	"OPEN MEETINGS ACT" **Blair Airport Authority Regular Meeting** **City Council Chambers** **July 21, 2026 - 7:00 PM**

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 of the June 16, 2026, meeting.
5. Financial Reports for June 2026.
6. Staff Overview of Hanger Reservation Process and Applications for Locations O, P1, P2, Q, R, S and U.
7. Review and Possible Action on lot reservations for lots O & P to FBO Skywerx Aviation for a new Jet Center complex.
8. Review and Possible Action on lot reservation application from Mannheim Steamroller.
9. Review and Possible Action on lot reservation application from Omaha Aircraft, LLC.
10. Review and Possible Action on lot reservation application from B Street Holdings.
11. Review and Possible Action on lot reservation application from Specialized Engineering Solutions.
12. Consider adding concrete to the public space between Hangar D and the T-Hangars to connect the respective apron areas between the hangars.

13. Presentation and Possible Action on Hangar Rental Rates.
14. Consider mowing contract with Mark Hodson.
15. Preliminary Budget Presentation.
16. Reports: SkyWerx
    Maintenance
    Update on Current Construction Projects-Heather Olson, Olsson
    Flowage Fee:
    1. 100LL- $538.60
    2. Jet A- $3,621.51
    Airport Manager's Report
17. 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, June 16, 2026

Agenda Item #1 – The Blair Airport Authority met in regular session in the City Council Chambers on Tuesday, June 16, 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, Dan Hunt, Dave Johnson, and Marty Rump. Absent: Faye Jones. Also present were City Administrator Green, Deputy City Administrator Barrow, and Heather Olson with Olsson Engineering.

Agenda Item #4 – Approval of minutes of the June 2, 2026, special meeting – Board member Rump identified two corrections in the June 2, 2026 special meeting minutes: Agenda Item 1 incorrectly labeled the session as a 'regular session' instead of a 'special session,' and Agenda Item 3 had the attendance of Dr. Johnson and Fay Jones reversed (Johnson was present; Jones was absent). Rump noted that all vote records were otherwise accurate. Motion by Marty Rump, second by Dan Hunt to approve the minutes of June 2, 2026, special meeting as amended. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Absent, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #5 – Financial Reports for May 2026 – Board member Rump questioned a significant overage in property tax revenue on the debt service line. City Administrator Green explained that when the airport transitioned two budget cycles ago to splitting the mill levy between the general fund and debt fund, the county treasurer had been holding and misallocating tax receipts. Deputy City Administrator David Scott investigated and discovered approximately a year, and half worth of revenue had accumulated at the county that was then sent in one lump sum, all incorrectly coded to the debt fund rather than split between general and debt funds. Green committed to correcting the allocation. This misallocation also explains why the cash account appeared low. Additional overages in property tax credit and homestead exemption lines were attributed to the same batch payment. A payment of approximately $600 to 'Leak Specialists' was identified as an annual fuel tank inspection to evaluate underground leakage by comparing fuel input to sales. Motion by Wes Baedke, second by Marty Rump to approve the financial reports for May 2026 as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Absent, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #6 – Consider Resolution No. 2026-015 approving Master Agreement Work Order No. 22 with Olsson, Inc. for Professional Services related to the North Hangar Expansion - Sanitary Sewer and Water System Conceptual Plan – Board member Baedke introduced Resolution No. 2026-015 authorizing an engineering study with Olson Inc. at a cost of $25,000 in local funds (no state reimbursement). The study covers the north hangar area and involves a topographic survey and conceptual drawings for sanitary sewer, including leach field verification for maximum build-out and water main routing. Heather Olson from Olsson Inc. noted that the design should be sized to full capacity to obtain NDEE approval in advance, allowing the airport to proceed at any time. A directional typo was identified in Task 2B (referenced 'south' instead of 'north'). The study is scheduled to begin in August with completion in November, though most costs will fall within the current fiscal year ending September 30. Motion by Dan Hunt, second by Marty Rump to adopt Resolution No. 2026-015 as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Absent, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #7 – Consider approval of a site reservation process and reservation fee for future hangar development in accordance with the existing Airport Layout Plan (ALP) – The board reviewed and approved a site reservation process for four future corporate hangar lots (Q, R, S, and U) on the north development area, consistent with the existing Airport Layout Plan (ALP). Lots P1, P2, and O are reserved for the FBO and Jet Center. The process involves a downloadable PDF application form on the city's website (BlairNebraska.gov under Blair Executive Airport), submission of a completed form with a $5,000 reservation fee check, and a minimum five-day open window starting Monday, July 22. The $5,000 fee is refundable for non-selected applicants; selected applicants' deposits are retained and credited toward future lease obligations. Several amendments were discussed and incorporated: (1) language clarifying that failure to begin construction within one year of notice to proceed results in both forfeiture of the $5,000 deposit and cancellation of the lot reservation; (2) clarification that lease fees are calculated on the square footage of the entire lot, not just the hangar footprint; (3) addition of a ranked lot preference system (first through fourth choice) instead of a single desired lot selection; (4) the reservation window page will display bold open and close dates and be taken offline once the period closes. The notice to proceed will only be issued after infrastructure (taxiway) is in place, anticipated during 2027. Applications will be forwarded to the board as received, and a two-person review committee made up of Board members Rump and Hunt will evaluate applications and make a recommendation to the full board. Matt Kathol, 15962 County Road 49, Omaha, NE raised the concern that requiring separate $5,000 checks for each desired lot was undesirable for someone seeking just one lot. The Board clarified that the $5,000 is per application/person, not per lot. The Board discussed scenarios involving too few or too many applications: if fewer than four are received, the window will stay open or reopen; if more than four, the Board will evaluate them all at the next regular meeting. A special meeting could be called if needed. Motion by Dan Hunt, second by Wes Baedke to approve the reservation process and reservation fee for future hangar development. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Absent, Marty Rump: Yea. All Board members voted: Yea: 4, Nay: 0, Absent: 1. Chairman Johnson declared the motion carried.

Agenda Item #8 – Reports

1. SkyWerx – No Report
2. City Administrator Green reported on the maintenance report for Assistant Airport Manager Corey in his absence. Key incidents and items: (1) A mechanical failure caused an aircraft to land across County Road 38A in an adjacent field. No injuries or serious aircraft damage occurred; the pilot was able to restart and taxi on the highway back to the airport with an escort. The FAA was notified and was investigating but no pilot error was suspected. (2) The safety lock on the OPD hangar door was replaced; an invoice is expected next month. (3) The gate on the GA side had a belt break; gears and belts are being repaired and parts are on order. (4) At T4, a pilot's wife inadvertently attempted to open the main hangar door while the inner door was open, causing approximately $5,000 in damage. The tenant has been informed and will pay the invoice. (5) Aggressive weed control is underway across the grounds, terraces, and north extension area. The Board discussed the adequacy of current hangar lease language regarding tenant liability for damage, noting that existing leases require insurance and listing the city as additional insured but may lack sufficient specificity around negligence/hangar damage. Phil Green and Dan Hunt agreed that the hangar leases warrant review and revision, particularly around compliance enforcement and liability assignment.
3. Flowage Fee:
   1. 100LL- $451.54
   2. Jet A- $3,222.54
4. Update on Current Construction Projects – Heather Olson, Olsson, Heather from Olson Inc. provided the following updates: (1) Sanitary Sewer Project: Contractor Henton is mobilizing with pipes and manholes already on site; construction to begin the following day with an estimated two-week completion timeline. (2) Runway Extension and County Road Relocation: Contractor Paulson will mobilize July 6, 2026, following rain delays. The county road relocation is estimated complete by mid-October (weather dependent). Runway grading work is anticipated to be complete by November 2026. During the 2026 grading phase, runway closures will be limited to 7 AM–7 PM on weekdays only; three to four days of grading near the runway safety area may require closure, but the contractor will attempt to complete that work within the daily closure window. Approximately five days of full 24-hour closure may be needed. (3) 2027 Full Closure: When runway reconstruction (concrete replacement), extension paving, joint sealing, pavement marking removal, new lighting installation, and new PAPI/reel installation occur, the runway will be fully closed for up to five months. The apron will remain accessible. Contractor Paulson plans to begin as early as possible in spring 2027; because grading will be completed in fall 2026, spring work can begin quickly with recompaction and rock placement before paving in April or May. Work on existing pavement is less rain-sensitive than new earthwork. Paulson is motivated to complete quickly as they have other projects. Aaron Barrow is developing a tenant email list for closure notifications. Weekly construction meetings are held on Thursdays at 1:30 PM; board members may attend and meeting minutes will be distributed. Police and fire departments are being notified of all closures. Progress on FAA instrument approach procedures is moving slowly on the FAA's side. Olsson has provided all required information and continues to update the FAA on construction timelines. New approaches are slated for implementation post-construction in the Geo-Door system. Once runway

reconstruction is complete, the FAA must conduct a flight check before new approaches can be made live. There is a transitional period during which the existing approaches may be affected; Hunt asked whether the existing southern approach could still be flown during this period. Olson indicated it should remain available but acknowledged the complexity of the transition timeline. The seeding contractor has requested release of funds. Olson inspected the area and noted mixed results: some areas have poor germination due to standing water/puddles, while other areas are showing growth. Henton's sanitary sewer work has disturbed some seeded areas, which will be reseeded upon Henton's completion. Additional seeding will follow concrete placement this fall. The one-year warranty with the seeding contractor remains in force for touchup work. Chairman Johnson noted visible new growth after recent rains.

5. Airport Manager's Report – City Administrator Green provided two significant updates. First, short-term financing has been arranged with RVR Bank (BANS). 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. Trevor (Assistant Airport Manager) 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 Wes Baedke, second by Dan Hunt to adjourn the meeting 8:07 p.m. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Absent, 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

Memorandum: Corporate Hangar Applications Review

Four Applications were submitted to the Blair Airport Authority during the approved window. These applications also included the deposit checks of $5,000 each as required and set forth by the Airport Authority.

With only Four lots available to reserve, it's now up to the Airport Authority Board to decide whether to approve and award sites for the applications received, or to open another window for applications to be submitted. Included in this memo are some notes regarding applications submitted.

Omaha Aircraft Sales (Brian Bronson)

OAS submitted an application for one of the four lots made available. He would prefer to have a hangar built on lot "54" as shown on the ALP. This lot is located on the south/west side of the taxiway. This lot isn't a part of this expansion project, but it is shown as a hangar site on the ALP. OAS submitted an application for one of the four lots because they want to build a new hangar regardless and didn't want to miss out on the opportunity if the Airport Authority wasn't willing to allow a hangar to be built on lot "54" of the ALP in the near future. It is recommended that the board discuss this option with OAS, so everyone can be on the same page going forward with this project.

Lot Preferences

Specialized Engineering Solutions Inc. was the only applicant who wanted Lot "S" as their first choice.

The other three applicants all preferred Lot "R" as their first choice.

B Street Holdings was the only to have Lot "U" as their second choice. Other applicants chose Lot "Q" as their second choice.

Lot Designation Options:

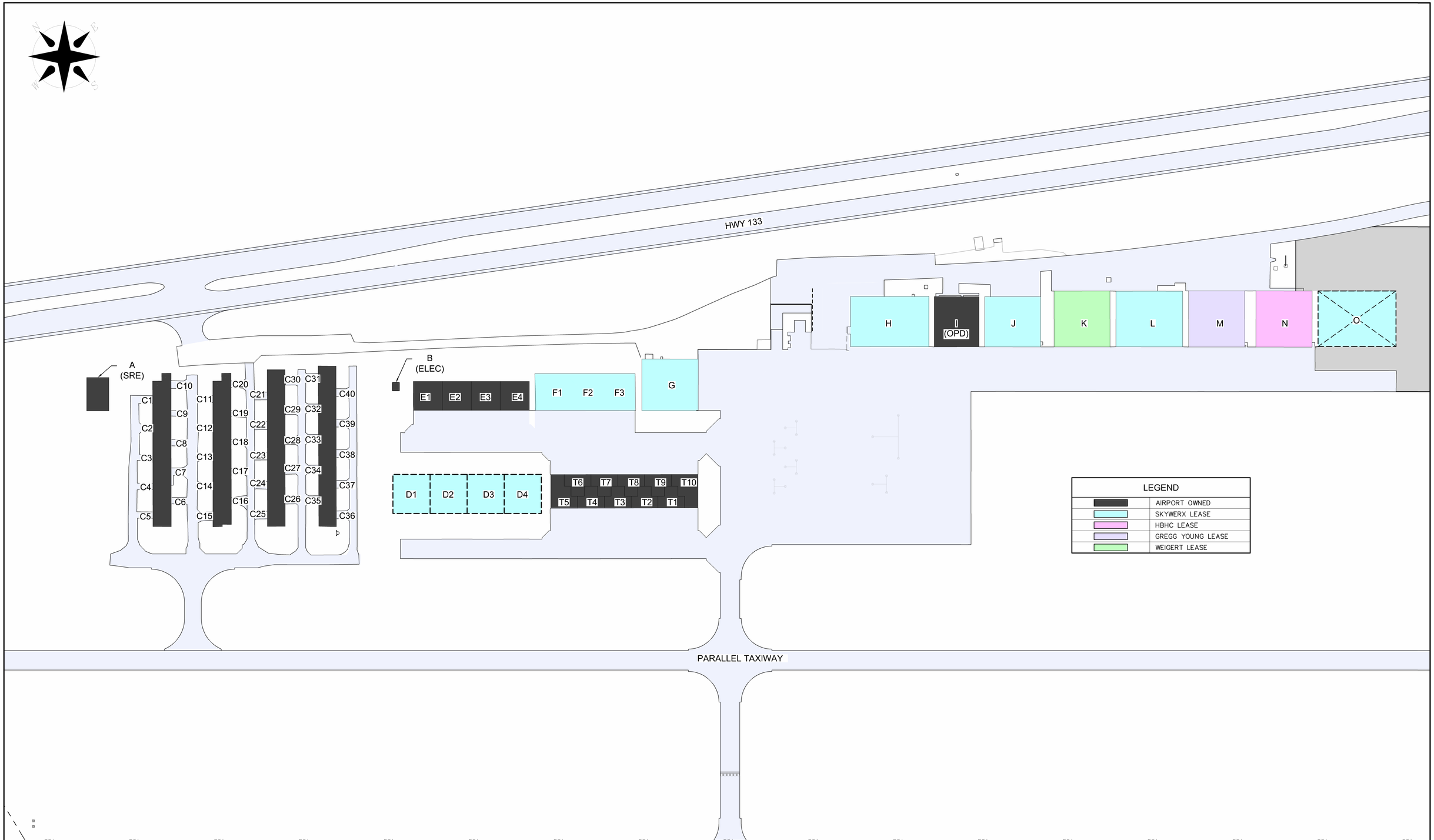
Option 1: Preference Based

Lot Q Omaha Aircraft Sales	Lot S Specialized Engineering Solutions Inc.
Lot R Mannheim Steamrollers	Lot U B Street Holdings

The Table above shows where the applicants would potentially be placed, if everyone got either their First, or Second choice based off the information provided by each applicant.

