

Blair Airport Authority Regular Meeting  
February 17, 2026

Agenda Item #1 – The Blair Airport Authority met in regular session in the City Council Chambers on February 17, 2026, at 7:00 PM and called to order by Chairman Johnson.

Chairman Johnson 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 Enterprise or the Pilot -Tribune as shown by the affidavit of publication filed in the City Clerk's office. Notice of the meeting was simultaneously given to all 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 shown hereafter 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, Faye Jones, Marty Rump. Also present were City Administrator Green, Deputy City Administrator Barrow, Assistant Airport Manager Corey, and Non-Lawyer Assistant Ferrari.

Agenda Item #4 – Approval of minutes from the January 20, 2026, Regular Meeting – Motion by Marty Rump, second by Dan Hunt to approve the minutes of the January 20, 2026, meeting as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 5, Nay: 0. Chairman Johnson declared the motion carried.

Agenda Item #5 – Financial Reports – Board member Rump provided a detailed review of State reimbursements and noted that the Airport Authority continues to use a City line of credit as a stop-gap until reimbursements arrive. Approximately \$700,000 has been repaid to the City, with no interest charged. Expenditures were normal. Motion by Wes Baedke, second by Faye Jones to approve the financial reports for January 2026 as presented. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 5, Nay: 0. Chairman Johnson declared the motion carried.

Agenda Item #6 – Motion to approve liquidated damages against CDS Enterprise regarding State Project BTA SA 10 – City Administrator Green presented an extensive evaluation of project delays, referencing documentation from both Olsson the Engineer and contractor CDS Enterprise. Major points included the following: 1) The project did not meet required completion timelines, and 2) Review of weather-related days indicated several legitimately unworkable dates, including July 3, July 18, July 22, portions of late July/early August, and September 25 all in 2025. Green recommended removal of approximately five days in total due to weather-related constraints. Many of CDS's requested day removals under categories such as testing delays, engineering guidance, and observer direction were not supported, as they either fell within normal construction

conditions or lacked documentation. Surveying and staking issues justified a small number of additional days being removed, but not the full amount requested by CDS. Green noted that the initial calculation of 24 penalty days could reasonably be reduced to 15 days (approx. \$30,000). He emphasized fairness for both the contractor and taxpayers and noted the Authority could act or table the item. Heather Olson, representing the engineering firm Olsson stated she received CDS's packet late the evening before but did not dispute any of the days that City Administrator Green recommended waiving. Although several days were wet, work could still have advanced on unaffected areas of the site. Testing crews were dispatched even when CDS provided only short-notice scheduling. She acknowledged site management difficulties and reiterated the importance of meeting specifications and timelines. She agreed with the approximate \$30,000 in damages and noted she would not advise pursuing any additional penalties beyond that. Board member Hunt questioned why progress was slowed by stockpiles, noting many other areas remained workable. Board members discussed the following issues: 1) Reported that multiple pipes arrived damaged, and observers were required to flag them. Observers were temporarily pulled due to safety concerns, highlighting on-site management issues. 2) Reviewed reporting processes; weekly summaries and daily discussions were provided. Noted that observer presence was part-time but required during critical work. Emphasized disputes should be brought forward immediately, not after project completion. Stressed that failure to enforce liquidated damages risks future federal grant eligibility. 3) Asked about the surveying services and Olsson's decision to absorb part of the related invoice. Emphasized that CDS could have gained time by extending work hours or working weekends. Noted rain days were already credited appropriately. Heather Olson reiterated that stockpile placement did not meaningfully obstruct construction and that good-faith efforts were made to accommodate testing and observation schedules. She also confirmed that rain days were not charged. Mark and Ashley Sass, CDS Enterprise presented objections to the assessed liquidated damages: 1) Asserted that stockpiles were directly in their construction path, forcing a change to the work sequence, 2) Claimed insufficient communication regarding whether or when stockpiles could be moved, 3) Reported surveying disputes significantly slowed progress, citing a one-day task that took a full week, 4) Stated Olsson's observer often impeded workflow and slowed installation, 5) Indicated they disputed working days on each documented estimate, yet had not received responses, 6) Reported attending the prior meeting to contest the calculations but felt the process lacked timely communication, 7) Highlighted severe rainfall in July 2025 as a major factor in delays and 8) Indicated intent to invoice Olsson for extra surveying costs. CDS requested the Authority to remove as many days as possible from the assessed total. Board member Hunt noted the need to resolve the matter publicly and not continue to defer action. Rump reiterated the importance of enforcement given grant requirements. Motion by Faye Jones, second by Dan Hunt to approve liquidated damages against CDS Enterprise regarding State Project BTA SA 10 for (12) days in the amount of \$24000. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 5, Nay: 0. Chairman Johnson declared the motion carried.

