
Appendices

Appendix A - Airport Layout Plan Drawing Set

Appendix B - Public Involvement Summary

Appendix C - Airport Noise Analysis

Appendix D - Preliminary Environmental Scan

Appendix A - Airport Layout Plan Drawing Set

The Airport Layout Plan Drawing Set consists of thirteen plan sheets, representing the results of the 20-year master planning process. The set graphically depicts the existing conditions and future development program for the Logan-Cache Airport. Existing conditions and future development reflect the process outlined and detailed in the Master Plan Update.

Cover Sheet - Sheet 1

The cover sheet includes location and vicinity maps and an index of sheets in the Airport Layout Plan set.

Airport Layout Plan - Sheet 2

The Airport Layout Plan (ALP) is the focal point of the ALP Drawing Set and provides a graphic summary of existing and planned development of airport facilities identified through the master planning process for the 20-year planning period. FAA guidance pertaining to the preparation of the ALP states the five primary purposes of the ALP as:

1. An approved plan is necessary for the airport to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982 (AIP), as amended, and to be able to receive specific Passenger Facility Charge funding. An airport must keep its ALP current and follow that plan, since those are grant assurance requirements of the AIP and previous airport development programs, including the 1970 Airport Development Aid Program (ADAP) and Federal Aid Airports Program (FAAP) of 1946, as amended. While ALPs are not required for airports other than those developed with assistance under the aforementioned Federal programs, the same guidance can be applied to all airports.
2. An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements, and is consistent with airport and community land use plans.
3. The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
4. The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
5. The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.

Airport Airspace Plans and Profiles - Sheets 3 and 4

These plans show the Part 77 Imaginary Surfaces for the existing and ultimate layouts of Logan-Cache Airport with a USGS map as the background. The Part 77 surfaces are the basis for protection of the airspace around the airport. Penetrations to these surfaces are identified on the FAR Part 77 Airspace Profiles sheet as well as the Inner Approach profile drawings for each Runway end (Sheets 5, 6 and 7). Possible remedies to address identified obstructions are also presented in the data tables.

Inner Approach Profiles - Sheets 5 and 6

The Inner Approach Plans and Profiles show the same information as the Airspace Plan, but at a scale which better identifies the obstructions closer to the airport. These plans specifically address the Runway Protection Zone (RPZ) and any obstructions to the approach surfaces near the ends of the runways. These obstructions are presented in the data tables on each sheet

along with possible remedies. The information shown in the obstruction table has not been surveyed and, therefore, should be used for planning purposes only.

Terminal Area Plan - Sheet 7

The Terminal Area Plan supplements the ALP and presents a large-scale depiction of the airport where most development is in place and where most new development of hangars and support facilities is expected to occur in the planning period.

On-Airport Land Use Plan - Sheet 8

This drawing depicts the existing and notional future land uses within existing and planned airport property boundary. The 65 DNL noise contour, both existing and future, are also identified on this drawing. The 65 DNL noise contour is used as a reference for comparing the existing and proposed conditions.

Off-Airport Land Use Plan - Sheet 9

This drawing depicts the land uses around the airport. The drawing relates these land uses to current land use compatibility zoning ordinances of North Logan City, Cache County, and Logan City. Additional land use ordinances are pending with Hyde Park City and Smithfield City and their impacts will be identified in future plan updates. Finally, traffic patterns for each runway are identified to determine how aircraft operations relate to land use and zoning under their normal patterns of flight.

Exhibit "A" Property Map - Sheet 10

The airport property map, or Exhibit "A," identifies the various tracts of land that were acquired to develop the airport and the method of acquisition. Existing aviation easements held by the airport are similarly identified. Future property acquisitions required to protect airport operations and to accommodate future growth and development are also identified.

Departure Surface - Sheet 11

The Departure Surface Plans and Profiles identify the departure surfaces for runways with instrument departure procedures. Instrument departures are in place for Runway 17 and Runway 35 departures. The obstructions to the departure surfaces are identified and presented in the data tables on each sheet along with possible remedies

Aerial Photograph - Sheet 12

This drawing presents the latest aerial photography available for the airport and surrounding area.

Future Utility Service Plan - Sheet 13

This drawing identifies future utility service improvements on and around the airport required to support planned development.

RUNWAY DATA	RWY 17/35				RWY 28			
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
% EFFECTIVE GRADIENT	0.07%	0.07%	0.24%	0.24%				
RUNWAY LENGTH	9018	9018	5005	5005				
% MAXIMUM GRADE	0.57%	0.57%	0.26%	0.26%				
RUNWAY ELEVATIONS (NAV08)								
RUNWAY END	RWY 17 4457.0	RWY 35 4456.6	RWY 17 4457.0	RWY 35 4456.6	RWY 10 4440.0	RWY 28 4451.9	RWY 10 4440.0	RWY 28 4451.9
HIGH POINT	4457.0	4456.6	4457.0	4456.6	4440.0	4451.9	4440.0	4451.9
LOW POINT	4449.9*	4456.6	4457.0	4456.6	4440.0	4451.9	4440.0	4451.9
TOUCHDOWN ZONE	4457.0	4456.6	4457.0	4456.6	4447.5*	4451.9*	4447.5*	4451.9*
THRESHOLD SITING SURFACE PENETRATIONS	NONE	NONE	NONE	NONE				
RUNWAY WIDTH	100	100	60	75				
RUNWAY SURFACE TYPE	ASPHALT (PFC)	ASPHALT (PFC)	ASPHALT	ASPHALT				
TAXIWAY SURFACE TYPE	ASPHALT	ASPHALT	ASPHALT	ASPHALT				
APPROACH VISIBILITY MINIMUMS	RWY 17 PRECISION (1/2 mile)	RWY 35 NON-PRECISION (1 mile)	RWY 17 PRECISION (1/2 mile)	RWY 35 NON-PRECISION (1 mile)	VISUAL	VISUAL		
FAR PART 77 APPROACH SLOPE	RWY 17 50:1 @ 10,000	RWY 35 40:1 @ 40,000	RWY 17 50:1 @ 10,000	RWY 35 40:1 @ 40,000	RWY 28 20:1	RWY 10 20:1		
PAVEMENT STRENGTH (LBS)	60,000 DWG	60,000 DWG	12,000 SWG	12,000 SWG				
RUNWAY LIGHTING	MIRL	MIRL	NONE	MIRL				
RUNWAY MARKING	RWY 17 PI	RWY 17 PI	RWY 17 PI	RWY 17 PI	VISUAL	VISUAL		
NAVIGATIONAL AIDS	PAPI, REL, MALSR (17)	PAPI, REL, MALSR (17)	GPS, ILS	GPS, ILS	NONE	PAPI, REL		
VISUAL AIDS	PAPI, REL, MALSR (17)	PAPI, REL, MALSR (17)	NONE	NONE				
RUNWAY SAFETY AREA LENGTH BEYOND RW END WIDTH (FEET)	1,000	1,000	240	240				
RUNWAY OBJECT FREE AREA LENGTH BEYOND RW END WIDTH (FEET)	1,000	1,000	240	240				
% WIND COVERAGE	92.25%	92.25%	82.26%	82.26%				
10.5 KNOTS	95.23%	95.23%	88.88%	88.88%				
13.0 KNOTS	97.87%	97.87%	95.79%	95.79%				
16.0 KNOTS								
LINE OF SIGHT REQUIREMENTS	COMPLIANT	COMPLIANT	COMPLIANT	COMPLIANT				
CRITICAL AIRCRAFT	GULFSTREAM III	GULFSTREAM III	BEECH KING AIR B 100	BEECH KING AIR B 100				
APPROACH SPEED (KNOTS)	136	136	111	111				
WINGSPIAN (FEET)	77.8	77.8	45.8	45.8				
WEIGHT	69,700 DWG	69,700 DWG	11,800 SWG	11,800 SWG				
AIRPORT REFERENCE CODE	C-II	C-II	B-I (SMALL)	B-I (SMALL)				
OBSTACLE FREE ZONE LENGTH BEYOND RW END WIDTH (FEET)	200	200	250	250				

*NOT SURVEYED BY J-U-B ENGINEERS, INC.

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
AIRPORT ELEVATION	4456.1	4456.1
AIRPORT REFERENCE POINT (NAD 83)	41° 47' 28.590"	41° 47' 28.590"
LONGITUDE WEST	111° 51' 05.796"	111° 51' 05.796"
AIRPORT & TERMINAL NAVIGATIONAL AIDS	GPS/ILS	GPS/ILS
COMBINED WIND COVERAGE	97.88%	97.88%
10.5 KNOTS	99.22%	99.22%
13 KNOTS	99.71%	99.71%
16 KNOTS		
MAGNETIC DECLINATION & DATE	12°30' SEPTEMBER 1, 2009	
ANNUAL RATE OF CHANGE & DATE	-0"8" SEPTEMBER 1, 2009	
NPIAS ROLE	GA-GU	GA-GU
MEAN MAX. TEMP.-HOTTEST MONTH	88° F	88° F
AIRPORT REFERENCE CODE	C-II	C-II
DESIGN AIRCRAFT	C-II< 60,000 LBS-C-II< 60,000 LBS	
GPS AT AIRPORT	GPS-FI	GPS-FI
TAXIWAY LIGHTING	A MIRL	MIRL
	B MIRL	MIRL
	C RETROREFLECTIVE	MIRL
	D MIRL	MIRL
TAXIWAY MARKING	CENTERLINE	CENTERLINE
THRESHOLD SITING SURFACE PENETRATIONS	NONE	NONE

RUNWAY END COORDINATES (NAD 83)			
RUNWAY END	EXISTING	ULTIMATE	
17	LATITUDE 41° 48' 21.0418"	41° 48' 21.0418"	
	LONGITUDE 111° 50' 51.5048"	111° 50' 51.5048"	
35	LATITUDE 41° 46' 52.1500"	41° 46' 52.1500"	
	LONGITUDE 111° 50' 57.1400"	111° 50' 57.1400"	
10	LATITUDE 41° 47' 27.4637"	41° 47' 27.4637"	
	LONGITUDE 111° 51' 54.3640"	111° 51' 54.3640"	
28	LATITUDE 41° 47' 01.0693"	41° 47' 01.0693"	
	LONGITUDE 111° 50' 58.5077"	111° 50' 58.5077"	

