

MINUTES

Regular Board Meeting
October 15, 2025 - 8:00 a.m.

Hall County Airport Authority
3579 Sky Park Road
Grand Island, NE 68801

AIRPORT AUTHORITY BOARD MEMBER(S) PRESENT

Chair Ryan O'Neill, Vice-Chair Lynne Werner, Secretary/Treasurer Tim Victor, Doug Brown, Brian Quandt

AIRPORT AUTHORITY BOARD MEMBER(S) ABSENT

None

AIRPORT AUTHORITY STAFF PRESENT

Executive Director Mike Olson, Accounting Manager Debbie Hand, Operations Manager Wes Harris, Office Manager Maggie McDermott, Office Assistant Nichole Czaplewski

LEGAL COUNSEL

Attorney Ron DePue

CALL TO ORDER

Pursuant to due call and notice thereof, the Regular Meeting of the Hall County Airport Authority Board was held at the Airport Authority Board Room located at 3579 Sky Park Road, Grand Island, Nebraska 68801 on October 15, 2025. Notice of Meeting was given in the *Grand Island Independent* on October 8, 2025. Board Chair O'Neill called the meeting to order at 8:06 a.m. and announced the location of the Nebraska Open Meetings Act for public viewing.

REVIEW OF AGENDA

PUBLIC COMMENT

Maureen Nickels: I reside at 4607 Lakeside Drive in Grand Island, and I'll be speaking on item 7C.

PLEDGE OF ALLEGIANCE

Recited in unison

REVIEW AND APPROVAL OF CONSENT AGENDA

- a. Minutes from the Public Budget Hearing held September 17, 2025
- b. Minutes from the Regular Meeting held September 17, 2025
- c. Resolution No. 25-56 Claims 4247a through 4257

Motion by Brown, second by Werner, to approve the Public Budget Hearing minutes, Regular Board Meeting minutes and the Consent Agenda. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

DISCUSSION AND ACTION AGENDA

FINANCIAL REPORT

Presented by Accounting Manager Hand

Budget Narrative Ending September 2025 3rd Month of 4th Qtr: 100.00%	Current Amount September	YTD Amount Oct 24 - Sep 25	Yearly Budget Amount	YTD %	Remaining Budget Amount
Operating Income	\$183,388.58	\$2,315,375.60	\$2,286,004.00	101.28%	(\$29,371.60)
Operating Expenses	\$257,520.63	\$3,344,000.62	\$3,122,935.00	107.08%	(\$221,065.62)
Total Operating Income/(Loss)	(\$74,132.05)	(\$1,028,625.02)	(\$836,931.00)	122.90%	(\$191,694.02)
Tax Levy - Bond	\$393,033.32	\$1,529,762.45	\$1,519,000.00	100.71%	(\$10,762.45)
Tax Levy - General	\$123,964.53	\$350,584.84	\$344,515.00	101.76%	(\$6,069.84)
Tax Levy - General Fund Designated for Air Service Development	\$42,787.28	\$300,000.00	\$300,000.00	100.00%	\$0.00
Net Income/(Loss)	\$117,770.55	(\$1,091,905.00)	(\$958,924.00)	113.87%	(\$132,981.00)

ACTIVITY REPORTS/GENERAL DISCUSSION

Air Traffic Activity Report

Presented by Executive Director Olson & Air Traffic Manager TJ Hill

GRI	Itinerant Operations					Local Operations			Overall Total TRF
	Air Carrier	Air Taxi	Civil Aviation	Military	TOTAL OPS	Civil	Military	TOTAL LCL	
Sep 2025	97	166	491	49	803	294	38	332	1,135
Sep 2024	137	139	455	60	791	338	10	348	1,139
%Change	-29%	19%	8%	-18%	2%	-13%	-	-5%	0%