Option 2: Open discussion with all applicants in attendance

Open the meeting to discuss preferences to those in attendance. Any concerns can be raised if applicants think Option 1 will cause issues, or if anyone has anything additional to consider.



PROJECT NO: 020-3099

DRAWN BY: MLD

DATE: 05.14.2025

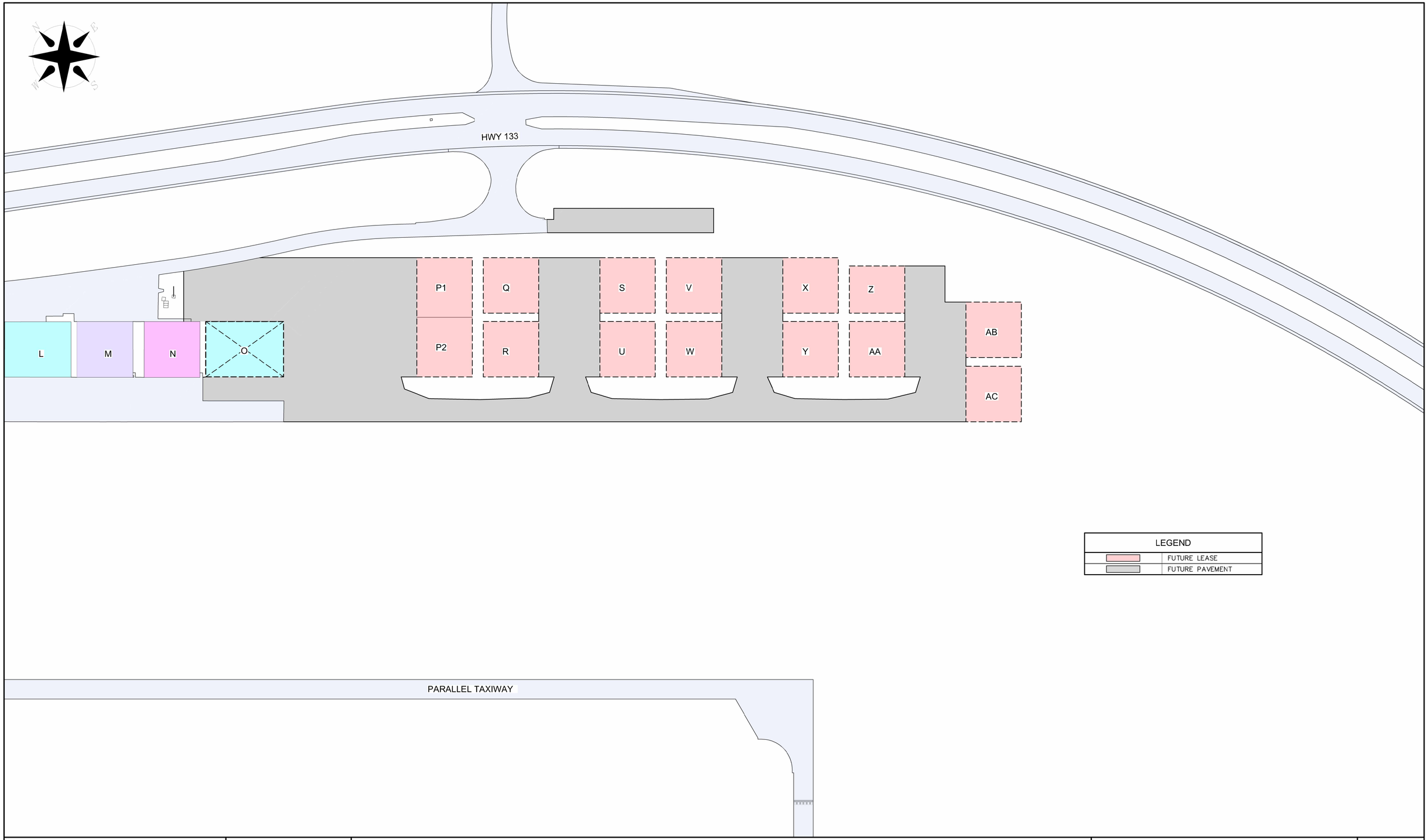
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION
May 14, 2025
DATE PRINTED
OLSSON

OVERALL HANGAR OWNERSHIP AND LEASES
BLAIR EXECUTIVE AIRPORT

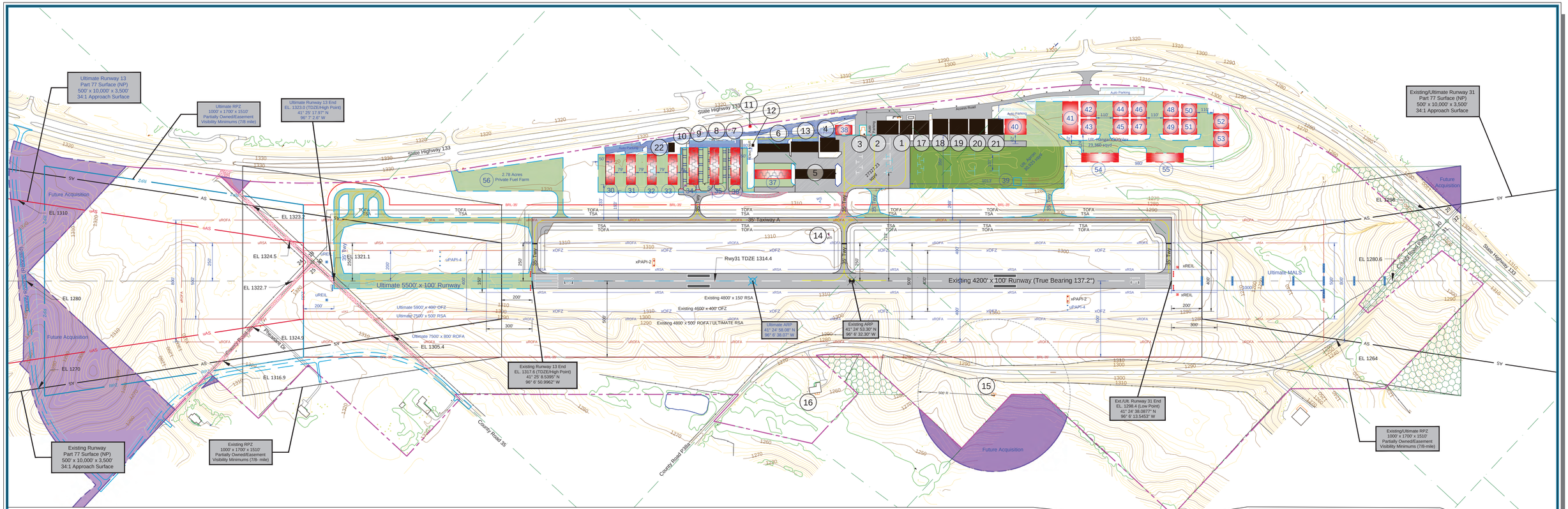
olsson
601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

EXHIBIT

1



PROJECT NO: 020-3099	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	OVERALL HANGAR OWNERSHIP AND LEASES BLAIR EXECUTIVE AIRPORT	olsson	EXHIBIT
DRAWN BY: MLD	May 14, 2025 DATE PRINTED		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	2
DATE: 05/14/2025	OLSSON			



RUNWAY DATA

	RUNWAY 13-31			
	EXISTING		ULTIMATE	
RUNWAY IDENTIFICATION	Primary		Primary	
APPROACH REFERENCE CODE (APRC)	D/IV/4000, D/IV/4000		D/IV/4000, D/IV/4000	
DEPARTURE REFERENCE CODE (DPRC)	D/IV, D/V		D/IV, D/V	
RUNWAY DESIGN CODE (RDC)	B-II-4000		C-II-4000	
CRITICAL DESIGN AIRCRAFT TYPE	Cessna Citation Sovereign		Cessna Citation X+	
WINGSPAN OF DESIGN AIRCRAFT	72.33'		69.17'	
MAX. CERTIFIED TAKEOFF WEIGHT OF DESIGN A/C	30,775 lbs		36,600 lbs	
RUNWAY DIMENSIONS (L X W)	4200' x 100'		5500' x 100'	
RUNWAY TRUE BEARING (NGS SURVEY)	137.20° / 317.21°		137.20° / 317.21°	
RUNWAY WIND COVERAGE (16 KNOTS/18 MPH)	98.75%		98.75%	
RUNWAY SHOULDERS	None		None	
RUNWAY MAXIMUM ELEVATION/HIGH POINT OF RUNWAY	1317.6' MSL		1323.0' MSL	
RUNWAY LOW POINT ELEVATION (NAVD-88)	1298.4' MSL		1298.4' MSL	
RUNWAY LIGHTING	MIRL		MIRL	
RUNWAY EFFECTIVE GRADIENT/MAXIMUM GRADIENT	0.46%		0.35%	
RUNWAY SURFACE MATERIAL	Concrete		Concrete	
RUNWAY PAVEMENT SURFACE TREATMENT	None		None	
RUNWAY PAVEMENT STRENGTH (IN THOUSAND LBS. #1)	30(S), 60(D)		30(S), 60(D)	
RUNWAY PAVEMENT STRENGTH (PCN)	-		-	
RUNWAY CENTERLINE TO PARALLEL TAXIWAY CENTERLINE	400'		400'	
LINE OF SIGHT REQUIREMENT MET	Yes		Yes	
TAXIWAY LIGHTING	MITL, Reflectors		MITL	
TAXIWAY MARKING	Centerline		Centerline	
TAXIWAY SURFACE MATERIAL	Concrete		Concrete	
TAXIWAY CENTERLINE TO FIXED OR MOVABLE OBJECT	65.5'		65.5'	
TAXIWAY WINGTIP CLEARANCE	26'		26'	
TAXIWAY WIDTH (TDG)	35' / TDG 2		35' / TDG 2	
TAXILANE WIDTH and TAXILANE OBJECT FREE AREA WIDTH	25' (115')		25' (115')	
TAXIWAY SHOULDER WIDTH	None		None	
TAXIWAY & TAXILANE SAFETY AREA WIDTH	79'		79'	
TAXIWAY OBJECT FREE AREA WIDTH	131' TOFA		131' TOFA	
TAXIWAY HOLDING POSITION MARKING/HOLDSIGN	250'		250'	
TAXIWAY EDGE SAFETY MARGIN (TESM)	7.5'		7.5'	
	RUNWAY 13	RUNWAY 31	RUNWAY 13	RUNWAY 31
14 CFR PART 77 APPROACH CATEGORY	NP-C	NP-C	NP-C	NP-C
14 CFR PART 77 APPROACH SURFACE	500' x 10,000' x 3500'	500' x 10,000' x 3500'	500' x 10,000' x 3500'	500' x 10,000' x 3500'
14 CFR PART 77 APPROACH SLOPE	34:1 Nonprecision	34:1 Nonprecision	34:1 Nonprecision	34:1 Nonprecision
RUNWAY PROTECTION ZONES	1000' x 1700' x 1510'	1000' x 1700' x 1510'	1000' x 1700' x 1510'	1000' x 1700' x 1510'
RUNWAY APPROACH VISIBILITY MINIMUMS (LOWEST)	7/8 mile	7/8 mile	7/8 mile	7/8 mile
RUNWAY MARKING	Nonprecision	Nonprecision	Nonprecision	Nonprecision
RUNWAY BLAST PAD	None	None	None	None
RUNWAY DISPLACED THRESHOLD	None	None	None	None
RUNWAY DISPLACED THRESHOLD ELEVATION	None	None	None	None
OBSTACLE CLEARANCE SURFACES (EB #99 Table 3-2)	20:1 (Rwy Type 4)	20:1 (Rwy Type 4)	20:1 (Rwy Type 4)	20:1 (Rwy Type 4)
RUNWAY END ELEVATION (NAVD88)	EL. 1317.6	EL. 1298.4	EL. 1323.0	EL. 1298.4
RUNWAY TOUCHDOWN ZONE ELEVATION (TDZE / NAVD 88)	EL. 1317.6	EL. 1314.4	EL. 1323.0	EL. 1314.4
RUNWAY SAFETY AREA (STANDARD RSA BEYOND STOP END)	Yes	Yes	Yes	Yes
RUNWAY SAFETY AREA (RSA Actual L x W)	4800' x 150'		7500' x 500'	
OBJECT FREE AREA (STANDARD OFA BEYOND STOP END)	300' x 150'	300' x 150'	1000' x 500'	1000' x 500'
OBJECT FREE AREA (OFA Actual L x W)	4800' x 500'		7500' x 800'	
OBSTACLE FREE ZONE (STANDARD OFZ BEYOND STOP END)	300' x 500'	300' x 500'	1000' x 800'	1000' x 800'
OBSTACLE FREE ZONE (OFZ Actual L x W)	4600' x 400'		5900' x 400'	
TYPE OF AERONAUTICAL SURVEY REQUIRED FOR APPROACH	VG (2009)	VG (2009)	VG	VG
RUNWAY DEPARTURE SURFACE (EB #99 Table 3-2 OCS 40:1)	Yes	Yes	Yes	Yes
AIRPORT INSTRUMENT APPROACH PROCEDURES	RNAV (GPS) LPV	RNAV (GPS) LPV	RNAV (GPS) LPV	RNAV (GPS) LPV
RUNWAY VISUAL AIDS (Lights)	PAPI-2	PAPI-2, REIL	PAPI-4, REIL	PAPI-4, MALS

