

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MINUTES
NOVEMBER 5, 2013

The Logan-Cache Airport Authority Board convened in a regular session on November 5, 2013 at 7:30 a.m. in the Cache County Historic Courthouse, County Council Chambers, 199 North Main, Logan, Utah.

ATTENDANCE

Members of the Airport Authority Board in Attendance:

John Kerr - Chairman
Dean Quayle
Gar Walton
Bill Francis
Val Potter
M. Lynn Lemon
Mayor Randy Watts

Members of the Airport Authority Board Absent:

Others in Attendance:

Lee Ivie - Airport Manager
Brady Hansen – Logan City Fire Department
Jed Al-Imari – Logan City
Kim Hall – Leading Edge Aviation
Scott Weaver – Leading Edge Aviation
Stephen Blankenship – Mountain Ridge Helicopters
Bryan Congdon – Harris Air
Denny Earl – Civil Air Patrol
David Phippen – Civil Air Patrol
David Rhodes – Civil Air Patrol
Dan Richards – Civil Air Patrol
Inken Christensen – Civil Air Patrol
Manuel Boltz – Utah State University
Susan Crosbie – Utah State University
Lan Turner – LGU Assoc.
Shannon Nielsen – Herald Journal
Janeen Allen

CALL TO ORDER

Chairman John Kerr called the meeting to order at 7:30 a.m.

REVIEW AND APPROVAL OF MINUTES

Kerr asked for a motion to approve the minutes of October 1, 2013.

ACTION: Motion was made by Potter and seconded by Francis to approve the minutes of October 1, 2013. The vote in favor was unanimous, 7-0

ITEMS FOR DISCUSSION

Manager's Report – Lee Ivie (Attachment A)

Ivie presented his report which is attached as a part of these minutes.

Full-Scale Emergency Drill Presentation – Chief Jeff Peterson

Peterson showed photographs of the emergency drill held at the airport in September and shared the following statistics and highlights:

- Over 200 participants
- Representatives from every Fire Department and EMS agency in the county
- Transported about 65 people to two local hospitals
- Prep area was in the area where the ARFF Truck is stored with makeup applied to simulate aircraft-type injuries
- Representatives from Bear River Health Department and Logan City present
- Two buses used to simulate the fuselage of a downed 737 and a trailer to simulate the cockpit
- Mannequins used to simulate fatalities
- All mass-casualty incident protocols and equipment exercised
- ARFF truck used to simulate putting out the fire
- Press was represented
- Life Flight transported one patient to Logan Regional Hospital and one patient to Cache Valley Hospital
- Ambulances no longer certified for transport used in the mass-casualty incident because of agreement with the State of Utah
- Security conducted by CERT personnel

Snow Removal Operations – Jed Al-Imari

Al-Imari said that he had met with Lee Ivie and Bill Francis and conducted some training for all those involved with snow removal at the airport. During the training, some issues arose that present some challenges for snow removal. They tried to come up with some ideas in order to most efficiently use the available equipment and personnel. Al-Imari said the main issue is getting out to the airport in a timely manner and removing the snow fast enough so that it doesn't freeze on the ramps and runways. The problem is that his first priority is Logan City with 145 miles (roughly 600 lane miles) of road, about 240 cul-de-sacs, and 30 to 40 parking lots to clear with only 17 employees. He asked the board for some help in solving this problem with maybe hiring part-time employees or borrowing graders from local construction companies. Mayor Watts

suggested looking for individuals with experience who have retired both in the county and Logan City. Al-Imari said he is already pulling personnel from other departments, such as water, in order to get enough manpower to cover the city. He added that according to a new policy, he is now required to clear all sidewalks that are adjacent to Logan City property within 24 hours of snowfall.