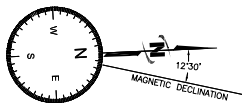
NOTE: NAD 83 COORDINATES ARE BASED ON FIELD DATA, 2008

EXISTING AIRPORT FACILITIES LIST	
E-1	TOWER (NON-OPERATING)
E-2	ROTATING BEACON
E-3	LANDSCAPE CONTROL BOX
E-4	PAPI
E-5	LOCALIZER
E-6	LOCALIZER EQUIPMENT SHED
E-7	SEGMENTED CIRCLE AND WIND CONE
E-8	ASOS
E-9	MALSR
E-10	GLIDE SLOPE ANTENNA
E-11	GLIDE SLOPE EQUIPMENT SHED
E-12	AIRCRAFT WASH PAD

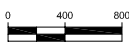
FUTURE AIRPORT FACILITIES LIST	
F-1	TAXIWAY
F-2	PAPI
F-3	CONTROL TOWER
F-4	RUNUP
F-5	HELICOPTER PARKING

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
		BUILDING/STRUCTURE
		ROADWAY
		AIRPORT PAVEMENT
		PARKING AREA
		AIRPORT OWNED LAND
		AIRPORT COMPATIBLE BUSINESS ROAD
		AIRFIELD STRIPING
		BUILDING/STRUCTURE TO BE REMOVED
		AIRPORT PROPERTY LINE (APL)
		BUILDING RESTRICTION LINE
		RUNWAY OBJECT FREE AREA
		RUNWAY PROTECTION ZONE
		RUNWAY SAFETY AREA
		RUNWAY VISIBILITY ZONE
		TAXIWAY OBJECT FREE AREA
		FENCE
		CONTOUR LINES
		RAILROAD
		THRESHOLD LIGHTS
		PAPI
		AIRCRAFT TIEDOWN
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT BEACON
		SEGMENTED CIRCLE AND WINDCONE

NOTE: THE CONTOURS ARE DERIVED FROM A 5-METER RESOLUTION DEM (DIGITAL ELEVATION MODEL). THE COORDINATES SYSTEM IS NAD 1983 STATE PLANE UTM NORTH (BASED IN FEET). ALL ELEVATIONS ARE MSL UNLESS OTHERWISE INDICATED.



MAGNETIC NORTH SOURCE:
INTERP/EX/GEOMAX 9/01/09 EPOCH
YEAR 2009 (U.S. 2009 MODEL) ANNUAL
RATE OF CHANGE -0"8"



SCALE IN FEET

APPROVED BY:

CHAIRMAN, LOGAN-CACHE AIRPORT AUTHORITY DATE

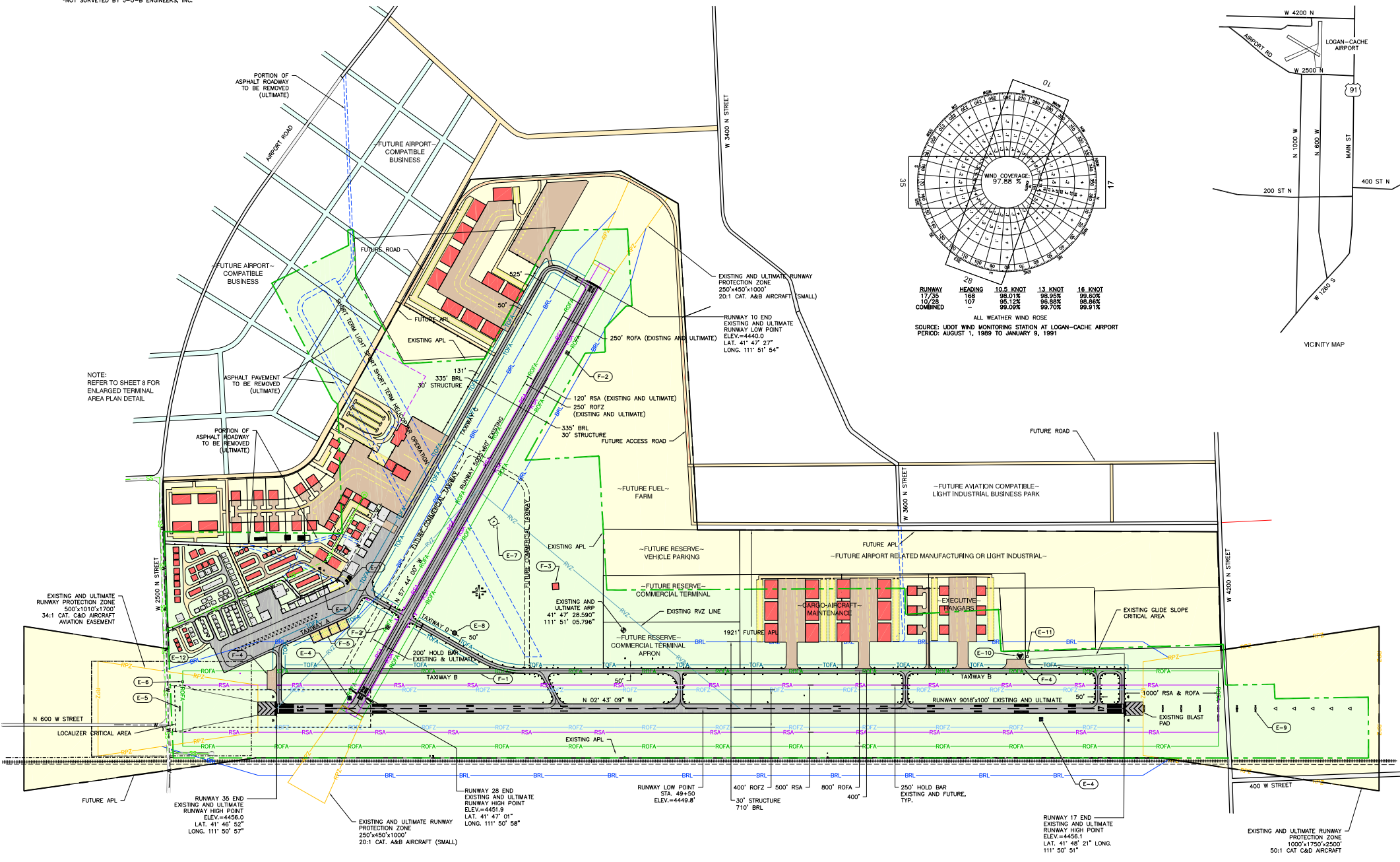
FAA APPROVAL
CONDITIONALLY APPROVED
Subject to letter dated _____
FEDERAL AVIATION ADMINISTRATION
DENVER AIRPORTS DISTRICT OFFICE
Date _____
CASE NO. _____

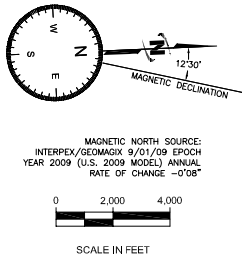
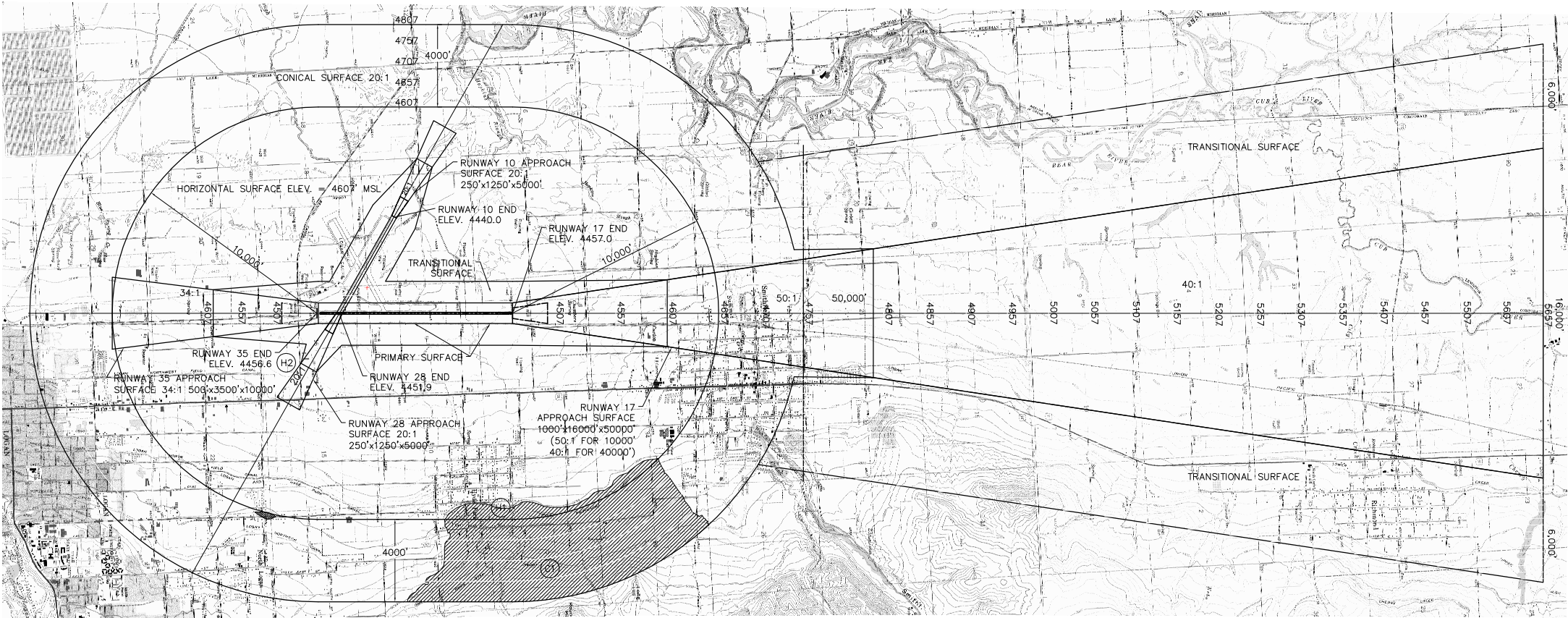
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LOGAN-CACHE AIRPORT
LOGAN, UTAH
AIRPORT LAYOUT PLAN

CAD FILE: 65483-000_C-AP_2.DWG
PROJ. #: 3538-000
DRAWING NO.: 65483-000_C-AP_2
DRAWN BY: PDA
CHECKED BY: RWS
CHECKED BY: CAL
SCALE OF SHEET: AS SHOWN
VER. SCALE: NONE
LAST UPDATED: 7/11/2009
SHEET
2
OF 13





