	Staff, Tenant, Vendor, and regulatory communications	Microsoft 365	Personal Email if needed	
Cell Phone	Staff Coordination and Emergency Notifications	Great Plains Communication	Personal Phone Carriers	
Instant Messaging	Rapid Employee notifications	Teams via Microsoft 356	Personal Messaging Applications	

Vendors, Suppliers, and Relocation Contacts:

Company	Contact	Phone	E-mail	Service
Omaha Public Power District (OPPD)	Dispatch	1-800-554-6773	CustomerService@OPPD.com	Electrical Power
Cox Communications	Dispatch	402-844-5757	N/A	Telecommunications
City of Blair/Washington County	Dispatch	402-426-6866	emergencymgr@washingtoncountyne.gov	Municipal Support/Emergency Response

Nebraska Department of Transportation, Aeronautics Division	Director	402-471-2371	jeremy.borrell@nebraska.gov	State Airport Support and coordination
Sapp Brothers Petroleum	Dispatch	402-895-7038	N/A	Fuel Services
City of Blair IT	Tom White	402-426-4191	itadmin@blairne.gov	IT Support

Devolution of Control and Direction

In the event a disruption prevents airport leadership or staff from performing their duties from the primary airport facility, authority and responsibility for essential airport functions shall be transferred to designated successors. Essential records, communications systems, and operational information shall be maintained in electronic and/or off-site locations whenever possible to facilitate continuity of operations.

The Airport Manager shall retain overall responsibility for directing airport operations, emergency response coordination, and recovery activities. If the Airport Manager is unavailable or unable to perform assigned duties, authority shall transfer to the Assistant Airport Manager. If both positions are unavailable, authority shall transfer to the City Administrator and subsequently to the Airport Authority Chairperson until normal leadership is restored.

Should airport facilities become inaccessible, administrative and coordination activities may be conducted from alternate locations including City of Blair offices, Public Works facilities, or other approved locations. Essential airfield safety functions shall continue utilizing available airport personnel, municipal staff, contractors, emergency responders, and mutual aid resources as necessary.

All personnel, assuming delegated authority, shall exercise only those authorities necessary to maintain safe operations, protect life and property, and restore essential airport functions until normal operations can be re-established.

Reconstitution

The Airport Manager shall be responsible for managing and coordinating the reconstitution process following a disruption affecting airport operations. Once emergency conditions have stabilized, an assessment of airport infrastructure, facilities, communication systems, records, utilities, and operational capabilities will be conducted to determine the readiness of the airport to resume normal operations.

Essential functions that have been operating from alternate facilities, temporary work locations, or under emergency procedures shall continue until the Airport Manager determines that normal operations can be safely resumed. Prior to reoccupied damaged facilities, inspections shall be completed and coordination shall occur with appropriate local, state, and federal agencies as necessary.

Recovery actions shall be prioritized to ensure safe airfield operations, restoration of communications systems, recovery of critical records and information technology systems, and the resumption of tenants and public services. Any temporary procedures implemented during continuity operations shall be discontinued in a controlled manner to avoid disruption to airport operations.

Upon restoration of normal operations, airport leadership shall conduct an after-action review to identify lessons learned, evaluate recovery effectiveness, and recommend improvements to this Business Continuity Plan. Necessary revisions shall be incorporated into future plan updates and staff shall be informed of any changes.

Plan Testing, Training, and Exercise

Blair Executive Airport personnel shall be trained on the Business Continuity Plan/Continuity of Operations Plan upon adoption and whenever significant revisions are made. New employees assigned responsibilities under this plan shall receive orientation training as part of their onboarding process. Airport personnel shall maintain familiarity with their continuity responsibilities, emergency contact procedures, succession of authority, and recovery priorities.

The plan shall be reviewed annually by the Airport Manager and key personnel to verify the accuracy of contact information, vendor lists, recovery procedures, critical resources, and essential functions. Any changes in staffing, facilities, technology systems, or airport operations shall be incorporated into the plan as necessary.

Blair Executive Airport shall conduct at least one continuity-related exercise every two years. Exercises may include tabletop discussions, severe weather response scenarios, utility outage scenarios, cyber incident scenarios, aircraft emergency exercises, or other emergency preparedness activities that test the airport's ability to continue essential functions and recover operations.

Following any exercise, emergency event, or plan activation, an after-action review shall be conducted to identify strengths, weaknesses, lessons learned, and corrective actions. Recommended improvements should be documented and incorporated into future updates of this plan.

Plan Review and Maintenance

This plan shall be reviewed each year during the airport's annual planning and budgeting cycle and presented to the Blair Airport Authority for awareness. Contact information, vendor lists, emergency procedures, and critical resource inventories shall be verified and updated as necessary to ensure continuity of airport operations.

Procedures Reviewed and Approved: August 18, 2026

David Johnson, Airport Authority Chairman _____

Sara Bach, City Treasurer _____

Brenda Wheeler, City Clerk _____

RESOLUTION NO. 2026

BOARD MEMBER _____ INTRODUCED THE FOLLOWING RESOLUTION:

WHEREAS, the Blair Executive Airport, wishes to adopt hangar design standards;

WHEREAS, the Blair Executive Airport has worked with Olsson to develop hangar design standards, as shown in the attached Exhibit "A";

WHEREAS, the Blair Airport Authority have reviewed the hangar design standards and find them to acceptable.

NOW, THEREFORE, BE IT RESOLVED BY THE CHAIRMAN and members of the Airport Authority of the City of Blair, Nebraska:

1. That the Corporate Hangar Design Standards for the Blair Executive Airport are hereby approved and adopted.

BOARD MEMBER _____ MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER _____ . UPON ROLL CALL, BOARD MEMBERS _____ VOTING "AYE" AND BOARD MEMBERS _____ VOTING "NAY", THE AIRPORT AUTHORITY CHAIRPERSON DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 18th DAY OF AUGUST 2026.

BLAIR AIRPORT AUTHORITY

BY: _____
DAVID JOHNSON
Chairperson

ATTEST:

WES BAEDKE, SECRETARY

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

WES BAEDKE, SECRETARY

**City of Blair
Blair Executive Airport
Rules and Regulations and Minimum
Standards
for Airport Activities**



Effective June 1, 2007

(Adopted February 20, 2007)

Revised December 18, 2018

Revised August, 2026

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PREFACE

The Blair Airport Authority, as owner/operator of a federally obligated airport, is responsible for instituting Rules and Regulations found under the Federal Aviation Regulations for the safe operation of the airport and instituting Minimum Standards establishing the threshold entry criteria for those wishing to provide commercial aeronautical services to the public on the Blair Municipal Airport. It has been generally acknowledged and proven by history that the development, updating and enforcement of Minimum Standards can diminish complaints by potential or existing aviation businesses at public airports.

This document was produced through the cooperative efforts of the Blair Airport Authority and tenants and users of the Blair Municipal Airport. Industry standards provided by other public airports of similar size and nature, as well as the American Association of Airport Executives, the National Air Transportation Association, the Aircraft Owners & Pilot Association's Airport Support Program for Minimum Standards for Commercial Aeronautical Activities were used as the basis for its content.

This document helps ensure that the Blair Airport Authority meets all of its obligations to the Federal Aviation Administration in providing and allowing services on the Blair Municipal Airport that are provided on a fair and equal basis, and protects the interests of existing and future tenants in ensuring the same.

The official copy of these rules and regulations, as amended from time to time, shall be maintained in the office of the City Clerk for the City of Blair Nebraska at 218 South 16th Street.

1.00 GENERAL

The rules set out in these Chapters are adopted for the regulation of any airport owned and/or operated by the Blair Airport Authority. These rules may be cited as Blair Municipal Airport Rules and Regulations, or the Rules and Regulations.

Individual policies and procedures of the Blair Airport Authority remain in effect except as otherwise revised, cancelled or replaced by the Blair Airport Authority.

It is the intent of the rules and regulations in these Chapters to establish and promulgate the standards deemed necessary to the maintenance and promotion of the peace, health, good government and welfare of Blair Airport Authority owned/operated airports; to provide for the best performance of functions thereof; to promote the security of persons using the airport and its facilities; and by such rules and regulations, to provide enforcement for violation thereof.

The rules and regulations in these Chapters shall constitute a special enactment effective only within the boundaries of the airport and not otherwise.

1.01 Federal Aviation Administration Regulations and Procedures

All flight and ground aircraft operations and vehicle operations at the airport shall be conducted in accordance with FAA rules and regulations and FAA approved policies, procedures, and recommendations for aircraft and airports, now in effect or hereafter promulgated, which rules, regulations, policies, procedures and recommendations are incorporated into these rules and regulations by reference.

Any Airport Certification Manual, Operations Manual or Ground Vehicle Operation Handbook now in effect or hereafter adopted for the airport, upon adoption, is incorporated into these rules and regulations by reference.

1.02 Same; Blair Airport Authority Policies and Procedures

Any Storm Water Management Plan (SWMP) or environmental regulations now in effect or hereafter adopted or revised for the airport, upon adoption or revision is incorporated in these rules and regulations by reference.

Any policy of the Blair Airport Authority now in effect or hereafter adopted or revised, upon adoption or revision, is incorporated into these rules and regulations by reference.

Any Minimum Standards, Business Franchise Policy and Rates and Charges now in effect or hereafter adopted or revised, upon adoption or revision is incorporated into these rules and regulations by reference.

1.03 Exemptions

Exemptions to these rules and regulations may be granted pursuant to the following requirements.

- a) Exemptions must be approved by the Blair Airport Authority Board.
- b) Each exemption must be petitioned separately in writing and addressed to the Blair Airport Authority, delivered to the Airport Manager.
- c) A petition for exemption must state the regulation for which exemption is requested, the reason justifying the request for exemption, the duration or number of instances for which the exemption is requested, and any other pertinent information relevant to the request or as requested from the Airport Manager and/or Blair Airport Authority.

The Blair Airport Authority has the right at its sole discretion to grant or deny a petition for exemption based upon the best interest of the airport.

2.00 ENFORCEMENT

2.01 Intent

This Chapter is designed to establish and define enforcement authority necessary to the maintenance and promotion of the peace, good government and welfare of the airport for the order and security of its inhabitants, users and visitors; and to protect the peace, lives, health and property of such inhabitants, users and visitors.

2.02 Authority

- a) General. The primary responsibility of the design, establishment, promulgation and coordination of any special police, fire and health instructions and procedures effective at and upon the airport shall rest with the Airport Manager, advised and assisted by the Blair City Manager, the Chief of Police, Sheriff, Fire Marshall, and such other departments of local government as special problems and circumstances may from time to time require.
- b) Power of the Airport Manager to Require Identification. The Airport Manager and other regularly appointed employees of the Blair Airport Authority specifically designated by the Airport Manager shall have the right and power to request and require any person to give his/her true name and residence in matters connected with the airport, including the enforcement of these Rules and Regulations. No person shall intentionally refuse to report or give a false report of his name or residence to the Airport Manager or designated employee who has requested the information when acting in an official capacity in a matter connected with the airport including enforcement of these Rules and Regulations.
- c) Enforcement Authority. Any peace officer of the Blair Airport Authority, Washington County, as well as the Airport Manager and other regularly appointed employees of the airport specifically designated by the Airport Manager shall have the right and power to enforce any and all regulations contained in these Chapters. Such persons shall have the power to issue citations for any violation of these Rules and Regulations.
- d) Penalties. Persons found to be in non-compliance with the provisions of these Chapters will be subject to the revocation of certain privileges upon the airport premises which may include, but not be limited to; removal from the airport premises, revocation of commercial aviation privileges and/or Business Franchise, termination of lease or operating agreement, or civil penalties as may be provided for by State and local laws.

3.00 DEFINITIONS

The following terms, when used in these Rules and Regulations and Minimum Standards, shall have the meanings respectively ascribed to them by these Rules and Regulations.

AERONAUTICAL ACTIVITY – Any activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of such operations. The following activities, commonly conducted on airports, are aeronautical within this definition; Pilot training; aircraft rental; FAR part 135 and 121 charter operations; sightseeing; aerial photography; crop dusting; aerial advertising or surveying; scheduled and non-scheduled Part 121 operations; aircraft sales; sale of aviation petroleum products (whether or not conducted in conjunction with other included activities); service, repair and maintenance of aircraft; sale of aircraft parts and accessories; the sale of, and repair and maintenance of aircraft radios and instruments; the sale, repair and maintenance of aircraft propellers, and any other activity which because of its direct relationship to the operation of aircraft, can be regarded as an aeronautical activity.

AIR OPERATIONS AREA OR AOA – Shall mean any area of the airport, both public and leased, used or intended to be used for the landing, takeoff, taxiing, or parking of aircraft, or any other area designated so by the Airport Manager.

AIR TRAFFIC CONTROL OR ATC – Shall mean personnel, equipment, air traffic services and Federal Aviation Administration procedures provided or prescribed for use at the airport, including those procedures for operation of aircraft at an uncontrolled airport.

AIRCRAFT – Shall mean any weight-carrying structure for navigation in the air and which obtains support by the dynamic reaction of the air to any obstruction connected with the structure. Gliders and ultra-lights, either powered or un-powered, helicopters, hot air balloons or airships will be considered aircraft.

AIRCRAFT EMERGENCY OR EMERGENCY–Shall mean a problem or condition involving an aircraft whether in flight or on the ground, which could endanger lives or property. An aircraft emergency can be declared by the pilot, ATC, the Airport Manager, or other personnel responsible for the safe operation of the aircraft or airport.

BLAIR AIRPORT AUTHORITY BOARD – Shall mean the Blair Airport Authority Board, an elected board, which has policy, and decision-making authority for the operation of the airport. This term shall also include the persons employed by the Blair Airport Authority when acting in an official capacity on behalf of the BAA.

AIRPORT CERTIFICATION OR OPERATIONS MANUAL – Shall mean the specifications containing the minimum operating standards of the airport, whether or not approved by the Federal Aviation Administration.

AIRPORT GOVERNING BODY – The Blair Airport Authority Board, an elected board which has policy and decision making authority for the operation of the airport. This term shall also include any person employed by the Blair Airport Authority when acting in an official capacity on behalf of the Blair Airport Authority.

AIRPORT MANAGER OR MANAGER – Shall mean the Airport Manager for the Blair Municipal Airport, the appointed head of the airport, being responsible for administration, operations and maintenance of the airport.

AIRPORT OFFICIAL – Shall mean any member of the Blair Airport Authority, the Airport Manager, Assistant Airport Manager, or any other Blair Airport Authority employee designated by the Airport Manager to be responsible for the safe operation of the airport, and specifically designated with the authority to do so by the Airport Manager.

AIRPORT RESCUE AND FIREFIGHTING OR ARFF – Shall mean the primary firefighting personnel and equipment responding to emergencies on the airport.

AIRPORT ROADWAY – Shall mean those portions of the airport designated and made available temporarily or permanently by the Blair Airport Authority for vehicular traffic and not located on ground leased by others.

AIRPORT TENANT – Defined as any person, firm, or corporation leasing property or improvements from the Blair Airport Authority who is not a Fixed Base Operator (FBO).

AIRPORT TENANT SUBLESSEE – Any person, firm or corporation leasing property or improvements from any Airport Tenant (defined above) who is not a Fixed Base Operator.

AIRPORT, AIRPORTS, OR AIRFIELD – Shall mean all of the land, improvements, facilities and development of the Blair Municipal Airport.

APRON OR APRON AREA – Shall mean those portions of the airport, both public and leased, designated for the parking and/or storage of aircraft.

BUSINESS FRANCHISE – The Commercial Operator/Airport Operations Franchise issued Commercial Tenants and FBO's by the Blair Airport Authority certifying compliance with the airport's minimum standards.

CITY – Shall mean the City of Blair, Nebraska.

COMMERCIAL BUSINESS OR COMMERCIAL BUSINESS ACTIVITY – Shall mean the conduct of any activity on the airport for hire, whether conducted by a licensed business or individual.

COUNTY – Shall mean Washington County, Nebraska.

FAA – Shall mean the Federal Aviation Administration.

FAR – Shall mean the Federal Aviation Regulations found in Title 14, Code of the Federal Regulations.

FIXED BASE OPERATOR (FBO) – A Fixed Base Operator (FBO) is defined as any person, firm, or corporation providing aviation services to the public. The FBO may apply for any Business Franchises and perform any of the commercial aviation functions or furnish any of the commercial aviation services as hereafter set out for Commercial Operators at the Blair Municipal Airport. No person, firm, or corporation shall engage in any commercial activity as a Fixed Base Operator as herein defined unless the same is done in full compliance with the standards, rules and regulations herein set forth. A person shall qualify as a Fixed Base Operator only upon providing the minimum services as described in these Chapters.

FRANCHISE FEE As Established by the Blair Airport Authority Rates and Fees Schedule.

GROUND TRANSPORTATION BUSINESS – Shall mean the pursuance of the occupation of transporting passengers, material, or baggage for hire, either within the airport or from or to the airport from or to the points outside the airport.

GROUND VEHICLE OPERATION HANDBOOK – Shall mean the handbook recommended or approved by the FAA governing operations of motor vehicles on an airport.

MOVEMENT AREA – Shall mean the runways, taxiways, and other landing areas of the airport which are utilized for taxiing, hover taxiing, air taxiing, and landings and takeoffs of aircraft, exclusive of apron areas.

OPERATOR – Shall mean any person who pilots, controls, or maintains, whether directly or indirectly, an aircraft, airport or vehicle.

PERMITTEE – Any organization, business or person not leasing space at the airport who has been authorized by the Blair Airport Authority, and has paid a fee, to access the airport from an off-airport parcel of land.

PERSON – Shall mean any individual, firm, partnership, corporation, association, or company (including any assignee, receiver, trustee, or similar representative thereof), or the United States of America or any foreign government, state, or political subdivision thereof.

PUBLIC AREA – Shall mean those portions of the airport available for the use of the general public.

RESTRICTED AREA – Shall mean any portion of the airport to which no ingress is permitted except upon specific authorization by the Airport Manager.

RUN-UP – Shall mean any operation of a stationary aircraft engine above idle power except to overcome inertia for taxiing for takeoff.

SPECIALIZED AVIATION SERVICE OPERATOR (SASO) – Any aviation service provider that is not an FBO. A SASO may be engaged in one or more activities.

SPONSOR – See Airport Governing Body.

THROUGH THE FENCE OR OFF AIRPORT ACCESS – Operations that are conducted off the actual airport property that have aeronautical access to any portion of the airport's runway or taxiway system.

VEHICLE OR MOTOR VEHICLE – Shall mean any automobiles, golf carts, trucks, buses, motorcycles, horse-drawn vehicles, tugs, or any other device in or upon or by which any person or property is or may be transported, carried, or drawn upon land, excepting aircraft. Boats, trailers, motor homes and any other non-aviation related device that is towed, pulled, pushed, or otherwise propelled are considered vehicles.