Agenda Item #7 – Presentation by Dr. Longley & Dr. Sherrerd to construct two general aviation hangars (or one multi-bay hanger) immediately north of the existing general aviation community hangars – Dr. Paul Sherrerd, 1213 S. 113th Crt - Omaha 68144 presented their interest in constructing either Two individual general aviation hangars, or One multi-bay hangar structure (112' × 50') with a dividing wall. They stated the need for additional hangar space at Blair and their

intention to relocate aircraft to the airport. Board member Hunt inquired regarding taxi lanes and apron needs. City Administrator Green explained that the private developer is responsible for paving a 6" concrete apron to the taxi lane. The Authority would supply the taxi lane, but due to the gas-line in the area which may require additional setbacks and concrete, discussions would need to be held to determine any cost sharing. Rump discussed building standards (materials, colors, spacing, apron configuration), noting the standards exist but are not fully finalized and would apply to this project. Steve Rasmussen, 15801 S. 87<sup>th</sup> St., Papillion, NE 68046 spoke on behalf of the Soaring Club that is located at the airport expressing concerns that the proposed hangars would reduce the glider club's turf runway takeoff distance by approximately 200 feet. He noted this would significantly compromise safety, especially for southeast takeoff operations. If these hangars were constructed, they would interfere with their current staging area. Green acknowledged the turf strip is flexible and secondary and the future expansion of general aviation hangars may increasingly conflict with glider operations. The Airport Layout Plan designates this area primarily for new hangars, and future improvements which include the runway expansion and may limit glider operations further. The Board expressed conceptual support for the single building multi-bay concept, contingent upon 1) Finalization of hangar development standards, 2) Establishment of a lease fee schedule, 3) Coordination with the ALP and 4) Consideration of glider operations impacts. Dr. Longley & Dr. Sherrerd expressed readiness to begin construction once lease approval is finalized.

Agenda Item #8 – Discussion and possible action to establish a site reservation process and reservation fee for future hangar development in accordance with the existing Airport Layout Plan (ALP) – Motion by Dan Hunt, second by Wes Baedke to establish a site reservation process and reservation fee for future hangar development in accordance with the existing Airport Layout Plan (ALP) postponed until March meeting. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 5, Nay: 0. Chairman Johnson declared the motion carried.

#### Agenda Item #9 – Reports

1. SkyWerx – Had no report.
2. Snow/Ice Removal – No recent weather requiring removal; nothing to report.
3. Assistant Airport Manager Corey stated there have been no real weather events. They continue to work toward the application of a liquid for a snow event but will not know how that works until a real snow event happens.
4. Maintenance – Assistant Airport Manager Corey reported Kurtz's rental agreement expires March 1 and tenants intend to vacate on schedule. Demolition quotes were reviewed. The Blair Fire Department expressed interest in performing a controlled burn of both houses to potentially reduce costs. The State Fire Marshal inspected the airport and all items passed and issued the airport's operating agreement. Temporary phone installation has been completed at the fuel farm. A permanent phone will be installed during the coming upgrade cycle. Some tree removal is planned when weather permits and there is increased interest noted in south corporate hangar expansion, with a prospective 12,000 sq. ft. hangar being discussed.
5. Update on Current Construction Projects – Heather Olson, Olsson Associates, FAA comments on current projects were minimal and were easily addressed. Work continues on

corporate hangar taxi lane improvements, but they are not yet ready for the bid phase. Senator Deb Fischer earmarked \$5 million for runway extension project. Discussion was held regarding the bid packages for the extension project. Fuel Flowage Fee:

1. 100 LL: \$224.68

2. Jet A: \$2,510.82

6. City Administrator Green had no report.

Agenda Item #10 – Adjournment – Motion by Wes Baedke, second by Faye Jones to adjourn the meeting 9:27 pm. Board members voted as follows: Wes Baedke: Yea, Dan Hunt: Yea, Dave Johnson: Yea, Faye Jones: Yea, Marty Rump: Yea. All Board members voted: Yea: 5, Nay: 0. Chairman Johnson declared the motion carried.

Wes Baedke, Secretary

Brenda Wheeler, Recording Secretary