Enplanement/Deplanement Reports

Presented by Executive Director Olson

	Allegiant	No. of Flights LAS	No. of Flights IWA	Total No. Flights	No. of Canceled Flights	G4 LF	American Airlines	No. of Flights DFW	No. of Canceled Flights	AA LF	Charters	Total No. of Flights	No. of Canceled Flights	Total Monthly Enplanements	YTD
Sep-25	2,362	8	8	16	0	86%	3,167	59	0	73%	152	1	0	5,681	56,409
Sep-24	2,636	10	9	19	0	79%	2,713	61	0	70%	130	1	0	5,479	49,561
+/- %	-10%	-20%	-11%	-16%	0%	3%	17%	-3%	0%	9%	0%	0%	0%	4%	14%

Operations & Facility Report

Presented by Operations Manager Harris

Facilities:

- Working on overhauling 720 offices and warehouse
 - Painting
 - Install new ceiling tiles
 - Klient's Construction repair south Ext wall.
 - Install sheeting south wall Int.

- Weekly and monthly PM's on buildings and systems completed
- Mowing operations of facilities and parking lots

Operations:

- Assisting with overhaul of building 720
- Cleaned out flood damage building 109
- Beginning winter shop switch over
- Mowing Operations
- Monthly ARFF training completed
- Weekly and monthly PM's completed

Public Comment:

Ms. Maureen Nickels: I appreciate being able to speak with all of you this morning. I believe Mr. Olson may have already spoken with you regarding the matter that I'm here to address. However, I feel it's important to personally share my experience and raise what I view as serious concerns stemming from an incident that occurred late Tuesday night, September 30th, upon arriving on the 11:25 p.m. American Airlines flight from Dallas. I was traveling with my oldest brother and his wife. After deplaning, I went to retrieve my SUV from the west parking lot while they waited for my luggage, planning to meet me at the curb in front of the terminal. However, when I attempted to exit the parking lot, both payment kiosks failed. My two credit cards and a debit card were repeatedly denied. A gentleman in the adjacent lane was also experiencing the same issue, and growing increasingly frustrated. He and his wife had just returned from a long international flight that began in Spain earlier that day, and like my brother and sister-in-law, still faced a two-hour drive home that night. We both pressed the call for help buttons, repeatedly, but received no response from either kiosk. Within minutes, a line of vehicles had formed behind us, all unable to exit. Soon we learned from family members still inside the terminal that there were no staff members present, no visible security, and no working contact numbers to call for assistance. One individual even called 911, only to be told it was out of their jurisdiction, and they could not assist. With no guidance or support, some of us began to look for a solution. Luckily, it was a beautiful evening outside. We considered lifting the gate arms manually, but that was not possible. Eventually, we discovered a way out by slowly driving along the fence line and making a sharp 90-degree turn at the end of the fence line to get out on the road. While that worked for SUVs and pickups, a young man with a low clearance vehicle was unsure whether he could make it out safely. I don't know if he ever did that night. Vehicles in the lot nearest the terminal were forced to drive over curbs and between bushes, something that could easily damage smaller or lower to the ground vehicles. The following morning, Wednesday, I met with Mr. Olson, to discuss the situation in this building. I asked if he was aware of the incident involving the 11:25 PM flight. He acknowledged that he had already received calls about it. I was troubled by his quick response when I asked, what were we to do? His words, but you made it out. He said this had never happened before and shared that going forward, he would have a staff member remain on site until the terminal was cleared of passengers. That individual would also drive through the parking lots to ensure everyone had exited before leaving the airport for the night, instead of the current plan of the employee being able to depart the airport area 15 minutes after the plane lands. While I appreciate this proposed change, I must ask, is this a permanent and reliable solution that will be put in policy and followed? Mr. Olson also mentioned that the parking gates can be lifted remotely when they are not working, if a call is made. But I ask you, how would anyone know that? Especially if the