VEHICULAR PARKING AREA – Shall mean those portions of the airport designated and made available temporarily or permanently by the Airport Manager for the parking of vehicles but not including parking areas under

lease to others.

4.00 REGULATION OF AIRCRAFT

4.01 Parking; Fees

Aircraft shall be parked only in assigned, leased, otherwise properly designated and authorized areas. Parked and unattended aircraft shall be chocked or tied down if remaining overnight. No aircraft shall be parked in restricted areas without the permission of an Airport Official.

The Blair Airport Authority shall establish and maintain a schedule of fees to be charged for the parking of aircraft on the public use transient apron and on other designated public access parking areas. No person shall park an aircraft on any such public parking areas overnight unless the required overnight parking fees have been paid. Failure to pay the required parking fee may subject the owner or operator of the aircraft to criminal sanctions or may result in the impoundment of the aircraft as hereafter provided. No aircraft is permitted to be parked on the apron of the Blair Airport for a period exceeding fifteen (15) days without approval from the airport manager. No aircraft is permitted to be parked on the apron of the Blair Airport for a period exceeding thirty (30) days without board approval from the Blair Airport Authority. All aircraft owners subject to this section must furnish Blair Airport Authority with a current certificate of air worthiness or show cause why certification will not be forth coming. If any aircraft is found parked in violation of this section, and the identity of the operator cannot be determined, the owner, or person in whose name such aircraft is registered, shall be held prima facie responsible for such violation and fees.

4.02 Illegally Parked Aircraft; Remedies

Aircraft which are parked, stored or abandoned contrary to the provisions of Chapter 4.01, may be impounded. Redemption of aircraft which have been impounded will necessitate the owner or operator paying all fees accrued against such aircraft to include towing and storage fees incidental to impoundment. The airport may remove such aircraft from an illegal parking place. The customary charges resulting from such activities shall be charged against the registered owner of the aircraft.

Inoperable, abandoned or junked aircraft will not be permitted at the airport unless storage or parking of such aircraft is the primary business of the person storing or parking such aircraft, or unless the aircraft is scheduled to undergo repairs with the intent on placing the aircraft into airworthy condition. Aircraft scheduled to undergo repairs with the intent on placing the aircraft into airworthy condition must have such repairs begin within a reasonable period of time, as described in Chapter 4.03.

This section does not apply to aircraft owned by organizations, educational institutions or other parties, using such aircraft for the primary purpose of educational activities.

4.03 Accidents; Damaged Property; Repairs to Aircraft

All accidents, incidents or damage of any nature involving aircraft or vehicles shall be reported to the Airport Manager as soon as possible after the occurrence of same.

Any damage to airport installations, equipment or property as a direct or indirect consequence of flight operations shall be, prima facie, the responsibility of the owner of the aircraft casually related to such damage. Repair of such damage shall be ordered and accomplished by the Airport Manager by sending an invoice covering the cost thereof, payable upon receipt, to the responsible owner.

The owner of a damaged or disabled aircraft shall promptly remove it from any portion of the movement area or airport, unless otherwise directed by the FAA, NTSB or an Airport Official. Failure of the owner or operator to so remove an aircraft may result in removal by the Airport Manager, and all expenses of this removal will be the responsibility of the owner.

Damaged or disabled aircraft parked or stored in an authorized, assigned, leased or otherwise properly designated area in excess of thirty (30) days without undertaking repair or restoration thereof to operable condition will, in the absence of special arrangements with and permission of the Airport Manager, be deemed abandoned or junked aircraft subject to impoundment as illegally parked aircraft.

Repairs to aircraft damaged while in motion or parked on the airport are the sole responsibility of the owner. The owner or operator accepts the premises as is and receives no assurances from the Blair Airport Authority other than those required by the FAA and leases that may be in effect on the airport.

No repairs to or maintenance of aircraft shall be performed on any public area of the airport, unless authorized by the Airport Manager.

Aircraft repairs and maintenance performed in airport owned T-hangars is limited to those provided for in FAR Part 43, Appendix A, Section C.

4.04 Lien on Impounded Aircraft

The Blair Airport Authority shall have a lien on impounded aircraft for the storage and care thereof. Notification to the owner of impounded aircraft shall be conclusively presumed given if, after accrual of sixty (60) days of unpaid storage charges or fees, the registered owner of such aircraft is advised by registered or certified letter, return receipt requested, of the fact of impoundment, delinquency in payment of charges, the airport's lien for the payment of same and contemplated public sale of such aircraft following the expiration of thirty (30) days from the mailing of such notice unless payment or suitable arrangements for payment have been made.

4.05 City of Blair and Blair Airport Authority Free from Liability

No liability shall accrue to the airport, its officers, agents, or employees for the towing, removal, impoundment, storage or disposition of aircraft or their contents under the provisions of this chapter.

4.06 Aircraft Operations; Generally

All aircraft operations shall be conducted in accordance with current Federal Aviation Administration Rules and Regulations. All persons operating an aircraft shall have all licenses, registrations, certificates including certificate of insurance and other required documentation available on their person, or in the aircraft, in accordance with same.

Traffic Patterns: All aircraft shall adhere to traffic pattern requirements or standards as published or designated by the Blair Airport Authority, and/or as specified in Federal Aviation Regulation Part 91.

Authority to Prohibit Operations: Except for emergency landings, the Airport Manager may prohibit aircraft landings and takeoffs at any time and under any circumstances which he/she deems likely to endanger persons or property.

4.07 Aircraft Movement

- a) Takeoffs and Landings. Takeoffs and landings will be at the pilots discretion and in accordance with all Federal Aviation Administration Regulations for operating aircraft at uncontrolled airports. Pilots will also adhere to any established policies, procedures or special rules placed into effect by the Airport Manager.
- b) Taxiing. Taxiing will be at the pilots discretion and in accordance with all Federal Aviation Administration Regulations for operating aircraft at uncontrolled airports. Pilots will also adhere to any established policies, procedures or special rules placed into effect by the Airport Manager.
- c) Aircraft Lights. All aircraft which are being taxied, towed or otherwise moved at the airport shall have running/navigation lights on during the hours of darkness and during periods of reduced visibility.
- d) Paved Areas. All aircraft operations, including the towing and parking of aircraft, shall take place only on paved areas of the airport designated for such purposes. Takeoffs, landings, taxiing, parking and towing of aircraft is prohibited on unpaved areas of the airport, except for designated unpaved runways or taxiways or with the permission of the Airport Manager.

4.08 Aircraft Noise and Engine Run-Ups

- a) Noise Abatement. All persons operating an aircraft will at all times adhere to any and all Noise Abatement Procedures in effect at the airport, except in the case of an emergency. The Airport Manager is authorized to place into effect temporary or permanent Noise Abatement Procedures.

- b) Engine Run-ups. The designated run up areas is the runway end turns a round. At no time shall any person run up any aircraft engine in such a position that hangar, shops, other buildings, parked vehicles or persons are in the path of propeller or jet blast. No aircraft engine may be run up within 50 feet of any building on the airport.

4.09 Off Airport Access (Through the Fence)

It shall be unlawful for any person, aircraft or vehicle to enter upon the airport property for aeronautical purposes, or in support of aeronautical purposes, from an off airport parcel of land, unless such access has been approved by the Blair Airport Authority, and that such access is being conducted in compliance with any regulations or policies established by the Blair Airport Authority and all associated fees have been paid.

4.10 Miscellaneous Operational Regulations Radar
Surveillance radar equipment in aircraft shall not be operated within one hundred (100) feet of any fuel servicing or other operation in which flammable liquids or vapors may be present or created.

5.00 AIRCRAFT FUELING AND FIRE SAFETY

5.01 Fuel Servicing Operations; Location

All fuel servicing operations shall be performed outdoors at locations designated by the Airport Manager.

5.02 Aircraft Engines

The engine of an aircraft may not be operated while the aircraft is being fueled, except as authorized by the airport operating manual or Airport Manager

5.03 Bonding and Grounding

During fuel servicing, all aircraft and fuel servicing vehicles, hydrants, pits, cabinets, pumps and nozzles shall be electrically bonded to each other and grounded before fuel flow starts.

5.04 Fire Hazards

- a) Open Flames. No open flames or lighted open flame devices shall be permitted within 100 feet of any fuel servicing operation or fueling equipment.
- b) Lightning Precautions. All fuel servicing operations shall be suspended when lightning discharges occur within the twenty five (25) nautical miles of the airport.
- c) Fuel Spills. Spills or leaks of fuel which flow over an area in excess of ten (10) feet in any dimension shall be reported immediately to the Airport Manager, who shall notify all appropriate agencies.

5.05 Same - Air Carriers

During fuel servicing operations of any air carrier or chartered air carrier aircraft, operating under FAR Part 121 or 135, a qualified flight attendant or crew member must be present in the cabin if passengers are present in the cabin.

5.06 Smoking in Fuel Service Vehicles

Smoking within a fuel servicing vehicle is prohibited.

The cab of each fuel servicing vehicle shall be equipped with a sign bearing the words "No Smoking".

Owners of fuel servicing vehicles which contain smoking equipment, such as ash trays and lighters, shall have such equipment removed or rendered inoperable.

5.07 Fire Extinguishers

Each fuel servicing vehicle shall have two Halon type or compatible 20 lb. Fire extinguishers, mounted one on each side of the vehicle.

Each fuel farm or tank on the airport shall have one Halon type or compatible 20 lb. (minimum size) fire extinguisher present on site at all times.

5.08 Fueling in Hangars; Buildings

No transfer of fuel onto or off of any aircraft shall take place inside any hangar, building, or other structure on the airport. All fueling and/or de-fueling activities shall take place on fuel ramp.

6.00 REGULATION OF VEHICLES

6.01 Generally

All of the traffic laws of the State of Nebraska, Blair Airport Authority and Washington County, are hereby declared to be in effect on the corresponding airport roadways, as defined, except insofar as these Chapters prescribe different provisions.

6.02 Traffic Control Devices

All persons shall comply with all traffic control devices, signs, signals, markings or insignia erected, installed or placed by authority of the Airport Manager, the City or the County. This shall apply, when applicable, to both vehicular and pedestrian traffic. Insofar as possible, all such devices, signs, markings or insignia shall conform to the manual and specifications adopted by the State of Nebraska, Blair Airport Authority, or County of Washington, as appropriate.

Except for speed limit signs, all traffic control devices, signs, markings and insignia as presently located, erected, or installed on the premises of the airport are hereby adopted, affirmed and ratified. Hereafter, the Airport Manager and/or the City or County shall make changes deemed necessary in the interest of traffic safety. Any changes shall be reviewed appropriately by the City or County prior to such changes being posted.

The speed limits upon airport roadways are set, affirmed and ratified at twenty five (25) miles per hour and such lower speeds at certain locations as may be deemed necessary and/or posted.

Vehicular speeds on public aircraft aprons and other AOA or Movement areas are set, affirmed and ratified at twenty five (25) miles per hour.

6.03 Parking

No person shall park a vehicle or to permit the same to remain standing within the boundaries of the airport except at such places and for such periods of time, and upon payment of such parking fees and charges, as may from time to time be prescribed by the Blair Airport Authority.

An Airport Official, at such times as are necessary for the safety or security of the airport, may require that the owner or operator of a vehicle immediately move same to a location designated by the Airport Official. This paragraph applies to vehicles properly parked on areas leased for the exclusive use of others and their guests or customers.

Any vehicle which is disabled or which is parked in violation of this section or which represents an operational hazard at the airport may be removed or towed and impounded, all at the operator's or owner's expense and without liability for any damage to the vehicle which may ensue from such removal or towing. Such expense shall be a lien against the vehicle and payment in full therefore shall be a pre-requisite to the reclaiming of the vehicle by the operator or owner.

Inoperable, abandoned or junked motor vehicles will not be permitted to be stored on the airport. Such vehicles may be removed by the Airport Manager at the vehicle owner's expense.

Boats, trailers, motor homes, and other non-aviation related vehicles or equipment shall not be stored in hangars or open areas of the airport including leased areas.

Unless prior arrangements have been made with the Airport Manager, motor vehicles properly parked but which remain at the airport in excess of thirty (30) days may be removed and disposed of by the Airport Manager.

For motor vehicles rendered inoperable due to collision or other causes:

- a) The owner or person in charge thereof shall have an opportunity to contact a wrecker or tow service and have the vehicle removed from the airport.
- b) If a motor vehicle rendered inoperable is not removed by the owner or person in charge within forty eight (48) hours, it shall be impounded and disposed of at the direction of the Airport Manager.
- c) Nothing in this section shall be construed to prevent the immediate removal of a damaged or inoperable motor vehicle from a traveled road, right of way or movement area in order to maintain traffic flow, safety, and security of the airport.

For motor vehicles without an operator due to arrest or detention of the owner or person in charge thereof:

- a) Where a motor vehicle is without an operator due to the arrest or detention of the owner or person in charge thereof, the vehicle shall be taken to the City of Blair impoundment lot at the vehicle owner's expense.
- b) Nothing in this section shall authorize the release of a motor vehicle which itself is to be used as evidence in a criminal proceeding or prosecution, which contains or contained any item of evidence to be introduced in a criminal proceeding or prosecution, or which is subject to forfeiture by federal, state or local law enforcement officials.

6.04 Loading Zones - Passengers

The Airport Manager may establish zones for the loading or unloading of passengers or customers from vehicles at the airport. Such zones shall be designated with appropriate traffic control devices, signs, markings or insignia, and no person shall park any vehicle in any such passenger loading zone except to load or unload passengers, and then only for the established time limit posted in such zone.

6.05 Same - Materials

The Airport Manager may establish loading zones for the loading and unloading of material at the airport. Such zones shall be designated with appropriate traffic control devices, signs, markings or insignia, and no person shall stop, stand or park any vehicle in a loading zone other than for the expeditious unloading and delivery, pickup and loading of material. In no case shall the stop for loading and unloading of materials exceed the established time limit posted in such loading zone.

6.06 Impeding Flow of Traffic

No person shall park, stop or stand a vehicle in any airport roadway, driveway, apron, runway, taxiway, parking area, passenger or material loading zone, or in front or near any entrance or exit to any building at the airport so as to block, obstruct or impede the free passage of any vehicles, pedestrians or aircraft, unless such parking, stopping or standing has been approved and coordinated in advance with the Airport Manager, and is being done so due to operational requirements.

6.07 Right of Way for Aircraft

Aircraft taxiing, taking off, landing, re-positioning, or otherwise moving shall have the right of way in preference over vehicles or pedestrians. No vehicle may drive on or across any portion of a runway or taxiway without first having received permission of the Airport Manager.

6.08 Condition of Vehicles

No person shall operate a vehicle on the airport unless such vehicle is in compliance with all licensing and registration requirements of state and federal law applicable to the type of vehicle.

No person shall operate on the airport any vehicle in which any of the following are not operable:

- a) Headlights
- b) Tail lights
- c) Tires
- d) Mirrors
- e) Horn
- f) Any other device which bears on safe operation of the vehicle.

Tugs or other motor vehicles used exclusively for towing aircraft are exempt from the requirements of this section, except that such tugs or motor vehicles must have the customary safety equipment operational at all times for such exclusively used vehicles.

No vehicle maintenance shall be performed in any public area, either aeronautical or non-aeronautical, without prior consent from the Airport Manager.

6.09 Vehicle Access to Restricted Areas

No person shall operate a vehicle on the Restricted Areas of the airport unless that person has obtained prior permission from the Airport Manager. Movement Areas are specifically designated as Restricted Areas. Additionally, the Airport Manager may designate other Restricted Areas as deemed necessary for the safety and security of the airport.

6.10 Access to Airport Property

Notwithstanding anything in this Chapter, the Airport Manager or his/her designee may restrict the access of any vehicle or person to any part of the airport, both public and leased, to ensure the safety or security of the airport or an aircraft accident/incident scene.

6.11 Accidents; Damage to Airport Property

Any damage to airport installations, equipment or property as a direct or indirect consequence of vehicle operations shall be, prima facie, the responsibility of the owner of the vehicle causally related to such damage. Repair of such damage shall be ordered and accomplished by the Airport Manager by sending an invoice covering the cost thereof, payable upon receipt, to the responsible owner.

7.00 PERSONAL CONDUCT

7.01 Generally

The provisions of this chapter shall not be construed as limitations upon the civil or criminal laws of this state which are in full force and effect within the airport.

7.02 Restricted Areas

The Airport Manager shall have the authority to designate restricted areas at the airport.

No person, without specific authorization from the Airport Manager, shall enter or travel, in a vehicle or on foot, upon any area designated as a restricted area.

No person who is upon any restricted area of the airport shall fail or refuse proper identification (driver's license, social security card or some similar authoritative indicia of identity) upon the request of an airport official or employee or of a peace officer of the city or the county or other state or federal law enforcement officer.

7.03 Animals

No person shall bring any animal on the airport or to permit or cause the same to be brought thereon without a specific permit, license or lease therefore from the airport, provided, however, that this section shall not apply to a guide dog accompanying a blind person, to a hearing ear dog accompanying a deaf person, to animals properly confined or restrained for shipment, or to animals confined in private motor vehicles. This section shall also not apply to animals otherwise being transported by aircraft when such animal is being loaded or unloaded, provided proper restraints or leashes are used during the period of time the animal is on the airport.

7.04 Soliciting and Conduct of Commercial Activities

No person shall solicit funds or anything of value for any purpose at the airport without specific written authority from the Blair Airport Authority. This paragraph does not apply to base tenants of the airport when posting advertisements for their businesses on the public bulletin board when the established policies and rules of the Blair Airport Authority are being followed in conjunction with such posting.

No person shall sell or offer for sale any article or merchandise on the airport without a Business Franchise, permit,

or other written form of authorization from the Blair Airport Authority. This is not intended to prohibit business enterprises leasing premises on the airport from inviting salesman and similar activities to their leased premises for the convenience of customers and employees of such business enterprises only. The business enterprise leasing premises on the airport in such cases are responsible for advising the invitee of the entire pertinent airport Rules and Regulations, and his/her responsibility for compliance with same.

No person shall solicit any business or trade, including transportation or persons or baggage for hire, on the airport without a Business Franchise, permit, or other form of written authorization issued by the Blair Airport Authority.

No person or business enterprise shall conduct any form of commercial business activities on the airport, or solicit same, without first having paid the established Business Franchise fee, and having received a Business Franchise, permit, or other form of written authorization from the Blair Airport Authority. The issuance or approval of a lease for premises on the airport shall not be deemed as such authorization to conduct such commercial business activities.

