



# AIRPORT ADVISORY BOARD MEETING

April 15, 2025  
6:00pm  
Albert Lea Airport

In attendance were:

<i>Board Members</i>	<i>Present</i>	<i>Absent</i>
Michael Bowman	x	
Craig Ludtke		x
Jerry Morstad	x	
Gerald Molkenthin		x
Chuck Sandager		x
Darren Schone	x	
Mark Light		x

## *Ex-Officios*

Steven Jahnke, City Engineer/Director of Public Works  
Jim Hanson, Airport Manager  
Chris Gardner, Bolton & Menk  
Jill Steinhauer, Public Works Office Specialist  
John Ryther, City Civil/Environmental Engineering & Hangar Tenant

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Four board members are needed to make a quorum. Since there were only three board members present for the meeting, it was held for informational purposes only. The February Minutes were not approved, the February Minutes will be approved at the July meeting.

## 1) Master Plan Study

The plan was submitted to the FAA for review in the fall of 2022. The City is still waiting for final approval. Steven Jahnke and Bolton & Menk will continue to work to get this completed/finalized.

## 2) Project Updates

### **AWOS State Project**

Final plans and specs have been approved by MNDOT. The City approved bidding of the project at the February 24<sup>th</sup> council meeting. This work will include site prep and working with MNDOT to install the equipment. Bids were opened March 19<sup>th</sup>, the City Council approved the low bid of \$117,252 to Neo Electric. The project is funded 100% by MNDOT and is estimated at \$97,575. Construction is scheduled to start July/August of this year.

### **Clear Zone Acquisition Plan (CZAP)**

The plan provides guidelines for property acquired to be considered eligible for funding if needed for an eligible airport project. Having this plan in place provides future expansion and also increases funding eligibility. AEL's CZAP was submitted to MnDOT in April and MnDOT has already acknowledged/implemented the additional scoring (15 points) for grant requests.

### **Equipment Grant(s)**

The City was awarded the State grant for the mower attachment. The cost for the mower attachment is \$46,915.47 with the State funding \$32,840.83 (70%). The City and Bolton & Menk will be working with Kibble Equipment to complete the purchase.

The FAA requires Snow Removal Equipment (SRE) be let for bids and equipment must be American made. Bids are due back June 4, 2025 with council approval scheduled for June 9, 2025. The tractor cost is estimated at \$450,000 with \$380,000 (95%) funded by the FAA, \$10,000 (2.5%) funded by the State and \$10,000 (2.5%) funded City.

### **CIP Update (see attachment)**

The main focus of the CIP and upcoming Airport Advisory Board meetings will be the proposed new hangar. With the funds accounted for to-date, the City would be able to fund the construction of a new two-bay (65' x 65') hangar where the current old hangar is located. This location creates an issue of what to do with the old hangar but utilizes the existing apron, therefore no costs for additional pavement is accrued and keeps the cost down. This option is estimated at \$1.1 million.

Another option is constructing the same two-bay (65' x 65') hangar at the north end of the airport, however this location requires adding significant pavement which increases the price to \$1.8 million but also provides a better layout for future development if needed. The City does not have enough funds for this option but would be able to borrow entitlement funds from other airports, and repay those funds with future entitlement funds. The Airport/City just lent their entitlement funds to Houston County and will be getting those funds back in 2026 and 2027. Proposed construction of a new hangar is not scheduled until 2027.

Chris Gardner currently rents from the Waseca Municipal Airport and shared the rates:

- \$130/mo T-hangar (poor condition with dirt floors)
  - \$350/mo Shared 45' x 50' hangar (new construction and includes electricity and heat)
- The shared unit equates to \$175/month (hangar split between two tenants)

Discussions regarding the interest and need of this proposed hangar, along with expense to revenue, will be heavily discussed in the coming months.

The 100LL Fuel Tank continues to be listed on the CIP. This item remains on the CIP to allow for funding if the need for a new tank arises but no plans for replacement are currently being pursued.