call for help button doesn't work and there is no staff available to assist or phone numbers posted to call. Yes, I was able to eventually exit by following others who had discovered the workaround, but trust me, I was nervous. It was pitch dark and well after midnight. What if I had been alone? What if it had been raining with water pooling along the fence line? What if it had been winter with snow or ice making that path impassable? And beyond the parking issue, what about the security inside the terminal? What happens if there's a health emergency while waiting for baggage, a threat such as a gun involved? A fight erupting? There was no staff, no visible security, and no reliable way to call for help. Even 911 wouldn't respond. So, my overall concerns are, one, there was no emergency protocol in place for kiosk system failure for individuals to follow. Two, no staff or security were present during late night hours for travelers to seek help from. Three, the help buttons on the kiosks failed and there were no working emergency contact numbers posted. Four, passengers were forced to find unsafe, improvised ways to exit the parking lots. Five, the situation could have become dangerous, especially in bad weather or for solo travelers. Two questions I have for you as individuals in power to make change, if you have the whip. One, What permanent protocol and/or policy will be established to ensure passengers can safely exit the parking lot when kiosk systems fail? Because this will happen again. It's technology. Two, what specific steps will be taken to guarantee a safe, secure environment inside the terminal and parking lots for passengers arriving on late night flights? Please understand that I'm not here to blame or to get Mr. Olson or anyone else in trouble. In our conversation with Mr. Olson, I felt heard and validated. Things happen from time to time that are unexpected, and when they do, they are generally not pleasant. I'm here today to advocate and be the voice of those who were faced with this unfortunate situation on the night of September 30th. We have a great airport facility. I hope you, as a working board, will spend time working on my concerns to make it an even better airport for our travelers. If you have any questions, I'll be happy to answer them.

Board Member Brown: Can we get a copy of that letter, too?

Ms. Nickels: Yes.

Board Member Brown: Well, I just want to apologize for what you went through, and we will work on the fixes for it.

Ms. Nickels: I'm sure you will. It was an unfortunate situation, and we know things are out of our control, especially with technology, but I just don't want to see this happen again. I can tell you that had I been there and everybody else had left and the thing was working, and I got there and it was not working I probably would have had a panic attack.

Board Chair O'Neill: I apologize. You've been stuck out there. This sounds very miserable.

Ms. Nickels: Well, and you know, for me, I have a daughter in town. I have friends in town I could have called to say, I'll park my car, please come get me. That was common sense for me. But I had a family to pick up. They needed to get home. They had doctor appointments the next morning. The gentleman that traveled from Spain, they too, two hours away. So again, I'm not here to cause a ruckus. I just want things to be better because I can tell you I use this airport regularly for my travels since I retired eight years ago. I don't go to Omaha or Lincoln. That's a rarity. I love having it here. It's eight minutes from my house. I love it. So, we can always do better. That's my mantra, we can always do better.

Board Member O'Neill: Officially, we can discuss too, but is there any more of an update either Mike or Wes?

Executive Director Olson: As I shared with Maureen when she visited, I laid out what our plan was. First of all, because of the com failure, the call button didn't work. We have a cell phone specifically for the parking lot. We've posted that phone number, so if the call button doesn't work, we've got the backup. Second of all, as of that following day, every night, the maintenance guys are to stay here, after the plane gets in. They're to get in their pickup trucks and monitor what's going on out in the parking lots to make sure vehicles are exiting. And we've implemented that since that day, and we'll keep those permanent changes in place.

Ms. Nickels: I appreciate that.

Board Chair O'Neill: And the phone number is posted to every payment kiosk?

Operations Manager Harris: Yes.

Board Chair O'Neill: Thank you for coming in today.

Project Report

Presented by Executive Director Olson

Federally Funded (-052/-053/-054/-055) - Snow Removal Equipment (SRE) Facility

- Construction Update:
 - Site/Civil Utilities Will Be Complete This Week.
 - Exterior Aggregate Base/Pavement To Begin This Week Or Next (Weather Dependent)
 - Will Pour Office Space Interior Floor Soon (Hopefully This Week).
 - Building Erection On-Going. Chief Working On Roof Fall Protection, Then Will Start On Roof.
 - Trying To Get Building Enclosed Before Winter. Chief Pushing Hard Due To Late Start (Grant/Funding Delays).

- No Change Orders (To Date) Needed.