7.05 Advertisements

No person shall post, distribute or display signs, advertisements, handbills, circulars or printed or written matter of a commercial nature at the airports without specific authorization from the Airport Manager, or within the guidelines and policies established by the Blair Airport Authority for same.

7.06 Throwing Objects

Without having first obtained authorization from the Airport Manager, no person shall throw any object from:

- a) Any terminal building, hangar, or from any other building or structure on the airport; or
- b) From any vehicle on the airport; or
- c) From any aircraft parked, taxiing, or in flight.

7.07 Litter

No person shall place, discharge or deposit in any manner any liter, garbage, trash, debris, junk or any refuse on the airport, except at such places and under such conditions as the Airport Manager from time to time prescribes. Under no circumstances shall any person dispose of furniture, appliances, or other similar items in any location on the airport including trash containers.

7.08 Noxious or Corrosive Substances

No person shall bring or store any noxious or corrosive substance upon any area of the airport without the prior approval of the Airport Manager.

7.09 Kites, Model Aircraft, etc.

No person shall operate or release any kite, balloon, model aircraft, model rocket or parachute upon or above the airport without permission of the Airport Manager. No person shall launch any projectile from the ground on the airport without the permission of the Airport Manager.

7.10 Demonstrations

No organizations, groups of individuals or individuals shall conduct or participate in parades, marches, patrols or demonstrations on the airport unless written permission has been granted by the Blair Airport Authority in response to a written request to engage in such activity.

No person, while engaging in any such activity otherwise permitted as described above, shall prevent or interfere with access to or egress from any airport facility or premises or to hamper or curtail the conduct of business at the airport and no person while so engaged shall in any manner, by words or physical force, assault, coerce, threaten or intimidate any member of the public.

7.11 Individual Behavior

No person shall engage in any profanity, abusive, belligerent or intimidating behavioral action, including assailing, shouting, blocking passage or movement, or otherwise creating a public disturbance or nuisance towards any other person or group of persons upon the airport.

7.12 Camping, Games, Hunting, Picnicking

No person shall use airport premises for the purpose of camping, athletic games or contests, hunting or picnicking unless authorization is first received from the Airport Manager.

7.13 Firearms

No person shall discharge a firearm on the airport in violation of State and local laws. This paragraph shall not apply to airport officials when such firearms are being used for the purpose of disbursing wildlife when their presence creates an operational/safety hazard to persons, property, or the safe operation of aircraft. All firearms being transported on the airport whether by aircraft or by vehicle, shall be properly stored or transported in a manner consistent with safe firearm practices, and as provided for by State and local laws. This paragraph shall not apply to law enforcement officers required to carry firearms on or off duty, or private security officers when carrying out their official duties.

7.14 Photography; Movie Productions; Polls

No person shall utilize photographic or moving picture equipment for the purpose of picture taking or moving picture photography in or near any area designated as a restricted area within the airport unless such person has obtained authorization from the Airport Manager.

No person shall use the airport premises for the purpose of any commercial photographic, theatrical or moving picture production without authorization from the Airport Manager.

No person shall conduct polls, opinion surveys, name listings, or solicit any other commercial data or information on airport premises without authorization from the Airport Manager.

7.15 Tampering with Private or Public Property

No person shall tamper with or obstruct the operation of private or public property at the airport in any manner which may result in damage to persons to property.

7.16 Smoking Prohibited

No person shall possess a burning tobacco product within 100 feet of any aircraft, fueling facility, or fueling vehicle, except at designated areas.

7.17 Lost Articles

Any person finding lost articles shall deliver them to the office of the Airport Manager. Articles unclaimed after 60 days may be turned over to the finder or disposed of.

7.18 Right of Entry

The Airport Manager or his/her designee shall have the right of entry onto any area of the airport, including leased premises and privately owned structures on leased premises, upon reasonable notification to the tenant, to make inspections, repairs, maintenance or modifications as may be required, except in the event of an emergency, in which case immediate entry without prior notification shall be exercised.

7.19 Gambling

Gambling in any form is not permitted on the airport.

8.00 LEASE PROCESS FOR DEVELOPMENT

Any Airport Tenant, Airport Tenant Sub lessee, Commercial Tenant, Commercial Tenant Sub lessee, FBO, or any other person or entity desiring to develop land or otherwise construct improvements on airport parcels or off airport parcels (for through the fence operations), or to improve existing buildings on either, shall follow the general outline of procedures provided for in this Chapter. The Blair Airport Authority may permit these procedures to take place in an order other than that listed below.

- ~~a) Lessee submits written request for lease or access permit to the Airport Manager and makes application for a Business Franchise (if applicable).~~
- ~~b) Site selection in accordance with Airport Layout Plan and Comprehensive Development Plan.~~

- ~~e) Preparation of lease by airport legal counsel.~~
- ~~d) Preparation of plans and specifications by lessee. All improvements off Airport _____ property must conform to Washington County zoning regulations.~~
- ~~e) Submittal of FAA Form 7460-1 "Notice of Proposed Construction or Alteration" to Federal Aviation Administration by lessee, copy to Airport Manager.~~
- ~~f) Submittal of plans and specifications to:

 - ~~i. Washington County Planning Department.~~
 - ~~ii. Blair Airport Authority (7 sets).~~~~
- ~~g) Comments from Washington County Planning Departments submitted to the Blair Airport Authority.~~
- ~~h) Review/negotiation of lease or through the fence access with lessee.~~
- ~~i) Receipt of FAA comments on submittal of FAA Form 7460-1 (required).~~
- ~~j) Blair Airport Authority meets and approves or disapproves plans and specifications. Washington County comments considered. If disapproved, returned to lessee for revisions and re-submittal to Blair Airport Authority. Requirement to re-submit to Washington County planning departments determined by Airport Manager.~~
- ~~k) Airport Manager submits letter of approval of plans and specifications to lessee.~~
- ~~l) Final lease and Business Franchise (if applicable) or through the fence access approved or disapproved by Blair Airport Authority.~~
- ~~m) Lessee makes application for Building Permits with appropriate agency.~~
- ~~n) Building Permit(s) issued.~~
- ~~o) Construction Phase.~~
- ~~p) Issuance of Business Franchise.~~

1. Lessee submits written request for lease (Lot Reservation Form) or access permit to the Airport Manager and makes application for a Business Franchise (if applicable). **see notes for further information.
2. Airport Manager reviews site selection in accordance with the Airport Layout Plan and Comprehensive Development Plan. Submittal to include a non-refundable deposit for review process and a refundable deposit to reserve a specific lot.

- a. A non-refundable deposit of \$xx is required for plan review.
- b. In addition, a refundable deposit equivalent to 10% of the lot fee is required to reserve a specific lot. Upon receipt of the deposit by the City of Blair, the lessee has 1 year to begin construction.

If lessee has not begun construction within the 1 year period, the deposit is waived and will not be refunded. The lessee then has the option to:

- (a) Provide a second deposit equal to 10% of the lot fee to extend the period for 1 additional year,
- (b) Provide a deposit equal to 10% of the lot fee for a different lot (if available), or
- (c) Waive any claim/reservation secured by the initial deposit.

If adjacent infrastructure (taxilane) is not complete at the time of deposit, the 1 year time limit will be adjusted to begin on the date infrastructure is considered complete.

Upon completion of construction / grant of occupancy, the refundable deposit will be deducted from the lot fee which is due at that time.

- c. The Lot Reservation Form and deposit shall be submitted to the Airport Manager for review. Reservations will be prioritized on a 'first received' basis. If multiple reservations for the same lot are received on the same day, the Airport Authority may request further detailed information from the interested parties to determine which party will be granted the reservation. The Airport Authority will consider 'Highest and Best Use' in making a determination. This determination may be based on proposed size of hangar, type of aircraft housed, frequency of aircraft use, and/or other factors.

Hangar lots are 115' x 112.5' and accommodate a hangar size of 100' x 100' as shown on the BTA Airport Layout Plan. Any lot or hangar size adjustments require special review and coordination with

adjacent lessees. Review and approval by the Airport Manager and Blair Airport Authority is required for any such changes and may impact the lease/reservation process.

3. Lessee / Airport Manager present proposal to Airport Authority for review.
4. Submittal of FAA form 7460-1 "Notice of Proposed Construction or Alteration" to Federal Aviation Administration (FAA) by Lessee, copy to Airport Manager.
 - a) Lessee to pay for costs associated with 7460-1 submittal to FAA.
 - b) Note to Lessee: FAA's review/approvals can take 60-90 days or more.
5. If preliminary review is approved by Airport Authority, Legal Counsel prepares draft lease.
6. Lessee prepares plans and specifications. All improvements on and off Airport property must conform to FAA, NDOT Aeronautics, Airport Authority Construction Standards, Washington County Planning and Zoning Department and State Fire Marshall regulations.
7. Submittal of plans and specifications to:
 - a) Washington County Planning Department
 - b) State Fire Marshall
 - c) Blair Airport Authority (7 sets).
8. Comments from Washington County Planning Department submitted to the Blair Airport Authority.
9. Review/negotiation of lease for "on" airport property and/or off airport access with lessee.
10. Receipt of FAA Comments - Form 7460-1 (required)
11. Blair Airport Authority meets and approves or disapproves plan and specifications. Washington County Planning Department, State Fire Marshall, NDOT Aeronautics, and/or FAA comments considered. If disapproved, returned to lessee for revisions and resubmittal to Blair Airport Authority. Requirement to re-submit to FAA, Washington County Planning Department and State Fire Marshall determined by Airport Manager.
12. Airport Manager submits letter of approval of plans and specifications to lessee.
13. Final lease and Business Franchise (if applicable) application or off airport property access application is approved by Blair Airport Authority.
14. Upon approvals by Airport Authority, preparation of the Lease area boundary survey, legal description and drawing by Registered Surveyor licensed in Nebraska shall be completed. Lease documentation shall be recorded at Washington County.
 - a) Cost covered by applicant
15. Lessee makes application for Building Permits with appropriate agency.
16. Building Permit(s) issued (costs covered by applicant).
 - a) Airport Authority (City) – Special Inspections Permit (paving/stormwater/utility)
 - b) Washington County Building Inspections Permit (building and footings)
17. Construction Phase
18. Leased area rebar/pins set in field by Registered Surveyor during/after construction.
 - a) Cost covered by applicant
19. Issuance of Business Franchise agreement per legal counsel direction.

8.02 CONSTRUCTION STANDARDS FOR DEVELOPMENT

Plans and Specifications submittal shall comply with Blair Airport Authority, FAA, NDOT and, City of Omaha Standards and details as indicated below.

SITE DEVELOPMENT AND DRAINAGE

Site plans shall be submitted depicting compliance with Blair Executive Airport overall site plan, including but not limited to building Finished Floor Elevations (FFE), drainage patterns before and after development and conformance to overall drainage on airport.

PAVEMENT DESIGN STANDARDS: TAXIWAY/TAXILANE TYPICAL SECTION

- 8-inch PCC (NDOT 603.02 47B-4000)
 - 6-inch Crushed Rock Aggregate Base Course (NDOT 305: Table 1033.08)
 - 12-inch Compacted Subgrade (NDOT 205)
1. 8-inch PCC (NDOT 603.02 47B-4000 Portland Cement Concrete)
 - a. Cement shall consist of IPF, IS, IL, or IT
 - (1) If IPF cement is utilized ASR testing is not required.
 - (2) If IS, IL, or IT cement is utilized, Alkali Silica Reactivity (ASR) testing is required per current FAA standards.
 - b. The maximum water-cement ratio is 0.45
 - c. The minimum cementitious content per cubic yard of concrete is 564 pounds.
 - d. Concrete strength: 4,500 psi
 - e. Longitudinal and transverse joint layouts and associated rebar and joint types shall be based on FAA design standards and will be provided to Lessee by the Airport Authority.
 - f. NDOT 603 joint sealant. Longitudinal and transverse joints in concrete pavement shall be sealed so that the joint is filled to approximately 1/8-inch below the top of the joint. Joint sealant shall meet FAAs current material standards.
 2. 6-inch Crushed Rock Aggregate Base Course (NDOT 305, Table 1033.08)
 - a. Crushed Rock Aggregate Gradation shall be verified by the applicants Certified testing laboratory. Sieve analysis shall be submitted for review and approval prior to aggregate being delivered to the site.
 - b. Compaction and Moisture Content requirements: Applicants Certified testing laboratory and Geotechnical Engineer prepares standard proctor to identify soil properties. Submittal to Owner for review prior to implementation of testing parameters.
 - c. Compaction testing shall be completed as described in table below.
 3. 12-inch Compacted Subgrade (NDOT 205)
 - a. Compaction and Moisture Content requirements: Applicants Certified testing laboratory and Geotechnical Engineer prepares standard proctor to identify soil properties. Submittal to Owner for review prior to implementation of testing parameters.
 - b. Compaction testing shall be completed as described in table below.

4. Testing Frequency and Requirements:

- a. All required/referenced tests and retests shall be completed by an approved certified testing laboratory, and results shall be submitted to the Airport Authority for review and approvals. Cost bore by applicant.
- b. Compacted Subgrade Preparation: Each 8-inch lift, 2 density testing for each 300 square yards
- c. Aggregate Base Course: 2 tests for density and thickness for each 300 square yards of placement
- d. Concrete Placement: Testing unit equates to one days' pour or maximum of 500 square yard area. - All cylinders for testing compressive strength shall be 6" x 12". Each testing unit shall consist of 3 cylinders (2-28 Day results and 1-hold cylinder).

<i>Areas of Fill Placement</i>	<i>Compaction Recommendation (ASTM D698-Standard Proctor)</i>	<i>Moisture Content (Percent of Optimum)</i>
<i>12" Prepared Subgrade (8-inch max lift)</i>	<i>98%</i>	<i>0 to +2 percent</i>
<i>6" Crushed Rock Aggregate Base Course</i>	<i>100%</i>	<i>-2 to +2 percent</i>
<i>Utility Trenches</i>	<i>98%</i>	<i>0 to +2 percent</i>
<i>Beneath Landscaped/Grass Areas</i>	<i>92%</i>	<i>As necessary to obtain density</i>

HANGAR BUILDING STANDARDS

1. Building Structure: Pre-Engineered Metal Building and Roof Construction. Provide a complete, integrated set of metal building system manufacturer's standard mutually dependent components and assemblies that form a metal building system capable of withstanding structural and other loads, thermally induced movement, and exposure to weather without failure or infiltration of water into building interior (includes primary and secondary framing, metal roof panels, metal wall panels, and accessories). Associated footings and foundations designed by a Structural Engineer. IBC Design code as required by Washington County Planning Department.
2. Hangar Sizes and location: Compliance with Airport Layout Plan (ALP)
 - a. Corporate Hangar – minimum of 100 ft depth and as approved by Airport Authority prior to design and construction.
 - b. General Aviation – T-Hangars, # of bays as shown on ALP.
 - c. General Aviation - Box hangars minimum/maximum as shown on ALP or approved by Airport Authority.
 - d. Any modifications to approved ALP documents will require application of review of the variance.

3. Hangar Materials:
 - a. Primary Frame: Steel Rigid Modular: Solid member structural-framing system with straight interior columns.
 - b. Wall Sheeting: Type R-Panel, 26 Gauge,
 - c. Roof Sheeting: CFR, 24 Gauge, Finish Galvalume Plus
 - d. Brick: Accent on walls, requires Boards review and approval.
4. Hangar Doors: Hangar doors shall not extend into the apron/taxiway/taxilane object free area.
5. Paint: Finish shall retain its appearance and protective qualities for at least 20 years.
 - a. Wall Sheeting: Finish Color: Sandstone or approved equal – color samples shall be submitted.
 - b. Wall Base Trim: Finish Color: Sandstone or approved equal – color samples shall be submitted.
 - c. Wall Corner Trim: Finish Color: Burnished Slate or approved equal – color samples shall be submitted.
 - d. Wall Framed Openings: Finish Color: Burnished Slate or approved equal color samples shall be submitted.
 - e. Roof Sheeting: Finish Galvalume Plus, Sandstone or approved equal – color samples shall be submitted.
 - f. Roof Trim Line: Finish Color: Burnished Slate or approved equal – color samples shall be submitted.
 - g. Any modifications to materials require Board approval prior to design and construction.
6. Insulation: Insulation shall be installed per code requirements of Washington County or Nebraska State Fire Marshall
7. Gutters/Downspouts:
 - a. All hangars shall have gutter systems installed.
 - b. Gutter system shall be connected to airport storm sewer system either by above ground concrete/paved swales or by underground pipe conveyance within the utility corridor.
 - c. Gutters/downspouts shall be zinc coated steel painted to match adjacent building components.
8. Fire Walls: Fire walls shall be installed as required by code, Washington County and Nebraska State Fire Marshall

Hangar Ramp/Approach Pavement

Lessee is responsible for construction and maintenance of concrete pavement between front face of hangar to designated taxilane/taxiway edge.

1. Approach pavement shall be reinforced concrete with a minimum thickness of 6-inches with an aggregate rock base.
2. If apron pavement deteriorates, creating cracking/FOD, lessee shall remove and replace per standards.
3. If maintenance is not completed in a timely manner, the Airport Authority shall remove,

replace, or perform maintenance and bill lessee for expense incurred.

Shared Utility Corridors

Identified between and adjacent to corporate hangars. Coordination will be required between all lessees to accommodate private and public utility improvements for service connections. These shared spaces shall have crushed rock or asphalt millings. Airport Authority will apply a soil sterilant annually.

1. Sanitary Sewer (Airport Owned):
 - a. Onsite Wastewater Treatment System and Drainfield No. 1:
 - (1) System provides service to all hangars north of and including Hangar 'O'. Discharge rates have been calculated based on state standards for aircraft hangars.
 - (2) Individual 6-inch SDR 23.5 PVC sanitary sewer service stubs have been extended to each corporate hangar lot permitted to discharge into the system. Refer to City of Omaha standards for material requirements.
 - (3) Lessee is responsible for service connection and maintenance to the sewer main.
 - b. Onsite Wastewater Treatment System and Drainfield No. 2:
 - (1) System provides service to all hangars south of and including Hangar 'P'. Discharge rates have been calculated based on state standards for aircraft hangars.
 - (2) Individual 6-inch SDR 23.5 PVC sanitary sewer services stubs have been extended to each corporate hangar lot permitted to discharge into the system. Refer to City of Omaha standards for material requirements.
 - (3) Lessee is responsible for service connection and maintenance to the sewer main.
2. Storm sewer (Airport Owned):
 - a. Coordination between adjacent lessees to minimize storm sewer piping within the shared utility corridors will be required.
 - b. Connections to the existing storm sewer manhole structures located adjacent to hangars is required. Connections shall be completed by coring the structure and watertight connection methods.
 - c. Private storm sewer piping may be concrete, HDPE, or PVC placed in aggregate bedding. Refer to City of Omaha standards for material requirements.
3. Water Service:
 - a. Coordination with the Airport Authority is required for service tap off 4-inch line located along the airport property.
 - b. Lessee is responsible for service connection and maintenance to the water service line. Refer to City of Omaha standards for material requirements.
4. Electrical – Coordination with the Airport Authority and local Electrical company to provide service to the lessee. Utility shall be installed in conduit.