The City continues to pursue state funding for t-hangar improvements. With the CZAP in place the scoring for this grant (\$100,000, 70/30 state/local) is anticipated to receive higher scoring this round. If funds are received, repairs will include patching floors, walls, and hangar door repairs & upgrades. Work will not be scheduled until the funds have been awarded, if awarded.

A pavement reclamation, along with the Ulland Pit Purchase, will be put back on the CIP. A minor reclamation is usually done every 5 to 10 years and a major reclamation is performed around year 15. A minor reclamation was performed in 2022 after the new pavement was placed in 2012.

### 3) New Business

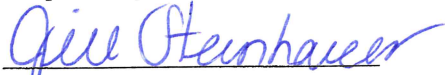
The Glider Contest will be held the week of May 12<sup>th</sup>.

Although there are major decisions to be made regarding the proposed construction, there is no need for many meetings, therefore the board will likely meet quarterly until the need of more regular meetings is needed again.

The next meeting will be held **Tuesday, July 15, 2025 at 6:00pm** at the airport.

The meeting was adjourned.

Respectfully submitted,



Jill Steinhauer

Public Works Office Specialist

Approved:



Craig Ludtke

Airport Advisory Board Secretary



**ALBERT LEA MUNICIPAL AIRPORT (AEL)**  
**AIRPORT BOARD MEETING**  
April 15, 2025  
6:00 P.M.



**1. Automated Weather Observation System (AWOS) Replacement**

- a. Bids opened on March 19, 2025.
- b. Neo Electric low bidder: \$117,252
- c. Project is 100% funded by MnDOT.
- d. Estimated Construction Start: July/August 2025

**2. Clear Zone Acquisition Plan (CZAP)**

- a. MnDOT clear zone policy desires all airport sponsors own the land under each runway end clear zone in fee.
- b. For those airports which do not, state funding is limited per the scoring prioritization model.
- c. Airports can submit an exemption request to the policy from the state.
- d. CZAP submitted to MnDOT on April 9, 2025.

**3. State FY 2025 Equipment Grant**

- a. City applied for state funding for a mower attachment to the proposed loader acquisition.
- b. MnDOT awarded funding for the mower attachment.
- c. Mower cost \$46,915.47 with state share \$32,840.83 and local share \$14,074.64.

**4. 2025 Snow Removal Equipment Project**

- a. Acquire a tractor with loader attachment.
- b. FAA requires SRE projects be let for bids and meet Buy America requirements.
- c. Estimated project cost: \$450,000
  - i. FAA Share 95% \$380,000
  - ii. State Share 2.5% \$ 10,000
  - iii. Local Share 2.5% \$ 10,000
- d. Project Schedule:
  - i. City Council Bid Authorization: March 10, 2025
  - ii. Contractor Quotes Deadline: April 9, 2025
  - iii. City Council Low Bid Authorization: April 14, 2025

**5. Capital Improvement Plan**

- a. Attached is the draft CIP.
- b. State FY 2026 applications due later this month.



Albert Lea Municipal Airport  
Airport Board Meeting  
April 15, 2025

**Contact:** Chris Gardner  
email: [christopher.gardner@bolton-menk.com](mailto:christopher.gardner@bolton-menk.com)  
phone: (507) 327-2243

**ABSTRACT**  
AWOS Replacement Albert Lea Municipal Airport  
City of Albert Lea, MN  
BMI Project No. 0T5.132405  
Bid Date: 03/19/2025 11:30 AM CDT