- Current Target Completion Date: April 10, 2026 (End of 250 Calendar Day Allowance)

Federally Funded (-0XX) - Terminal Expansion & Passenger Loading Bridge (PLB) (FY'26/FY'27)

- Completed Scoping/Vision Meeting Between HCAA/Benesch/Davis Design/Swanson Rink on 9/22/2025.
- Combining Passenger Loading Bridge and Terminal Expansion Projects.
- Benesch Has Coordinated With FAA on Revised CIP Approach.
 - Will Pursue FY'26 "Engineering Only" Grant.
 - FAA Needs Some Additional Information (ACIP Data Sheet, New CIP Spreadsheet) Before Issuing "GO" Letter For FY'26 Terminal Expansion/PLB Project.
 - Airfield Concrete Pavement Repair Project To Be Pushed Back.
- Schedule: Project Will Be Bid Out In Early 2027, Then Will Seek FY'27 "Construction" Grant.

Locally Funded – Storage Units

- Construction Update:
 - 4 of 5 Buildings Erected. Last One Will Be Finished With Erection In Next Two Weeks.
 - Working On O.H. Doors.
 - Starting Concrete Pavement On North Half. Hopefully Done By End of This Week.
- Decided To Not Do “Partial Open” Of Storage Facility.
- Current Target Completion Date: December 24, 2025 (Potentially Sooner, Weather Dependent)

Tenant Update

None

CONSIDERATION & APPROVAL OF RESOLUTION NO. 25-57: RESOLUTION CALLING THE AUTHORITY'S OUTSTANDING TAXABLE GENERAL OBLIGATION REFUNDING BONDS, SERIES 2015C, GENERAL OBLIGATION REFUNDING BONDS, SERIES 2020A AND GENERAL OBLIGATION NOTES, SERIES 2025, FOR REDEMPTION PRIOR TO MATURITY.

Discussion with Paul Grieger of D. A. Davidson

Mr. Grieger: Normally I don't have any discussion, but I have a little bit today. And I'm going to just pass out this timeline. This is in line with what we talked about earlier this year. And the intent was to do the third set of bond anticipation notes. If everything went as planned, the thought was to come back now and go to permanent financing with this bond authorization. And Mike, this is a new development since we spoke last night. I just caught something in the documents that I wanted to point out. The bond documents are going to allow us to call for redemption, the 2015 C bonds and the 2028 bonds. That's been discussed throughout the year, and the intent is to use cash on hand to do that. So that will not be refinanced. We did look at that along the way, and it didn't make economic sense to refinance those bonds, so we're going to clean up those two series with cash on hand. One of the provisions in the bond proceedings allows the issuance of up to \$5.5 million. We have the bond issue size at approximately 5.4, so we've got \$100,000 of room in there in case the production changes with respect to original issue premium, original issue discount, and that's kind of a standard approach to how we size these bond documents. The call resolution now, as we discussed, the bonds are going to be called with cash on hand, and this allows for you to do that, and it sets the redemption date for December 15th, which will also align with the date of the calling date.

Motion by Quandt, second by Brown, calling the Authority's outstanding Taxable General Obligation Refunding Bonds, Series 2015C, General Obligation Refunding Bonds, Series 2020A and General Obligation Notes, Series 2025, for redemption prior to maturity. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 25-58: RESOLUTION AUTHORIZING THE ISSUANCE OF GENERAL OBLIGATION REFUNDING BONDS, SERIES 2025, IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED \$5,500,000, FOR THE PURPOSE OF REFUNDING PORTIONS OF THE AUTHORITY'S OUTSTANDING BONDS AND NOTES, AND RELATED MATTERS.

Discussion with Paul Grieger of D. A. Davidson

Mr. Grieger: So I warmed you up a few moments ago. So, we identified a Scribner's error on page four, section three, line D. This calls for an interest rate to be assigned to the bonds that creates present value savings on the obligations being refinanced. That's a standard parameter that we in bond counsel use in these documents because normally we're here to refund bonds for economic savings. So, I just noticed this morning, as I was doing a final review of the parameters, that we don't like that provision. It's a Scribner's error. I just stepped out and made a quick phone call to Gilmore's. They're not worried about it. But what I would like to recommend, if it's agreeable by everybody here, is that we strike that line and we replace it with a parameter that states "The maximum true interest cost on the bonds may not exceed 5.25% with a final maturity of no later than December 15, 2045." That is in line with our bond sizing. The current interest rates on the bonds would be approximately 4.5%. I don't think we're going to get to 5.25%, but it gives us a little bit of room in case something strange happens between now and early December so we don't have to stop the sale.