1 PAVEMENT STRENGTHS ARE EXPRESSED IN SINGLE (S).

AIRPORT DATA

OWNER: Blair Airport Authority | CITY: Blair, NE | COUNTY: Washington, NE

BLAIR MUNICIPAL AIRPORT (BTA)		EXISTING	ULTIMATE
AIRPORT REFERENCE CODE		B-II	C-II
CRITICAL DESIGN AIRCRAFT		Cessna Citation Sovereign	Cessna Citation X+
WINGSPAN / UNDERCARRIAGE / APPROACH SPEED		72.33' / 27.83' / 108 Knots	69.17' / 29.92' / 132 Knots
AIRPORT ELEVATION (NAVD 88)		1317.6' MSL	1323.0 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH		87.3° F (July)	Same
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude	41° 24' 53.30" N	41° 24' 58.08" N
	Longitude	96° 6' 32.30" W	96° 6' 38.07" W
AIRPORT INSTRUMENT APPROACH PROCEDURES / RNAV (GPS) APPROACH		RNAV GPS	RNAV GPS
AIRPORT and TERMINAL NAVIGATIONAL AIDS		None	None
MISCELLANEOUS FACILITIES		Airport Beacon Lighted Wind Cone AWOS-3	Airport Beacon Lighted Wind Cone AWOS-3
NPIAS SERVICE LEVEL		General Aviation (GA)	Same
STATE SERVICE ROLE		Regional	Same

RUNWAY COORDINATES (NAD 83)

BLAIR MUNICIPAL AIRPORT (BTA)		EXISTING	ULTIMATE
Runway 13 End-EL. 1317.6 (NAVD 88) Ultimate 13 End-EL. 1323.0	Latitude	41° 25' 8.5395" N	41° 25' 17.97" N
	Longitude	96° 6' 50.9962" W	96° 7' 2.6" W
Runway 31 End EL. 1298.4 (NAVD 88)	Latitude	41° 24' 38.0877" N	Same
	Longitude	96° 6' 13.5453" W	Same

MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS

STANDARD MODIFIED	DESCRIPTION	AIRSPACE CASE NUMBER	APPROVAL DATE
None	-	-	-

Airport Facilities (FAA Owned)
MALS (Ultimate)

GENERAL NOTES:

1. Depiction of features and objects, including related elevations and clearances, within the Inner Approach of the 14 CFR Part 77 are depicted on the INNER PORTION OF THE APPROACH SURFACE DRAWINGS.
2. Details concerning terminal improvements depicted on the TERMINAL AREA DRAWING.
3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE DRAWING.
4. NAVD 88 Datum was used for all vertical elevations and NAD 83 for all horizontal elevations.
5. There are no Existing Runway Shoulders or Taxiway Shoulders, tables show standard requirements.
6. See Inner Portion of Runway 13-31 Approach Surface Drawing, Approach Surface Profiles, Departure Surface Drawing for Obstacle Clearance Surfaces (OCS).
7. No PACS or SACS found. See https://www.ngs.noaa.gov/cgi-bin/airports.pl?TYPE=PACSAC

DECLARED DISTANCE

	Existing		Ultimate	
	Rwy 13	Rwy 31	Rwy 13	Rwy 31
TAKEOFF RUN AVAILABLE (TORA)	4200'	4200'	5500'	5500'
TAKEOFF DISTANCE AVAILABLE (TODA)	4200'	4200'	5500'	5500'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	4200'	4200'	5500'	5500'
LANDING DISTANCE AVAILABLE (LDA)	4200'	4200'	5500'	5500'

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING
	SAME	DRAINAGE
		PAVEMENT
	SAME	FENCING (3'-6' AGL)
xPAPI-2	uPAPI-4	NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
34:158 31:0	SAME	SECTION CORNER
		WIND INDICATOR/WINDSOCK (WS)
1200	SAME	TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
	SAME	PARCELS
TSA	SAME	TAXIWAY SAFETY AREA (79')
TOFA	SAME	TAXIWAY OBJECT FREE AREA (131')
Extd OFA	SAME	EXTENDED OBJECT FREE AREA
xOFZ	uOFZ	OBSTACLE FREE ZONE (OFZ)
xRSA	uRSA	RUNWAY SAFETY AREA (RSA)
xROFA	uROFA	RUNWAY OBJECT FREE AREA (ROFA)
AS	uAS	PART 77 APPROACH SURFACE
		RUNWAY PROTECTION ZONE (RPZ)
BRL-35	SAME	BUILDING RESTRICTION LINE (BRL-35' Minimum)
	SAME	AWOS
NONE		APPROACH LIGHT SYSTEM (MALS)
	SAME	EASEMENT
		TIE-DOWNS
		ROAD and PARKING
NONE		PROPERTY (Future Airport Acquisition)
	SAME	TREES
	SAME	PONDS
NONE		FUTURE APRON / TAXIWAY PAVEMENT

FOR APPROVAL BY

Blair Airport Authority

DATE: 4-15-2025

BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
1	HANGAR	1339.2 MSL
2	FBO HANGAR	1341.3 MSL
3	SELF-SERVICE FUEL	1324.7 MSL
4	HANGAR	1344.7 MSL
5	T-HANGAR	1334.7 MSL
6	BOX HANGAR	1338.9 MSL
7	T-HANGAR	1342.9 MSL
8	T-HANGAR	1342.9 MSL
9	T-HANGAR	1343.0 MSL
10	T-HANGAR	1343.5 MSL
11	OL AIRPORT BEACON	1376.2 MSL
12	ELECTRICAL VAULT	1327.2 MSL
13	BUILDING	1336.0 MSL
14	OL WINDSOCK	1322.4 MSL
15	AWOS	1332.7 MSL
16	BUILDING	1292.2 MSL
17	HANGAR	1343.0 MSL
18	HANGAR	1342.0 MSL
19	HANGAR	1342.0 MSL
20	HANGAR	1342.0 MSL
21	HANGAR	1342.0 MSL
22	AIRPORT MAINTENANCE BUILDING	1320.0 MSL

ULTIMATE BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
30	T-HANGAR (8-units)	20' AGL
31	T-HANGAR (8-units)	20' AGL
32	T-HANGAR (8-units)	20' AGL
33	T-HANGAR (8-units)	20' AGL
34	T-HANGAR (10-units)	20' AGL
35	T-HANGAR (10-units)	20' AGL
36	T-HANGAR (10-units)	20' AGL
37	T-HANGAR (10-units)	20' AGL
38	TERMINAL BUILDING/RESTAURANT	35' AGL
39	WASH RACK	25' AGL
40	CONVENTIONAL HANGAR	35' AGL
41	CONVENTIONAL HANGAR	35' AGL
42	CONVENTIONAL HANGAR	35' AGL
43	CONVENTIONAL HANGAR	35' AGL
44	CONVENTIONAL HANGAR	35' AGL
45	CONVENTIONAL HANGAR	35' AGL
46	CONVENTIONAL HANGAR	35' AGL
47	CONVENTIONAL HANGAR	35' AGL
48	CONVENTIONAL HANGAR	35' AGL
49	CONVENTIONAL HANGAR	35' AGL
50	CONVENTIONAL HANGAR	35' AGL
51	CONVENTIONAL HANGAR	35' AGL
52	CONVENTIONAL HANGAR	35' AGL
53	CONVENTIONAL HANGAR	35' AGL
54	4-BAY BOX HANGAR	20' AGL
55	4-BAY BOX HANGAR	20' AGL
56	PRIVATE FUEL FARM	15' AGL

CONDITIONAL APPROVAL

The approval of this ALP is limited to existing facilities only (or those specific areas that FAA retains approval authority). FAA will separately determine whether it retains approval authority for each individual proposed facility depicted on the ALP before construction occurs and whether or not environmental review is required under NEPA. This is more fully described in our approval letter dated 3/21/2019. This approval action does not imply any commitment for Federal funding, or approval of future structures requiring notice under FAR Part 77.

SADIE ANDREA ROBB

Digitally signed by SADIE ANDREA ROBB
Date: 2025.04.21 10:32:42 -05'00'

Planner | FAA Central Region

Magnetic Declination 2° 42' East
Annual Rate of Change
0° 6' West (August 2017)

TRUE NORTH

0 300 600 900
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.
2	AIP-021 AS-BUILTS (OBSTRUCTION REMOVAL)	3/2025	JDB	HAO
1	AIP-016 AS-BUILTS (ACCESS ROAD CONSTRUCTION)	11/2020	JDB	HAO

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

BLAIR EXECUTIVE AIRPORT

AIRPORT LAYOUT PLAN DRAWING

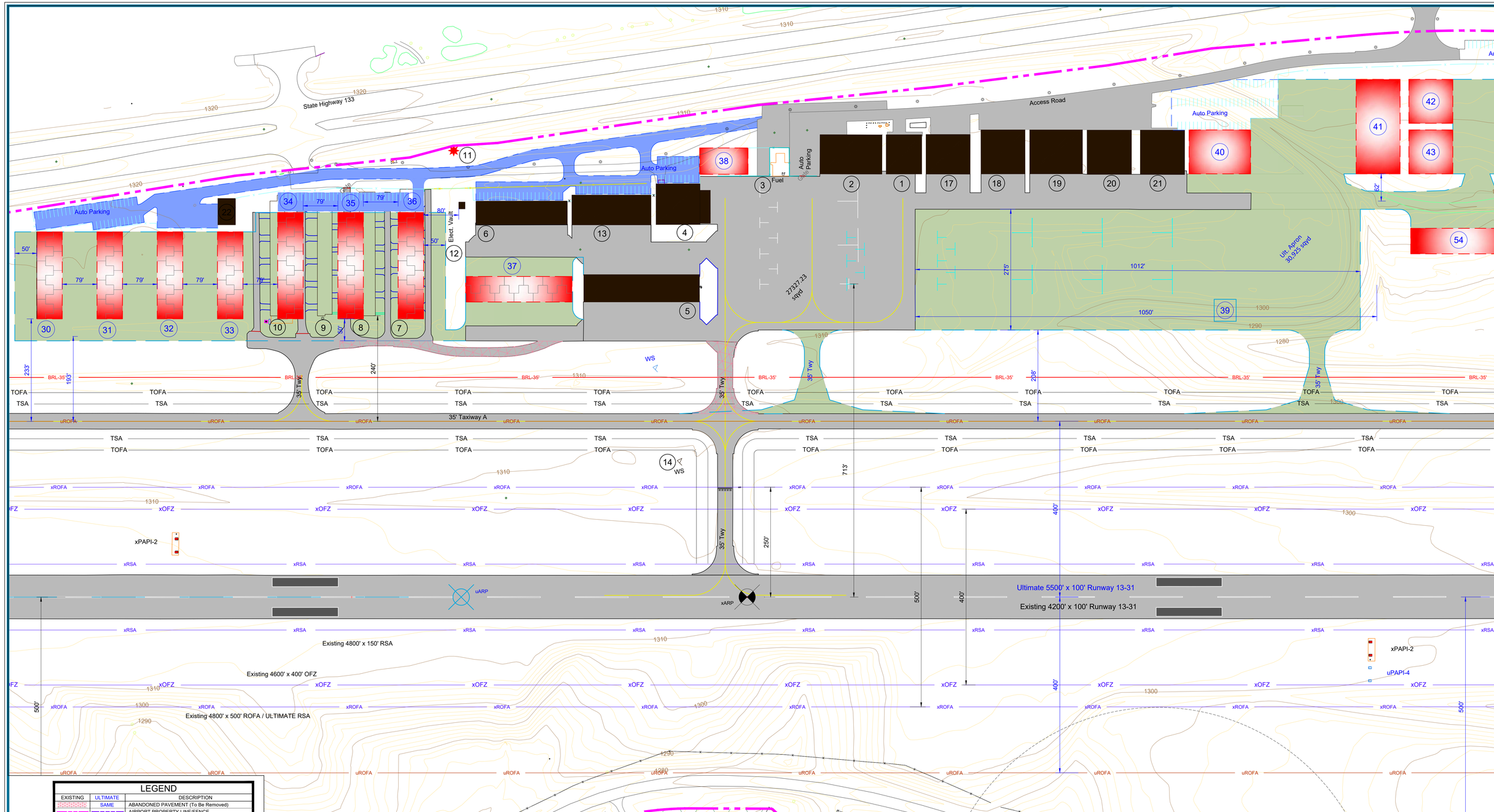
Blair, Nebraska

PLANNED BY: Tyler Huber
DETAILED BY: Larry D. Johnson
APPROVED BY: Mike W. Dmyterko