Kerr asked Al-Imari to brainstorm some more with Ivie and Francis and come up with some solid formal proposals and a recommendation to present to the board at the next meeting. Al-Imari agreed, but added that the solutions he has discussed with Ivie and Francis up to this point mostly call for additional equipment, such as a box pusher. Potter asked about looking into subcontracting the snow removal service with private organizations. Al-Imari responded that they sent out bids three years ago with no response from any for that kind of work. Kerr added that the construction companies don't have the manpower to provide the service because their personnel would not be able to draw unemployment if they did. In addition, the private parties would also charge much more for the snow removal than what the city and county can do on their own.

Lemon agreed with Logan City's dilemma saying that the county is facing the same issues with personnel being cut from the road department. The manpower is just not there. More discussion followed with suggestions for increasing manpower and the possibilities of purchasing or renting another box pusher. Kerr asked Al-Imari to work on fine tuning his recommendations to present to the board.

Civil Air Patrol Presentation (Attachment B)

Inken Christensen introduced herself as Commander of the local squadron of the Civil Air Patrol in Cache Valley. She introduced the other members of the Civil Air Patrol in attendance: Denny Earl, Safety and Maintenance Officer; Dan Richards, Operations Officer; David Phippen, Finance Officer and Professional Development Officer; and David Rhodes, Deputy Commander. David Rhodes gave a Powerpoint presentation explaining the history and function of the Civil Air Patrol along with its relationship with the Logan-Cache Airport. The presentation is a part of these minutes as "Attachment B."

After the presentation, David Phippen addressed the board and gave a brief history of his involvement with the local Civil Air Patrol. He explained that until just recently, they had been using space donated by USU to house their Cessna 182, but now need another space since USU no longer has that space available. He asked the board members if any of them were aware of any hangar space that might be donated to house their Cessna 182. Lemon asked if they had contacted other hangar owners at the airport to see if there is any space available. Denny Earl replied that he has approached a few owners and found hangar space to be very tight right now.

Kerr thanked the Civil Air Patrol for their presence and presentation and mentioned that maybe someone in attendance is aware of hangar space that might be available and can help them out.

Hangar D8 Proposal – Brandon Wallin

Ivie said that he had received a request from Brandon Wallin to build a 48' x 40' hangar in the D8 space. Kerr described the location of the space to be immediately west of the University Research Hangar and added that the area could accommodate a 50' x 50' hangar. He noted that

he is concerned that the area would be underdeveloped if a smaller hangar is built there. Quayle asked Ivie if Wallin would consider upsizing to a 50' x 50' hangar or moving to a location that would better accommodate a smaller hangar. Ivie said he believed Wallin would consider it. Kerr suggested that Ivie present the two options to Wallin and return with his decision.

Utah Jet FBO Agreement Termination

Kerr said that with the sale of the ground assets owned by Utah Jet, they no longer meet the requirements of an FBO. He asked if anyone in attendance was present to represent Utah Jet. Bruce Gittins addressed the board and introduced himself as an employee of Junior Miller, the owner of Utah Jet Center. He said that after 17 years of providing service as an FBO, and because of the changing economic climate, Utah Jet planned last spring to be off the field entirely and sold their buildings to USU. He said they had plans to sell the self-serve fuel island and the other assets on the field, as well, but several circumstances caused these sales to not go through. As a result, he said that the self-serve pump is still in operation and they still provide ground service for the charter flights for the USU football team.

Gittins said that after being notified that they no longer qualify as an FBO, he wanted to come and assure the board that Utah Jet does not dispute it. He expressed some surprise at receiving a Cease and Desist order from the Cache County Attorney's Office that all operations cease by November 10th thinking that they were on more friendly terms with the county and the Airport Authority. He asked for some clarification of that order and wondered if there could be any consideration in granting them a "shop" status rather than an FBO status in order to continue some limited self-serve and ramp service.

Quayle asked again what their original intent was. Gittins replied that the original intent was to sell everything to USU, but USU has since reconsidered the liability and has chosen not to purchase the fuel service. Lemon said that the minimum standards are in place and that the Airport Authority really is bound by them and cannot make an exception for Utah Jet. Lemon said that in his opinion, Utah Jet should be allowed to empty what is in the tanks now, but then shut everything completely down to be in compliance with the set standards.