5. Internet/Phone – Coordination with the Airport Authority and local Internet/Phone company to provide service to lessee. Utility shall be installed in conduit.
6. Propane/Gas –
 - a. Coordination with Airport Authority is required.
 - b. All private/individual tanks shall be buried and in compliance with State Fire Marshal and Washington County standards and setback requirements.
 - c. Shared propane tanks may be beneficial to minimize site constraints. Coordination with adjacent Lessee is recommended.
7. Hangar Materials:
 - a. Primary Frame: Steel Rigid Modular: Solid member structural-framing system with straight interior columns.
 - b. Wall Sheeting: Type R-Panel, 26 Gauge,
 - c. Roof Sheeting: CFR, 24 Gauge, Finish Galvalume Plus
 - d. Brick: Accent on walls, requires Boards review and approval.
8. Hangar Doors: Hangar doors shall not extend into the apron/taxiway/taxilane object free area.
9. Paint: Finish shall retain its appearance and protective qualities for at least 20 years.
 - a. Wall Sheeting: Finish Color: Sandstone or approved equal – color samples shall be submitted.
 - b. Wall Base Trim: Finish Color: Sandstone or approved equal – color samples shall be submitted.
 - c. Wall Corner Trim: Finish Color: Burnished Slate or approved equal – color samples shall be submitted.
 - d. Wall Framed Openings: Finish Color: Burnished Slate or approved equal – color samples shall be submitted.
 - e. Roof Sheeting: Finish Galvalume Plus, Sandstone or approved equal – color samples shall be submitted.
 - f. Roof Trim Line: Finish Color: Burnished Slate or approved equal – color samples shall be submitted.
 - g. Any modifications to materials require Board approval prior to design and construction.
10. Insulation: Insulation shall be installed per code requirements of Washington County or Nebraska State Fire Marshall
11. Gutters/Downspouts:
 - a. All hangars shall have gutter systems installed.
 - b. Gutter system shall be connected to airport storm sewer system either by above ground concrete/paved swales or by underground pipe conveyance within the utility corridor.

9.00 AIRPORT TENANT

A person having the use designation of Airport Tenant shall be limited to the following and only the following uses:

1. Storage of wholly owned or leased aircraft and service and maintenance on wholly owned or leased aircraft.
 - a) Due to the vast variety of single and multi-occupancy hangars, a single minimum standard for building and acreage is not established. Therefore, each application under this standard will be considered on its own merits.
 - b) The definition of Airport Tenant includes individual aircraft and hangar owners and lessees, leasing land and/or hangars from the Blair Airport Authority or others.
 - c) Tenants of T-Hangars owned by the Blair Airport Authority shall not hangar aircraft owned by others whether for free or for compensation, nor offer, nor provide, for financial gain, any services whatsoever to others for compensation.
 - d) Insurance Coverage as specified in Chapter 12.00 contained in this document.

10.00 BUSINESS FRANCHISE

10.01 GENERAL

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in any commercial activity as described in these Minimum Standards, shall make application for and obtain prior to commencing such commercial activities, a Business Franchise. The application shall be completed in full and considered incomplete if any information is not provided including the required attachments. All Business Franchise fees must be paid prior to the issuance of such Business Franchise.

Business Franchise Fees for FBO's as defined in these Chapters will be set according to the number and type of business activities pursued. All fees for Business Franchises are as established in the published schedule of airport Rates and Charges as adopted by the Blair Airport Authority, and from time to time revised.

All commercial businesses on the airport, or that have off airport access to the airport from an off-airport parcel, must be licensed or officially certified as is necessary, by the appropriate federal, state or local government agency having jurisdiction, as a condition of receiving a Business Franchise (i.e., food sales hold Health Dept. certificates; flight schools/flight instruction hold FAA certification; etc.).

Persons engaging in commercial business activities on the airport or on an off-airport parcel must maintain an identifiable place of business. This shall include a telephone and a physical office or place of business appropriate for the type of activities conducted. This paragraph does not apply to independent operators as described elsewhere in these Chapters.

All persons or businesses that make application for a Business Franchise shall provide public liability insurance in amounts as specified in these Chapters. Insurance shall be maintained with an insurance company authorized to conduct business in the State of Nebraska that is satisfactory to the Blair Airport Authority. The Blair Airport Authority shall be provided with a certificate from the insurance carrier showing such insurance to be in full force and effect. Said policies and certificates shall contain a provision that written notice of cancellation, or of any material change in said policy by the insurer shall be delivered to the Blair Airport Authority at least thirty (30) days in advance of the effective date thereto. Additionally, the Blair Airport Authority, including its officers, agents, and representatives shall be listed and designated as an additional insured on said policies and certificates.

10.02 BUSINESS ACTIVITIES - DEFINITIONS

FBO / PUBLIC AIRCRAFT FUELS DISPENSING – A business engaged in providing basic ground support services including aircraft towing, storage and supplies. A FBO may dispense the retail sale of aviation fuels to the public, upon approval of Blair Airport Authority. A FBO may also provide other aeronautical services.

AIRCRAFT RENTAL – A business engaged in the rental of aircraft to the general public for either pleasure or

flight instruction. A Business Franchise for Aircraft Rental does not include a Franchise for flight instruction.

AIRCRAFT SALES – A business engaged in the sale of new or used aircraft, does not include aircraft being sold by the individual owner when not being done as a commercial business activity.

AIRCRAFT PAINT SERVICES – A business engaged in the inspection and painting or re-painting of aircraft.

AIRFRAME AND/OR POWERPLANT REPAIR – A business providing minor and/or major overhaul and repairs to aircraft engines and/or airframes. Retail sales are limited to new or replacement parts and shop supplies.

AIR TAXI SERVICE – Sales of aircraft travel or transportation for hire. A business providing aircraft charter or for hire services pursuant to FAR Part 121 or 135.

AERIAL APPLICATORS – Application of agricultural chemicals to crops.

FLIGHT TRAINING – A business engaged in providing flight instruction for the operation of aircraft. Rental of aircraft may also be provided. Retail sales are limited to textbooks and other basic pilot supplies specific to the type of instruction offered.

FLYING CLUBS – A not for profit or non-profit corporation, association or partnership organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only. Retail sales are permitted to club members only and all profits from such sales must be used entirely to support club operations. No retail sales to the general public are permitted except for fund raising events as provided for in Chapter 10.14.

MULTIPLE SERVICES – A business engaged in two or more commercial aviation activities as described herein that is not a Fixed Base Operator.

RADIO, INSTRUMENT OR PROPELLER REPAIR – A business engaged in the retail sales, servicing and/or repair of aircraft avionics, navigation equipment, other instruments or propellers.

RESTAURANT SERVICES – Any sales of food items to employees, students or the general public, whether through vending machines or by on-site preparation.

SPECIALIZED COMMERCIAL FLIGHT SERVICES – Commercial activities including but not limited to; banner towing and aerial advertising; aerial photography or survey; fire fighting or fire patrol; power line or pipe line patrol; any other operation excluded from FAR Part 135.

NON-PUBLIC AIRCRAFT FUELS DISPENSING – Persons or businesses that purchase, store and transfer aircraft fuel for use in their privately or company owned aircraft. Sale of fuel to any other entity is strictly prohibited.

INDEPENDENT COMMERCIAL OPERATOR – Includes any person, firm or entity that performs services on the airport for hire/profit but is not a tenant based at the airport or on an off-airport parcel, and does not have a lease or access agreement.

SPONSOR/AIRPORT OWNER SERVICES – The airport sponsor also has the option of providing some or all aeronautical services, such as providing fuel, oil, aircraft parking and storage. This type of arrangement is referred to as a Proprietary Exclusive and is not considered a violation of the exclusive rights and requirement. The sponsor must engage in these activities using its own resources, including employees and equipment.

10.03 LICENSE APPROVAL/REVISIONS

Initial issuance of a Business Franchise will be approved by action of the Blair Airport Authority. Any new activity to be conducted after Blair Airport Authority approval must be approved by the Blair Airport Authority, and only after paying any additional Business Franchise Fees that may be required in conjunction with the proposed activity.

10.04 NON-COMPLIANCE/REVOCATION OF BUSINESS FRANCHISE

Persons or tenants conducting commercial activities in a manner which do not comply with these the Airport Rules and Regulations and Minimum Standards, Storm Water Management Plan, or any other policy of the Airport Authority, are subject to cancellation or revocation of their Business Franchise. Additionally, tenants whose accounts are in arrears for payment of rent or other services are also subject to having their Business Franchise canceled or revoked. Persons, tenants or businesses conducting commercial activities on the airport without a Business Franchise may be enjoined by a Court of proper jurisdiction and/or removed from airport property.

10.05 CURRENT BUSINESS ACTIVITIES PRIOR TO MINIMUM STANDARDS

No business activities, other than the activities set forth in Chapter 10.00, shall be allowed. Current airport tenant, or other person or entity conducting business on Blair Municipal Airport, shall be required to enter into a business franchise agreement.

10.06 AERIAL APPLICATORS

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in aerial application (crop dusting) operations must have an Agricultural Aircraft Operator Certificate issued by the FAA; comply with the requirements of all Federal, State and local laws and/or regulations applicable to aerial application operations. Those engaged in the above activities shall provide as a minimum the following:

- a) Land: Sufficient paved or prepared aircraft parking apron and space for the loading and unloading of vehicles and equipment, if chemicals are to be handled on the airport premises. If chemicals are to be handled on the airport premises, an area must be set aside specifically for the cleaning and servicing of aircraft. Portable containment devices approved by the Environmental Protection Agency (EPA) may be substituted for this requirement.
- b) Facilities: If chemicals are to be stored or handled on the airport premises, a segregated chemical storage area protected from public access must be provided. Wash down of agricultural spraying aircraft and flushing of agricultural aircraft spray tanks will be accomplished only in areas so designated and in accordance with all applicable Environmental Protection Agency (EPA) requirements, and other Federal, State and local laws now hereafter in effect, including the airports approved Storm Water Management Plan

Empty chemical containers will be disposed of off of the airport property in accordance with applicable laws. A centrally drained, paved area for aircraft loading/unloading, servicing and dumping, tank truck handling, and for the mixing of compounds, shall contain an adequate area and meet all government requirements.

Adequate ground support equipment for the handling and loading/unloading of dusting materials shall be provided.
- c) Personnel: A minimum of one (1) properly certificated Commercial Pilot, properly rated for the aircraft to be used and meeting the requirements of all appropriate FAA regulations and applicable State and local regulations.
- d) Aircraft: A minimum of one (1) properly certificated aircraft meeting all of the appropriate FAA regulations and applicable State and local regulations. Leased aircraft shall be by written agreement.
- e) Insurance Coverage: As specified in Chapter 12.00 contained in this document.

10.07 AIR TAXI SERVICE (FAR Part 121 & 135 Operators)

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in air taxi activities must hold an FAA Air Taxi-Commercial Operator Certificate with ratings appropriate to the functions to be

accomplished, and shall provide as a minimum the following:

- a) Land: Sufficient land area for the proposed operations including automobile parking, aircraft tie-down and or hangar space to accommodate leased or owned aircraft.
- b) Buildings: Lease or construct within 12 months, adequate space for office, public lounge, rest rooms and public use telephone. The Building should also accommodate satisfactory arrangements for the checking in of passengers, handling of luggage, ticketing, ground transportation, and other related activities.

The Air Taxi Operator, with prior written consent, may be granted permission to utilize the public airport terminal building, if available, for these purposes, in lieu of leasing or constructing other facilities that meet the requirements of Paragraph 1 or 2. In such cases, use of the public airport terminal building for these purposes will be subject to any special rates and charges that may now or hereafter be established for such usage. In such cases, the operator is required to maintain an adequate office and working telephone for the operation of its business.

- c) Personnel: Properly certificated pilot(s) holding the FAA ratings to conduct the air taxi services offered, including type certifications for the type of aircraft being used, if necessary.
- d) Aircraft: A minimum of one (1) two place aircraft meeting all of the requirements of the Air Taxi/Commercial Operator Certificate held. Aircraft shall be owned or leased by agreement in writing and meet all the relevant requirements of Part 135 of the FAA regulations.
- e) Insurance Coverage: As specified in Chapter 12.00 contained in this document.

10.08 AIRCRAFT PAINT SERVICES

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in aircraft paint services shall provide as a minimum the following:

- a) Land. Sufficient land for the parking and storage of the type aircraft awaiting repair or pickup.

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- b) Buildings. Lease or construct, within 12 months, a building sufficient to provide adequate shop and storage space meeting local and State code requirements, plus any other requirements for the necessary operations.
- c) Personnel. Personnel properly qualified and/or rated to perform the required functions.
- d) Environmental Considerations. All space being used for chemical application, stripping, spraying, or other type of activities that generate fumes, dust, or other noxious odors or hazards, must properly filtered and ventilated, in accordance with all applicable environmental regulations of Federal, State or local laws.
- e) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.09 AIRCRAFT RENTAL

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in aircraft rental activities shall provide as a minimum the following:

- a) Land. Sufficient land for the parking and storage of as many aircraft as are available for rent.
- b) Buildings. Lease or construct, within 12 months, a building which will provide adequate space, rest rooms and public telephones. If aircraft maintenance is to be performed on site, additional adequate area will be required for shop and storage space.
- c) Personnel. If check rides will be required, one person having a current pilot certificate with the appropriate ratings for the type of aircraft and training to be offered. The pilot performing the check ride does not have to be an employee of the business. If aircraft maintenance is to be performed on site, proper certification is required for shops and personnel if applicable.

- d) Aircraft. At least one airworthy aircraft owned or leased in writing to the lessee, and certificated for the type of flight intended. This paragraph shall not serve to preclude a verbal agreement for the use of an aircraft for rental provided the permission has been granted by the aircraft owner.
- e) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.10 AIRCRAFT SALES & LEASING

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in business of the sale of new or used aircraft must provide as a minimum the following:

- a) Land. Sufficient land area to adequately store, display and service aircraft.
- b) Buildings. Lease or construct within 12 months, an adequate amount of space, including public restrooms, lounge and public use telephones.
- c) Personnel. A minimum of one (1) properly certificated Commercial Pilot with ratings for the appropriate types of aircraft to be demonstrated and to conduct the operations contemplated.
- d) Dealerships. New aircraft dealers shall hold an authorized factory or sub-dealership. All aircraft dealers shall hold a dealership license or permit, if required by State or local regulations.
- e) Used Aircraft. A Lessee engaged in the sale of used aircraft must conform to the provisions of FAR Part 47, Subpart C, and must possess a valid Dealers Aircraft Registration Certificate, FAA Form 8050.
- f) Aircraft. A dealer of new aircraft shall have available or on call one (1) current model demonstrator. This paragraph shall not serve to preclude an aircraft dealer from selling aircraft unseen or as a broker when demonstrator models are not available or required.
- g) Services. Provide for adequate parts and servicing of aircraft and accessories during warranty periods for new aircraft.
- h) Insurance Coverage. As specified in Chapter 12.00 contained in this document. Coverage shall include aircraft held for sale and demonstration by the Lessee but owned by others.
- i) Sales Tax License. Lessees shall hold and conspicuously display a current sales tax license issued by the State of Nebraska, and the Blair Airport Authority (if applicable).

10.11 AIRFRAME AND/OR POWERPLANT REPAIR

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in airframe and/or power plant repair activities shall provide as a minimum the following:

- a) Land. Sufficient land for the parking and storage of the type aircraft awaiting repair or pickup.
- b) Buildings. Lease or construct, within 12 months, a building sufficient to provide adequate shop and storage space meeting local and State code requirements, plus adequate office space, public rest rooms, waiting areas and telephones, if necessary, and any other requirements to meet FAA compliance requirements.
- c) Services. Provide for major and/or minor airframe and power plant repair. FAA Repair Shop certification is necessary where required by the FAA.
- d) Personnel. A minimum of one (1) properly FAA certificated Airframe and Power plant mechanic possessing the appropriate rating for the work to be performed.
- e) Equipment. Sufficient equipment, tools, supplies and inventory of parts to perform maintenance in accordance with the manufacturer's recommendations or equivalent, and in accordance with all applicable FAA regulations.
- f) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.12 FBO Qualifications FBO shall demonstrate and provide proof, that the premises from which it intends to operate on the airport and the personnel employed by it comply with the following minimum

requirements:

- a) Adequate land for the conduct of activities contemplated;
- b) General aviation service facilities (hangar and offices) containing a minimum amount of square feet in which to adequately provide the services contemplated. If no facilities exist, FBO must agree to construct suitable buildings within 12 months to fulfill the requirements defined herein;
- c) A staffed facility;
- d) A waiting room or lobby for customers and flight planning facilities for crews of itinerant aircraft;
- e) Sanitary rest room facilities; that are ADA compliant.
- f) Public telephones; that are ADA compliant.
- g) Parking sufficient to accommodate employees and customers;
- h) Personnel on duty a minimum of 40 (forty) hours a week during normal working hours and additional employees available on call during non-business hours. Personnel shall be neatly uniformed. May be closed for holidays or with prior notice to the Airport Manager.
- i) Availability of fuel for the public, and properly trained personnel and equipment adequate to perform fueling services as further outlined in this section (if franchised for handling fuel)
- j) Provide the following additional services:
 - 1) Client/passenger services to include flight planning and weather briefing.
 - 2) Appropriate grades of aircraft lubricants.
 - 3) Aircraft tie-down for itinerant aircraft.
 - 4) Equipment necessary to tow, tug or otherwise move aircraft up to 12,500 lbs. in weight.
 - 5) GPU starting services.
- k) Arrange for the following services as needed:
 - 1) Auto rental.
 - 2) Air Taxi.
 - 3) Aircraft catering.
 - 4) Aircraft rental.
 - 5) Aircraft maintenance available to the general public.
 - 6) Oxygen.

Certification Prior to commencement of public fuels dispensing activities if franchised to do so, said FBO shall submit to the Blair Airport Authority, a properly executed Statement of Compliance with the minimum requirements set forth in Chapter 10.01 of this document and with the applicable requirements of other Chapters that may apply to the services contemplated. The Blair Airport Authority shall have the right at any reasonable time to inspect the premises to assure compliance.

Authorized Activities FBO shall have the right to engage in other aeronautical activities as set forth in this document, by complying with the minimum standards of the activities desired to be performed.

FBO shall provide written notification to the Blair Airport Authority of its intent to engage in those activities described in this document, and shall provide a Statement of Compliance.