March 13, 2019 SHEET 2 OF 10

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates G:\Market\Transportation\Airports\ALPs\Nebraska\Blair\ALP\BTA_ALUSTA_R02_alt.dwg Printed Date: 4-17-25 03:21:01 PM jbenes



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	SAME	ABANDONED PAVEMENT (To Be Removed)
		AIRPORT PROPERTY LINE/FENCE
		AIRPORT REFERENCE POINT (ARP)
	SAME	AIRPORT ROTATING BEACON
	SAME	BUILDING ABANDONMENT (To Be Removed)
		BUILDING
	SAME	DRAINAGE
		PAVEMENT
		FENCING (3'-6' AGL)
xPAPI-2	uPAPI-4	NAVIGATIONAL AID INSTALLATION (PAPI)
		RUNWAY THRESHOLD LIGHTS and REIL
	SAME	SECTION CORNER
		WIND INDICATOR/WINDSOCK (WS)
	SAME	TOPOGRAPHY (NAVD 88)
		HOLDING POSITION MARKING
	SAME	PARCELS
TSA	SAME	TAXIWAY SAFETY AREA (79')
TOFA	SAME	TAXIWAY OBJECT FREE AREA (131')
xOFZ	uOFZ	OBSTACLE FREE ZONE (OFZ)
xRSA	uRSA	RUNWAY SAFETY AREA (RSA)
xROFA	uROFA	RUNWAY OBJECT FREE AREA (ROFA)
BRL-35	SAME	BUILDING RESTRICTION LINE (BRL-35' Minimum)
		ROAD and PARKING
		TIE-DOWNS
	SAME	TREES
	SAME	PONDS

ULTIMATE BUILDINGS/FACILITIES

	DESCRIPTION	Elevation
30	T-HANGAR (8-units)	20' AGL
31	T-HANGAR (8-units)	20' AGL
32	T-HANGAR (8-units)	20' AGL
33	T-HANGAR (8-units)	20' AGL
34	T-HANGAR (10-units)	20' AGL
35	T-HANGAR (10-units)	20' AGL
36	T-HANGAR (10-units)	20' AGL
37	T-HANGAR (10-units)	20' AGL
38	TERMINAL BUILDING/RESTAURANT	35' AGL
39	WASH RACK	25' AGL
40	CONVENTIONAL HANGAR	35' AGL
41	CONVENTIONAL HANGAR	35' AGL
42	CONVENTIONAL HANGAR	35' AGL
43	CONVENTIONAL HANGAR	35' AGL
54	T-HANGAR (10-units)	20' AGL

REFER TO SHEET 1 FOR ADDITIONAL ULTIMATE BUILDING/FACILITIES LAYOUT.

BUILDINGS/FACILITIES

	DESCRIPTION	Elevation	Lighted (OL)
1	HANGAR	1339.2 MSL	No
2	FBO HANGAR	1341.3 MSL	No
3	SELF-SERVICE FUEL	1324.7 MSL	No
4	HANGAR	1344.7 MSL	No
5	T-HANGAR	1334.7 MSL	No
6	BOX HANGARS	1338.9 MSL	No
7	T-HANGAR	1342.9 MSL	No
8	T-HANGAR	1342.9 MSL	No
9	T-HANGAR	1343.0 MSL	No
10	T-HANGAR	1343.5 MSL	No
11	OL AIRPORT BEACON	1376.2 MSL	Yes
12	ELECTRICAL VAULT	1327.2 MSL	No
13	BUILDING	1336.0 MSL	No
14	OL WINDSOCK	1322.4 MSL	Yes
17	HANGAR	1343.0 MSL	No
18	HANGAR	1342.0 MSL	No
19	HANGAR	1342.0 MSL	No
20	HANGAR	1342.0 MSL	No
21	HANGAR	1342.0 MSL	No
22	AIRPORT MAINTENANCE BUILDING	1320.0 MSL	No

Magnetic Declination 2° 42' East
Annual Rate of Change
0° 6' West (August 2017)

0 100 200 300
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.
2	AIP-021 AS-BUILTS (OBSTRUCTION REMOVAL)	3/2025	JDB	HAO
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BLAIR EXECUTIVE AIRPORT

TERMINAL AREA DRAWING

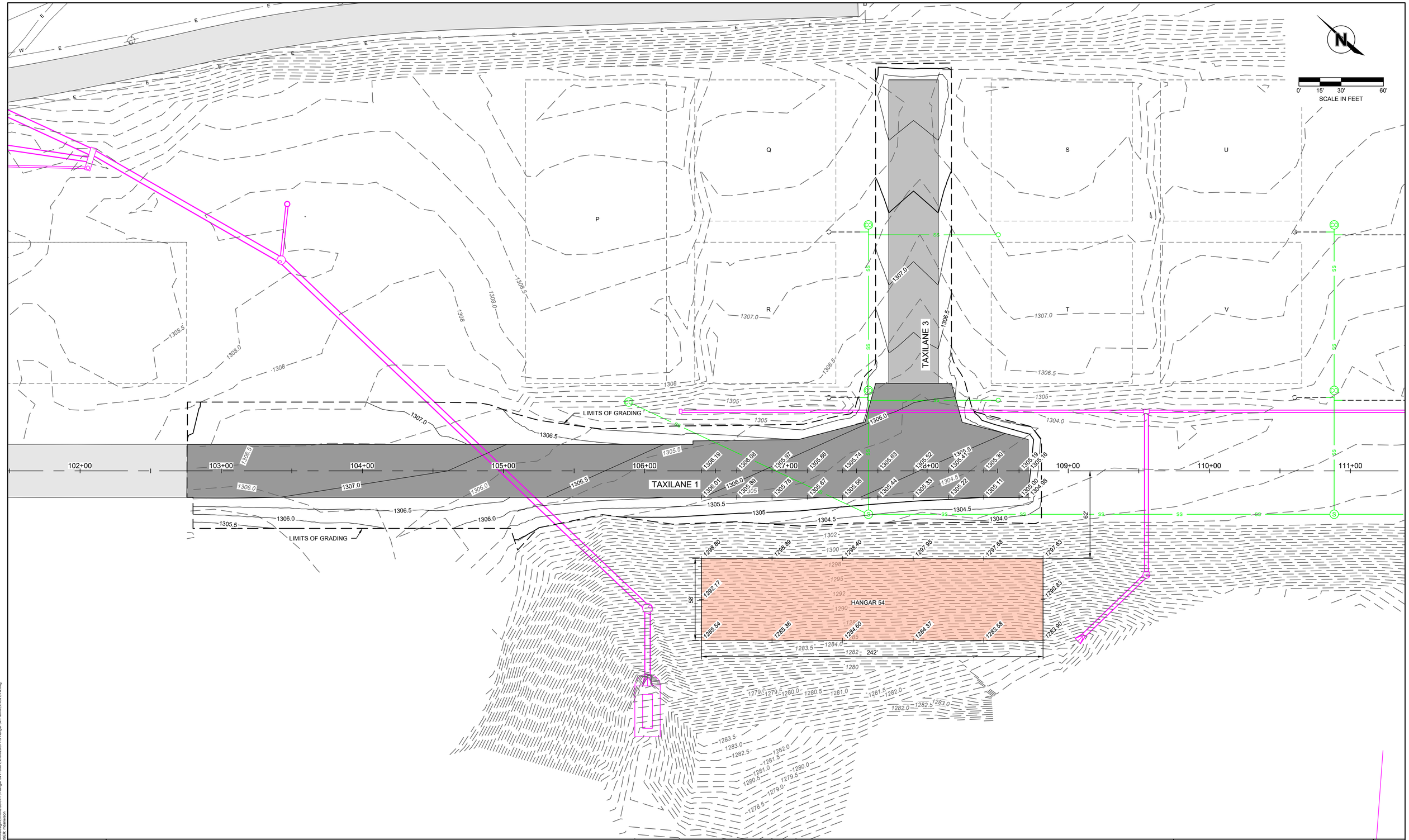
Blair, Nebraska

PLANNED BY: Tyler Huber
DETAILED BY: Larry D. Johnson
APPROVED BY: Mike W. Dmyterko

March 13, 2019 SHEET 8 OF 10

Coffman Associates
Airport Consultants
www.coffmanassociates.com

Coffman Associates G:\Market\transportation\Airports\ALP's\Nebraska\Blair\ALP\BETA_ALL\BTA_alnt8_lap.dwg Printed Date: 4-14-25 02:12:14 PM jberes



PROJECT NO:	025-01994
DRAWN BY:	MLD
DATE:	07.15.2026

PRELIMINARY HANGAR 54 LAYOUT
BLAIR EXECUTIVE AIRPORT (BTA)

olsson
601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
olsson.com
TEL 402.474.6311
Olsson - Engineering
Nebraska COA #CA-0638

EXHIBIT
1

F:\2025\01501-02000\025-01994\43-Design\Exhibits\26-07-15 Hangar 54 Prelim Exhibit\26-07-15 Hangar 54 Prelim Exhibit BTA.dwg
DATE: Jul 15, 2026 4:30pm USER: mclarkson

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

BTA
BLAIR EXECUTIVE AIRPORT

Submission Instructions

Complete this form digitally, print the finalized document, and mail or deliver it to the Blair Executive Airport at the City of Blair, 218 S. 16th Street, Blair, NE 68008. **A check for the $5,000 reservation deposit must accompany this form.** No online payments are accepted. A seperate form and deposit check must be submitted for each lot requested.

APPLICANT INFORMATION

Full Name/Entity: Timothy J. Hauder/Skywerx Aviation
Primary Contact: Timothy J. Hauder
Mailing Address: P.O. Box 331 Bennington NE 68007
Email Address: tim@skywerxaviation.com
Phone Number: 402-278-1034

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

- [ ] Lot Q
- [ ] Lot R
- [ ] Lot S
- [ ] Lot U
- [x] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): Lot P2 - 210 x 100
Type of Aircraft to be Housed: Primarily Turbo Props + Jets

Type of Use: [ ] Personal [x] Business [ ] Charter [ ] Other: _____

Estimated Number of Operations Per Year: Multiple in Support of the FBO

Target Construction Start Date: Fall 2027

FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: Yes

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

This hangar will be used primarily in support of FBO operations housing corporate jets and turboprops. We plan to start design on the hangar immediately with construction beginning late 2027. The FBO normally houses 3-6 aircraft in a hangar this size.

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
- **Forfeiture:** If construction does not commence within one year of the Airport Authority issuing the formal "Notice to Proceed" (after infrastructure is in place), the deposit will be retained by the Airport Authority and the hangar reservation will be voided.
- **Hangars:** All hangers constructed must meet approved design standards that are in place at the time of contract execution.
- **Right to Reject:** The Airport Authority retains the right to reject any or all applications that do not meet the standards or best interests of the airport.

CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 6/26/26

INTERNAL OFFICE USE ONLY:

Date Received: _____

Check Number: _____

Staff Verification Signature: _____

BTA BLAIR EXECUTIVE AIRPORT

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

Submission Instructions

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Full Name/Entity: Timothy J. Hauder / Skywerx Aviation
Primary Contact: Timothy J. Hauder
Mailing Address: P.O. Box 331 Bennington NE 68007
Email Address: tim@skywerxaviation.com
Phone Number: 402-278-1034

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

- [ ] Lot Q
- [ ] Lot R
- [ ] Lot S
- [ ] Lot U
- [x] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): Lot P1 - 210x100
Type of Aircraft to be Housed: Primarily Turbo Props + Jets
Type of Use: [ ] Personal [x] Business [ ] Charter [ ] Other: _____
Estimated Number of Operations Per Year: Multiple in support of the FBO
Target Construction Start Date: Fall 2027
FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: Yes

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

This hangar will be used primarily in support of FBO operations housing corporate jets and turbo props. We plan to start design on the hangar immediately with construction beginning late 2027. The FBO normally houses 3-6 aircraft in a hangar this size.