Board Member Brown: It looks like it may drop another quarter at least?

Mr. Grieger: It could, and usually a lot of that's already baked into it, so we might see, the number, I'm seeing 4.5%, I did take a look, we ran those numbers four weeks ago, and I did speak with my underwriting desk last night, and we went through line by line of each maturity, and there's a couple of them, a couple of yields that are going to go wider, but then towards the end of the curve, for the long end of the curve, where most of your principle is anyway, I think we're going to tighten that up a little bit. So I think my 4.5% is conservative as I stand here this morning. But as we all know, things can't change. And we don't want to see a parameter in a document cause a reset in the midst of a bond sale. So, on behalf of the working group, I apologize for the Scribner's error, but that's what we're going to ask to correct this morning.

Board Member O'Neill: This is just part of the process to shuffle this around and then we'll maintain our annual bond minutes. We're going to keep it at a pretty good level.

Motion by Quandt to approve as amended by interlineation striking the Scribner's error on page four, section three, line D that reads: (d) the rate or rates of interest to be borne by each maturity of such series of the Bonds, provided that the Authority must achieve net present value of savings for any particular series of the principal amount of the applicable bonds being refunded, and replacing the text to read: (d) the maximum true interest cost on the bonds may not exceed 5.25% with a final maturity of no later than December 15, 2045. Second by Brown, authorizing the issuance of General Obligation Refunding Bonds, Series 2025, in the principal amount of not to exceed \$5,500,000, for the purpose of refunding portions of the Authority's outstanding bonds and notes, and related matters. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 25-59: APPROVE LEASE AGREEMENT WITH TREGO-DUGAN AVIATION OF GRAND ISLAND, INC. FOR BUILDING 720, LOCATED AT 3930 N. SKY PARK RD, GRAND ISLAND, NE 68801.

Motion by Victor, second by Brown, authorizing the Executive Director to execute Approve Lease Agreement with Trego-Dugan Aviation of Grand Island, Inc. for Building 720, located at 3930 N. Sky Park Rd, Grand Island, NE 68801. Lease term is for a period of five (5) years effective November 1, 2025, and terminates October 31, 2030. Base monthly rent for the lease years commencing November 1, 2025 through October 31, 2028 shall be \$5,500.00. Base monthly rent for lease years commencing November 1, 2028 through October 31, 2030 shall be \$5,665.00. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

CONSIDERATION & APPROVAL OF RESOLUTION NO. 25-60: PROPOSED RENTAL FEE STRUCTURE FOR STORAGE FACILITY UNITS AND OUTDOOR SPACES LOCATED AT 4046 N. ACADEMY ROAD, GRAND ISLAND, NE 68801.

Motion by Brown, second by Victor, authorizing the Executive Director to implement Proposed Rental Fee Structure for Storage Facility Units and Outdoor Spaces located at 4046 N. Academy Road, Grand Island, NE 68801. The Airport Staff is requesting the following rental fee structure for the Storage Facility Project tentatively scheduled to open December 1, 2025

Proposed Fee Structure		
Unit Size	Number of Units	Proposed Monthly Rent Amount
5 X 10	35	\$ 60.00
10 X 10	28	\$ 95.00
10 X 20	28	\$ 110.00
10 X 30	12	\$ 135.00
18 X 50	10	\$ 300.00
Outdoor Spaces		
Boat	20	\$ 25.00
Small RV	20	\$ 50.00
Large RV	15	\$ 75.00
Semi-Trailer	15	\$ 100.00

Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

EXECUTIVE DIRECTOR'S REPORT

Presented by Executive Director Olson

a. Legislative Update

Executive Director Olson: As we all know, government is shut down. How does that affect us? Well, it's too early to tell for sure. The Secretary of Transportation made a comment, last week, and I don't know if it's in passing or if he's got hard fast numbers, but the Essential Air Service Program is good through the end of the month, but we don't know beyond that, if the government isn't open by November 1st, things could change. I've had that discussion with SkyWest, kind of trying to figure out what they're thinking about, what they're planning for. He gave me a lot of big words that essentially said, we'll wait and see. If you were to ask me

what I think would happen if the government is still closed at November 1st and Essential Air Service is in jeopardy, you may see what happened in COVID, where we'll have reduced service. For those airports that are averaging, you know, on 50 seat aircraft like Scottsbluff, North Platte, Kearney, they may get reduced down to one flight a day. We might get reduced to one, but it's likely that we could probably stay at two a day, at least for the short term. So, other than that, I don't want to get anyone all excited or nervous. We'll just have to play it by ear. As far as other federal agencies, as TJ mentioned, Midwest ATC, the goodness of their hearts, are digging into their reserve fund to continue to fund the air traffic control activities here. I don't know if when the government does open, if they're going to get reimbursed for that money or not. I don't know. But so that's what I know about ATC and obviously TJ did a good job of explaining that. As far as TSA, no one has left the TSA or been calling in, to my knowledge. But how long is that going to last? Don't know. We are seeing at some airports, the delay programs are activated every single day, regardless of the weather. I think the New York airports are doing, last night I looked, it was an hour delay getting out of LaGuardia, and the weather was clear and forever there. I think there's going to be a slowdown. We've seen a little bit of that here, especially on the afternoon departures. I think we've seen some 30 to 45 minute delays because of ATC. And it may not be Dallas-Fort Worth, it might be Minneapolis Center, it might be some of the centers enroute between here and Dallas that are short on staff. So it doesn't necessarily mean it's Dallas-Fort Worth Airport.

Air Traffic Control Manager TJ Hill: If I can speak to that delay situation. What I'm seeing is the bigger airports that we don't use as a hub are where the problem is. So the aircraft leave here and instantly go into Kansas City Center's airspace, and then they go into Fort Worth's. Provided the center is staffed and they can get the airplane out and across, where we would have a problem would be the Dallas-Fort Worth TRACON airspace and Fort Worth Center around it, which we've not seen. The delays that have occurred since the shutdown have been some kind of weather-related thing in Dallas, which has been good to see. Whereas the East Coast has been, I've seen when that tropical thing hit the East Coast just before the weekend or coming into the weekend, all those delays up in the East Coast were all weather related. We saw a staffing delay type thing for Phoenix, but it didn't say Gateway. It was just to Sky Harbor. So I think at the present time, as far as SkyWest coming and going, we're in a pretty good place and it would have already shown its problems, I think, air traffic staffing wise in the centers and at the TRACONs in the towers, if we were going to be affected. I think we're looking pretty good just based upon where our airplanes come and go. If I see an uptick in change there, I'll definitely let you know, Mike.

Executive Director Olson: It's unfortunate and it's out of our control and we just do the best we can.

ANNOUNCEMENTS

- a. Next Regular Board Meeting will be held Wednesday, November 19, 2025, at 8:00 a.m.
- b. Executive Director Olson will present to Leadership Tomorrow on October 29.
- c. Executive Director Olson will present to St. Paul Rotary on October 30.

EXECUTIVE SESSION

Motion by Werner, second by Quandt, to go into Executive Session at 9:12 a.m. to discuss airline, lease, contract, and personnel negotiations. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

Motion by Quandt, second by Brown, to come out of Executive Session with no decisions being made and reconvening to Regular Session at 9:46 a.m. Upon roll call vote, the motion was adopted with 5 Aye votes: Brown, Werner, O'Neill, Victor, Quandt.

ADJOURNMENT

Meeting was adjourned at 9:47 a.m.

HALL COUNTY AIRPORT AUTHORITY

Maggie McDermott, Office Manager

Ryan O'Neill, Board Chair

Tim Victor, Board Secretary/Treasurer

(SIGNATURES ON FILE)