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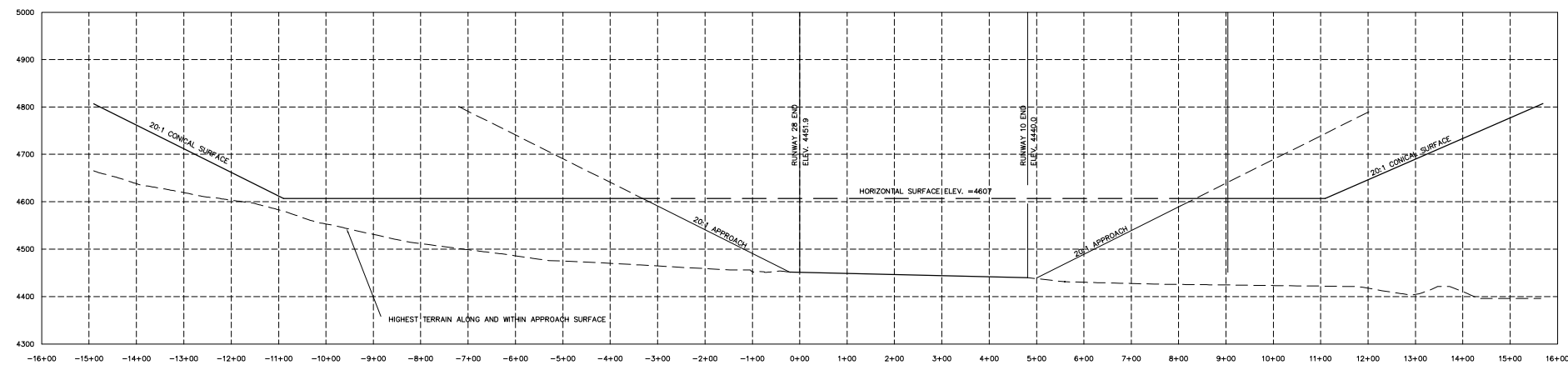
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LOGAN-CACHE AIRPORT
LOGAN, UTAH

FAR PART 77 AIRSPACE PLAN

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PROJ. #: 3528-203
DRAWING NO.: 652828L_C47_2
DRAWN BY: PJA
CHECKED BY: JWS
SCALE OF SHEET: AS SHOWN
HORIZ. SCALE: AS SHOWN
VERT. SCALE: NONE
LAST UPDATED: 7/11/2009

SHEET
3
OF 13



ZONING ORDINANCES IN EFFECT

NORTH LOGAN: ORDINANCE NO. 02-13, AIRPORT OVERLAY ZONE, SEPT. 19, 2002.

CACHE COUNTY: CACHE COUNTY ZONING ORDINANCE, CHAPTER 9, AIRPORT LIMITATION OVERLAY ZONES, NOV. 27, 2001.

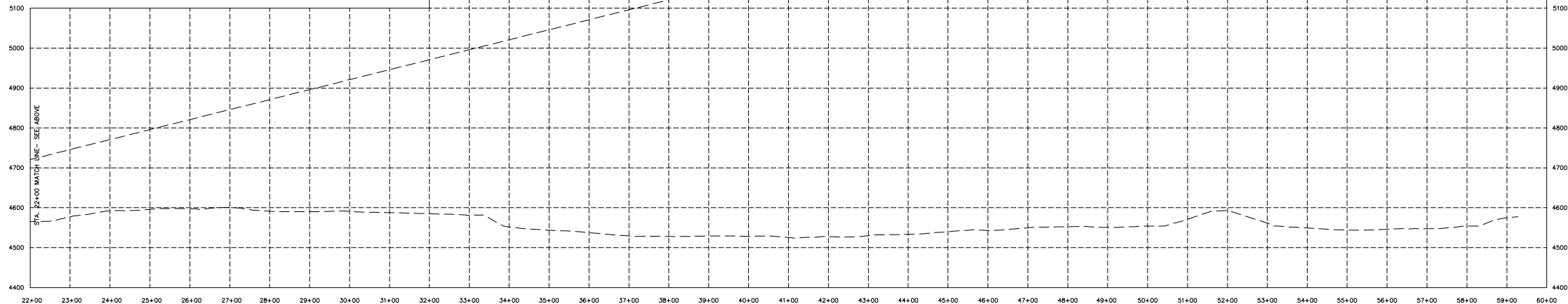
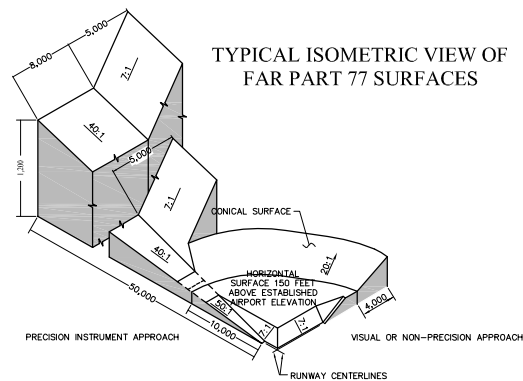
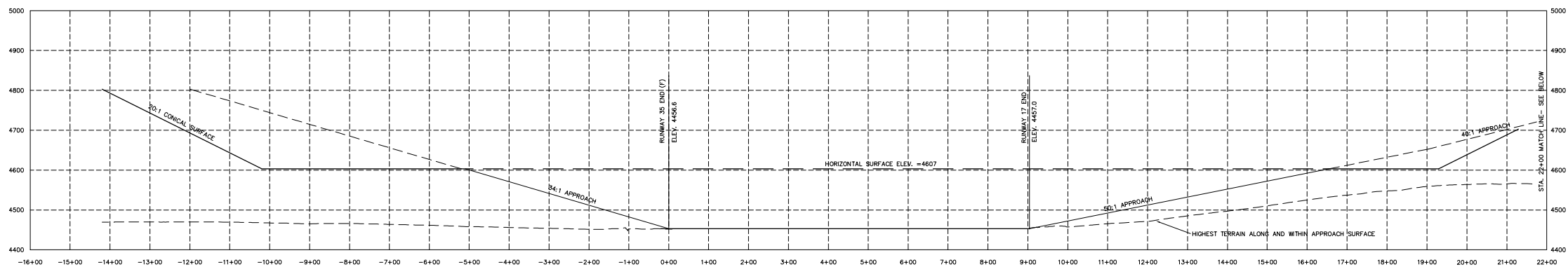
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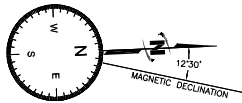
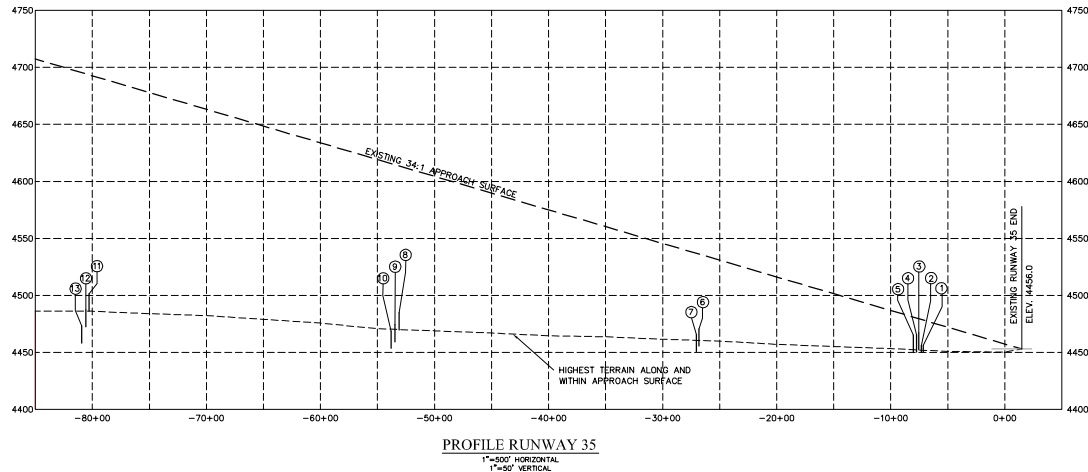
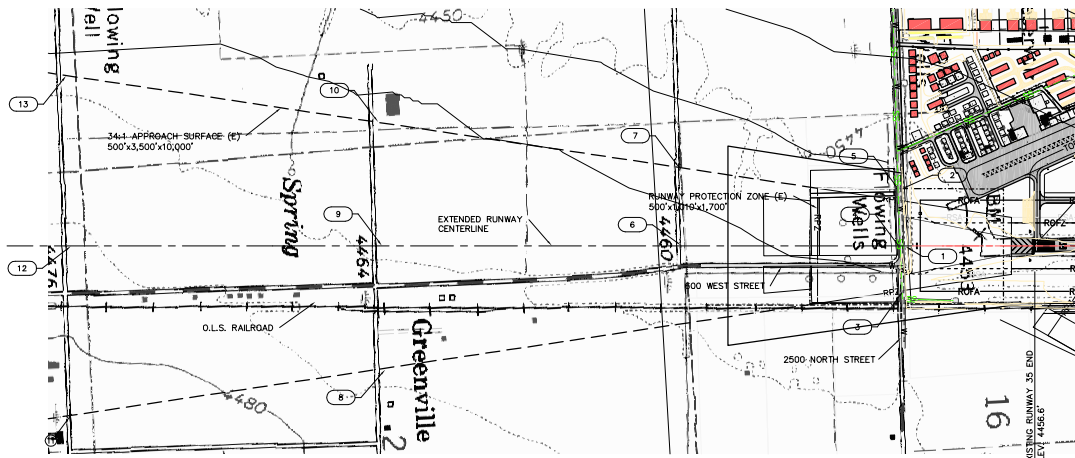
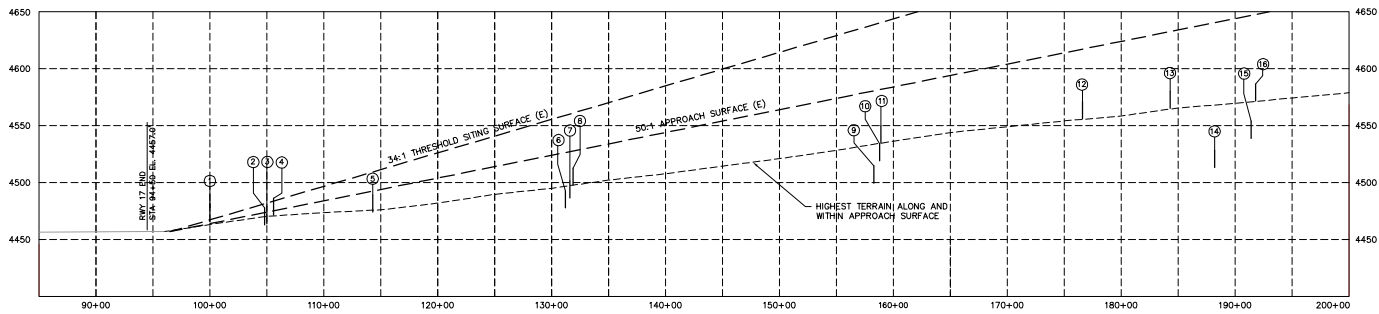
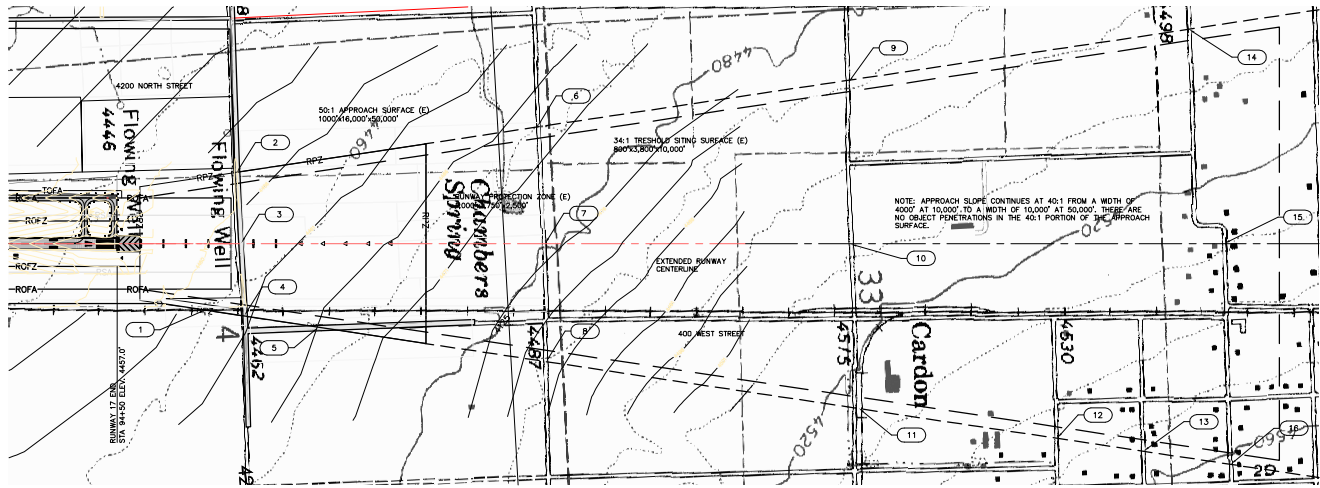
HYDE PARK CITY: PENDING.