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
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CERTIFICATION

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Signature: _____ **Date:** 6/26/26

INTERNAL OFFICE USE ONLY:

Date Received: _____

Check Number: _____

Staff Verification Signature: _____

BTA BLAIR EXECUTIVE AIRPORT

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

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APPLICANT INFORMATION

Full Name/Entity: Timothy J. Hauder/Skywerx Aviation
Primary Contact: Timothy J. Hauder
Mailing Address: P.O. Box 331 Bennington NE 68007
Email Address: tim@skywerxaviation.com
Phone Number: 402-278-1034

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

- [ ] Lot Q
- [ ] Lot R
- [ ] Lot S
- [ ] Lot U
- [x] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): Lot O - 120 x 100
Type of Aircraft to be Housed: Primarily Turbo Props + Jets
Type of Use: [ ] Personal [x] Business [ ] Charter [ ] Other: _____
Estimated Number of Operations Per Year: Multiple (extension of Skywerx Growth)
Target Construction Start Date: 12-18 months after completion of runway project.
FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: yes

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

This hangar will anchor what I have called the jet center. Given the amount of time required to design, permit and bid this project I would anticipate a start date 12-18 months after completion of the runway project.

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
- **Forfeiture:** If construction does not commence within one year of the Airport Authority issuing the formal "Notice to Proceed" (after infrastructure is in place), the deposit will be retained by the Airport Authority and the hangar reservation will be voided.
- **Hangars:** All hangers constructed must meet approved design standards that are in place at the time of contract execution.
- **Right to Reject:** The Airport Authority retains the right to reject any or all applications that do not meet the standards or best interests of the airport.

CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 6/26/26

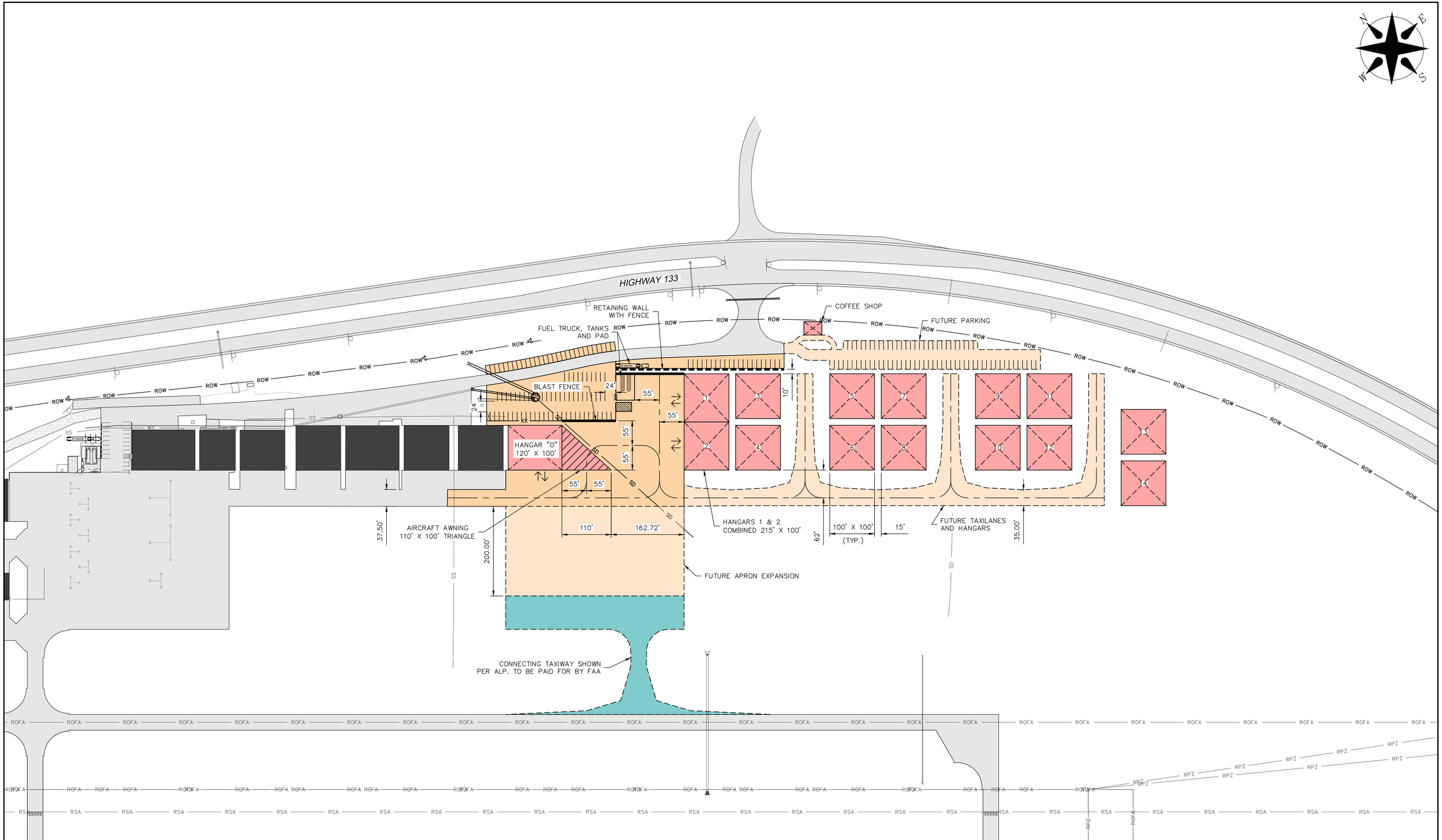
INTERNAL OFFICE USE ONLY:

Date Received: _____

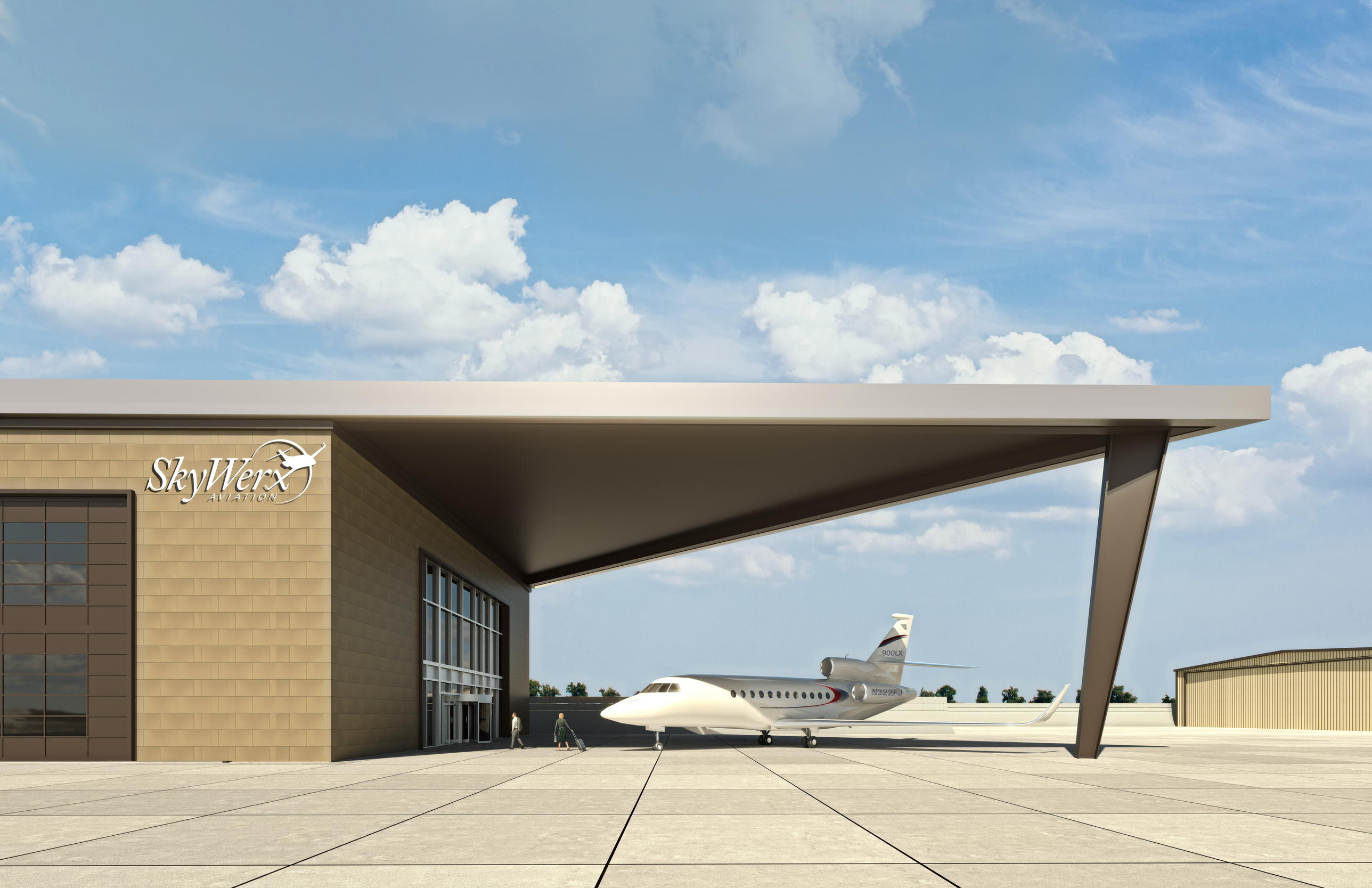
Check Number: _____

Staff Verification Signature: _____

BTA BLAIR EXECUTIVE AIRPORT



PROJECT NO: A20-35790 DRAWN BY: MLD DATE: 06/14/2022	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION August 25, 2022 DATE PRINTED OLSSON	SKYWERX JET CENTER BLAIR MUNICIPAL AIRPORT	olsson	601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT -


SkyWerx
AVIATION
900LX
N322FJ

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

Submission Instructions

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APPLICANT INFORMATION

Full Name/Entity: Matt Kathol and Kelly Davis/ Mannheim Steamroller
Primary Contact: Matt Kathol
Mailing Address: 1562 County Rd 49 Omaha, NE 68152
Email Address: mkathol1@gmail.com
Phone Number: (402)880-3693

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

[2] Lot Q
[1] Lot R
[4] Lot S
[3] Lot U
[ ] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): 10,000
Type of Aircraft to be Housed: Hawker 900 XP
Type of Use: [x] Personal [x] Business [ ] Charter [ ] Other: _____
Estimated Number of Operations Per Year: 25
Target Construction Start Date: 10/01/2026 (upon taxi completion)
FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: _____

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

Our flight operation team has talked about moving to Blair for almost 20 years. The only thing that was holding us back was runway length. We are thrilled that the city and the airport are getting this project, it will be a great addition to the community. This move would finally allow for our home base to actually be near home, being 15 minutes from door to door adds a whole new layer of accessibility to our operation.

With deep ties to the area already this would just deepen our community connection. We have already employed our contacts to draw more interest to the airport with the end goal of more traffic and aircraft to the airport. We also bring a vast network of other industries and professionals that would be interested in using The Blair Executive Airport. We look forward to being based out of Blair and would like to thank the airport for their consideration.

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
- **Forfeiture:** If construction does not commence within one year of the Airport Authority issuing the formal "Notice to Proceed" (after infrastructure is in place), the deposit will be retained by the Airport Authority and the hangar reservation will be voided.
- **Hangars:** All hangers constructed must meet approved design standards that are in place at the time of contract execution.
- **Right to Reject:** The Airport Authority retains the right to reject any or all applications that do not meet the standards or best interests of the airport.

CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 06/24/2026

INTERNAL OFFICE USE ONLY:

Date Received: 6-24-2026

Check Number: 1077

Staff Verification Signature: _____

BTA BLAIR EXECUTIVE AIRPORT

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

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APPLICANT INFORMATION

Full Name/Entity: Omaha Aircraft, LLC.
Primary Contact: Brian Bronson
Mailing Address: 10297 CR34 Blair, NE 68008
Email Address: brian@flyoas.com
Phone Number: 402-660-2209

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

[2] Lot Q
[1] Lot R
[4] Lot S
[3] Lot U
[2] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): 10,000 Square Feet
Type of Aircraft to be Housed: Turboprop / Light Jet
Type of Use: [ ] Personal [✔] Business [ ] Charter [ ] Other: _____
Estimated Number of Operations Per Year: 500
Target Construction Start Date: 2028
FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: NO

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

Omaha Aircraft, LLC. is an established Aircraft Sales and Management Company at Blair Executive Airport. We are adding additional aircraft and services to our portfolio. We are currenly house 15-18 aircraft at Blair Executive and are tennants of SkyWerx Aviation. We would contiue to be tennants of SkyWerx but need additional hangar space for expansion.

We are flexible on timing and would be most interested in the following areas on the ALP
-54 120x80 Hangar
-55 120x80 Hangar
-56 currently as a fuel farm but would be a good complex area for our operation. We'd look to build several 120x80 Hangars

I know this proposal is for Q R S U. We'd foregoe one of these spots if any of the other spaces above could earmarked for us

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
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CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 6/26/26

INTERNAL OFFICE USE ONLY:

Date Received: _____

Check Number: _____

Staff Verification Signature: _____

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

Submission Instructions

Complete this form digitally, print the finalized document, and mail or deliver it to the Blair Executive Airport at the City of Blair, 218 S. 16th Street, Blair, NE 68008. **A check for the $5,000 reservation deposit must accompany this form.** No online payments are accepted. A seperate form and deposit check must be submitted for each lot requested.