						Engineer Estimate		1 Neo Electrical Solutions		2 Helmin Construction, Inc.		3 Vinco, Inc	
Section Title	Line Item	Item Code	Item Description	UofM	Quantity	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension	Unit Price	Extension
	1	2022	MOBILIZATION	LUMP SUM	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$23,900.00	\$23,900.00	\$12,000.00	\$12,000.00
	2	2106	COMMON EXCAVATION	CU YD	84	\$25.00	\$2,100.00	\$75.00	\$6,300.00	\$30.00	\$2,520.00	\$20.00	\$1,680.00
	3	2109	GEOTEXTILE FABRIC	SQ YD	75	\$11.00	\$825.00	\$78.00	\$5,850.00	\$20.00	\$1,500.00	\$40.00	\$3,000.00
	4	2212	AGGREGATE BASE, CL 5	CU YD	70	\$75.00	\$5,250.00	\$55.00	\$3,850.00	\$40.00	\$2,800.00	\$60.00	\$4,200.00
	5	2576	2"-3" LANDSCAPING ROCK	CU YD	16	\$150.00	\$2,400.00	\$140.00	\$2,240.00	\$100.00	\$1,600.00	\$100.00	\$1,600.00
	6	2434	REMOVE EXISTING AWOS EQUIPMENT AND FOUNDATIONS	LUMP SUM	1	\$7,000.00	\$7,000.00	\$6,500.00	\$6,500.00	\$10,000.00	\$10,000.00	\$25,000.00	\$25,000.00
	7	2302	TOWER FOUNDATION	LUMP SUM	1	\$9,000.00	\$9,000.00	\$12,600.00	\$12,600.00	\$12,800.00	\$12,800.00	\$37,690.00	\$37,690.00
	8	2302	SENSOR FOUNDATIONS	LUMP SUM	1	\$11,000.00	\$11,000.00	\$42,500.00	\$42,500.00	\$13,800.00	\$13,800.00	\$4,200.00	\$4,200.00
	9	2302	SENSOR PADS	LUMP SUM	1	\$25,000.00	\$25,000.00	\$6,500.00	\$6,500.00	\$17,000.00	\$17,000.00	\$17,700.00	\$17,700.00
	10	3812	CONNECT TO EXISTING ELECTRICAL SERVICE	LUMP SUM	1	\$7,500.00	\$7,500.00	\$7,162.00	\$7,162.00	\$13,250.00	\$13,250.00	\$36,000.00	\$36,000.00
	11	2574	SILT FENCE, TYPE MS	LIN FT	250	\$10.00	\$2,500.00	\$5.00	\$1,250.00	\$7.00	\$1,750.00	\$2.00	\$500.00
	12	2576	SITE RESTORATION	LUMP SUM	1	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	\$9,000.00	\$9,000.00	\$6,500.00	\$6,500.00
	13	1603	MATERIALS TESTING	LUMP SUM	1	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
Base Bid Total:							\$97,575.00		\$117,252.00		\$119,920.00		\$160,070.00



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## MEMORANDUM

**Date:** April 9, 2025  
**To:** Brian McMahon  
MnDOT Office of Aeronautics  
**From:** Justin Vossen  
**Subject:** Albert Lea Municipal Airport (AEL) Clear Zone Acquisition Plan (CZAP)

For the protection of people and property near airports, as well as pilots and passengers in the air, the Minnesota Department of Transportation (MnDOT) has established the runway clear zone. These are trapezoidal shaped areas, bounded by the FAR Part 77 Approach Surface, and extending out from the FAR Part 77 Primary Surface. As such, they begin 200 feet beyond the end of each paved runway, and at the threshold for each turf runway. The clear zone should be free of any and all obstructions, buildings, or structures.

MnDOT policy requires airport sponsors to control the land within the clear zone in fee or easement. For those airport sponsors which do not, state funding may be limited. Understanding that fee acquisition may not be possible for every parcel of land within a clear zone, MnDOT's 2022 *MnSASP Clear Zone Guidance Statement* provides a process for exemptions through the development of a Clear Zone Acquisition Plan (CZAP). Potential reasons for this include undue cost burden in fee simple acquisition, terrain considerations, land lines, land severability, and uneconomic remnant acquisition.

On the MnDOT Aeronautics Statewide Aviation System Plan (MnSASP) website, AEL was identified as having partial ownership of the Runway 17/35 and 5/23 clear zones. Runway 17/35 at the Albert Lea Municipal Airport is paved and measures 5,000 feet long by 100 feet wide. Runway 5/23 measures 2,898 feet long by 75 feet wide. All roads surrounding the airport have existed in their current alignments since prior to the construction of the airport. MnDOT airport safety zoning, adopted in April 2013, prohibits the construction of buildings, structures, above-ground structural hazards, and an assembly of people within the clear zones.