If the FBO wishes to engage in any activity not set forth in this document, it shall provide the Blair Airport Authority with written notification of said intent and shall comply with specific minimum standards as determined by the Blair Airport Authority.

Permission to engage in the activities described herein shall not be granted until compliance with this Chapter, and all Federal, State and local laws, including Certificates of Occupancy, Building Permits, Codes, etc. have been met for all associated facilities (i.e. hangars, offices, etc.). In the event that said facilities fall below, or no longer meet these compliance standards, the Blair Airport Authority has the right to suspend or revoke, temporarily or permanently, the right to engage in the FBO activities described herein.

Fuel Dispensing

- a) Fuel. Prior to the presentation of a request for a Business Franchise, the prospective FBO shall furnish a letter of product commitment from an oil vendor acceptable to the Blair Airport Authority. The FBO shall provide at least two grades of aircraft fuel, including 100LL and JET A. Said fuel shall be that of a nationally recognized vendor acceptable to the Blair Airport Authority. Fuel prices shall be posted in

public view.

b) Fueling Facilities

- 1) If FBO is franchised to handle fuel sales they shall utilize Blair Airport Authority fuel storage and dispensing pumps and meter. As franchisee, the FBO will be required to maintain all fuel facilities so that they fully comply with requirements set out by the Environmental Protection Agency (EPA), the FAA, and all State of Nebraska Environmental regulations.
- 2) The FBO shall store, handle and dispose of any hazardous waste or contaminated fuel in accordance with Federal, State and local's laws, regulations and ordinances now or hereafter enacted. FBO shall bear all costs for cleanup of hazardous waste. All hazardous waste, including contaminated fuels, shall be disposed of off the airport property. The FBO shall make available at the request of the Blair Airport Authority or his designated representative, copies of all manifested waste and certification of approved sites.
- 3) The FBO shall provide monthly reports to the Blair Airport Authority documenting fuel transfers into the tank farm, and shall supply copies of bills of lading, delivery tickets, invoices, or other documentation verifying actual quantities transferred into the tank farm.
- 4) FBO must annually submit certification to the Airport Authority Board verifying that all facilities are in compliance with all Federal, State, and local regulations.

Insurance and Indemnification

- a) Fire Insurance. During the full term of the Business Franchise and lease, the FBO shall, at its sole cost and expense, cause all improvements constructed or installed on FBO's leased premises to be kept insured to the full insurable value thereof against the perils of fire, extended coverage, vandalism, explosion and like perils. Said insurance shall be procured from a company authorized to do business in the State of Nebraska, and FBO shall provide the Blair Airport Authority with evidence satisfactory to the Blair Airport Authority that such coverage has been procured and is being maintained.

The proceeds of any such insurance, paid on account of any of the perils aforesaid, shall be used to defray the cost of repairing, restoring, or reconstructing said improvements, as necessary; provided, however, that if the permit is canceled, such proceeds shall be used to restore the leased premises to its original condition, including the removal of all buildings, structures and debris.

Property insurance policies required by this paragraph shall contain waiver of subrogation endorsements and shall provision that the Blair Airport Authority shall be notified by the insurance company of any renewals, changes or cancellations of such insurance coverage by at least thirty (30) days written notice to the Blair Airport Authority, and shall name the Blair Airport Authority as an additional insured.

- b) Indemnification. The Blair Airport Authority shall stand indemnified by FBO as herein provided. FBO is and shall be deemed to be an independent contractor and operator responsible to all parties for its respective acts or omissions, and the Blair Airport Authority shall in no way be responsible therefore. FBO covenants and agrees to indemnify, hold harmless and defend Blair Airport Authority, its officers, agents, servants and employees from and against any and all claims for damages or injury to persons or property arising out of or incident to the leasing of or the use and occupancy of the premises by FBO, its employees, patrons, contractors of subcontractors, and FBO does hereby assume all liability and responsibility for injuries, claims or suits for damages to persons or property of whatsoever kind or character whether real or asserted, occurring during the term of the Business Franchise or lease in connection with the use or occupancy of the premises by FBO, its employees, patrons, contractors or subcontractors. FBO shall pay promptly when due all bills or charges for construction or maintenance as well as any other amounts due for material or services furnished in connection therewith, and FBO shall indemnify the Blair Airport Authority against any and all mechanics liens imposed upon the premises demised hereunder arising as a result of FBO's conduct or inactivity.

FBO shall promptly, after the execution of its lease, and prior to receiving a Business Franchise from

the Blair Airport Authority, provide public liability insurance for personal injuries, including death, growing out of any one accident or other cause in a minimum sum of **One Million and No/100 dollars (\$1,000,000.00)** per occurrence, **Two Hundred Thousand and No/100 dollars (\$200,000.00)** per person. Shall provide property damage liability insurance in a minimum sum of **One Million and No/100 dollars (\$1,000,000.00)** for property damage growing out of any one accident or other cause; shall provide products and completed operations liability insurance in a minimum sum of **One Million and No/100 dollars (\$1,000,000.00)**, and shall provide hangar keeper's liability insurance in a minimum amount of **One Hundred Thousand and No/100 dollars (\$100,000.00)**.

FBO shall maintain said insurance with insurance underwriters authorized to do business in the State of Nebraska satisfactory to the Blair Airport Authority. FBO shall furnish the Blair Airport Authority with a certificate from the insurance carrier showing such insurance to be in full force and effect during the entire term of the Business Franchise and lease. Said certificates shall contain a provision that written notice of cancellation of any material change in said policy to the insurer shall be delivered to the Blair Airport Authority thirty (30) days in advance of the effective date thereof, and said policy shall name the Blair Airport Authority as an additional insured.

Fees (if applicable)

- a) Registration. The FBO shall be responsible for registering all fuel tanks with the appropriate Federal, State and local agencies, and any other agency now or hereafter requiring so, and be solely responsible for payment of all registration fees and other associated costs.
- b) Fuel Flowage Fee. For the privilege of securing the right to dispense aircraft fuels, FBO shall pay to the Blair Airport Authority a fuel flowage fee at the rate established by the Blair Airport Authority. Such fuel flowage fee rate may be adjusted by the Blair Airport Authority at any time during the term of the Business Franchise or lease, but in no case shall the rate be greater than that paid by any other FBO on the Airport, excluding FBO services provided directly by the Blair Airport Authority.
- c) Parking Fees. Any and all aircraft parking fees as established by the Blair Airport Authority and collected by the FBO for parking on the public use transient apron or on any other property of the Blair Airport Authority, not leased out on an exclusive basis, shall be paid to the Blair Airport Authority subject to the terms of any agreements for the collection of those fees.
- d) Time of Payment. Fuel flowage fees and the payments on aircraft parking fees shall be due on the tenth (10) day of the month succeeding that in which the aircraft fuels were supplied to the FBO and/or parking fees collected, and shall be delinquent if unpaid before the tenth (10) day of each month.

Records of FBO FBO shall keep true and accurate records and books which shall show all fuel deliveries made to FBO at said airport and all parking fees collected. FBO's fuel supplier shall furnish monthly delivery reports to the Blair Airport Authority upon request.

With the payment of fuel flowage fees and aircraft parking fees, FBO shall submit to the Blair Airport Authority detailed statements of such fuel deliveries, fuel sales, and aircraft parking fees collected for the preceding calendar month. These statements shall be in a form and show such reasonable detail and breakdown as may be required by the Blair Airport Authority.

Audit Within thirty (30) days after the end of each of the Blair Airport Authority's fiscal years, FBO shall submit to the Blair Airport Authority a detailed statement of total gallons of fuel delivered into the tank farm and total parking fees collected. Such statement shall be prepared by an independent Certified Public Accountant and any adjustment due on payments made during the previous year shall be accomplished at that time.

In addition, the Blair Airport Authority shall have the right at any time during the term of its agreement with the FBO to authorize an audit of FBO's records pertaining to its FBO operation on the airport. Such audits shall be undertaken by an independent Certified Public Accountant, satisfactory to the Blair Airport Authority. The cost of such audit shall be borne by the Blair Airport Authority.

Cancellation

- a) Cancellation by FBO. FBO Business Franchises and leases shall be subject to cancellation or

revocation after the happening of one or more of the following events:

- 1) The permanent abandonment of the airport.
- 2) The lawful assumption by the United States Government, or any authorized agency thereof, of the operation, control or use of the airport, or any substantial part or parts thereof, in such a manner as substantially to restrict the FBO for a period of at least ninety (90) days from operating thereon.
- 3) Issuance by any court of competent jurisdiction of any injunction in any way preventing or restraining the use of the airport, and the remaining in force of such injunction for period of at least ninety (90) days.
- 4) The default by the Blair Airport Authority in the performance of any covenants or agreement required to be performed by the Blair Airport Authority and the failure of the Blair Airport Authority to take reasonable action to remedy such default for a period of ninety (90) days after receipt from FBO of written notice to remedy the same.

FBO may exercise such right of termination by written notice to the Blair Airport Authority at any time after the elapse of the applicable periods of time and the Business Franchise and lease shall terminate as of that date, or other date established by the FBO.

Upon cancellation, FBO must submit an independent, certified engineering report indicating all facilities are in compliance with all Federal, State, and local regulations, including those pertaining to the fueling facilities.

- b) Cancellation by Blair Airport Authority. Business Franchise and leases shall be subject to cancellation by the Blair Airport Authority in the event of any of the following acts or omissions by the FBO:

- 1) Be in arrears in payment of the whole or any part of the amounts agreed upon for a period of Forty five (45) days after the time such payments become due;
- 2) Make a general assignment for the benefit of creditors;
- 3) Abandon the demised premises;
- 4) Discontinue required services to the public;
- 5) Fail to replace any improvements which have been destroyed by fire, explosion, etc. within six (6) months from the date of such destruction;
- 6) Default in the performance of any of the covenants and conditions required herein to be kept and performed by FBO, and such default continues for a period of thirty (30) days after receipt of written notice from the Blair Airport Authority of said default;
- 7) Fall below or be in non-compliance with any Federal, State or local laws governing the occupancy or use of associated facilities such as hangars, offices, fuel tanks, etc.

In any of the aforesaid events, the Blair Airport Authority may take immediate possession of the demised premises and remove FBO's effects, forcibly, if necessary, without being deemed guilty of trespassing. Upon said entry, the Business Franchise and lease will terminate. Any fees due shall be payable to said date of termination.

Failure of the Blair Airport Authority to declare the permit terminated upon the default of FBO for any of the reasons set forth herein, shall not operate to bar or destroy the right of the Blair Airport Authority to cancel the Business Franchise or lease by reason of any subsequent violation of the terms hereof.

Assignment, Transfer or Subletting. The FBO shall not assign, sublet or transfer its Business Franchise or lease or any privileges herein contained, in whole or in part, without written prior consent of the Blair Airport Authority.

It is specifically stipulated and agreed that FBO will not enter into any tie-in agreements with other operators or

sublet any of the rights herein whereby other operators share in the privileges or the services stipulated in the Business Franchise or lease without the written consent of the Blair Airport Authority.

Suspension of Business Franchise and/or Lease. During time of war or national emergency, the Blair Airport Authority shall have the right to lease the landing area or any part thereof to the United States Government for military use. If any such lease is executed, any provisions of FBO's Business Franchise or lease which are inconsistent with the lease provisions to the Government will be suspended.

Attorney's Fees. In an action brought by the Blair Airport Authority for the enforcement of the obligations of FBO, the Blair Airport Authority shall be entitled to recover interest and reasonable attorney's fees.

Taxes. The FBO is solely responsible for the payment of any taxes or assessments which may be lawfully levied against FBO's occupancy or use of the demised premises or any improvements placed thereon as a result of FBO's occupancy.

Relocation of Improvements. In the event that the Blair Airport Authority requires any of the leased premises, including the tank farm, for expansion or development of the airport, the Blair Airport Authority reserves the right to relocate or replace the improvements made by FBO to substantially similar facilities generally comparable at another location on the airport.

Subordination of Agreement. The FBO Business Franchise and lease shall be subordinate to the provisions of any existing or future agreements between the Blair Airport Authority and the United States of America relative to the operation or maintenance of the airport, the execution of which has or may be required as a condition precedent to the expenditure of federal funds for the development of the airport. The franchise referred to herein shall be amended to include any requirements of the FAA or other regulatory agencies including which were omitted from the franchise, and to include any requirements necessary as a result of any amended rules and regulations of the FAA or other regulatory agency. To the extent that a franchise is in conflict with the terms and conditions of the rules and regulations of the FAA or other regulatory agency, the rules and regulations of the FAA or other regulatory agency shall control.

10.13 FLIGHT TRAINING

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in flight training activities shall provide as a minimum the following:

- a) Land. Sufficient area for the proposed operations including automobile parking, training, aircraft tie-downs and/or hangar space to accommodate leased or owned aircraft.
- b) Buildings. Lease or construct within 12 months, adequate space to provide classroom, briefing room, pilot lounge, rest rooms, office space and public use telephone. The above mentioned floor space shall be sufficient to accommodate the requirements of its program and the number of students typically using the facility.
- c) Personnel. At least one (1) properly FAA certificated flight/ground instructor to cover the type training and ratings being offered.
- d) Aircraft. At least one (1) leased or owned properly certificated aircraft equipped for the type of flight instruction being offered. If leased, documentation authorizing the flight training organization to utilize said aircraft for flight instruction must be available.
- e) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.14 FLYING CLUBS

In an effort to foster and promote flying for pleasure, develop skills in aeronautics, including pilotage, navigation and an awareness and appreciation of aviation requirements and techniques, the category of Flying Clubs is included in the Minimum Standards for the Blair Municipal Airport.

All flying clubs desiring to base their aircraft and operate at the Blair Municipal Airport must comply with these requirements. However, they shall be exempt from Fixed Base Operator and other requirements upon the satisfactory fulfillment of the conditions contained herein:

The club shall be a registered not for profit or non-profit corporation, association or partnership organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only. The property rights of the members of the club shall be equal and no part of the net earnings of the club will inure to the benefit of any member in any form (salaries, bonuses, etc.). The club may not derive greater revenue from the use of its aircraft than the amount necessary for the operations, maintenance and replacement of its aircraft.

Flying clubs may not offer or conduct charter, air taxi, aircraft rentals, or any other form of commercial aviation activity. They may not conduct aircraft flight instruction except for regular members, and only members of the flying club may act as pilot in command of the aircraft except when receiving dual instruction.

Members may compensate other members for flying services; however, no service can be performed for the benefit of a non-member, except for occasional operations conducted pursuant to FAR Part 91 when the costs are shared with the member.

Any qualified mechanic and/or flight instructor who is a registered member and part owner of the aircraft owned and operated by the flying club shall not be restricted from doing maintenance and/or giving instruction in aircraft owned by the club. Mechanics and instructors may be compensated by credit against payment for dues or flight time or by direct payment for services, provided however that the mechanic or instructor is not a full time employee of the club.

All flying clubs and their members are prohibited from leasing or selling any goods or services whatsoever to any person or firm other than a member of such club at airport, except that said flying club may sell or exchange its capital equipment. Nothing in the paragraph is intended to prohibit fund raising events or activities intended to raise funds for the operation of the club.

A flying club shall abide by and comply with all Federal, State and local laws, ordinances, regulations, and the Rules and Regulations of the Blair Airport Authority, including these Minimum Standards.

The flying club, with its request for a Business Franchise, shall furnish the Blair Airport Authority with a copy of its bylaws, articles of incorporation/association, partnership agreement or other documentation supporting its existence; evidence of insurance in the form of a Certificate of Insurance provided to the Blair Airport Authority with the Blair Airport Authority named as an additional insured.

The flying club, upon request by the Blair Airport Authority, shall provide satisfactory evidence of all club income and expenses and evidence of ownership of aircraft. Such request shall be made by the Blair Airport Authority upon reasonable cause.

Insurance Coverage: As specified in Chapter 12.00 contained in this document.

A flying club which violates any of the foregoing or permits one or more of its members to do so, will be notified of the violation and given 30 days in which to correct said violation. Should such violation not be corrected within 30 days, the Airport Authority shall have the right to terminate the Business Franchise and/or lease. Nothing in this paragraph shall serve to prevent the Blair Airport Authority from taking any immediate action when a safety related or hazardous situation exists.

10.15 INDEPENDENT COMMERCIAL OPERATOR

Any person, firm, corporation, FBO or partnership conducting commercial aviation activities on the Blair Municipal Airport who is not a tenant or sub-tenant of the airport, does not hold a lease or access agreement with the Blair Airport Authority or an airport tenant, or who otherwise does not pay any rent to the Blair Airport Authority or any airport tenant for the use of space on the airport, shall be considered an Independent Commercial Operator.

- a) Independent Commercial Operators include but are not limited to any activity defined in these Chapters.
- b) An Independent Commercial Operator must possess a Business Franchise approved by the Blair Airport Authority.

- c) In addition to the appropriate Business Franchise Fee, Independent Commercial Operators must pay according to the schedule of fees as established by the Blair Airport Authority for all gross sales taking place on the Blair Municipal Airport to the Blair Airport Authority for the privilege of conducting business on the airport.
- d) The following interpretations are made concerning Independent Commercial Operators conducting flight instruction activities:
 - 1) Flight instructors performing flight instruction for hire as an employee of an airport tenant holding a Business Franchise including flight instruction are not considered Independent Commercial Operators.
 - 2) Flight instructors performing flight instruction for hire as an independent contractor to an airport tenant holding a Business Franchise including flight instruction are not considered Independent Commercial Operators. Designated Examiners (DE's) performing services on behalf of a Tenant are not considered Independent Commercial Operators.
 - 3) Flight instructors performing flight instruction for hire by an individual aircraft owner whose aircraft is based at the airport, are not considered Independent Commercial Operators if the flight instruction is exclusively for the individual aircraft owner him/herself only.
 - 4) Flight instructors performing flight instruction for hire using an aircraft not owned by a tenant of the Airport holding a Business Franchise including flight instruction, and not exclusively for the aircraft owner (if the aircraft is based at the airport) are considered Independent Commercial Operators.
 - 5) Flight instructors performing flight instruction for hire using aircraft not based at the airport are considered Independent Commercial Operators.

Nothing in this paragraph is intended to prevent the operation of or define as Independent Commercial Operator any flight instruction activity based at or originating at another airport that uses the Blair Municipal Airport as an itinerant stopping point during such flight instruction activity. It is the intent of this paragraph to define as an Independent Commercial Operator, any flight instruction activity originating at the Blair Municipal Airport that meets the definition of an Independent Commercial Operator as defined in sub-paragraphs 4) and 5) above.

- e) Insurance Coverage. Independent Commercial Operators must provide insurance coverage consistent with the insurance requirements set forth in Chapter 12.00.