APPLICANT INFORMATION

Full Name/Entity: B Street Holdings

Primary Contact: Shane Siefken

Mailing Address: 17 Swan Road Council Bluffs, IA 51503

Email Address: shanethepilot@gmail.com

Phone Number: 402-578-6164

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

[3] Lot Q

[1] Lot R

[4] Lot S

[2] Lot U

[ ] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): 10,000 sq ft

Type of Aircraft to be Housed: Citation CE560XL Once runway is extended CE750 and my G36 Bonanza

Type of Use: [ ] Personal [✔] Business [ ] Charter [ ] Other: _____

Estimated Number of Operations Per Year: over 100 a year

Target Construction Start Date: as soon as plans are approved

FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: multiple letters over the last 5 years.

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

Last year, we flew approximately 350 hours in our XLS, averaging about 200 gallons of fuel per hour. That resulted in the purchase of roughly 70,000 gallons of fuel during the year. More than 60% of that fuel was purchased at our home base in Fremont, Nebraska, as we routinely tanker fuel to destinations where fuel prices are higher.

While the Citation CE-750 is new to my operation, making it difficult to accurately project annual fuel consumption, the aircraft has a usable fuel capacity of 1,911 gallons. I am confident that we will purchase more than 100,000 gallons of fuel annually.

From 2019 through 2024, I based two Pilatus PC-12s and a Citation Encore+ in Blair. I would welcome the opportunity to return our operation to Blair, as it provides a more convenient location and a shorter commute for everyone involved. I have written multiple letters to the FAA on behalf of SkyWerx and the Blair Airport in support of the proposed runway expansion. Tim Hauder can confirm my involvement and advocacy throughout the process.

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
- **Forfeiture:** If construction does not commence within one year of the Airport Authority issuing the formal "Notice to Proceed" (after infrastructure is in place), the deposit will be retained by the Airport Authority and the hangar reservation will be voided.
- **Hangars:** All hangers constructed must meet approved design standards that are in place at the time of contract execution.
- **Right to Reject:** The Airport Authority retains the right to reject any or all applications that do not meet the standards or best interests of the airport.

CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 6/24/2026

INTERNAL OFFICE USE ONLY

Date Received: 6-25-2026

Check Number: 030170

Staff Verification Signature: _____

BLAIR EXECUTIVE AIRPORT HANGAR DEVELOPMENT SITE RESERVATION FORM

Submission Instructions

Complete this form digitally, print the finalized document, and mail or deliver it to the Blair Executive Airport at the City of Blair, 218 S. 16th Street, Blair, NE 68008. **A check for the $5,000 reservation deposit must accompany this form.** No online payments are accepted. A seperate form and deposit check must be submitted for each lot requested.

APPLICANT INFORMATION

Full Name/Entity: Specialized Engineering Solutions, Inc.
Primary Contact: Tracy Hauser
Mailing Address: 10360 Ellison Circle, Omaha, NE 68134
Email Address: thauser@specializedeng.com; jgraham@specializedeng.com
Phone Number: (402) 991.5520

SITE SELECTION

Please indicate which lot(s) you are interested in reserving and rank them in order of interest (1,2,3,4). If interested in multiple lots please mark that box.

[2] Lot Q
[4] Lot R
[1] Lot S
[3] Lot U
[ ] Interested in Multiple lots

**Note: Application selection will be based on established evaluation criteria at the discretion of the Airport Authority.*

PROPOSED HANGAR & AIRCRAFT DETAILS

The Airport Authority evaluates applications based on the "highest and best use" of airport property. Please provide details for the following criteria:

Proposed Hangar Size (Sq. Ft.): 10,000+
Type of Aircraft to be Housed: Pilatus PC-12, Cirrus, Future Jet
Type of Use: [ ] Personal [✓] Business [ ] Charter [ ] Other: _____
Estimated Number of Operations Per Year: Approximately 100+ based on current operations
Target Construction Start Date: Will begin Planning & Construction upon Notice to Proceed
FAA Support: Did you previously submit a letter of justification for the FAA runway expansion project at the Blair Executive Airport: No

STATEMENT OF INTENT

Describe how your relocation to the Blair Executive Airport would have a positive impact for the airport and it's users. Why do you wish to locate your operations at Blair Executive Airport?

Our aircraft, including our Pilatus PC-12, have been based in rental hangars at Blair Airport for several years. Renting multiple hangars creates operational inefficiencies for our flight department and increases the risk of damage to aircraft and related equipment.

Our goal is to construct a new hangar that allows us to consolidate our aviation assets in one secure, purpose-built facility while providing the long-term stability our business requires at the airport. A dedicated hangar would improve operational control, protect company assets, and better support the reliability needed for our flight operations.

As our business continues to grow through multiple offices and a national client base, we expect our aviation needs to expand. This includes adding a larger aircraft to better serve clients and offices in markets such as Charlotte, South Florida, and the Upper Northeast. This type of aircraft may require additional hangar space that is not consistently available through the existing rental hangars.

Owning and operating our own hangar would provide the predictability and control necessary to support our business operations. We are aware of the airport's future growth plans and would welcome the opportunity to be part of that expansion in a manner that supports both our company's long-term needs and the continued development of Blair Airport. www.specializedeng.com

DEPOSIT AND TERMS OF RESERVATION

- **Deposit Amount:** $5,000 (Refundable)
- **Deposit Application:** If approved, this deposit will be applied to your lot fee, provided construction begins within one year of the "Notice to Proceed".
- **Forfeiture:** If construction does not commence within one year of the Airport Authority issuing the formal "Notice to Proceed" (after infrastructure is in place), the deposit will be retained by the Airport Authority and the hangar reservation will be voided.
- **Hangars:** All hangers constructed must meet approved design standards that are in place at the time of contract execution.
- **Right to Reject:** The Airport Authority retains the right to reject any or all applications that do not meet the standards or best interests of the airport.

CERTIFICATION

By signing below, I certify that I understand this is a reservation for a hangar development site and that the construction timeline is subject to the issuance of a formal "Notice to Proceed" by the Airport Authority.

Signature: _____ **Date:** 6.24.2026

INTERNAL OFFICE USE ONLY:

Date Received: 6-24-2026

Check Number: 022376

Staff Verification Signature: _____

BTA BLAIR EXECUTIVE AIRPORT

Memorandum: Concrete Installation at BTA

With the construction of Hangar "D" coming to the final stages, a concern was raised about some public space between Hangar D and the T-Hangars. This area originally was planned to be a grass patch, but after looking at the sites and talking it over with the FBO (Skywerx) it was agreed that it would be smarter to pour two small sections of concrete to connect the respective apron areas between said buildings.

Pouring the concrete in these areas not only improves the looks of the site and provides weed control, but also minimizes the potential for FOD due to mowing, as well as mishaps in snow operations in the winter. Spending a little extra money now could save the airport a lot of money, and hassle in the future.

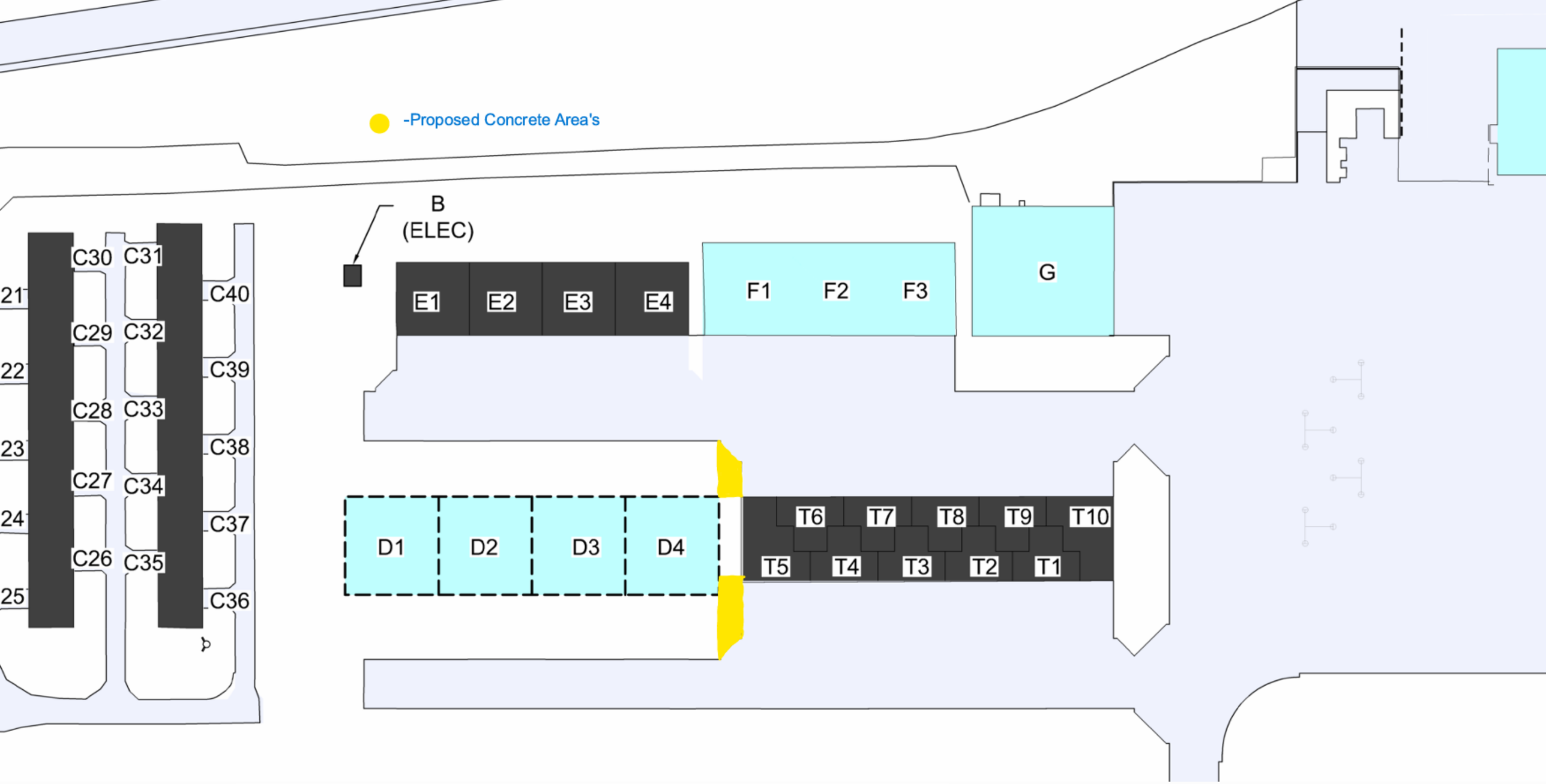
The Map provided shows space in between the proposed concrete areas. This area will be filled with asphalt millings that are obtained by the City of Blair during road resurfacing projects happening in the near future.

Quotes were received for the proposed concrete areas, in the amount of $9,570. The FBO has agreed to split this cost with the Blair Airport Authority 50/50. Our final cost, per the estimates would be $4,785.00.

Recommendation:

Approve the installation of concrete in the apron areas between Hangar D and the T-Hangar's at the Blair Executive Airport, with the cost to be split evenly between Skywerx, and the Blair Airport Authority.

Trevor Corey
Blair Executive Airport


-Proposed Concrete Area's
B
(ELEC)
E1
E2
E3
E4
F1
F2
F3
G
C30
C31
C40
C29
C32
C39
C28
C33
C38
C27
C34
C37
C26
C35
C36
21
22
23
24
25
D1
D2
D3
D4
T6
T7
T8
T9
T10
T5
T4
T3
T2
T1

BLAIR AIRPORT AUTHORITY

Aircraft Hangar & Ground Lease Study

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Olsson Staff Experience

32
Years

EXPERIENCE SUMMARY

As the former airport manager of the Joplin Regional Airport in Joplin, Missouri, Steve is passionate about transportation, specifically aviation. **He seeks to provide operators, tenants, and users with best-in-class facilities and services**.

Steve started his career as a mechanical designer working for two large contractors in Oklahoma and Missouri. Years later, he accepted the position of Administrative Assistant of Public Works for the City of Joplin, Missouri, which allowed him to combine his technical skills with his love of municipal government and business management. Within two years Steve became the Airport Manager, a position he held for 31 years. **He was responsible for the daily operation of this commercial airport, including the two industrial parks on the airport's grounds. Steve worked directly with airlines, tenants, regulatory agencies, and other city departments to make sure the airport operated at peak efficiency.**

RELEVANT EXPERIENCE

Directed over $65 million in Federal and State funded improvements at the Joplin Regional Airport which included:

- Green site commercial terminal development and construction
- New air traffic control tower with base building development and construction
- Total reconfiguration and reconstruction of taxiways system
- Total reconstruction of the Main Runway 18-36 (twice)
- Airfield lighting conversion to LED
- GA Ram areas rehab responsible for:
  - Development of GA terminal lease space
  - Air service development and expansion
  - Tennant/rental car concession recruitment and negotiations
  - Developed rental car fueling station and car wash
  - Development of on & off airfield industrial parks
  - Public and private hangar development

Aviation Business Consultant

Steve Stockam

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- Ankeny
- Council Bluffs
- Joplin
- Topeka
- Chesterfield
- Jefferson City
- Lee’s Summit
- Crete
- Norfolk
- Millard (Omaha)
- Olathe (IXD & OJC)
- Newton

Facilities Surveyed

20 Facilities Contacted – 13 Responses

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Survey Form Data Requested

Is your facility FAA Part 139 compliant? _____

If **not,** do you have restricted access? _____ On Field ARFF Services? _____

Snow and Ice removal program? _____ Chemical Treatment for Runway? _____

Do you allow Private hangar development? _____ Airport owned? _____ FBO/Private Owned? _____

What is your Land Lease Rate _____ Do you have Built-in Rate Adjustments? _____

Is your Private Hangar Lease Reversionary? _____

If "Yes" what is the Term? _____ If "No" what is the Renewal Term? _____

Do you have any hangars that are "Sprinkled" or have Fire Suppression? _____

Do you have an adequate water source if suppression is needed? _____

Airport Owned Rental Hangar Amenities

Lights _____ Electric Outlets_____ Heat_____ Water_____ Power Doors_____

Hangar Sizes (Size Range)

Singles (35'-40' wide X 10'-12' tall door) Monthly Rate_____

Box_____ Tee_____

Twins (45'-50' wide X 14'-16' tall door) Monthly Rate_____

Box_____ Tee_____

Do you have a waiting list for these Hangars? _____ Do you charge to be on the Waiting List? ___

Do you have any planned rate increases for these Hangars?