SMITHFIELD: PENDING.

OBSTRUCTION DATA OBTAINED FROM OBSTRUCTION SURVEY (JUNE, 2003) PERFORMED BY OTHERS. AMOUNT OF PENETRATION BASED ON ULTIMATE RUNWAY CONFIGURATION.

SEE INNER APPROACH DRAWINGS FOR CLOSE-IN OBSTRUCTIONS.





MAGNETIC NORTH SOURCE:
INTERPERX/GEOMAXIX 9/01/09 EPOCH
YEAR 2009 (U.S. 2009 MODEL) ANNUAL
RATE OF CHANGE -0.8"

- *NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD83).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
3) INSTALL SIGNS 500' EAST AND 550' WEST OF RUNWAY CENTERLINE. SIGNS SHOULD READ AIRCRAFT APPROACH AHEAD - NO STOPPING.
4) INSTALL SOLAR POWERED OBSTRUCTION LIGHTS ON POLES.

OBJECTS WITHIN RUNWAY 17 APPROACH SURFACE				
NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE	PROPOSED ACTION
			DISTANCE BETWEEN OBJECT AND RUNWAY APPROACH SURFACE	
1	O.L.S. RAILROAD	4465.2' + 23'	24.2'	OBSTRUCTION LIGHT (4)
2	4200 NORTH STREET	4462.3' + 15'	4.3'	INSTALL SIGNS (3 & 4) & OBSTRUCTION LIGHT
3	4200 NORTH STREET	4463.3' + 15'	4.3'	INSTALL SIGNS (3 & 4) & OBSTRUCTION LIGHT
4	4200 NORTH STREET	4470.7' + 15'	10.2'	INSTALL SIGNS (3) & OBSTRUCTION LIGHT
5	400 WEST STREET	4473.5' + 15'	-3.9'	NONE
6	ROAD	4477.2' + 15'	-34.2'	NONE
7	ROAD	4485.9' + 15'	-26.1'	NONE
8	ROAD	4497.1' + 15'	-15.9'	NONE
9	ROAD	4499.0' + 15'	-66.4'	NONE
10	ROAD	4518.5' + 15'	-48.3'	NONE
11	ROAD	4534.1' + 15'	-32.7'	NONE
12	ROAD	4555.4' + 15'	-46.6'	NONE
13	ROAD	4564.6' + 15'	-52.8'	NONE
14	ROAD	4512.8' + 15'	-112.6'	NONE
15	ROAD	4538.3' + 15'	-93.5'	NONE
16	ROAD	4571.0' + 15'	-61.6'	NONE

- *NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD83).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.

OBJECTS WITHIN RUNWAY 35 APPROACH SURFACE				
NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE	PROPOSED ACTION
			DISTANCE BETWEEN OBJECT AND RUNWAY APPROACH SURFACE	
1	FENCE	4450.3' + 6'	-26.9'	NONE
2	FENCE	4450.0' + 6'	-27.5'	NONE
3	ROAD	4452.2' + 15'	-17.3'	NONE
4	ROAD	4450.4' + 15'	-20.0'	NONE
5	ROAD	4450.1' + 15'	-20.9'	NONE
6	ROAD	4455.6' + 15'	-70.7'	NONE
7	ROAD	4450.8' + 15'	-76.1'	NONE
8	ROAD	4469.7' + 15'	-133.7'	NONE
9	ROAD	4459.4' + 15'	-145.4'	NONE
10	ROAD	4453.9' + 15'	-152.2'	NONE
11	ROAD	4486.3' + 15'	-196.8'	NONE
12	ROAD	4472.4' + 15'	-211.8'	NONE
13	ROAD	4458.3' + 15'	-227.3'	NONE



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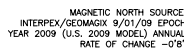
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LOGAN-CACHE AIRPORT
LOGAN, UTAH

INNER APPROACH RUNWAY 17-35

CAD FILE: 6346-CAD-CAL-5.DWG
PROJ. #: 3548-001
DRAWING NO.: 6346-CAD-CAL-5
DRAWN BY: JUB
CHECKED BY: JUB
SCALE OF SHEET: AS SHOWN
VER. SCALE: NONE
LAST UPDATED: 7/11/2009

SHEET
5
OF 13



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[illegible]LOGAN-CACHE AIRPORT
LOGAN, UTAH

INNER APPROACH BLINWAY 10-28



*NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD88).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.

OBJECTS WITHIN RUNWAY 26 APPROACH SURFACE				
NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE (DISTANCE BETWEEN OBJECT AND 20:1 APPROACH SURFACE)	PROPOSED ACTION
1	FENCE	4444.2' ±	-0.2'	NONE
2	D.L.S.R.R.	4455.5' ± 23"	-25.2"	NONE
3	FENCE	4447.8' ±	-33.1'	NONE
4	D.L.S.R.R.	4455.5' ± 23"	-33.1"	NONE
5	FENCE	4450.0' ±	-40.4'	NONE
6	D.L.S.R.R.	4457.1' ± 23"	-18.8"	NONE
7	ROAD	4461.4' ± 15"	-125.3"	NONE
8	ROAD	4471.0' ± 15"	-161.7"	NONE
9	ROAD	4479.6' ± 15"	-187.3"	NONE

*NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD88).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.

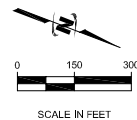
OBJECTS WITHIN RUNWAY 10 APPROACH SURFACE				
NO.	DESCRIPTION	ELEVATION	VERTICAL CLEARANCE	PROPOSED ACTION
			(30% APPROACH SURFACE AND 20:1 APPROACH SLOPES)	
1	FENCE	4435.4' + 6'	-14.4'	NONE
2	FENCE	4437.5' + 6'	-10'	NONE
3	FENCE	4434.9' + 6'	-22.4'	NONE
4	ROAD	4434.7' + 15'	-86.6'	NONE
5	ROAD	4431.8' + 15'	-115.5'	NONE
6	ROAD	4437.0' + 15'	-151.4'	NONE

CAD FILE: 83-08-030_C-AF_7.C
PROJ. #: 30-05-020
DRAWING NO.: 83-08-030_C-A
DRAWN BY: PDA
DESIGN BY: SWS
CHECKED BY: CAL
SCALE OF SHEET
HOR SCALE: AS SHOWN
VER SCALE: NONE