10.16 Non-Public Aircraft Fuel Dispensing

A. Definitions.

For purposes of this Section 10.16, Non-Public Aircraft Fuel Dispensing (hereinafter referred to as "Self-Fueling" or "Self-Fueling Policy"), the following terms have the following definitions:

1. Aircraft. Aircraft means an aircraft(s) that is solely owned or solely leased by the Permittee and is not leased from the Permittee to a Third Party.
2. Application. The Application is the City of Blair Municipal Airport Non-Commercial Self-Fueling Permit Application which shall be completed and signed by the authorized representative for the Tenant. It shall also include all supporting documentation as required by the Self-Fueling Policy. A Tenant shall supplement the Application with supporting documentation as compliance with all required permits, certifications, and inspections are obtained by the Tenant.
3. Fuel. All flammable liquids composed of a mixture of selected hydrocarbons expressly manufactured and blended for the purpose of effectively and efficiently operating an internal combustion, jet, or turbine engine. This shall include any substance (solid, liquid, or gaseous) used to operate any engine, which shall include aircraft or vehicles.
4. Fueling. The transportation, sale, delivery, dispensing, storage, or draining of fuel or fuel waste products to or from aircraft, vehicles, or equipment.

5. Fueling Equipment. Equipment installed and/or used in Self-Fueling, including Fuel Storage tanks, pumps, piping, and associated equipment, such as filters, water separators, hydrants, dispensing equipment and station.
6. Permittee. A Blair Airport Authority Tenant, or the Tenant's bona fide employee(s), authorized to perform Self-Fueling pursuant to a Self-Fueling Permit. A Tenant's sister company, sub-corporation, subsidiary, or similarly associated company is not considered the Tenant's company or employee.
7. Person. An individual, firm, partnership, or corporation, trust, group, trustee, receiver, or any other organization.
8. Self-Fueling. Self-Fueling means fueling:
 - a. By the Permittee,
 - b. of Aircraft owned by the Permittee, or exclusively leased by the Permittee for one (1) year or more, or the Applicant is in the process of purchasing or leasing an Aircraft,
 - c. using fueling equipment owned by the Permittee,
 - d. using resources acquired by the Permittee, and
 - e. subject to the restrictions as outlined below.

Self-Fueling does not mean the act of draining and re-dispensing of the same drained fuel associated with the owner performed maintenance.

9. Self-Fueling Permit. This is the permit issued by Blair Airport Authority to the Permittee after the completion of all installation and inspections according to the Self-Fueling Policy.

B. Purpose. In considering an application under this Section, the Blair Airport Authority will consider whether said application for self-fueling will introduce equipment, personnel, or practices to the airport that would be unsafe, unsightly, or detrimental to the public welfare or that would affect the efficient use of the airport facilities by the public. The Blair Airport Authority reserves the right to restrict and/or impose requirements on self-fueling under this section to provide for the safe and efficient operation of the airport and the protection of the public interest.

C. General Policy and Requirements. Pursuant to the Blair Airport Authority Rules and Regulations, only Full Service Fixed Based Operators (FBOs) are permitted to provide any type of retail fueling. All other fueling activity is prohibited, unless conducted in accordance with the terms of this Self-Fueling Policy.

Except as may be prohibited by other provisions of this Self-Fueling Policy and any other applicable law, an owner of one or more aircraft who desires to conduct Self-Fueling activities must apply for and must have a Self-Fueling Permit from the Blair Airport Authority before performing any Self-Fueling activities.

A Permittee may perform Self-Fueling activities at the Blair Airport at which Permittee:

- a. holds a valid storage or commercial hangar lease,
- b. has the consent of the Blair Airport Authority,
- c. is in compliance with the requirements set forth in this Self-Fueling Policy (and any amendments therein),
- d. in the case of a hangar land lease, has executed a lease amendment to allow installation of a fuel storage tank, and
- e. has a Self-Fueling Permit.

No Person or Tenant shall perform self-fueling, except in accordance with this Self-Fueling Policy.

At all times, the Permittee shall comply with all applicable requirements set forth in:

- a. this Self-Fueling Policy (and any amendments thereto),
- b. the Terms of the Self-Fueling Permit,
- c. all federal and state laws pertaining to self-fueling
- d. all requirements as outlined (and amended) by the FAA, DEQ, EPA, State and Local Fire Marshal, county laws, city ordinances, or any other legislation pertaining to Self-Fueling at an airport.

Failure to comply with all applicable requirements for self-fueling will result in suspension or termination of the Self-Fueling Permit.

D. Self-Fueling Restrictions. Self-fueling cannot be contracted to another party. Cooperative activities and the sharing of employees, fueling equipment, refueling vehicles, fuel storage tanks, resources, or fuel with other persons is prohibited.

Permittee must arrange for transportation of its own fuel in compliance with Section G (Transportation of Fuel) below and dispense the Permittee's own fuel. Self-fueling is permitted into aircraft only.

Commercial or retail dispensing of fuel products under a Self-Fueling Permit is prohibited.

E. Ownership of Aircraft and Fueling Equipment.

The aircraft being fueled must be owned by the Permittee or used under an exclusive lease agreement with a term of one (1) year or more, by the Permittee; and the aircraft must be identified in the Self-Fueling Permit. Proof of aircraft ownership or a qualifying lease shall be submitted with the Self-Fueling Application.

All fueling equipment must be owned by the Permittee. Proof of fueling equipment ownership shall be submitted with the Self-Fueling Application.

If the Permittee sells, acquires, rents or otherwise disposes of the aircraft, fueling equipment, and/or mobile refueling vehicle, the Permittee shall notify the Blair Airport Authority, in writing, and provide updated proof of ownership of aircraft, a qualifying lease, or Fueling Equipment, within ten (10) business days. If because of the change in ownership, the Permittee no longer has any aircraft identified on the Self-Fueling Permit, then the Self-Fueling Permit shall automatically terminate in ninety (90) days from the loss of ownership or qualifying lease. The Permittee shall comply with the requirements of the Self-Fueling Permit regarding the termination, unless, within the ninety (90) days, the Permittee notifies the Blair Airport Authority of a replacement aircraft owned by the Permittee or exclusively leased by Permittee for a period of one (1) year or more. If the Permittee secures a new aircraft within the ninety (90) days to replace the non-existing aircraft previously subject to the Permit, then the Blair Airport Authority may amend the Permit to allow the self-fueling of the new aircraft.

F. Fueling Equipment.

1. Compliance with Laws. The Permittee shall, at its own expense, own, install, maintain, and operate all fueling equipment in accordance with applicable Federal, State, county, city, and local laws, rules, regulations, and requirements. This includes, but is not limited to the FAA, NDEQ, EPA, State and Local Fire Marshal, State and Local Fire Code regulations. The Permittee must show compliance and obtain all necessary approval or permits from any federal, state, or local governing body showing compliance to the Blair Airport Authority with the Self-Fueling Permit Application.

2. Pre-Approval and General Requirements.

Installation of any fueling equipment, including fuel farms, or fuel tanks, is subject to the requirements as outlined in this Self-Fueling Policy, and subject to the approval of the Blair Airport Authority.

Permittee shall not install any fueling equipment, including fuel farms, or fuel tanks without the written approval of the Blair Airport Authority. Permittee shall obtain all applicable permits and approvals from the FAA, NDEQ, EPA, State and Local Fire Marshal, county, city, or any other governmental regulatory body prior to the installation of the fueling equipment.

All fueling equipment must meet the requirements of this Self-Fueling Policy.

Unauthorized storage of fuel in fueling equipment, fuel farms, or fuel tanks is expressly prohibited.

3. Fuel Farms or Fuel Tanks.

In all cases where a Permittee holds a hangar land lease, such Permittee and the Blair Airport Authority must enter into an Amendment to Permittee's Lease allowing for installation of a fuel storage tank, or fuel farm, prior to installation of the fuel storage tank, or fuel farm.

Only below ground storage tanks or fuel farms will be allowed at the Blair Airport.

The Blair Airport Authority reserves the right to designate the location of the fuel farm or fuel storage tank of the Permittee based on safety, space availability, or any other reasonable justification for the protection of the Blair Airport.

The fuel tank or fuel farm installation must meet all requirements of Pre-Approval and General Requirements of Section F2, above, and the requirements as set forth below:

- a. Minimum capacity of 8,000 gallons,
 - b. Must be located outdoors, at the location designated by the Blair Airport Authority,
 - c. Must be double-walled,
 - d. Must have dual leak protection in place. For example, interstitial sensor and Automatic Tank Gauging (ATG),
 - e. All piping associated with the fuel tank or fuel farm must be double-walled,
 - f. A containment plan, including a secondary containment required for the entire fuel tank or fuel farm system (including any/all tanks, piping, dispensers, or other appurtenances), in accordance with State and Federal requirements,
 - g. Secondary Containment is also required for the area where fuel transfers take place (either into or from the fuel tank or fuel farm system), in accordance with State and Federal requirements, NDEQ EPA, State and Local Fire Marshal.
 - h. The fuel tank or fuel farm must meet all applicable State and Federal underground storage tank requirements,
 - i. The fuel tank or fuel farm must meet all applicable State and Federal Spill Statute(s) requirements.
 - j. All associated compliance permits, plans, and certifications, whether Federal, State, County, City, must be completed and proof shall be furnished to the Blair Airport Authority upon issuance and renewal prior to the Fuel Tank or Fuel Farm becoming operational. No self-fueling shall occur until after all fuel tanks and all other components have passed inspection by all applicable agencies.
4. Location. All fuel farms or fuel tanks must be located on the designated area for the fuel farm as directed by the Blair Airport Authority. The location of the fueling equipment must be approved by the Blair Airport Authority, prior to installation and shall not pose any safety hazards or impede airport operations. No fueling equipment shall be stored or parked on any airport taxiway or airport apron. Mobile refueling vehicles and/or equipment shall only be stored on permitted fuel farm leased area as designated by the Blair Airport Authority. If the Permittee does not have a fuel farm leased area as designated by the Blair Airport Authority and has a mobile refueling vehicle only, said mobile refueling vehicle shall be stored off the Blair Airport property.
5. Maintenance. Permittee, at its own expense, shall maintain all fueling equipment in a serviceable, clean, safe, non-leaking operating condition, and in accordance with the Permit, Lease, Amended Lease, and the Blair Airport Rules and Regulations.
6. Meters. All fueling equipment, fuel tank, or fuel farm must be equipped with dispensing meters. Meters shall be calibrated, sealed, and inspected to ensure proper working condition. The fueling equipment and meters must provide an accurate and reliable audit trail for evidence of compliance with the requirements of Self-Fueling Policy, leak detection, and for flowage rates.
7. Labeling. All fueling equipment shall be prominently labeled in large block letters indicating the following:
- a. Type of fuel stored or dispensed,
 - b. Capacity,
 - c. "NO SMOKING",
 - d. "FLAMMABLE",
 - e. Local emergency contact name, address, and telephone number,
 - f. Tail numbers (N#s) of all aircraft authorized to receive fuel from said fuel equipment. Any piping, lines, and delivery points must be labeled according to applicable State and Federal regulations.
8. Mobile Refueling Vehicles. All mobile refueling vehicles are subject to the same rules and restrictions as the fuel equipment, fuel farm, or fuel tanks. A Permittee is required to

show ownership of the mobile fueling vehicle, or that the Permittee is leasing the mobile refueling vehicle for at least one (1) year. Proof of ownership or of a qualifying lease shall be provided to the Blair Airport Authority with the Self-Fueling Permit Application. If the Applicant does not own or lease a mobile refueling vehicle, he or she may still apply for a Self-Fueling Permit, but shall not have a Permit issued until after the ownership or lease agreement is provided to the Airport Manager. The mobile refueling vehicle must have a certified meter, be licensed with the Department of Transportation, and comply with all requirements of the federal, state, and local regulations for the transportation of fuel. All mobile refueling vehicles shall comply with all other terms of safety, permits, reporting, monitoring, insurance, and compliance with the self-fueling as outlined elsewhere in this Self-Fueling Policy and elsewhere in the Blair Airport Rules and Regulations. Only the persons authorized to self-fuel the aircraft may operate and fuel the aircraft from the mobile refueling vehicles. All mobile refueling vehicles must be parked where designated by the Blair Airport Authority and shall not be stored on the aprons, taxiways, parking area, or any other non-designated area on the Blair Airport Authority property. If the Permittee has a fuel farm storage tank and a mobile refueling vehicle at the designated area at the Blair Airport, the mobile refueling vehicle must be stored next to the Permittee's fuel farm. If the Permittee has a mobile refueling vehicle only, (no Fuel Farm on site), the Mobile Refueling Vehicle may only be on the Blair Airport Property for the time necessary to refuel the aircraft and must be removed from the Blair Airport Property after the aircraft is refueled.

9. Safety Equipment. The Permittee shall supply an adequate supply of properly located type, size, and operable fire extinguishers and other safety equipment. There shall be at least one (1) fire extinguisher having a minimum rating of 20-B:C accessible within fifty (50) feet during self-fueling operations. All fire extinguisher certifications must be current. Fire extinguishers shall be maintained within all hangars, on ramp areas, at fuel storage facilities, and on all ground handling vehicles as required by appropriate fire codes for the type of operations being conducted.
10. Inspections. Permittee shall give the Blair Airport Authority, or its designee, local fire authority, and all governmental regulatory agencies access to the Permittee's fueling equipment, fuel farm, fuel tank, leased space, hangar, etc., for purposes of inspecting: said equipment for proper maintenance, the absence of leaks, meter reading, flowage meter reading, fuel storage and dispensing records, emergency equipment, and compliance with all applicable laws and regulations.
11. Maintenance Records. Permittee shall maintain current records of Permittee's inventory, quality control checks, inspections, and all other regulatory reports as required by any other regulatory agency of fueling equipment and shall provide copies of said records to the Blair Airport Manager upon request, or at a minimum of two (2) times per year.

G. Procedures for Self-Fueling.

1. Location. The Blair Airport Authority reserves the right to designate an area for fuel farms and fuel trucks on the airport property. Self-fueling operations are restricted to specific locations as designated and described in the Self-Fueling Permit.
2. Procedures. All self-fueling operations shall comply with the following regulations:
 - a. No aircraft shall be fueled while engines are running or being warmed by applications of exterior heat, or while such aircraft is in a hangar or enclosed space, unless the aircraft's most recent Owner's and Operator's Manual allows for aircraft fueling while the aircraft is running.
 - b. No person shall smoke within one hundred (100) feet of an aircraft being fueled.
 - c. During fueling, the aircraft and the fuel dispensing equipment shall both be grounded to a point or points of zero electrical potential. The following order shall be used in grounding aircraft.
 - i. Aircraft to ground
 - ii. Refueling to ground
 - iii. Refueling to aircraft
 - iv. Refueling nozzle to aircraft, if applicable

- d. Adequate 20-B”C or other approved fire extinguishers shall be within ready reach of all persons engaged in fueling.
 - e. No person shall start the engine of any aircraft when there is any fuel on the ground under such aircraft.
 - f. Fueling hoses and equipment shall be maintained in a safe, sound and non-leaking condition and shall be approved by the National Board of Fire Underwriters in all respects and parts.
 - g. No aircraft shall be fueled while passengers are on board the aircraft unless a passenger loading ramp is in place at the cabin door of the aircraft, the aircraft door is in open position, and the flight crew member is present at or near the cabin door.
 - h. Persons engaged in the fueling of aircraft shall exercise care to prevent overflow of fuel and shall be trained in proper cleanup of any volatile liquid if it is spilled.
 - i. During fuel handling in connection with any aircraft, no person shall operate any transmitter or receiver in such aircraft, or electrical appliances on or off in such aircraft.
 - j. All self-fueling of aircraft will be accomplished in the designated fueling area as approved by the Blair Airport Authority to do self-fueling.
 - k. Self-fueling must be performed exclusively on owner’s aircraft. If a Permittee fuels a non-owned or non-leased aircraft, the Permit for self-fueling may be immediately terminated. An Aircraft that is owned by the Permittee, but is leased to a Third Party shall not be fueled by the Permittee, and if the Permittee fuels such an aircraft, the Permit for Self-Fueling may be immediately terminated.
 - l. Refueling must be done from an approved mobile refueling vehicle or fuel farm, or a federally approved self-fueling container of six (6) gallons or less.
 - m. Hoses used for refueling must be of an NFPA approved type.
 - n. When hoses are extended for fueling and/or inspection, they must be extended out to prevent them from being run over by a vehicle.
 - o. No nozzle shall be locked open during fueling operations.
 - p. Airport reserves the right to inspect and observe all fueling equipment and operations. If, in the opinion of airport management, a piece of equipment or operating practice is judged to be unsafe, fueling shall be suspended immediately, and not resumed until approval is given by Airport Manager, or his or her designee.
3. Transportation of Fuel. Only commercially-recognized fuel suppliers may transport fuel onto the Airport for delivering fuel into fuel farm storage tanks that have been approved by the Blair Airport Authority. The transportation of fuel onto the Airport by a mobile refueling vehicle as approved by the Blair Airport Authority, or transportation of fuel in federally approved containers of six (6) gallons or less, is permitted with the required Self-Fueling Permit and payment for all applicable fees under the self-fueling permit. Transfer of fuel from a commercially recognized fuel supplier into a mobile refueling vehicle on airport property is prohibited.

To ensure safety and adequate infrastructure support, all fuel tankers must follow the airport access and route directions as provided by the Airport Manager, and all fuel deliveries must take place in a location designated by the Airport Manager. No fuel deliveries are permitted in a designated non-movement area.

4. Spills. Permittee shall provide to the Blair Airport Authority with the Self-Fueling Permit Application, and on a yearly basis, a current copy of their fuel spill prevention, control, and countermeasures plan (“SPCC”), as well as copies of any other spill prevention and containment plans required by law. All fuel spills, regardless of size, must be reported to the Airport Manager. Permittee is responsible for all costs associated with all spills.

H. Training. [Reserved for Future Use].

I. Insurance Requirements. Permittee shall provide the required Insurance as set forth in the Self-Fueling Permit and provide annual verification of insurance coverage to the Airport Manager. The Blair Airport Authority and City of Blair must be included as the Insured on any insurance policy for self-fueling.

J. Disposal. Permittee shall conduct the lawful, sanitary, and timely handling and disposal of all solid waste, regulated waste, and other materials including, but not limited to, sump fuel, used oil, solvents, and other regulated waste.

K. Fees.

1. Permit Fee. \$100 per year.

2. Flowage Fee and Reporting. The Permittee shall pay the applicable fuel flowage fees as adopted by the Blair Airport Authority and as amended from time to time, submit payments, and reports as required in the Permit for Self-Fueling.