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Survey Requested

Survey Points	BTA Blair	IKV Ankeny	CBF Council Bluff	EWK Newton	IXD New Century	OJC Johnson Cnty	TOP Topeka	SUS Chesterfield	LXT Lee's Summit	CEK Crete	OFK Norfolk	MLE Omaha	JLN Joplin	JEF Jefferson City
Facility FAA Part 139 compliant?	N	Y	N	N	N	N	N	Y	N	Y	Y	N	Y	N
If not, do you have restricted access?	Y	Y	Y	N	N	N	Y	Y	N	Y	Y	Y	Y	Y
On Field ARFF Services	N	N	N	N	N	N	N	Y	N	N	Y	N	Y	N
Snow and Ice removal program	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Chemical Treatment for Runway	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	Y	Y	Y
Have hangars that are “Sprinkled”	Y	Y	Y	N	Y	Y	N	Y	Y	N	N	Y	N	Y
Have adequate water source	N	Y	Y	Y	Y	Y	NS	Y	Y	Y	Y	Y	Y	Y

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Survey Results

	BTA	IKV	CBF	EWK	IXD	OJC	TOP	SUS	LXT	CEK	OFK	MLE	JLN	JEF
Survey Points	Blair	Ankeny	Council Bluff	Newton	New Century	Johnson Cnty	Topeka	Chesterfield	Lee's Summit	Crete	Norfolk	Omaha	Joplin	Jefferson City
Airport Owned Hangar Amenities														
Lights	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	NA
Electrical Outlets	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	NA
Heat	Y	N	Y	Y	N	N	N	Y	N	N	Y	Y	N	NA
Water	Y	N	Y	N	N	N	N	Y	N	N	Y	N	N	NA
Power Doors	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	NA
Waiting list for these Hangars?	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	NA
Charge to be on the Waiting List?	N	N	N	N	Y	Y	N	N	Y	N	N	N	N	NA
Planned rate increases?	Y	Y	Y	N	Y	Y	Y	N	Y-CPI	Y	N	Y	Y	NA

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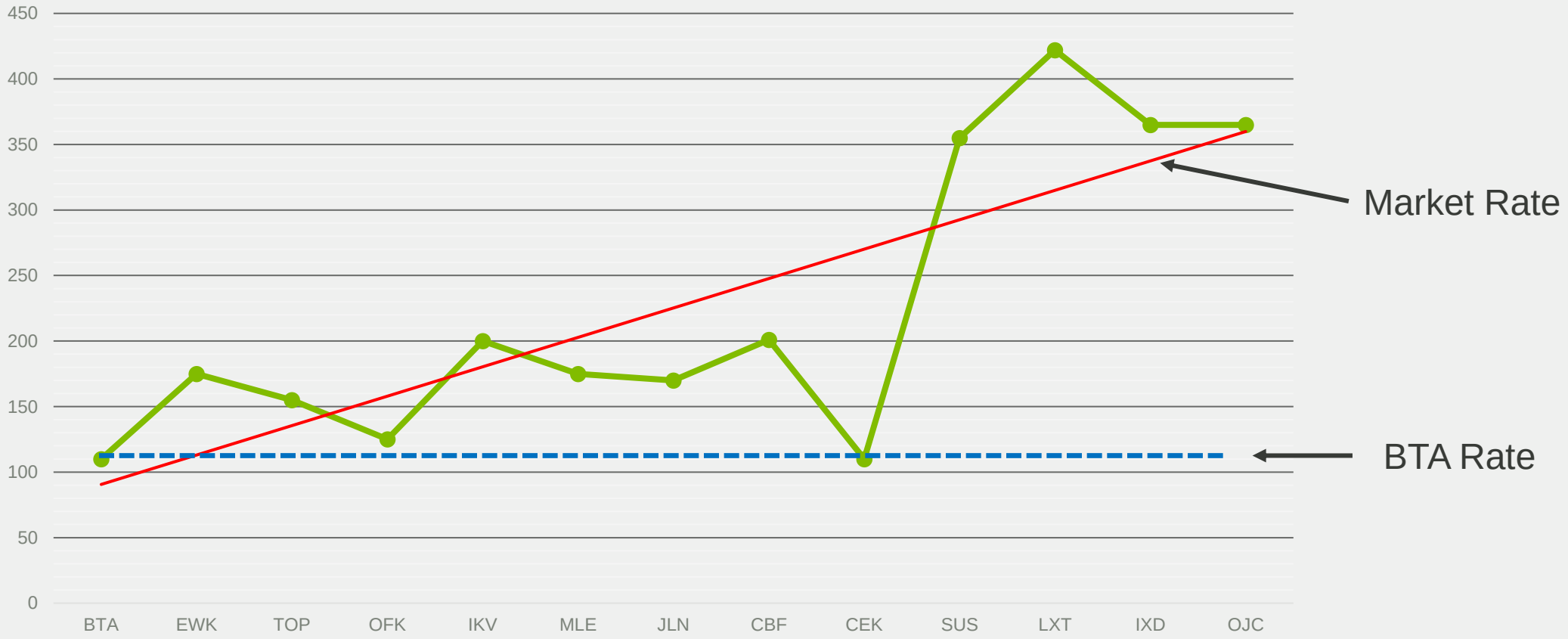
Survey Results

SINGLE HANGAR RATES



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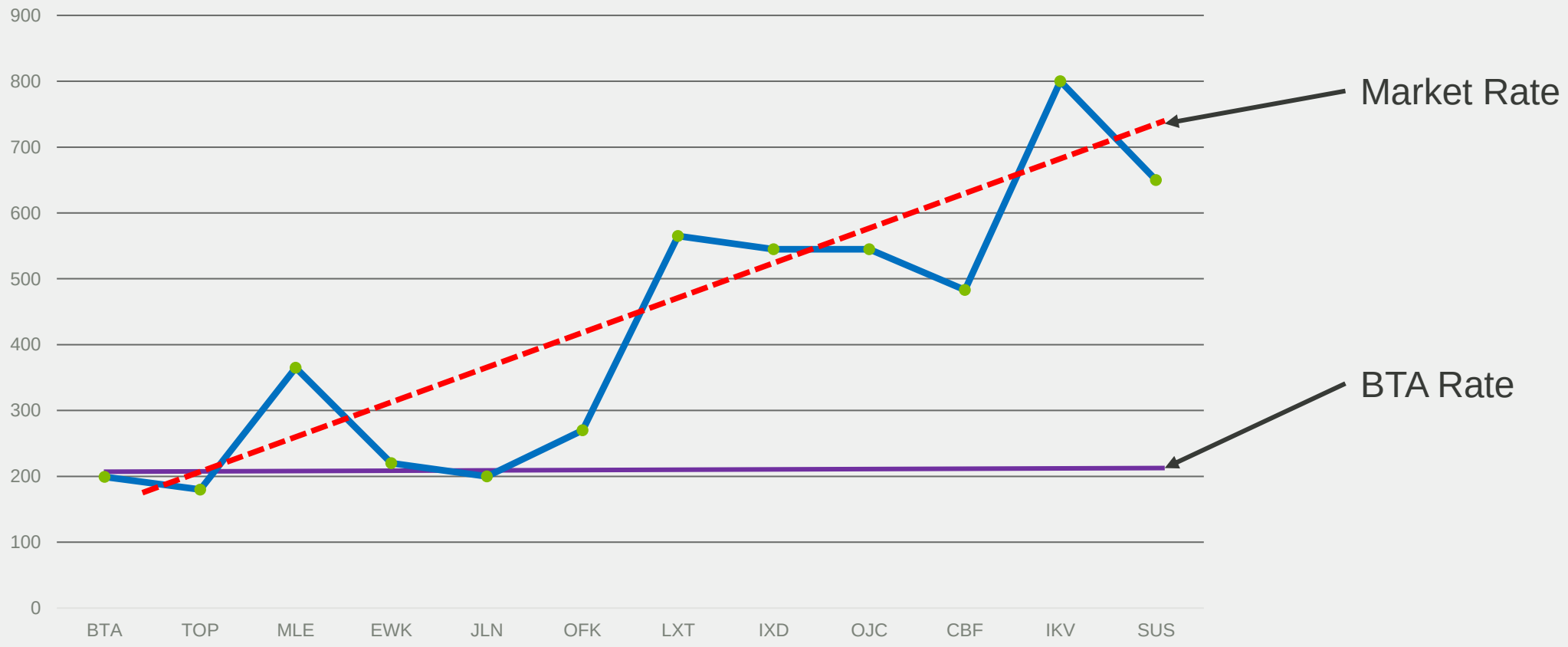
Survey Results

TWIN HANGAR RATES



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Survey Results

	BTA	IKV	CBF	EWK	IXD	OJC	TOP	SUS	LXT	CEK	OFK	MLE	JLN	JEF
Survey Points	Blair	Ankeny	Council Bluff	Newton	New Century	Johnson Cnty	Topeka	Chesterfield	Lee's Summit	Crete	Norfolk	Omaha	Joplin	Jefferson City
Allow Private hangar development	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y
Airport owned	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	N
FBO/Private Owned	Y	Y	N	N	Y	Y	N	Y	Y	Y	N	N	Y	Y
Private Hangar Lease Reversionary	N	Y	Y	N	Y	Y	Y	Y	Y	N	N		Y	N
If "Yes" what is the Term		Varies	Varies		Varies	Varies	1 YR	10-20 YRS	20 YRS				25 YRS	
If "No" what is the Renewal Term	5 YRS			5-20 YRS						Varies	1 YR			30-50 YRS

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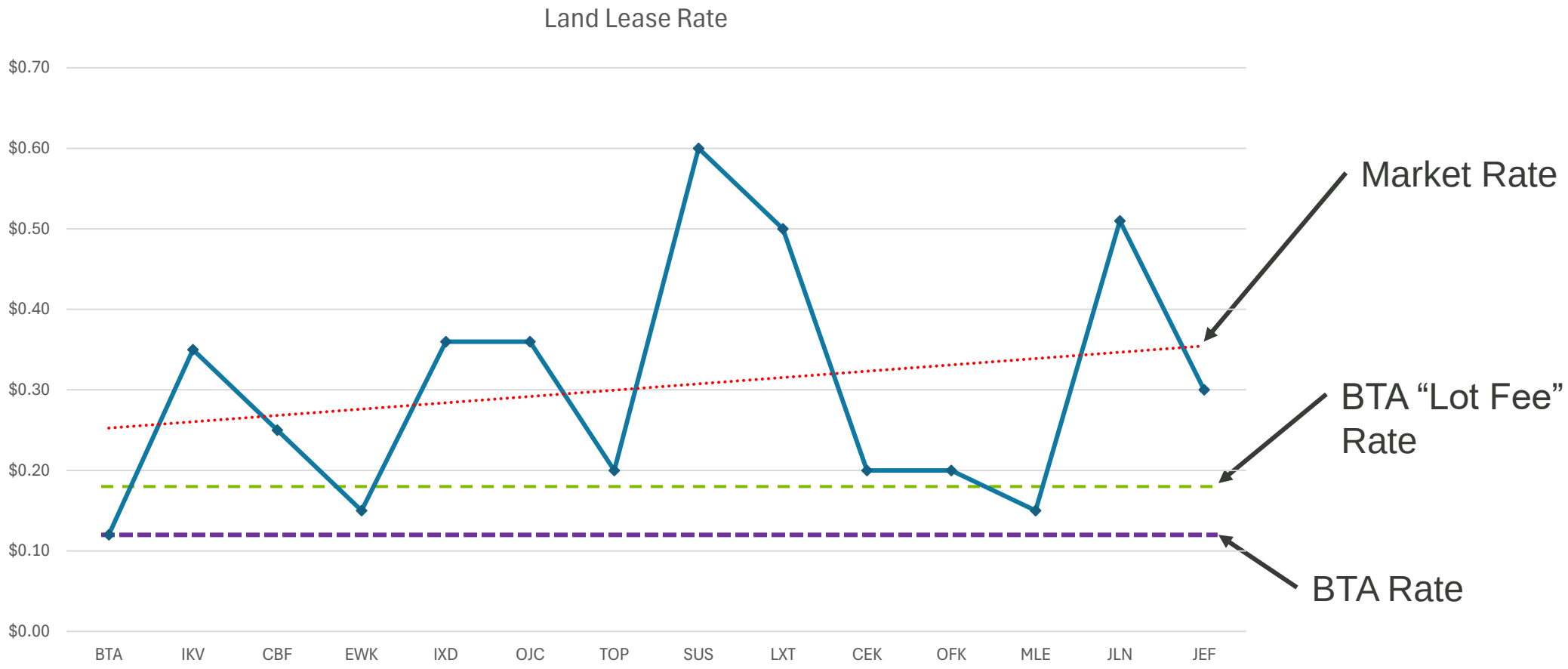
Survey Results

LAND LEASE RATES



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Engineering Possibilities.