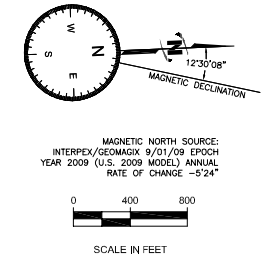
LAST UPDATED: 7/11/2013
SHEET
6
OF 13

EXISTING BUILDINGS		EXISTING BUILDINGS	
A1	HANGAR	E1	HANGAR
A2	HANGAR	E2	HANGAR
A3	HANGAR	E3	HANGAR
A4	HANGAR	E5	HANGAR
A5	HANGAR	E7	HANGAR
A6	HANGAR	E9	HANGAR
A8	HANGAR	E11	HANGAR
A10	HANGAR	E14	HANGAR
A12	HANGAR	E16	HANGAR
A21	HANGAR	F2	HANGAR
A23	HANGAR	F4	HANGAR
A25	HANGAR	F8	HANGAR
A27	HANGAR	F10	HANGAR
A29	HANGAR	F110	T-HANGAR
A31	HANGAR	F1	HANGAR
A33	HANGAR	F1.6	HANGAR
B1	HANGAR	F1.3	HANGAR
B3	HANGAR	F1.3A	HANGAR
B5	HANGAR	F1.6	HANGAR
B7	HANGAR	F1.7	HANGAR
B9	HANGAR	F1.7A	HANGAR
B11	HANGAR	F1.7B	HANGAR
C1	HANGAR	F1.8	GREAT WESTERN AVIATION
C2	HANGAR	F1.9A	UTAH JET CENTER
C3	HANGAR	F110	UTAH STATE UNIVERSITY
C14	HANGAR	F1.10A	UTAH STATE UNIVERSITY
C5	HANGAR	F1.11	HANGAR
C6	HANGAR	F1.12	HANGAR
C7	HANGAR	F1.14	HANGAR

PROPOSED AIRPORT FACILITIES LIST	
P-1	HANGAR, TYP.
P-2	T-HANGAR, TYP.
P-3	EXECUTIVE HANGAR, TYP.
P-4	AIR RESCUE AND FIRE FIGHTING FACILITY
P-5	FBO TERMINAL
P-6	COMMERCIAL SERVICE HANGAR
P-7	COMMERCIAL TERMINAL
P-8	FUTURE COMMERCIAL TERMINAL EXPANSION
P-9	AUTOMATIC SLIDING GATE
P-10	FENCED PARKING AREA

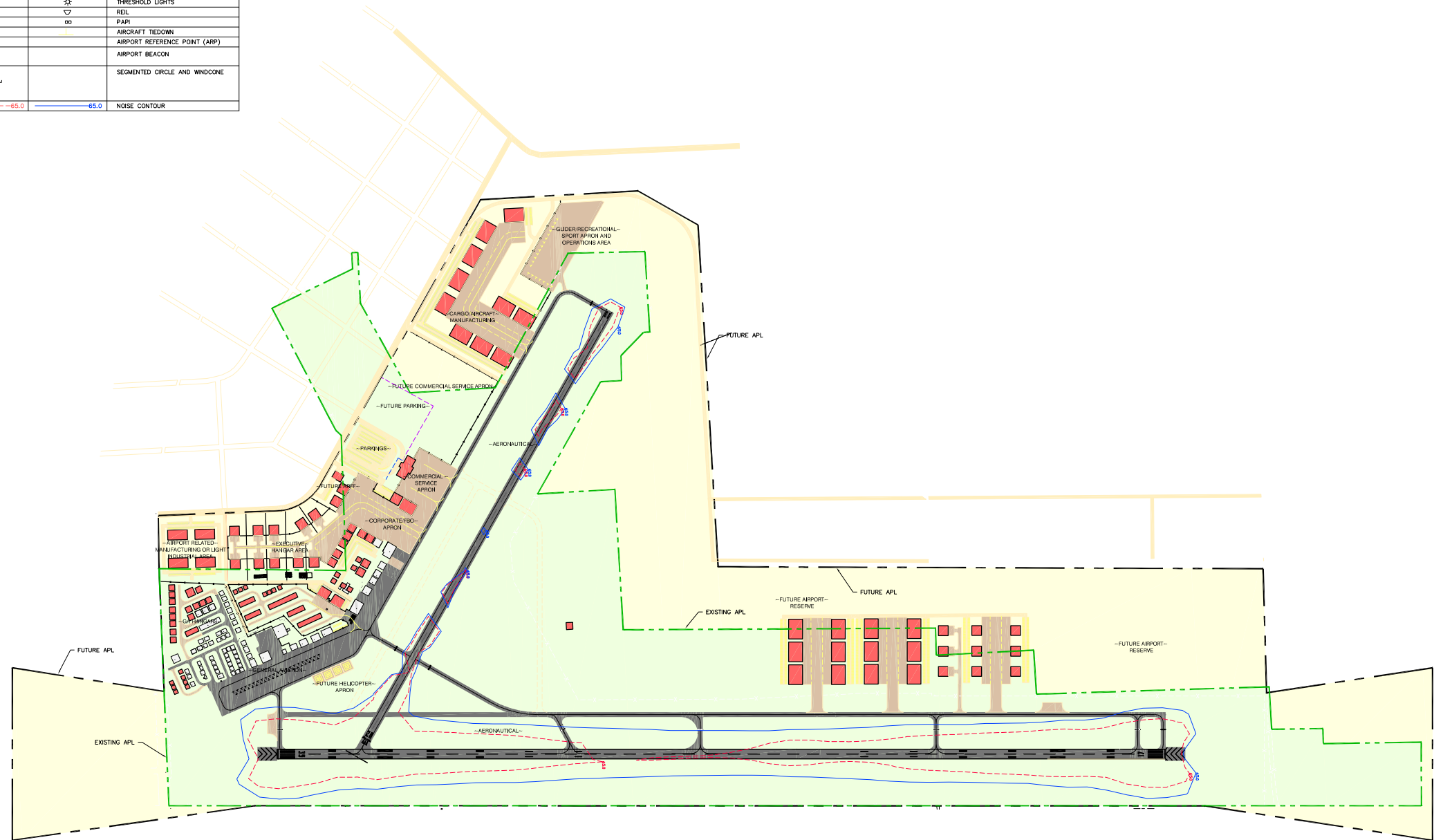


LEGEND		
EXISTING	FUTURE	DESCRIPTION
		BUILDING/STRUCTURE
		ROADWAY
		AIRFIELD PAVEMENT
		PARKING AREA
		AIRFIELD OWNED LAND
		AIRPORT COMPATIBLE BUSINESS ROAD
		AIRFIELD STRIPING
		BUILDING/STRUCTURE TO BE REMOVED
		AIRPORT PROPERTY LINE (APL)
		BUILDING RESTRICTION LINE
		RUNWAY OBJECT FREE AREA
		RUNWAY OBJECT FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY SAFETY AREA
		RUNWAY VISIBILITY ZONE
		TAXIWAY OBJECT FREE AREA
		FENCE
		CONTOUR LINES
		RAILROAD
		THRESHOLD LIGHTS
		REL
		PAPI
		AIRCRAFT TIEDOWN
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT BEACON
		SEGMENTED CIRCLE AND WINDCONE
		NOISE CONTOUR



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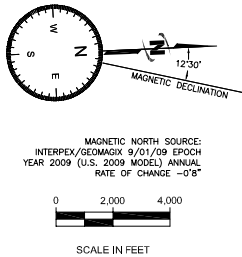
DATE	DESCRIPTION	BY	APP'D

**LOGAN-CACHE AIRPORT
LOGAN, UTAH**

ON-AIRPORT LAND USE PLAN

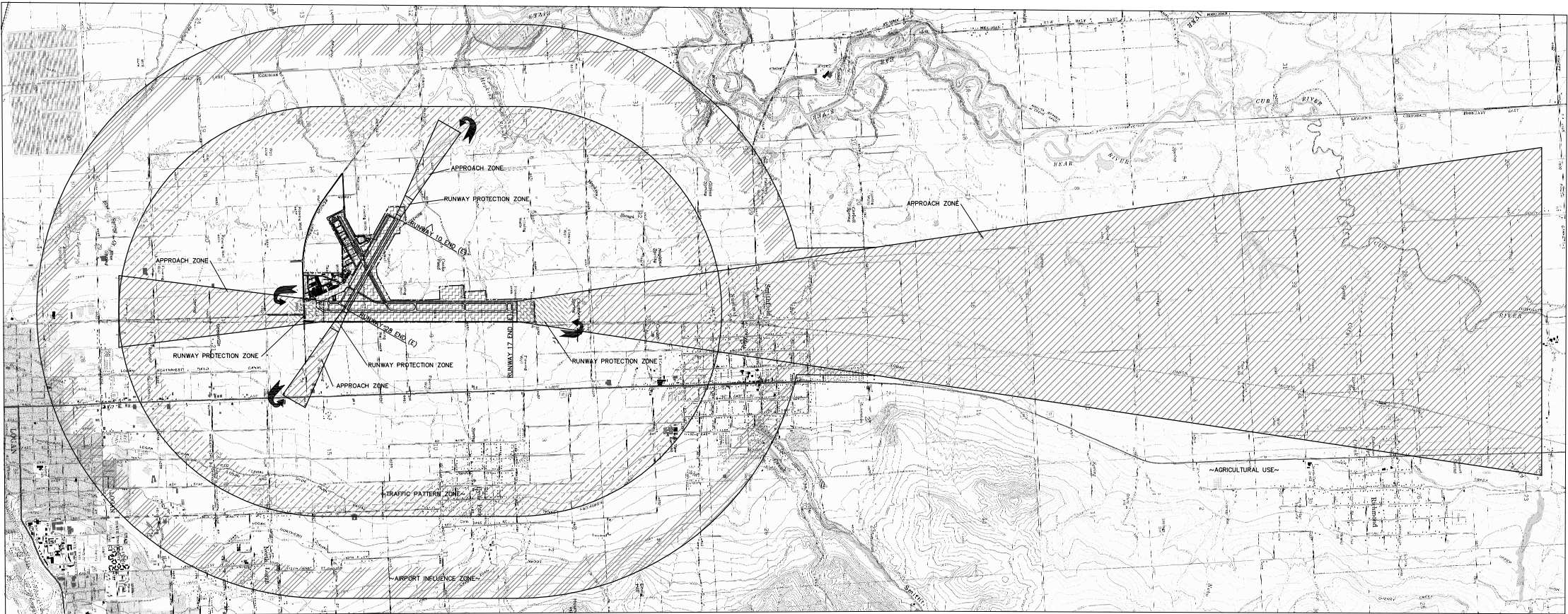
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DRAWN BY: PGM
DESIGN BY: SWG
CHECKED BY: CAL
SCALE OF SHEET: AS SHOWN
VER. SCALE: NONE
LAST UPDATED: 7/11/2008

SHEET
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OF 13



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ZONING ORDINANCES IN EFFECT

NORTH LOGAN: ORDINANCE No. 02-13, AIRPORT OVERLAY ZONE, SEPT. 19, 2002.

CACHE COUNTY: CACHE COUNTY ZONING ORDINANCE, CHAPTER 9, AIRPORT LIMITATION OVERLAY ZONES, NOV. 27, 2001.