The layout attached to this memo shows a map of each runway clear zone, airport fee ownership, areas of clear zone easement control, and those areas within each clear zone not controlled through fee or easement.

### Clear Zone Ownership and Process

#### **Runway 17**

The Runway 17 clear zone is partially controlled by the airport sponsor in fee. Parcels 1 and 2 lie within airport fee property. A portion of the Right-of-Way (ROW) for East Plaza Street traverses parcel 1 and the clear zone. This ROW has already been relocated north of its original alignment just off the end of Runway 17 to accommodate a previous extension of the runway. This road only serves a few businesses west of the airport. A section of the ROW for Interstate 90 (8.31 acres) intersects with a portion of the Runway 17 clear zone. This ROW is owned by MnDOT and would require an exceedingly expensive



relocation project to move outside of the Runway 17 clear zone. As this area is highway ROW, structures cannot be constructed to disrupt the clear zone. Due to the large cost of realigning the existing interstate highway and its continued control by MnDOT, this ROW will not be pursued for acquisition.

Please see the included property table and map highlighting those parcels outside of airport fee property for the following proposed CZAP actions.

- **Parcels 3 and 4** – These parcels (15.70 acres and 2.54 acres, respectively) contain no existing structures. Existing land use is agricultural, having been so since prior to the construction of the airport, and is expected to remain so for the foreseeable future. In addition, the terrain slopes and undulates off the end of Runway 17, and these parcels lie about 20 feet below the runway end, making any use of the land other than agricultural, unlikely.

The parcels are not easily severable from the surrounding land, and uneconomic remnants would remain. If these parcels were to be purchased, it would likely require purchasing additional land outside of the clear zone. This would significantly increase the expense required (note: the estimated land acquisition costs in the attached property table account for only land within the clear zones). Importantly, MnDOT safety zoning exists over this clear zone, prohibiting the construction of buildings or structures.

Due to the large cost required to obtain these parcels, the protection of MnDOT safety zoning over the entirety of the clear zone, and terrain sloping that favors continuing agricultural production, these parcels will not be pursued for acquisition.

- **Parcel 5** – This parcel (0.001 acres) contains no existing structures. As the parcel is extremely small it is highly unlikely that any structures could be constructed here. In addition, that parcel, and surrounding land, serves as drainage along that portion of the interstate. It is also protected by MnDOT safety zoning. Due to the extremely small size of the parcel, its position on the extreme edge of the clear zone, and the protection of MnDOT safety zoning over the entirety of the clear zone, it will not be pursued for acquisition.

### **Runway 23**

The Runway 23 clear zone is almost entirely controlled by the airport sponsor in fee, with the exception of a small section of ROW for E Plaza St. This ROW is owned by the City of Albert Lea and was recently relocated further south for better alignment with the ROW for I90. Relocating the ROW again to the north, outside the clear zone, would require an expensive relocation project and reintroduce conflict between E Plaza St and the I90 intersection. As this area is road ROW, structures cannot be constructed to disrupt the clear zone. Due to the large cost of realigning the existing road and its continued control by the city, this area will not be pursued for acquisition.

### **Runway 35**

The Runway 35 clear zone is partially controlled by the airport sponsor in fee. Parcel 7 lies within airport fee property. Parcels 8 and 12 are owned by the airport sponsor, the City of Albert Lea. In the best





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interest of the airport, it is anticipated that the airport sponsor will continue to maintain these parcels free of obstacles.

Parcels 9 and 10 are a part of the Green Lea Golf Course. A golf course does not create any significant obstructions to airspace, nor does it attract significantly large gatherings of people. In addition, the land slopes down 30 feet from the end of the runway, favoring the continuation for its current use. Importantly, MnDOT safety zoning exists over this clear zone, prohibiting the construction of buildings or structures. Due to the exceedingly large cost required to obtain these parcels, the protection of MnDOT safety zoning over the entirety of the clear zone, and terrain sloping that favors continuing the current land use, these parcels will not be pursued for acquisition.