3. Bond for Fuel Farm Storage Tank/Equipment Removal. The Permittee shall furnish a bond to cover the cost of removing the fuel farm storage tank and/or equipment from the airport property before the sale of the Permittee's hangar will be approved by the Blair Airport Authority.

L. Suspension or Termination of the Self-Fueling Permit. The Self-Fueling Permit is subject to suspension and termination for violation of the Self-Fueling Policy and/or the Blair Airport Authority Rules and Regulations and Minimum Standards. Upon termination of the Self-Fueling Permit, all fueling equipment (including fuel tanks) must be, at Permittee's sole cost, removed in compliance with all applicable laws and regulations within sixty (60) days. If the Permittee is unable to comply with removing the fueling equipment (including fuel tanks) within the sixty (60) days, then the Permittee may request an extension through the Blair Airport Authority.

M. Fuel Farm Storage Tank and Fueling Equipment Transfer on Sale or Termination of Lease.

a. Transfer on Sale of Hangar. If the Permittee sells its hangar, then the fuel farm storage tank and fueling equipment must be removed from the Blair Airport Property at the Permittee's sole cost and shall be removed in compliance with all applicable laws and regulations, within sixty (60) days. However, if with the sale of the hangar, the Permittee also sells the fuel farm storage tank and fueling equipment to a Third Party, then the Permittee shall provide to the Blair Airport Authority all documentation regarding the transfer. Furthermore, the Third Party purchasing said fuel farm storage tank and/or Equipment is required to provide to the Blair Airport Authority proof that all fuel farm storage tank and fueling equipment is still in proper working order by completing separate inspections by the EPA, NDEQ, FAA, State and Local Fire Marshal. The Third Party shall also complete a City of Blair Municipal Airport Non-Commercial Self-Fueling Permit Application and provide any supporting documentation to the Blair Airport Authority. The Third Party must have separate approval from the Blair Airport Authority to conduct Self-Fueling, as the Permittee's Self-Fueling Permit is non-transferrable to any Third Party. If the Third Party does not obtain Blair Airport Authority approval to conduct self-fueling, then the fueling equipment, including fuel farm storage tanks, must be removed in compliance with all applicable laws and regulations at Permittee's sole cost within sixty (60) days. If the Permittee is unable to comply with removing the fueling equipment (including fuel tanks) within the sixty (60) days, then the Permittee may request an extension through the Blair Airport Authority.

b. Transfer to Fuel Farm Storage Tank to another Blair Airport Tenant. The Permittee may sell the fuel farm storage tank and/or fuel equipment to another Blair Airport Authority Tenant, provided that the Buyer is required to furnish to the Blair Airport Authority proof that all fuel farm storage tank and fueling equipment is still in proper working order by completing separate inspections by the EPA, NDEQ, FAA, State and Local Fire Marshal. The Buyer shall also complete a City of Blair Municipal Airport Non-Commercial Self-Fueling Permit Application and provide any supporting documentation to the Blair Airport Authority. The Buyer must have separate approval from the Blair Airport Authority to conduct self-fueling, as the Permittee's Self-Fueling Permit is non-transferrable. If the Buyer does not obtain Blair Airport Authority approval to conduct self-fueling, then the fueling equipment, including fuel farm storage tanks, must be removed in compliance with all applicable laws and regulations at Permittee's sole cost, within sixty (60) days. If the Permittee is unable to comply with removing the fueling equipment (including fuel tanks) within the sixty (60) days, then the Permittee may request an extension through the Blair Airport Authority.

c. Termination of Lease or Early Termination of Lease without Transfer to new owner or another Blair Airport Authority Tenant. Notwithstanding paragraphs (a) and (b) above, if the Permittee's Lease or Amended Lease ends, the Self-Fueling Permit is terminated, the equipment is at the end of useful life, or Permittee discontinues self-fueling, then all fueling equipment, including fuel farm storage tanks, must be removed in compliance with all applicable laws and regulations at Permittee's sole cost, within sixty (60)

days. If the Permittee is unable to comply with removing the fueling equipment (including fuel tanks) within the sixty (60) days, then the Permittee may request an extension through the Blair Airport Authority.

10.17 OFF AIRPORT ACCESS

This Chapter shall be known and may be cited as the Blair Municipal Airport Access Policy, or "Access Policy". This Access Policy shall apply to any person, firm or corporation desiring aeronautical access to the runways and taxiways of the airport from property adjacent to the airport, but not a part of or owned by the airport.

- a) Definitions. The following terms as used in this Chapter shall have the following meanings:
 - 1) Access Area – Shall mean the entire portion of an off-airport parcel that is used by the off-airport user for aeronautical purposes, including buildings, hangars, driveways, parking areas, aircraft aprons, taxiways/taxi lanes, landscaping or other uses.
 - 2) Access Permit– Shall mean that document approved by the Blair Airport Authority granting aeronautical access to the airport by an Off-Airport User, subject to the provisions of this Chapter.
 - 3) Access Taxiway or Taxi lane – Shall mean an aircraft taxiway or taxi lane located on property other than the airport that connects into a taxiway or taxi lane on the airport and that is constructed for the purpose of allowing aircraft to taxi between the airport and off-airport parcel(s).
 - 4) Off Airport Parcel – Shall mean any tract of land or portion thereof not located on the airport that abuts or will abut an Access Taxiway or Taxi lane as such may exist from time to time.
 - 5) Off Airport User – Shall mean an owner or user of an off-airport parcel who desires to operate aircraft directly between its off-airport parcel and the airport.
- b) Access Right. Access to the airport is granted to off-airport users, subject to the terms and conditions of this Chapter and of the Access Permit granted to each off-airport user. The access granted shall be for the purpose of allowing the off-airport user to conduct aviation related activities and aircraft operations on the access area, so that it will have unobstructed access to the airport taxiways leading to runways, for the purpose of maneuvering, taking off, and landing of aircraft. The access right may be revoked by the Blair Airport Authority for failure to comply with the provisions of these Airport Rules and Regulations and Minimum Standards, Storm Water Management Plan, or other policies and provisions of the airport.
- c) Off Airport Parcel Uses; Access Taxiways; Permitted and Prohibited Uses.
 - 1) Access Area. The Blair Airport Authority, FAA, State of Nebraska Department of Aeronautics, or any other regulatory authority shall have the right to enter the access area to inspect or perform other regulatory requirements. All safety and operational rules and regulations applicable to the operation of the airport shall be applicable to the access area.
 - 2) An off-airport user may construct access taxiways to connect its parcel with airport taxiways. The number, exact location and configuration of the access taxiways will be determined from time to time by the off-airport user, subject to the approval of the Blair Airport Authority and the FAA. Access taxiways will be made available for use by other off-airport users abutting any portion of such access taxiways, it being the intent of the Blair Airport Authority to maximize the number of off-airport users that can take advantage of the access taxiway.
 - 3) Plans and specifications for access taxiways shall be approved by the Blair Airport Authority prior to construction, and shall be designed and constructed to meet the same standards for taxiway construction as those for airport taxiways.

- 4) After completion of construction, inspection and approval by the Blair Airport Authority, that portion of the access taxiway on airport property shall be dedicated to the Blair Airport Authority, and maintained by the Blair Airport Authority. Those portions of access taxiways off the airport property shall be maintained by the off-airport user. The off-airport user shall maintain those portions of the access taxiway off airport property in accordance with commercial aviation standards for maintenance of public taxiways.
 - 5) All commercial aviation activities, as outlined in these Chapters, will be operated only on the airport premises. No commercial aviation business offering to the general public will be permitted to operate on an off-airport parcel. Such commercial aviation businesses include but are not limited to: fixed base operator services, aircraft rental, aircraft sales, aircraft paint services, airframe and power plant repair, air taxi service, aerial applications, flight training, flying clubs, radio, instrument or propeller repair services, restaurant services, specialized commercial flight operations, or any other type of commercial activity capable of being performed on airport property.
 - 6) An off-airport user shall be permitted to conduct aviation activities from an off-airport parcel which support the off-airport user's own aircraft, such as storage, training, maintenance, operation of a corporate flight department, and other incidental activities, including those activities that are associated with an off-airport user's aviation related activities business of manufacturing, distribution, etc. Activities on off-airport parcels are subject to all Blair Airport Authority or Washington County zoning ordinances as applicable.
 - 7) Self fueling operations on an off-airport parcel are subject to the provisions of these Chapters for Non-Public Fuels Dispensing.
 - 8) Development and improvements on off-airport parcels that access the airport must be in compliance with the Blair Airport Authority and Washington County Comprehensive Development Plan (CDP).
 - 9) Access to the airport from off-airport parcels used for residential purposes will not be permitted.
- d) Access Permit
- 1) Application; Granting of Permit. Any off-airport user who desires access to the airport from an off-airport parcel shall apply to the Blair Airport Authority for an access permit. The off-airport user shall deliver to the Airport Manager a survey plat of the access area, including a computation of the size of the access area in square footage on that user's off-airport parcel. Additional information will be provided as detailed in the application, and the off-airport user shall clearly show how he/she intends on complying with the CDP.
 - 2) Conditions for Granting; Access Permit Granted. The Washington County Planning and Zoning Commission shall review the application for compliance with the County Comp Plan and other zoning requirements and make a recommendation to the Blair Airport Authority as to the issuance of an access permit.

The granting of an access permit shall entitle the holder to commence using the right granted in paragraph 2. The permit shall continue in effect until the sale, transfer or assignment of the off-airport parcel, or until revoked by the Blair Airport Authority.
 - 3) Assignment of Access Permit. The access permit may not be sold, transferred or assigned without approval of the Blair Airport Authority.
 - 4) Contents of Permit/Amendment of Permit. The access permit shall specify the size of the access area and the initial fee to be charged pursuant to this Chapter. An off-airport user shall have the right to change the access area on its off-airport parcel from time to time provided that such user notifies the Blair Airport Authority of such change, and provides a new survey of the revised access area, and applies for an access permit for such revised access area, which permit shall be issued if such revised access area complies with the provisions of this Chapter. The fee shall be adjusted appropriately due to any change in the access

area.

- 5) Revocation; Reinstatement. The Blair Airport Authority may revoke the access permit of any off-airport user who either (1) fails to pay its applicable fee or otherwise to comply with any provision of this Chapter, with such failure not being corrected within 10 days after written notice thereof is given by the Airport Manager to such user, or (2) fails to pay prior delinquency, the lawfully assessed and levied City or County taxes on its off-airport parcel.

Any access permit that has been revoked shall be reinstated upon payment of such fee, the correction of any such non-compliance or the payment of such taxes plus all penalties and interest, as applicable. The Blair Airport Authority reserves the right at its sole discretion to permanently revoke the access permit, notwithstanding the provisions of this paragraph, if such revocation is due to multiple instances of non-compliance with this Chapter.

- 6) Prohibition against un-permitted Access/Penalty. It shall be unlawful for any person to utilize an access right unless such person holds a valid access permit.
- 7) Multiple Off-Airport Users; Single Parcels. Separate commercial entities operating on common off-airport parcels shall be treated as separate off-airport parcels. Each commercial entity shall apply for and obtain its own access permit as outlined in this Chapter, and be directly responsible for the associated fees.

e) Access Permit Fee/Time for Payment/Amount of Fee.

- 1) Permit Fee; Time of Payment. At the time of issuance of an access permit pursuant to this Chapter, off-airport users shall be charged a permit fee (fee). No other fee shall be charged for use of the access right, except as otherwise stated in this Chapter. The fee shall be payable beginning on the effective date of such users access permit and thereafter for so long as the access permit remains effective. The fee shall be charged on a calendar year basis and shall be prorated for any partial year to the first day of the month in which the access permit became effective. The fee due by such user shall be due on January 1st of each year for the following year. The fee shall be subject to late charges as established and from time to time revised by the Blair Airport Authority, if not paid within 10 days of the date due.
- 2) Permit Fee/Amount. The annual fee will be charged as listed in the scheduled rates and fees as established by the Blair Airport Authority.
- 3) No off Airport user shall be allowed to provide any aeronautical services not allowed to Airport tenants, including dispensing of fuels. No off Airport user shall dispense fuel, or refuel any vehicle off the airport except as expressly agreed to by the Blair Airport Authority.

10.18 RADIO, INSTRUMENT, OR PROPELLER SERVICES

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in radio, instrument or propeller services must hold an FAA Repair Station Certificate and ratings for same, and as a minimum provide the following:

- a) Facility. Construct or lease within 12 months, land area and buildings that will provide adequate space to house office, storage, and minimum shop and hangar space as required for the activities conducted or for FAA Repair Shop Certification (if applicable).
- b) Personnel. A minimum of one (1) certificated technician qualified in accordance with the terms of the FAA Repair Station Certificate.
- c) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.19 RESTAURANT SERVICES

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in restaurant or food service activities, must provide at a minimum:

- a) Land & Buildings. Construct or lease, prior to commencement of the proposed services, adequate

space for the following:

- 1) Kitchen facilities including sinks, stoves, ovens, refrigerator/freezers and other appliances necessary to carry out the proposed services.
 - 2) Dining area to accommodate a minimum capacity of 20 persons simultaneously, including tables and chairs.
 - 3) Storage of other food, supplies, equipment, and other items incidental to the proposed services.
 - 4) Adequate vehicle parking area to accommodate customer parking needs.
- b) Personnel. An adequate number of employees to handle cooking and waiting duties during the most busy time period of the average day. Employees may have multiple duties.
- c) Licenses. Possession of a current State of Nebraska License to Operate a Food Service Establishment, Sales Tax License, and all other applicable licenses required by State or local laws is required. All licenses must be displayed in a conspicuous location and obtained prior to commencement of the proposed services. All applicable health laws and practices as established by Federal, State or local laws will be adhered to at all times.
- d) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

10.20 SPECIALIZED COMMERCIAL FLIGHT SERVICES

Any person, Airport Tenant, Airport Tenant Sub lessee or FBO desiring to engage in specialized commercial flight activities, including but not limited to:

Banner towing and aerial advertising

Aerial photography or survey

Fire fighting/fire patrol

Power line/pipeline patrol

Any other operation specifically excluded from Part 135 of the FAA regulations.

Those engaged in the above activities shall provide as a minimum the following:

- a) Land. Sufficient aircraft apron and/or hangar space to accommodate leased or owned aircraft. Land area should be capable of providing facilities for auto parking, paved hangar apron and other area as needed to perform the operations contemplated.
- b) Buildings. Lease or construct within 12 months, adequate space for office and rest rooms. If aircraft maintenance is to be performed on site, a building space is required for shop and storage space.
- c) Personnel. A minimum of one (1) properly certificated Commercial Pilot with the appropriate ratings for the aircraft to be flown and the operations to be conducted.
- d) Aircraft. A minimum of one (1) properly certificated aircraft meeting the requirements for the operations to be conducted.
- e) Insurance Coverage. As specified in Chapter 12.00 contained in this document.

The Blair Airport Authority reserves the right to establish additional requirements for those specialized commercial flight activities not specifically listed in this Chapter.

11.00 MULTIPLE SERVICES

Persons who are not FBO's, desiring to engage in two or more commercial aeronautical activities, must provide as a minimum the following:

- a) Land. The leasehold for multiple activities must comply with the space requirements contained in the Chapter applying to the activity that requires the largest amount of space. The Blair Airport Authority reserves the right to require land in addition to this amount, if in its opinion such additional land is warranted due to the scope of multiple services being provided.
- b) Buildings. Lease or construct a building that complies with the space requirements contained in

the Chapter applying to the activity that requires the largest amount of space. The Blair Airport Authority reserves the right to require building space in addition to this amount, if in its opinion such additional space is warranted due to the scope of multiple services being provided.

- c) Personnel. Minimum personnel appropriately rated to perform the specific functions of the services to be offered. Multiple responsibilities may be assigned to personnel to meet the requirements of each activity, provided the person holds all of the proper ratings and qualifications required for each activity being performed.
- d) Aircraft. All requirements for aircraft for the specific activities to be engaged in must be provided; however, multiple uses can be made of all aircraft, except aerial applicator aircraft, to meet these requirements.
- e) Services. All services specifically required for each activity must be provided during the hours of operation.
- f) Equipment. All equipment specifically required for each activity must be provided.
- g) Insurance Coverage. The lessee will obtain the highest single coverage in the amounts established for each type of insurance required for each specific activity. If the insurance coverage for one activity is the same as for another, than only one policy is required, provided the policy covers all activities.
- h) Facility Compliance. All facilities must be in compliance with all Federal, State and local laws concerning certificates of occupancy, building permits and other applicable codes prior to being granted permission to engage in any activity described in these Chapters. In the event that any facility falls below these standards, the Blair Airport Authority has the right to suspend or revoke, temporarily or permanently, all rights to engage in such activities.

12.00 MINIMUM INSURANCE REQUIREMENTS

The following minimum insurance limits shall be in effect for the associated category of operations. If more than one activity is being performed, then the higher limits shall apply. All figures are in U.S. dollars.

CATEGORY OF TENANT/OPER	PROPERTY INSURANCE	GENERAL PREMISES	LIABILITY	ENVIROMENT	AIRCRAFT
PUBLIC ACFT FUELS DISPENSING	See Note 1	\$1,000,000	100/300/100	N/A	N/A
FLIGHT TRAINING	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
AIR TAXI	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
SPECIALIZED COMMERCIAL SVC	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
AERIAL APPLICATIONS	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
AIRCRAFT SALES	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
AIRCRAFT RENTAL	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
AIRFRAME & POWERPLANT	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000

RADIO, INSTRUMENT, PROPELLER RPR	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
MULTIPLE SERVICES	See Note 1	\$1,000,000	100/300/100	N/A	\$1,000,000
FLYING CLUBS	See Note 1	\$1,000,000	100/300/100	N/A	\$500,000
AIRPORT TENANT	See Note 1	\$500,000	N/A	N/A	\$500,000
NON PUBLIC FUELS DISPENSING	See Note 1	\$1,000,000	100/300/100	\$1,000,000	N/A
AIRCRAFT PAINT SVCS	See Note 1	\$1,000,000	100/300/100	N/A	N/A
RESTAURANT	See Note 1	\$500,000	100/300/100	N/A	N/A

1. Replacement Value will be provided by landlord leasing buildings owned by the Blair Airport Authority. Privately owned buildings shall maintain adequate coverage to either replace the building to original condition, or remove all debris and restore the lease site to landscaped condition.
2. Coverage shall be on an occurrence basis. A minimum of \$50,000 in fire liability is to be included.
3. Coverage shall apply to all vehicles registered to the lessee's business and used exclusively for commercial aviation purposes. Per Person/Per Accident/Property in hundred of thousands of dollars.
4. Requirement for coverage will go into effect on January 1, 2007 for any tenant with fuel tanks used for refueling of aircraft or vehicles.
5. Coverage shall include passengers at a minimum of \$100,000 per passenger or seat whichever is greater.