CITY OF LOGAN: ORDINANCE 98-58, CITY OF LOGAN LAND DEVELOPMENT CODE, SECTION 17.24, AIRPORT LIMITATION, JUNE 21, 2002.

HYDE PARK CITY: PENDING.

SMITHFIELD: PENDING.

LEGEND	
	65 DNL NOISE CONTOUR
	RUNWAY PROTECTION ZONE (RPZ)
	APPROACH ZONE (AZ)
	TRAFFIC PATTERN ZONE (TPZ)
	AIRPORT INFLUENCE ZONE (AIZ)
	AIRPORT PROPERTY

NOTICE OF PROPOSED CONSTRUCTION	
AN FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION MUST BE SUBMITTED FOR ANY CONSTRUCTION OR ALTERATION (INCLUDING HANGARS AND OTHER ON-AIRPORT AND OFF-AIRPORT STRUCTURES, TOWERS, ETC) OVER 200 FEET IN HEIGHT, OR WITHIN 20,000 HORIZONTAL FEET OF THE AIRPORT GREATER IN HEIGHT THAN AN IMAGINARY SURFACE EXTENDING OUTWARD AND UPWARD FROM THE RUNWAY, AT A SLOPE OF 100 TO 1.	

LAND USE COMPATIBILITY GUIDELINES					
Land Use Category	Airport Influence Zone (AIZ)	Traffic Pattern Zone (TPZ)	Approach Protection Zone (APZ)	Runway Protection Zone (RPZ)	65 DNL
Residential Single-family, nursing homes, mobile homes, multi-family, apartments, condominiums, transient lodging, hotel, motel	C (6)	C (4)	C (3,4)	X	X
Public Schools, libraries, hospitals, churches, auditoriums, concert halls, Transportation, parking, cemeteries	C (6)	C (4)	C (3,4)	X	X
Commercial and Industrial Offices, retail trade, service commercial, wholesale trade, warehousing, light industrial, general manufacturing, utilities, extractive industry	P	P	P	C (5)	C (2,5)
Agricultural and Recreational Crop land, Livestock breeding, zoos, riding stables, water recreation, Outdoor spectator sports, parks, playgrounds, golf courses, Amphitheaters, Open space	P	P	P	X	P
	P	C (3)	C (3,4)	X	X
	C	C (3)	X	X	X
	P	P	X	P	P

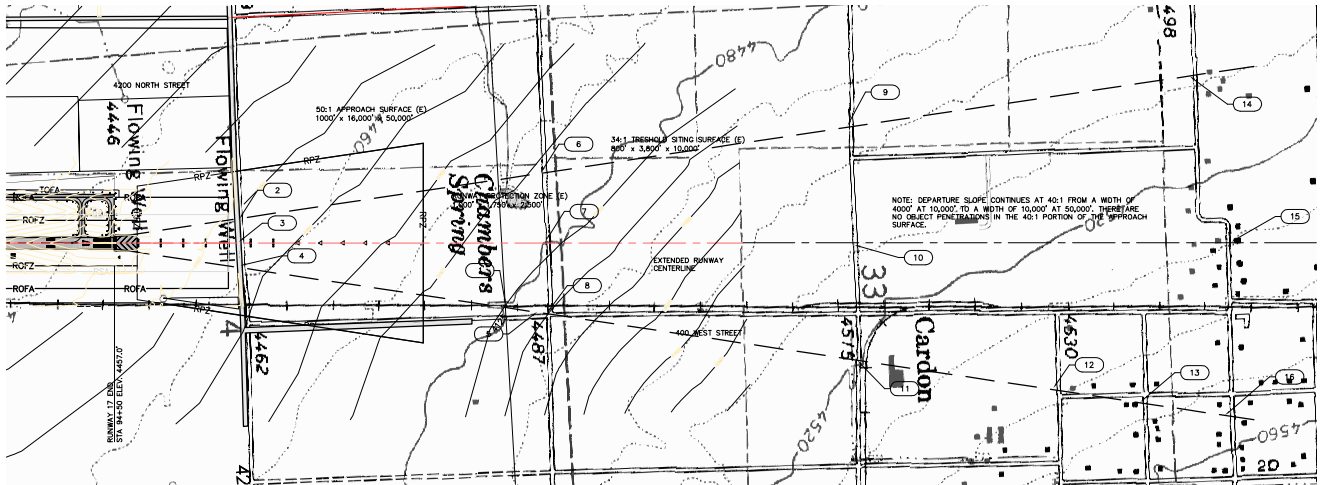
LAND USE COMPATIBILITY CRITERIA	
P - Permitted C - Conditional X - Not Allowed	
Conditions	
1. If allowed, avigation easements and disclosure must be required as a condition of development.	
2. Any structures associated with uses allowed in the 65 Ldn Noise Contour must be located outside the 65 Ldn Noise Contour.	
3. If no reasonable alternative exists, use should be located as far from extended centerline as possible.	
4. An avigation easement should be considered based on proximity to runway centerline.	
5. Transportation facilities in the 65 Ldn Noise Contour (i.e. roads, railroads, waterways) must be configured to comply with FAR Part 77 requirements.	
6. Disclosure of airport proximity should be required as a condition of development.	
NOTE: DEVELOPMENT PROJECTS WHICH ARE WILDLIFE ATTRACTANTS, INCLUDING SEWAGE TREATMENT PONDS AND WETLAND MITIGATION BANKS WITHIN 10,000 FEET OF RUNWAY 17/35 OR NEW LANDFILLS WITHIN 6 MILES OF THE AIRPORT ARE UNACCEPTABLE (REFERENCE FAA ADVISORY CIRCULAR 150/5200-33)	
TRAFFIC PATTERN DIRECTION	

LOGAN-CACHE AIRPORT
LOGAN, UTAH

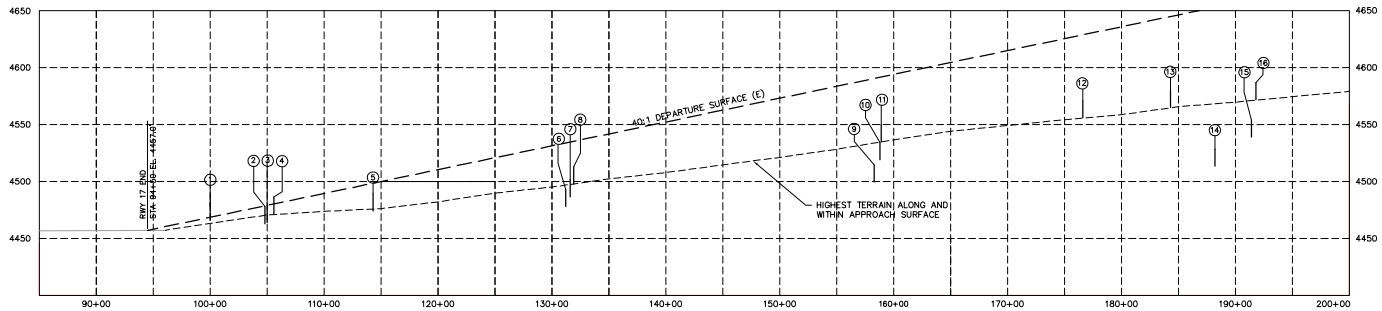
OFF-AIRPORT LAND USE PLAN

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PROJ. #: 3538-020
DRAWING NO.: 650820L_C-AP-10
DRAWN BY: PJA
DESIGN BY: JWS
CHECKED BY: CAL
SCALE OF SHEET
HORIZ. SCALE: AS SHOWN
VERT. SCALE: NONE
LAST UPDATED: 7/11/2009

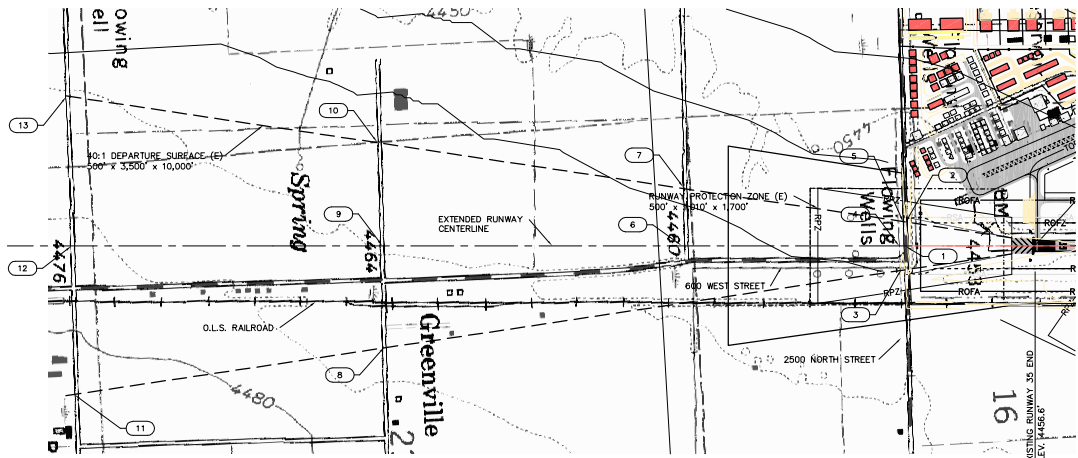
SHEET
9
OF 13



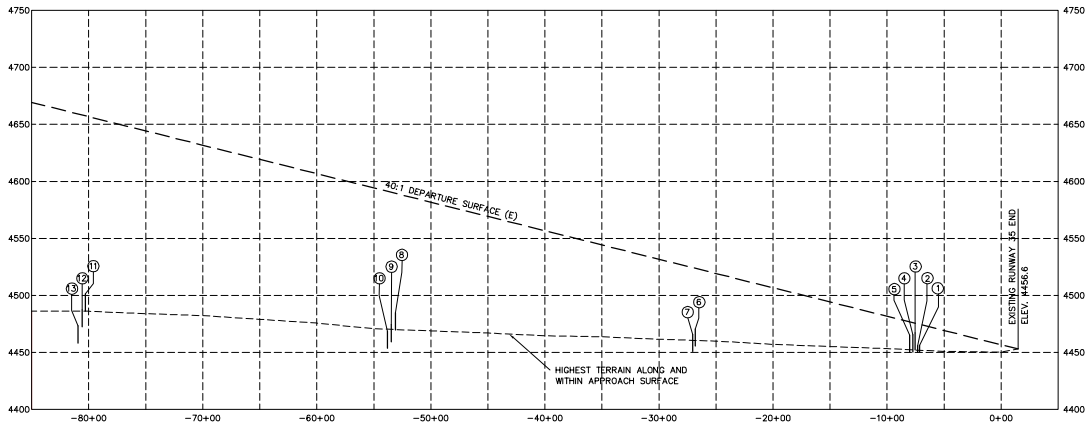
PLAN RUNWAY 17
1"=500' HORIZONTAL



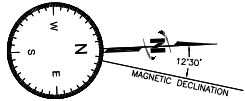
PROFILE RUNWAY 17
1"=500' HORIZONTAL
1"=50' VERTICAL



PLAN RUNWAY 35
1"=500' HORIZONTAL



PROFILE RUNWAY 35
1"=500' HORIZONTAL
1"=50' VERTICAL



MAGNETIC NORTH SOURCE:
INTERPAX/GEOMADIX 9/01/09 EPOCH
YEAR 2009 (U.S. 2009 MODEL) ANNUAL
RATE OF CHANGE -0.9"

- *NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD83).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.
3) INSTALL SIGNS 500' EAST AND 555' WEST OF RUNWAY CENTERLINE. SIGNS SHOULD READ "AIRCRAFT APPROACH AREA - NO STOPPING".
4) INSTALL SOLAR POWERED OBSTRUCTION LIGHTS ON POLES.