A row of six residential lots (parcels 13-18) lies on the eastern edge of the clear zone. These were constructed prior to introduction of MnDOT safety zoning. As such, they are designated as Established Residential Neighborhoods in the State Zoning Ordinance and allowed to remain, but improvements cannot be made without approval from the airport sponsor. As they are residential properties, they would be very costly to obtain, both in financial terms, legal action, and community enmity. Given the small size of these parcels, protection of MnDOT safety zoning, major expense in purchasing them, and location on the edge of the clear zone, these parcels will not be pursued for acquisition.

Parcel 11 (0.01 acres) is a small parcel on the extreme end of the clear zone. It is not accessed by any road or path and is free of any structures. Terrain changes along the neighboring parcel to the east would make any sort of development within parcel 11 unlikely. In addition, the parcel is covered by MnDOT zoning. As such, the cost required to purchase them would not be worth the benefit gained and will not be pursued for acquisition.

### **Runway 5**

The Runway 5 clear zone is entirely controlled by the airport sponsor in fee. The remaining 2.86 acres that are not part of airport property are split between parcels 19 and 20. These parcels are both owned by the City of Albert Lea and are a part of Bancroft Bay Park. The parcels are in a low-lying floodplain and would not be suitable for construction. In addition, the land slopes off the end of the runway, dropping roughly 30 feet. In the best interest of the airport, it is anticipated that the airport sponsor will continue to maintain these parcels free of obstacles. For these reasons, parcels 19 and 20 will not be pursued for acquisition.

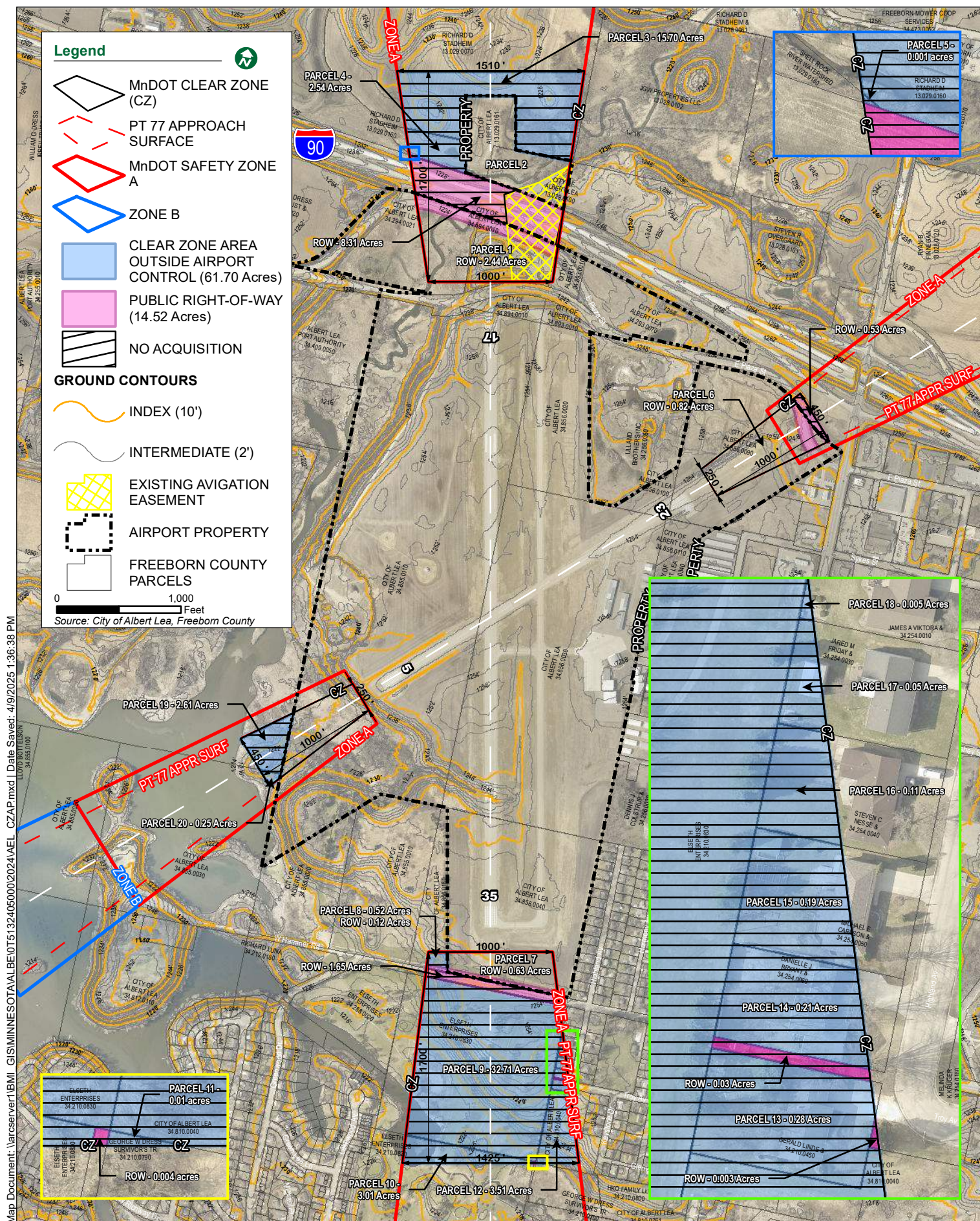
### **Albert Lea Municipal Airport (AEL) Request**