Thank you!

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Blair Executive Airport Hangar Rate Plan - 3-Year Ramp

15-year projection with formula-driven annual rates, revenues, and year-over-year changes.

Year	Community Rate ($/mo)	T-Hangar Rate ($/mo)	Executive Rate ($/mo)	YoY % Increase	Community Annual Revenue ($)	T-Hangar Annual Revenue ($)	Executive Annual Revenue ($)	Total Revenue ($)	Revenue Increase YoY ($)
Current	$110	$199	$365	-	$52,800	$23,880	$17,520	$94,200	-
Year 1	$210	$400	$680	91.4%	$100,800	$48,000	$32,640	$181,440	$87,240
Year 2	$300	$600	$990	46.5%	$144,000	$72,000	$47,520	$263,520	$82,080
Year 3	$400	$800	$1,300	32.3%	$192,000	$96,000	$62,400	$350,400	$86,880
Year 4	$420	$830	$1,350	4.0%	$201,600	$99,600	$64,800	$366,000	$15,600
Year 5	$440	$860	$1,400	3.8%	$211,200	$103,200	$67,200	$381,600	$15,600
Year 6	$460	$890	$1,460	4.1%	$220,800	$106,800	$70,080	$397,680	$16,080
Year 7	$480	$930	$1,520	4.3%	$230,400	$111,600	$72,960	$414,960	$17,280
Year 8	$500	$970	$1,580	4.1%	$240,000	$116,400	$75,840	$432,240	$17,280
Year 9	$520	$1,010	$1,640	3.9%	$249,600	$121,200	$78,720	$449,520	$17,280
Year 10	$540	$1,050	$1,710	4.1%	$259,200	$126,000	$82,080	$467,280	$17,760
Year 11	$560	$1,090	$1,780	3.9%	$268,800	$130,800	$85,440	$485,040	$17,760
Year 12	$580	$1,130	$1,850	3.8%	$278,400	$135,600	$88,800	$502,800	$17,760
Year 13	$600	$1,180	$1,920	3.9%	$288,000	$141,600	$92,160	$521,760	$18,960
Year 14	$620	$1,230	$2,000	4.1%	$297,600	$147,600	$96,000	$541,200	$19,440
Year 15	$640	$1,280	$2,080	3.9%	$307,200	$153,600	$99,840	$560,640	$19,440

Assumptions	
Community Units	40
T-Hangar Units	10
Executive Units	4
Community Current Rate	$110
T-Hangar Current Rate	$199
Executive Current Rate	$365
Community Target Rate	$400
T-Hangar Target Rate	$800
Executive Target Rate	$1,300
Post-Market Annual Increase	4.0%
Years to Market	3

Key Outputs	
Current Annual Revenue	$94,200
Revenue at Market-Year	$350,400
Year 15 Annual Revenue	$560,640
Annual Increase at Year 15	$19,440

Blair Executive Airport Hangar Rate Plan - 5-Year Ramp

15-year projection with formula-driven annual rates, revenues, and year-over-year changes.

Year	Community Rate ($/mo)	T-Hangar Rate ($/mo)	Executive Rate ($/mo)	YoY % Increase	Community Annual Revenue ($)	T-Hangar Annual Revenue ($)	Executive Annual Revenue ($)	Total Revenue ($)	Revenue Increase YoY ($)
Current	$110	$199	$365	-	$52,800	$23,880	$17,520	$94,200	-
Year 1	$170	$320	$550	54.3%	$81,600	$38,400	$26,400	$146,400	$52,200
Year 2	$230	$440	$740	35.6%	$110,400	$52,800	$35,520	$198,720	$52,320
Year 3	$280	$560	$930	25.5%	$134,400	$67,200	$44,640	$246,240	$47,520
Year 4	$340	$680	$1,110	20.3%	$163,200	$81,600	$53,280	$298,080	$51,840
Year 5	$400	$800	$1,300	17.4%	$192,000	$96,000	$62,400	$350,400	$52,320
Year 6	$420	$830	$1,350	4.0%	$201,600	$99,600	$64,800	$366,000	$15,600
Year 7	$440	$860	$1,400	3.8%	$211,200	$103,200	$67,200	$381,600	$15,600
Year 8	$460	$890	$1,460	4.1%	$220,800	$106,800	$70,080	$397,680	$16,080
Year 9	$480	$930	$1,520	4.3%	$230,400	$111,600	$72,960	$414,960	$17,280
Year 10	$500	$970	$1,580	4.1%	$240,000	$116,400	$75,840	$432,240	$17,280
Year 11	$520	$1,010	$1,640	3.9%	$249,600	$121,200	$78,720	$449,520	$17,280
Year 12	$540	$1,050	$1,710	4.1%	$259,200	$126,000	$82,080	$467,280	$17,760
Year 13	$560	$1,090	$1,780	3.9%	$268,800	$130,800	$85,440	$485,040	$17,760
Year 14	$580	$1,130	$1,850	3.8%	$278,400	$135,600	$88,800	$502,800	$17,760
Year 15	$600	$1,180	$1,920	3.9%	$288,000	$141,600	$92,160	$521,760	$18,960

Assumptions	
Community Units	40
T-Hangar Units	10
Executive Units	4
Community Current Rate	$110
T-Hangar Current Rate	$199
Executive Current Rate	$365
Community Target Rate	$400
T-Hangar Target Rate	$800
Executive Target Rate	$1,300
Post-Market Annual Increase	4.0%
Years to Market	5

Key Outputs	
Current Annual Revenue	$94,200
Revenue at Market-Year	$350,400
Year 15 Annual Revenue	$521,760
Annual Increase at Year 15	$18,960

Blair Executive Airport Hangar Rate Plan - 7-Year Ramp

15-year projection with formula-driven annual rates, revenues, and year-over-year changes.

Year	Community Rate ($/mo)	T-Hangar Rate ($/mo)	Executive Rate ($/mo)	YoY % Increase	Community Annual Revenue ($)	T-Hangar Annual Revenue ($)	Executive Annual Revenue ($)	Total Revenue ($)	Revenue Increase YoY ($)
Current	$110	$199	$365	-	$52,800	$23,880	$17,520	$94,200	-
Year 1	$150	$280	$500	38.0%	$72,000	$33,600	$24,000	$129,600	$35,400
Year 2	$190	$370	$630	28.0%	$91,200	$44,400	$30,240	$165,840	$36,240
Year 3	$230	$460	$770	22.7%	$110,400	$55,200	$36,960	$202,560	$36,720
Year 4	$280	$540	$900	17.8%	$134,400	$64,800	$43,200	$242,400	$39,840
Year 5	$320	$630	$1,030	15.1%	$153,600	$75,600	$49,440	$278,640	$36,240
Year 6	$360	$710	$1,170	13.1%	$172,800	$85,200	$56,160	$314,160	$35,520
Year 7	$400	$800	$1,300	11.6%	$192,000	$96,000	$62,400	$350,400	$36,240
Year 8	$420	$830	$1,350	4.0%	$201,600	$99,600	$64,800	$366,000	$15,600
Year 9	$440	$860	$1,400	3.8%	$211,200	$103,200	$67,200	$381,600	$15,600
Year 10	$460	$890	$1,460	4.1%	$220,800	$106,800	$70,080	$397,680	$16,080
Year 11	$480	$930	$1,520	4.3%	$230,400	$111,600	$72,960	$414,960	$17,280
Year 12	$500	$970	$1,580	4.1%	$240,000	$116,400	$75,840	$432,240	$17,280
Year 13	$520	$1,010	$1,640	3.9%	$249,600	$121,200	$78,720	$449,520	$17,280
Year 14	$540	$1,050	$1,710	4.1%	$259,200	$126,000	$82,080	$467,280	$17,760
Year 15	$560	$1,090	$1,780	3.9%	$268,800	$130,800	$85,440	$485,040	$17,760

Assumptions	
Community Units	40
T-Hangar Units	10
Executive Units	4
Community Current Rate	$110
T-Hangar Current Rate	$199
Executive Current Rate	$365
Community Target Rate	$400
T-Hangar Target Rate	$800
Executive Target Rate	$1,300
Post-Market Annual Increase	4.0%
Years to Market	7

Key Outputs	
Current Annual Revenue	$94,200
Revenue at Market-Year	$350,400
Year 15 Annual Revenue	$485,040
Annual Increase at Year 15	$17,760

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	116,196.20	195,588.22	145,000.00	145,000.00	Estimated
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**	**116,196.20**	**195,588.22**	**145,000.00**	**145,000.00**	
80-800-4001	PROPERTY TAX	-	-	-	-	61,544.93	-	61,544.93	60,200.00	89,760.00	FY26 - Assessor had not released funds; Est only - Depends on mil levy
	PROPERTY TAX TOTAL	**-**	**-**	**-**	**-**	**61,544.93**	**-**	**61,544.93**	**60,200.00**	**89,760.00**	
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	1,000,000.00	3,950,000.00	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**	**1,000,000.00**	**3,950,000.00**	
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								-	81,600.00	Community, T and Exec Hangar lease revenue assuming 5 year to market plan is adopted,
80-800-4343.00x	T-HANGAR LEASES								-	38,400.00	
80-800-4343.00x	EXECUTIVE HANGAR LEASES								-	26,400.00	
80-800-4343.00x	OPD LEASE								-	39,600.00	
80-800-4343.00x	CORPORATE HANGAR LAND LEASES								-		
80-800-4343.00x	CORPORATE HANGAR LOT FEES								-	205,000.00	$3/sqft- Hangars O,Q,R,S,T
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**	**415,410.00**	
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	-	-	-	-	-	-	-	100,000.00	100,000.00	RVR BAN Bank drawdown
80-800-4610	STATE HANGAR LOAN	-	-	-	-	-	-	-	-	-	
	DEBT SERVICE TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**100,000.00**	**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**	**763,106.80**	**2,796,483.15**	**1,948,400.00**	**4,785,670.00**	

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	4,100,000.00	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**	**4,142,000.00**	
80-800-6304	TRANS TO DEBT	-	-	-	-	-	-	-		-	
	TRANSFER OUT OF FUNDS TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
80-800-7310	LOAN REPAYMENT PRINC	-	-	-	-	-	-	-	-	-	
80-800-7311	INTEREST ON LOANS	-	-	-	-	-	-	-	8,100.00	40,000.00	
80-800-7312	HANGAR LOAN PAYMENT	-	-	-	-	-	-	-	-	-	
80-800-7313	HANGAR LOAN 2013	-	-	-	-	-	-	-	-	-	
80-800-7314	FUEL LOAN	-	-	-	-	-	-	-	-	-	
	DEBT SERVICE TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**8,100.00**	**40,000.00**	
80-800-9009	NECESSARY CASH RESERVES	109,730.88	-	39,202.78	-	90,440.29	-	90,440.29		123,230.00	
	NECESSARY CASH RESERVE TOTAL	**109,730.88**	**-**	**39,202.78**	**-**	**90,440.29**	**-**	**90,440.29**	**-**	**123,230.00**	
	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**	**2,336,919.00**	**4,785,670.00**	
	AIRPORT GENERAL FUND	**-**	**274,846.13**	**-**	**141,354.22**	**-**	**(335,998.57)**	**(5,602.07)**	**498,200.00**	**-**	

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	276,851.03	136,856.99	132,000.00	132,000.00	
81-998-3512	COUNTY TREASURER BAL	2,418.00	-	2,418.00	-	500.00	-	500.00	-	500.00	
	BUDGETED CASH TOTAL	**235,848.71**	**206,106.69**	**150,592.94**	**205,347.76**	**236,696.89**	**276,851.03**	**137,356.99**	**132,000.00**	**132,500.00**	
81-900-4001	PROPERTY TAX	216,000.00	205,305.61	238,170.00	209,630.09	240,000.00	58,116.08	240,000.00	236,000.00	244,800.00	Need to add bond amt after project is comnplete
81-900-4002	INTEREST ON TAXES	500.00	605.63	500.00	501.24	500.00	677.16	500.00	2,000.00	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**	**58,793.24**	**240,500.00**	**238,000.00**	**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	18,700.00	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	30,000.00	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**	**49,900.00**	**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**	**342,898.69**	**390,356.99**	**419,900.00**	**387,300.00**	
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	4,000.00	
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**	**4,000.00**	
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	-	-	
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**	**179,828.00**	
81-900-9009	NECESSARY CASH RESER	167,271.71	-	121,209.69	-	252,074.39	-	147,734.49	-	203,472.00	
	NECESSARY CASH RESERVE TOTAL	**167,271.71**	**-**	**121,209.69**	**-**	**252,074.39**	**-**	**147,734.49**	**-**	**203,472.00**	
	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**	**387,300.00**	
	AIRPORT DEBT FUND	**-**	**205,347.76**	**-**	**241,275.49**	**-**	**163,542.93**	**-**	**233,377.00**	**-**	
							393,047.23				