OBJECTS WITHIN RUNWAY 17 DEPARTURE SURFACE			
NO.	DESCRIPTION	ELEVATION	PROPOSED ACTION
1	O.L.S. RAILROAD	4465.2' ± 23'	OBSTRUCTION LIGHT (4)
2	4200 NORTH STREET	4462.3' ± 15'	INSTALL SIGNS (3 & 4) & OBSTRUCTION LIGHT
3	4200 NORTH STREET	4463.3' ± 15'	INSTALL SIGNS (3 & 4) & OBSTRUCTION LIGHT
4	4200 NORTH STREET	4470.7' ± 15'	INSTALL SIGNS (3) & OBSTRUCTION LIGHT
5	400 WEST STREET	4473.5' ± 15'	NONE
6	ROAD	4477.2' ± 15'	NONE
7	ROAD	4485.9' ± 15'	NONE
8	ROAD	4497.1' ± 15'	NONE
9	ROAD	4499.0' ± 15'	NONE
10	ROAD	4518.5' ± 15'	NONE
11	ROAD	4534.1' ± 15'	NONE
12	ROAD	4555.4' ± 15'	NONE
13	ROAD	4564.6' ± 15'	NONE
14	ROAD	4512.8' ± 15'	NONE
15	ROAD	4538.3' ± 15'	NONE
16	ROAD	4571.0' ± 15'	NONE

- *NOTES:
1) OBJECT ELEVATIONS IN FEET (VERTICAL DATUM NAVD83).
2) OBSTRUCTION ELEVATIONS ARE FOR PLANNING PURPOSES ONLY AND WERE NOT SURVEYED BY J-U-B. ACTUAL ELEVATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY PROPOSED DESIGN OR CONSTRUCTION WORK.

OBJECTS WITHIN RUNWAY 35 DEPARTURE SURFACE			
NO.	DESCRIPTION	ELEVATION	PROPOSED ACTION
1	FENCE	4450.3' ± 6'	NONE
2	FENCE	4450.0' ± 6'	NONE
3	ROAD	4452.2' ± 15'	NONE
4	ROAD	4450.4' ± 15'	NONE
5	ROAD	4450.1' ± 15'	NONE
6	ROAD	4455.6' ± 15'	NONE
7	ROAD	4450.8' ± 15'	NONE
8	ROAD	4469.7' ± 15'	NONE
9	ROAD	4459.4' ± 15'	NONE
10	ROAD	4453.9' ± 15'	NONE
11	ROAD	4485.3' ± 15'	NONE
12	ROAD	4472.4' ± 15'	NONE
13	ROAD	4458.3' ± 15'	NONE



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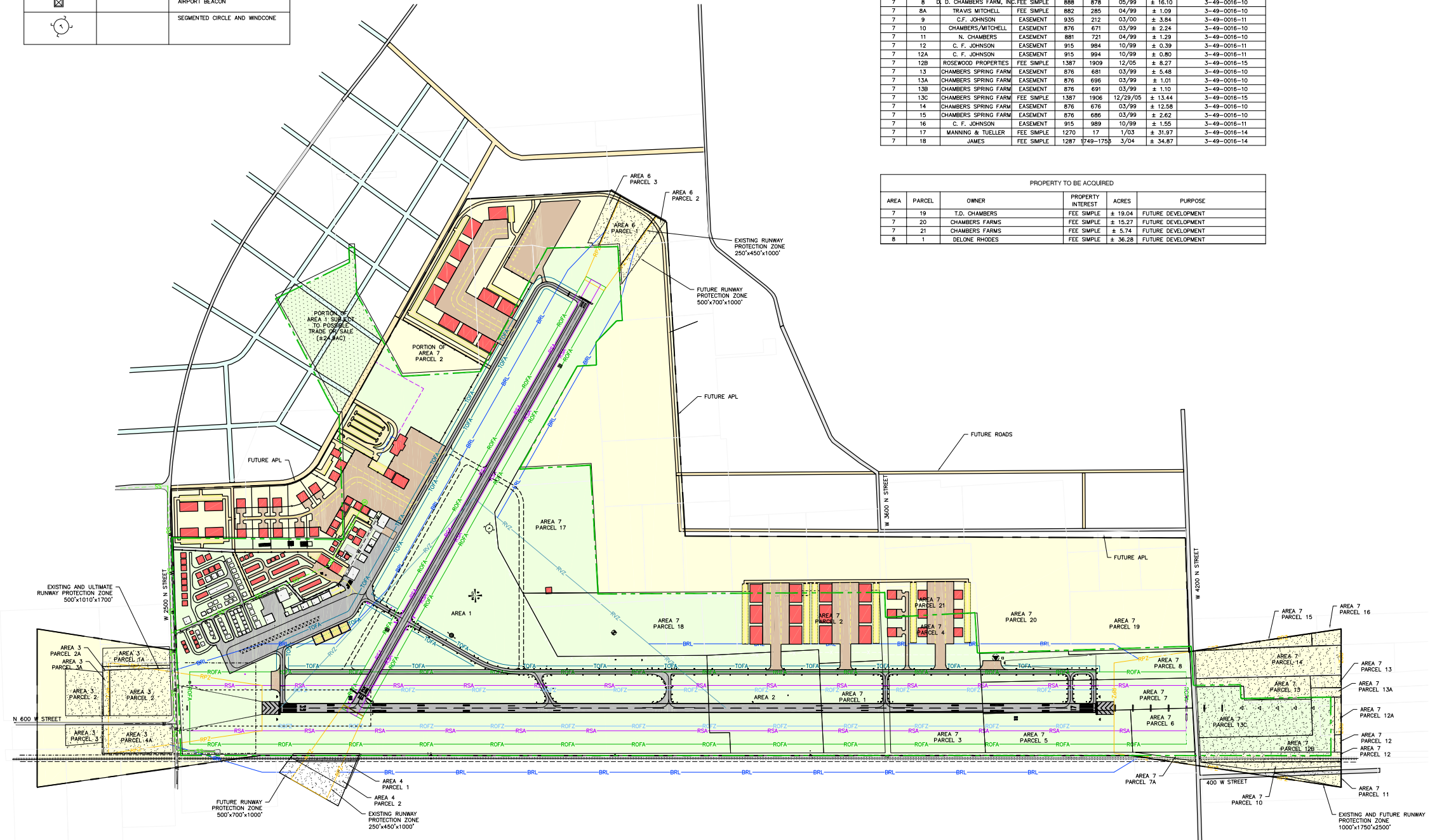
LOGAN-CACHE AIRPORT
LOGAN, UTAH

DEPARTURE SURFACE RUNWAY 17-35

CAD FILE: 03060201_CAD_14.DWG
PROJ. #: 30248-000
DRAWING NO.: 03060201_CAD_14
DRAWN BY: PGM
DESIGNED BY: SWS
CHECKED BY: CAL
SCALE OF SHEET: HORIZ. SCALE: AS SHOWN
VERT. SCALE: NONE
LAST UPDATED: 7/11/2009

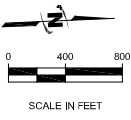
SHEET
10
OF 13

LEGEND		
EXISTING	FUTURE	DESCRIPTION
[Symbol]	[Symbol]	BUILDING/STRUCTURE
[Symbol]	[Symbol]	ROADWAY
[Symbol]	[Symbol]	AIRFIELD PAVEMENT
[Symbol]	[Symbol]	PARKING AREA
[Symbol]	[Symbol]	AIRFIELD OWNED LAND
[Symbol]	[Symbol]	AIRPORT COMPATIBLE BUSINESS ROAD
[Symbol]	[Symbol]	RPZ EASEMENTS
[Symbol]	[Symbol]	AIRFIELD STRIPING
[Symbol]	[Symbol]	BUILDING/STRUCTURE TO BE REMOVED
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE (APL)
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA
[Symbol]	[Symbol]	RUNWAY OBJECT FREE ZONE
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE
[Symbol]	[Symbol]	RUNWAY SAFETY AREA
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE
[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA
[Symbol]	[Symbol]	FENCE
[Symbol]	[Symbol]	CONTOUR LINES
[Symbol]	[Symbol]	RAILROAD
[Symbol]	[Symbol]	THRESHOLD LIGHTS
[Symbol]	[Symbol]	REL
[Symbol]	[Symbol]	PAPI
[Symbol]	[Symbol]	AIRCRAFT TIEDOWN
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)
[Symbol]	[Symbol]	AIRPORT BEACON
[Symbol]	[Symbol]	SEGMENTED CIRCLE AND WINDCONE