This CZAP has identified all existing parcels within the clear zones at AEL, including those owned in fee, and the accompanying decision rationale using the MnSASP Clear Zone Guidance for those not planned for acquisition. The airport sponsor formally requests an exemption to the MnDOT Aeronautics' Clear Zone Guidance Statement of fee simple ownership of each runway clear zone.

### **Attachments**

- AEL CZAP Map
- AEL CZAP Property Table







# MNDOT AERONAUTICS STATE FUNDING PRIORITIZATION MODEL GUIDE

Per MnDOT's Project Selection Policy, MnDOT Aeronautics is updating state funding prioritization to be as objective, transparent, and data-driven as possible. This policy is intended to consider Minnesota GO recommendations and increase public understanding of MnDOT's project selection processes.

## SEVEN CRITERIA ON A 100-POINT SCALE

60 Points - System Plan Alignment

40 Points - MnDOT Priorities

### System Plan Alignment

MnSASP Objective	Criteria	Categories	Score
Open Decision-Making	<b>Master Plan/ALP*</b> : Evaluates if the airport has an updated Master Plan/ALP following the MnSASP targets (by state classification) AND the project is included in the updated plan.	Updated ALP/Master Plan on-file and project request is included in plan	10
		Airport has programmed ALP/Master Plan update or in process of updating ALP/Master Plan	5
		Inadequate ALP/Master Plan with no updates programmed	-5
Transportation Safety	<b>Airspace Obstructions*</b> : Evaluates if the airport's Part 77 surfaces are clear of obstructions per MnDOT's airport licensing requirements OR the airport has an obstruction clearing project request.	Submitted project will clear obstructions in Part 77 surfaces	10
		Airport has no obstructions in Part 77 surfaces	5
		Airport has at least one submitted obstruction clearing project to alleviate Part 77 deficiencies	5
		Obstructions identified in Part 77 surfaces with no programmed fixes	-10
	<b>Clear Zones*</b> : Evaluates if MnDOT-defined clear zone are owned in 100 percent fee-simple or a MnDOT approved Clear Zone Acquisition Plan (CZAP) is on-file. This is per MnDOT's update to the Clear Zone Policy recommended by the 2022 MnSASP.	Submitted project will acquire land designated as MnDOT clear zones per Clear Zone Policy	10
		Airport has 100% clear zone ownership or approved CZAP on-file	5
		Airport has at least one submitted land acquisition project for MnDOT clear zones OR the airport is actively coordinating with MnDOT to file a CZAP	5
System Stewardship	<b>Work Type</b> : Evaluates if the project is remediating a pavement condition deficiency per MnSASP-defined system metric*, preserving other existing airport assets, or constructing new/expanded infrastructure. Ultimately, MnDOT Aeronautics is prioritizing the preservation of existing assets rather than expansion.	Partial/no clear zone ownership without a CZAP on file and no programmed land acquisition or CZAP	-10
		Airport has an identified pavement condition deficiency (per MnSASP-defined system metric), and the project request will remediate the issue	20
		Airport has adequate pavement per MnSASP metric, and the project request is addressing other pavement issues	15
		Airport has adequate pavement, but the project request is maintaining other airport assets (ex: lighting)	10
		Project request is constructing new facilities or expanding existing infrastructure	0
Healthy Communities	<b>Zoning*</b> : Evaluates if the airport has proper zoning established and on-file with MnDOT Aeronautics or is in the process of establishing/updating zoning. This is evaluated as a MnSASP performance metric in the MnSASP Hub.	Airport has an identified pavement condition deficiency (per MnSASP-defined system metric) with no programmed fix	-10
		Airport has adequate zoning established and on-file per MnDOT requirements.	10
		Airport is establishing or updating zoning to comply with MnDOT requirements	5
		Airport does not have adequate zoning and hasn't programmed a project to mitigate	-10