**BLAIR MUNICIPAL AIRPORT
APPLICATION FOR BUSINESS FRANCHISE**

1. **BUSINESS NAME:**
ADDRESS:
PHONE: _____ **FAX:** _____

2. **AUTHORIZED PARTY OR OFFICERS:**

_____ **PHONE:** _____
PHONE: _____
PHONE: _____

3. **BUSINESS FRANCHISE REQUESTED (Category From Minimum Standards)**

4. **DESCRIPTION OF SERVICES IN DETAIL (Attach Additional Sheets If Necessary):**

5. **DESCRIPTION OF FACILITY (Include Size, Type Building, Intent to Lease or Build):**

6. **NUMBER OF EMPLOYEES AND TITLES:**

7. **FAA CERTIFICATES & LICENSES HELD FOR PROPOSED ACTIVITIES (Include Type Certificate and Certificate Number):**

8. **INSURANCE (List All Insurance Coverage Applicable and Limits of Liability. Must Meet Minimum Insurance Requirements Contained In Minimum Standards):**

9. Is the Blair Airport Authority named as an Additional Insured?
YES _____ **NO** _____

All commercial activities conducted on the Blair Municipal Airport require a Business Franchise. All questions and comments should be directed to the Airport Manager. Applicants may also address the City Manager or the Blair Airport Authority during their regularly scheduled monthly meetings.

APPLICANT SIGNATURE:

NAME: _____ **DATE:** _____
Authorized Representative of Applicant

RESOLUTION NO. 2026-21

BOARD MEMBER ____ INTRODUCED THE FOLLOWING RESOLUTION:

A RESOLUTION OF THE BLAIR AIRPORT AUTHORITY APPOINTING TREVOR COREY AS INTERIM AIRPORT MANAGER FOR THE BLAIR EXECUTIVE AIRPORT

WHEREAS, the Blair Airport Authority finds it necessary to provide for the continued management and operation of the Blair Executive Airport because of a vacancy of the City of Blair city administrator/airport manager position; and

WHEREAS, the City of Blair deputy city administrator with responsibility for the Blair Executive Airport (currently Aaron Barrow) will continue to provide supervisory oversight and support of the Interim Airport Manager; and

WHEREAS, the Blair Airport Authority currently provides a salary/benefits package for Trevor Corey, who has shown interest in taking on additional management roles and administrative duties at BTA; and

WHEREAS, the Blair Airport Authority has determined that Trevor Corey is qualified to serve as Interim Airport Manager and this new role will expand his responsibilities and expertise.

NOW, THEREFORE, BE IT RESOLVED BY THE BLAIR AIRPORT AUTHORITY: that Trevor Corey is hereby appointed as Interim Airport Manager for the Blair Executive Airport. The appointment shall be effective August 31, 2026, and shall continue until the earlier of:

1. The appointment and commencement of employment of a new city administrator for the City of Blair; or
2. A period not to exceed twelve (12) months from the effective date of this resolution.

During the term of this appointment, Trevor Corey shall perform the following duties and responsibilities customarily assigned to the airport manager, along with such other duties as may be directed by the Blair Airport Authority.

1. Set the agenda, with input from the Airport Authority chairman, for monthly Airport Authority meetings.
2. Provide feedback and/or background during the monthly Airport Authority meetings.
3. Coordinate with the Nebraska Department of Aeronautics, with assistance from city staff and the designated consultant (currently Olsson), for projects utilizing federal/state funding; to make sure paperwork is completed, deadlines are met, and projects are progressing on schedule.
4. Work with city staff to draft resolutions as needed to present to the Authority for consideration.
5. Work with city staff to collect lease fees, franchise fees, and make payments as needed for the operation of BTA.

6. Work with city staff to finalize and implement lease agreements (including lot fee/land lease agreements).
7. Work with city staff to handle maintenance requests, vacancies, etc. from hangar lessees.
8. Work with city staff to monitor the annual budget.
9. Work with the FBO and other contractors to complete airport maintenance (including mowing, snow removal, ice removal, etc.) as contracted or directed by the Blair Airport Authority.

BOARD MEMBER _____ MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY BOARD MEMBER _____ . UPON ROLL CALL, BOARD MEMBERS _____ VOTING "AYE" AND BOARD MEMBERS _____ VOTING "NAY", THE AIRPORT AUTHORITY CHAIRPERSON DECLARED THE FOREGOING RESOLUTION PASSED AND APPROVED THIS 18th DAY OF AUGUST 2026.

BLAIR AIRPORT AUTHORITY

BY:

DAVID JOHNSON
CHAIRPERSON

ATTEST:

WES BAEDKE, SECRETARY

(SEAL)

STATE OF NEBRASKA)
) ss:
WASHINGTON COUNTY)

Wes Baedke, hereby certifies that he is the duly appointed, qualified and acting Secretary of the Airport Authority of the City of Blair, Nebraska, and that the above and foregoing Resolution was passed and adopted at a regular meeting of the Board members of the Authority held on the 18th day of August 2026.

WES BAEDKE, SECRETARY

Blair Executive | Runway Operations Report

Report Date Range: 07/2026

Report creation date: 08/11/2026 10:04

Generated by: blairairport@blairnebraska.org

Total Operations

1,948

Landings

913

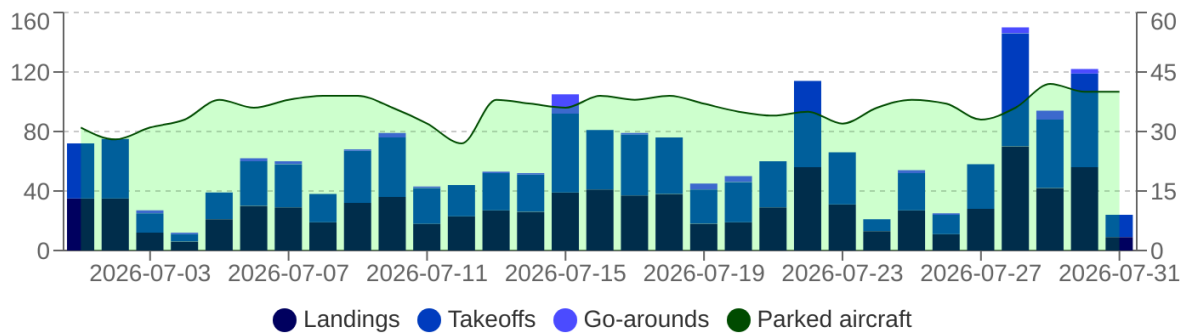
Takeoffs

983

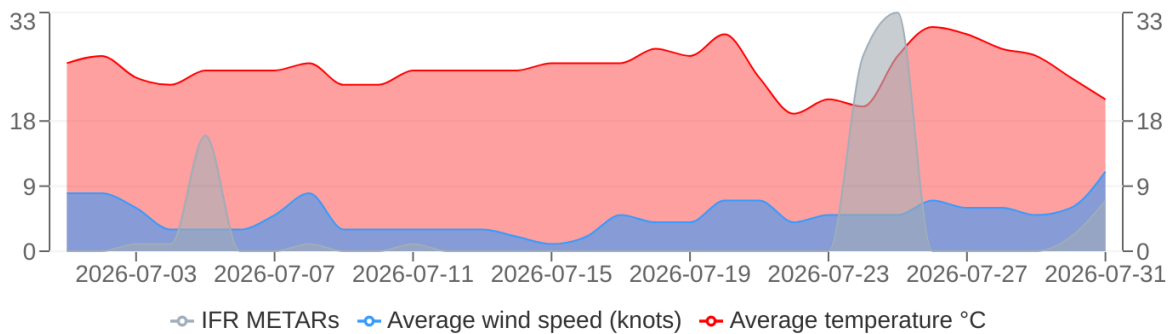
Go-Arounds

52

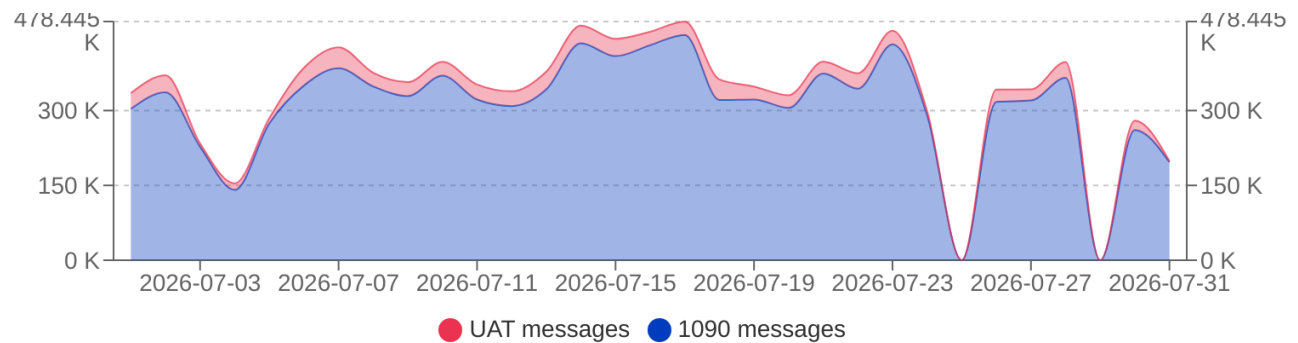
Operations by Day



Weather Conditions



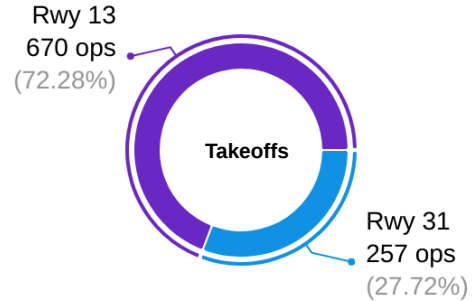
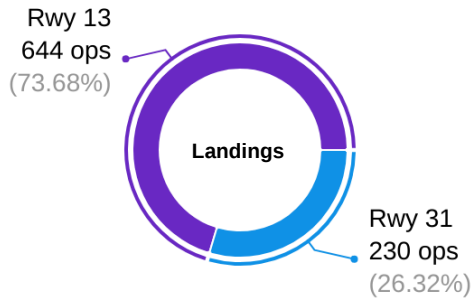
Receiver health



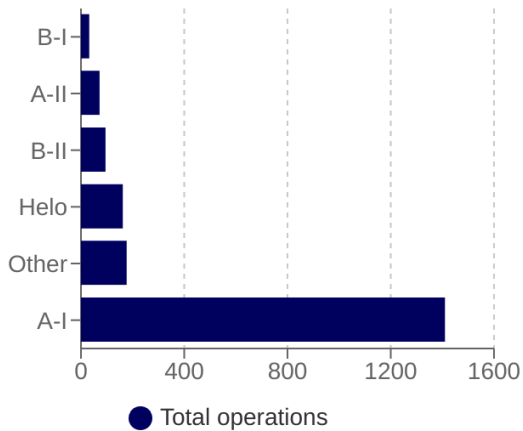
Blair Executive | Runway Operations Report

Report Date Range: 07/2026

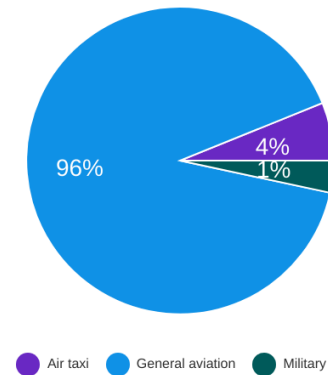
Operations by Runway



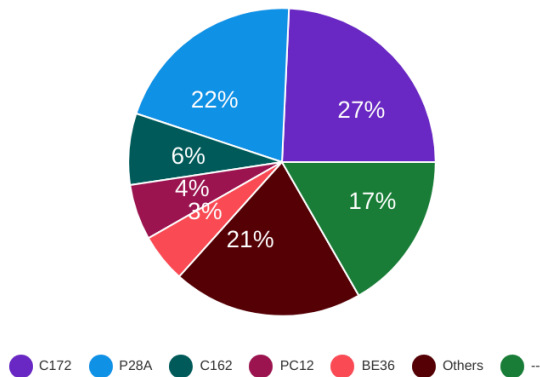
Operations by Category



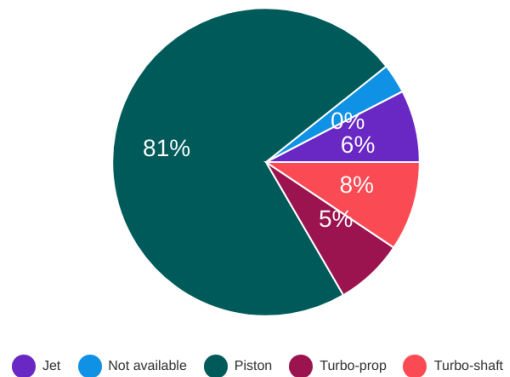
Operations by Type



Top Aircraft Types



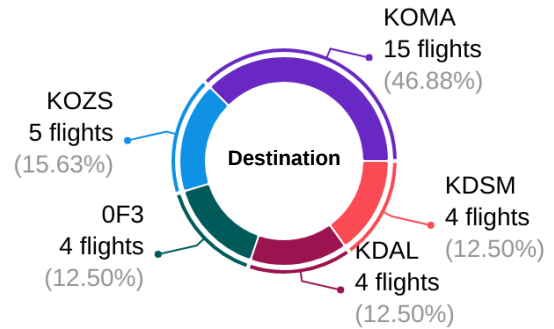
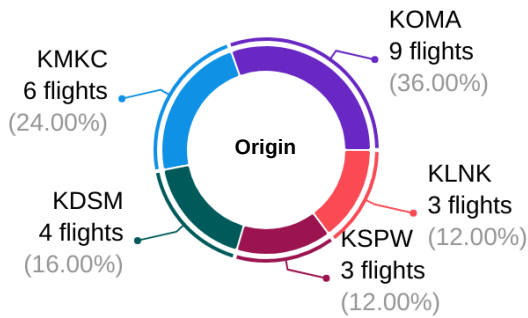
Operations by Engine Type



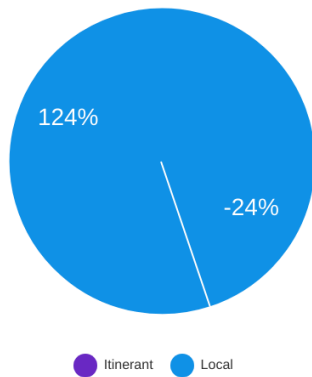
Blair Executive | Runway Operations Report

Report Date Range: 07/2026

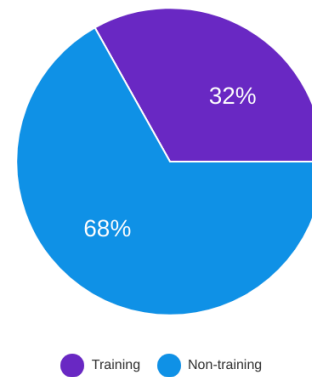
Top Airports



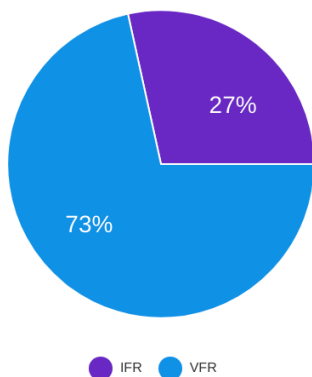
Local vs Itinerant Flights



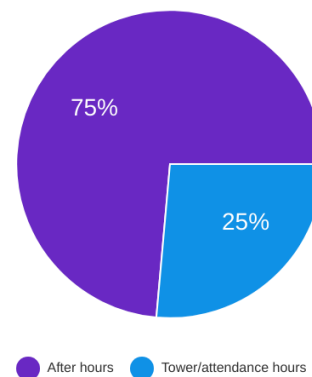
Training Operations



IFR vs VFR Flights



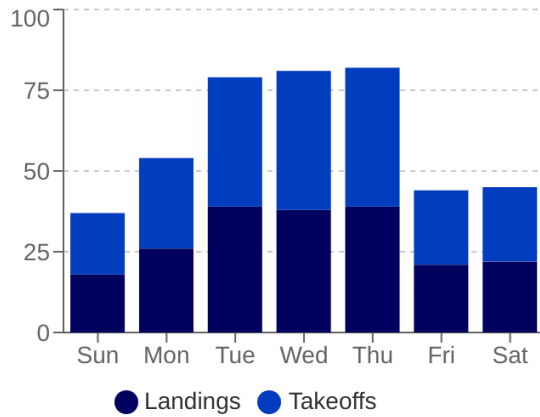
After Hours Operations



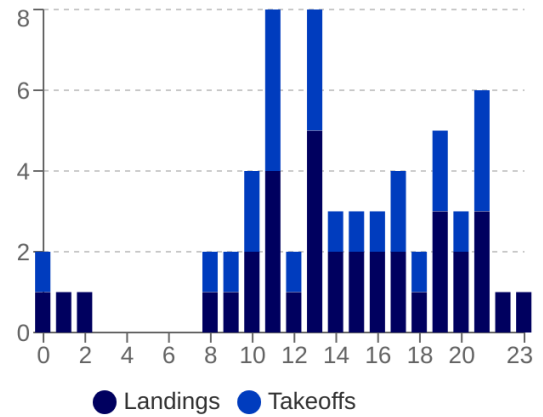
Blair Executive | Runway Operations Report

Report Date Range: 07/2026

Operations by Day of Week

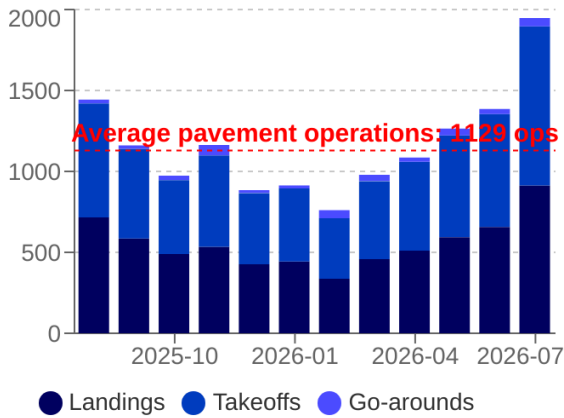


Operations by Hour



Historical Data

Landings and Takeoff By Month



Busiest Days on Record

Rank	Date	Pavement ops	Aircraft
1	2024-10-23 (W)	158	28
2	2024-07-09 (T)	149	22
3	2026-06-18 (T)	146	22
3	2026-07-28 (T)	146	25
4	2024-05-22 (W)	141	27
5	2024-11-14 (T)	135	25
6	2024-11-07 (T)	131	36
6	2026-04-21 (T)	131	26
7	2025-03-12 (W)	128	24
8	2024-11-22 (F)	127	24