EXISTING AIRPORT PROPERTY						
AREA	PARCEL	PREVIOUS OWNER	PROPERTY INTEREST	RECORDING INFORMATION PAGE DATE	ACRES	FEDERAL PARTICIPATION
1	—	CITY OF LOGAN	FEE SIMPLE	—	± 407.64	NONE
2	—	CITY OF LOGAN	FEE SIMPLE	—	± 30.56	9-42-021-6105
3	1	BALLARD	EASEMENT	413 06/62	± 4.79	9-42-021-6105
3	2	BOUDRERO	EASEMENT	406 12/63	± 7.98	9-42-021-6105
3	3	BALLARD	EASEMENT	405 06/62	± 2.09	9-42-021-6105
3	1A	KYSUN	EASEMENT	726 07/97	± 3.45	3-49-0016-06
3	2A	GIBBONS	EASEMENT	732 07/97	± 0.63	3-49-0016-06
3	3A	BOUDRERO	EASEMENT	720 07/97	± 0.86	3-49-0016-06
3	4A	BALLARD	EASEMENT	739 07/97	± 5.56	3-49-0016-06
4	1	UNION PACIFIC RAILROAD	EASEMENT	684 07/97	± 1.73	3-49-0016-06
4	2	THURSTON	EASEMENT	701 07/97	± 1.97	3-49-0016-06
6	1	BALLARD	EASEMENT	756 714 07/97	± 5.06	3-49-0016-06
6	2	FALSEV	EASEMENT	756 678 07/97	± 2.21	3-49-0016-06
6	3	REESE	EASEMENT	756 707 07/97	± 1.71	3-49-0016-06
7	1	BALLS	FEE SIMPLE	909 710 09/99	± 15.89	3-49-0016-10
7	2	JENSEN	FEE SIMPLE	920 80 11/99	± 18.49	3-49-0016-11
7	3	JAMES	FEE SIMPLE	920 77 11/99	± 10.88	3-49-0016-11
7	4	LEE	FEE SIMPLE	915 436 10/99	± 24.73	3-49-0016-11
7	5	CHAMBERS/MITCHELL	FEE SIMPLE	882 286 04/99	± 16.81	3-49-0016-10
7	6	SCROWTHER	FEE SIMPLE	900 196 07/99	± 7.52	3-49-0016-10
7	6A	SCROWTHER	EASEMENT	900 327 07/99	± 0.76	3-49-0016-10
7	7	LENNIS CHAMBERS	FEE SIMPLE	907 347 08/99	± 18.12	3-49-0016-10
7	8	D. D. CHAMBERS FARM, INC.	FEE SIMPLE	888 878 05/99	± 16.10	3-49-0016-10
7	8A	TRAVIS MITCHELL	FEE SIMPLE	882 285 04/99	± 1.09	3-49-0016-10
7	9	C.F. JOHNSON	EASEMENT	935 212 03/00	± 3.84	3-49-0016-11
7	10	CHAMBERS/MITCHELL	EASEMENT	876 671 03/99	± 2.24	3-49-0016-10
7	11	N. CHAMBERS	EASEMENT	881 721 04/99	± 1.29	3-49-0016-10
7	12	C. F. JOHNSON	EASEMENT	915 984 10/99	± 0.39	3-49-0016-11
7	12A	C. F. JOHNSON	EASEMENT	915 984 10/99	± 0.80	3-49-0016-11
7	12B	ROSEWOOD PROPERTIES	FEE SIMPLE	1387 1909 12/05	± 8.27	3-49-0016-15
7	13	CHAMBERS SPRING FARM	EASEMENT	876 681 03/99	± 5.48	3-49-0016-10
7	13A	CHAMBERS SPRING FARM	EASEMENT	876 696 03/99	± 1.01	3-49-0016-10
7	13B	CHAMBERS SPRING FARM	EASEMENT	876 691 03/99	± 1.10	3-49-0016-10
7	13C	CHAMBERS SPRING FARM	FEE SIMPLE	1387 1906 12/29/05	± 13.44	3-49-0016-15
7	14	CHAMBERS SPRING FARM	EASEMENT	876 676 03/99	± 12.58	3-49-0016-10
7	15	CHAMBERS SPRING FARM	EASEMENT	876 686 03/99	± 2.62	3-49-0016-10
7	16	C. F. JOHNSON	EASEMENT	915 989 10/99	± 1.55	3-49-0016-11
7	17	MANNING & TUELLER	FEE SIMPLE	1270 17 1/03	± 31.67	3-49-0016-14
7	18	JAMES	FEE SIMPLE	1287 1749-1753 3/04	± 34.87	3-49-0016-14

PROPERTY TO BE ACQUIRED					
AREA	PARCEL	OWNER	PROPERTY INTEREST	ACRES	PURPOSE
7	19	T.D. CHAMBERS	FEE SIMPLE	± 19.04	FUTURE DEVELOPMENT
7	20	CHAMBERS FARMS	FEE SIMPLE	± 15.27	FUTURE DEVELOPMENT
7	21	CHAMBERS FARMS	FEE SIMPLE	± 5.74	FUTURE DEVELOPMENT
8	1	DELONE RHODES	FEE SIMPLE	± 36.28	FUTURE DEVELOPMENT





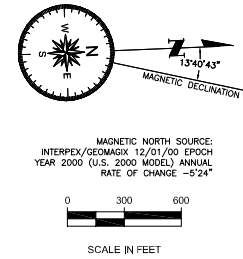
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REVISION

NO.	DESCRIPTION	DATE
1	REVISED	11/11/2009



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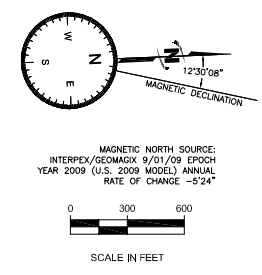
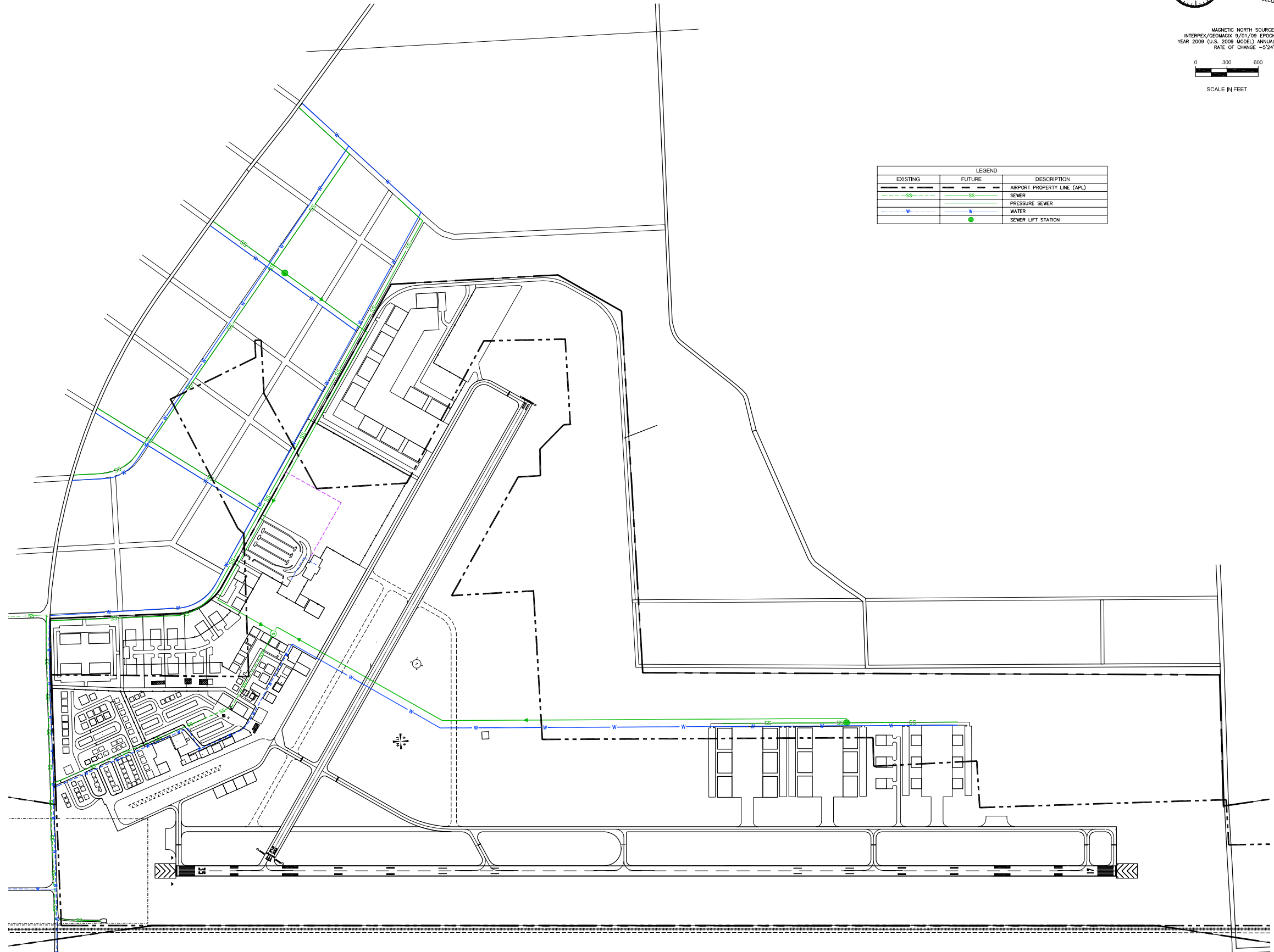
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[illegible]LOGAN-CACHE AIRPORT
LOGAN, UTAH

AERIAL PHOTOGRAPH

CAD FILE: 83-08-030_C-AF_12.DWG
PROJ. #: 30-05-020
DRAWING NO.: 83-08-030_C-AF_12
DRAWN BY: PDA
DESIGN BY: SWS
CHECKED BY: CAL
SCALE OF SHEET
HOR SCALE: AS SHOWN
VER SCALE: NONE

LAST UPDATED: 7/11/20
SHEET
12
OF 13



LEGEND		
EXISTING	FUTURE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE (APL)
---	---	SEWER
---	---	PRESSURE SEWER
---	---	WATER
	●	SEWER LIFT STATION



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LOGAN-CACHE AIRPORT
LOGAN, UTAH
FUTURE UTILITY SERVICE PLAN

CAD FILE: 834800L_CAF_TL00WS
PROJ. #: 834800L
DRAWING NO.: 834800L_CAF_13
DRAWN BY: PGM
DESIGN BY: RWS
CHECKED BY: CAL
SCALE OF SHEET: AS SHOWN
VER. SCALE: NONE
LAST UPDATED: 7/11/2009