The prioritization model is only considering state-only funding requests for MnDOT-defined capital expenditures.

### MnDOT Priorities

Criteria	Categories	Score
<b>Airport Component</b> : This is indicating where the project is being directed to at the airport, ranging from primary runway to unknown.	Primary Runway	20
	Taxiway Serving Primary Runway	18
	Secondary Runway	16
	Apron	14
	Taxiway Serving Secondary Runway	14
	Other Airfield Location	12
	Taxilane	10
	Terminal Building or Fuel Facilities	8
	Hangar	6
	Other Buildings	6
<b>Licensing Compliance</b> : This is evaluating whether the airport requesting state funds complies with all state licensing standards dictated in Rules (Minnesota Rules 8800.1600 Public Airport Licensing) OR has a project request to remediate a licensing deficiency.	Landside	4
	Unknown	0
	Project alleviates a state licensing deficiency	20
	Airport compliant with all state licensing standards	10
	State licensing deficiency identified, and another project alleviates deficiency	10
	N/A (Part 139 Airports)	10
	Airport has state licensing deficiency and no programmed fix	-10

\*The indicated criteria are evaluated as MnSASP performance metrics. System and airport performance is measured and presented in two interactive dashboards included in the MnSASP Hub: <https://mnsasp-mndot.hub.arcgis.com/>



ALBERT LEA MUNICIPAL AIRPORT (AEL)			FFY 2024 - 2030 CIP						4/8/2025			DRAFT	
State FY	Fed FY	Description	Funding % Rates			Project Cost	Federal Entitlement Funding	Federal BIL Funding	Additional Federal Funding	State Funding	Local Funding	Federal Entitlement Balance	Federal BIL Balance
			FAA %	State %	Local %								
FFY 2025										FFY 2025 ENTITLEMENT & BIL BALANCE			
										\$	300,000.00	\$	544,982.00
2026	2025	NPE REPAYMENT FROM AUSTIN (FFY 25)	100%	0%	0%	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ 450,000.00	\$ 544,982.00
2026	2025	NPE LOAN TO HOUSTON COUNTY (FFY 25)	100%	0%	0%	\$ 283,000.00	\$ 283,000.00	\$ -	\$ -	\$ -	\$ -	\$ 167,000.00	\$ 544,982.00
2026	2025	100LL FUEL TANK AND PAD REPLACEMENT (8,000 GAL)	0%	70%	30%	\$ 150,000.00	\$ -	\$ -	\$ -	\$ 105,000.00	\$ 45,000.00	\$ 167,000.00	\$ 544,982.00
2026	2025	SRE ACQUISITION (TRACTOR W/LOADER) T (FFY 25 BIL)	95%	2.5%	2.5%	\$ 450,000.00	\$ -	\$ 427,500.00	\$ -	\$ 11,250.00	\$ 11,250.00	\$ 167,000.00	\$ 117,482.00
2026	2025	CITY OWNED T-HANGARS REPAIR (DOORS, ROOF, LIGHTING)	0%	70%	30%	\$ 100,000.00	\$ -	\$ -	\$ -	\$ 70,000.00	\$ 30,000.00	\$ 167,000.00	\$ 117,482.00
2026	2025	SRE BUILDING DOOR REPLACEMENT	0%	70%	30%	\$ 400,000.00	\$ -	\$ -	\$ -	\$ 280,000.00	\$ 120,000.00	\$ 167,000.00	\$ 117,482.00
FFY 2025 TOTALS						\$ 1,100,000.00	\$ -	\$ 427,500.00	\$ -	\$ 466,250.00	\$ 206,250.00		
FFY 2026										FFY 2026 ENTITLEMENT & BIL BALANCE			
										\$	317,000.00	\$	254,482.00
2027	2026	NPE REPAYMENT FROM HOUSTON COUNTY (FFY 26)	100%	0%	0%	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ 467,000.00	\$ 254,482.00
FFY 2026 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FFY 2027										FFY 2027 ENTITLEMENT BALANCE			
										\$	617,000.00	\$	254,482.00
2028	2027	NPE REPAYMENT FROM HOUSTON COUNTY (FFY 27)	100%	0%	0%	\$ 133,000.00	\$ 133,000.00	\$ -	\$ -	\$ -	\$ -	\$ 750,000.00	\$ 254,482.00
2028	2027	THREE-BAY HANGAR (195'X65') CONSTRUCTION (FFY 27 AIP/BIL)	90%	5%	5%	\$ 2,400,000.00	\$ 617,000.00	\$ 254,482.00	\$ 1,288,518.00	\$ 120,000.00	\$ 120,000.00	\$ -	\$ -
2028	2027	THREE-BAY HANGAR RADIANT HEATING SYSTEM	0%	70%	30%	\$ 100,000.00	\$ -	\$ -	\$ -	\$ 70,000.00	\$ 30,000.00	\$ -	\$ -
FFY 2027 TOTALS						\$ 2,500,000.00	\$ 617,000.00	\$ 254,482.00	\$ 1,288,518.00	\$ 190,000.00	\$ 150,000.00		
FFY 2028										FFY 2028 ENTITLEMENT BALANCE			
										\$	150,000.00	\$	-
2029	2028	LAND ACQ. RWY 17/35 RPZ & CLEAR ZONE (PARCEL 19-15.69 AC/ PARCEL 22-10.10 AC) ENVIRONMENTAL ASSESSMENT (FFY 28)	90%	5%	5%	\$ 75,000.00	\$ 67,500.00	\$ -	\$ -	\$ 3,750.00	\$ 3,750.00	\$ 82,500.00	\$ -
FFY 2028 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
FFY 2029										FFY 2029 ENTITLEMENT BALANCE			
										\$	232,500.00	\$	-
2030	2029	LAND ACQ. RWY 17 RPZ & CLEAR ZONE (PARCEL 19-15.69 AC/ PARCEL 22-10.10 AC) (FFY 29)	90%	5%	5%	\$ 500,000.00	\$ 232,500.00	\$ -	\$ 217,500.00	\$ 25,000.00	\$ 25,000.00	\$ -	\$ -
2030	2029	RWY 1735 RPZ & CLEAR ZONE OBSTRUCTION REMOVALS (FFY 29)	90%	5%	5%	\$ 50,000.00	\$ -	\$ -	\$ 45,000.00	\$ 2,500.00	\$ 2,500.00	\$ -	\$ -
FFY 2029 TOTALS						\$ -	\$ -	\$ -	\$ 262,500.00	\$ 27,500.00	\$ 27,500.00		
FFY 2030										FFY 2030 ENTITLEMENT BALANCE			
										\$	150,000.00	\$	-
2031	2030	NO PROJECT PLANNED	90%	5%	5%		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000.00	\$ -
FFY 2030 TOTALS						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		