Kerr offered some observations. He said that he is fine with Utah Jet completing their contract with USU for the remaining two flights. However, he takes exception to the fact that Utah Jet took delivery of another 10,000 gallons within the last five days knowing that the Cease and Desist Order was going to take effect before the fuel was gone. Quayle voiced his opinion that they be allowed to finish their contract with USU, and then clean out their tanks and be done. Francis pointed out that they could keep the tanks to fuel any personal aircraft, but would not be allowed to sell it to any outside entities. Gittins said that Utah Jet Center does not own any aircraft at this time.

ACTION: Motion was made by Quayle and seconded by Lemon to allow Utah Jet Center to continue the ground service contract with USU for the remaining football team flights and to allow the self-serve to continue to function until the existing quantity of gas is used. The vote in favor was unanimous, 7-0

Gittins asked if it would be possible for Utah Jet to lease the tanks to another entity such as Harris Air to fuel their own aircraft. Kerr said that is fine as long as they buy their own fuel and don't sell it to anyone else.

Swensen Fuel Tank

Kerr said Scott Swensen had come before the Airport Authority Board last month proposing that the airport take over his fuel tank or change its use. Kerr said he spoke with the Health Department and they don't have any issues or concerns with the tank. It appears that the airport has no use for the tank at this time. Kerr suggested that Swensen be asked to remove the tank since it has not been used for fuel for many years or neutralize it according to State requirements. Francis pointed out that the tank was last used in June 1996. He also pointed out that if the tank is just neutralized, it could pose a problem in the future if someone wanted to use the ground where it is buried. Quayle asked about the possibility of something being built on top of it. Ivie said that the hangar could be remodeled and extended over that ground. Lemon asked where the exact location of the tank is. Ivie and Francis responded that it is right on the flight line, so it's unlikely that something will be built above it for quite some time. Watts said that could still pose a problem in the future, however, if it is just neutralized and then somehow contamination is discovered. Then it becomes the airport's liability. Quayle said it would be in the airport's best interest to have the tank removed. Walton added that it would be much easier to test the surrounding ground if the tank is removed.

ACTION: Motion was made by Quayle and seconded by Francis that Mr. Swensen be instructed to remove the tank to comply with whatever remediation is required and restore the ground to a usable area. The vote in favor was unanimous, 7-0

USU Request for 8 Additional Tie-Downs in Front of Hangar FL9

Kerr said that USU has requested 8 additional tie-down spaces in front of the hangar they just purchased from Utah Jet. Lemon asked if they are asking that the additional tie-downs be added to the current lease for the building. Ivie said that is their intent to amend it to the lease. Kerr asked if the airport would be responsible for the cost of installing them. Ivie said that was not part of the request. Kerr asked Ivie to gather more information regarding who will pay for it, where the tie-downs will be located, and their anticipated use. Also, if and what impact it will have for snow removal in that area.

Committee Reports

Audit & Finance – Lynn Lemon (Attachment C)

Lemon referred to the proposed budget that is attached to these minutes as "Attachment C." He said it is still in the preparation stage, so he is looking for input from board members if they see any changes that need to be made. In light of the discussion on snow removal, Lemon wondered about adding some additional funding in Temporary Employees to help run the additional truck. He said he is certainly open to putting more in the fund for snow removal if the board thinks it's necessary. Kerr asked if it had to be approved at this meeting and Lemon said they

could look it over, suggest any changes, and approve it in December.

Operations Committee – Dean Quayle

Quayle said a draft copy of the new Rules and Regulations is on the website and asked board members to review it and give him comments. He would like to finalize it by the December meeting.

Capital Improvements - Bill Francis

Francis said they hope to have Taxiway Juliet completed this month.

Economic Development / Public Relations – Gar Walton

Walton said they are continuing to disseminate information about the airport. He said they have printed business cards that have a lot of information on them and anyone is welcome to have some to keep and pass along.

Open Items

No items were brought before the board.

Next Meeting

The next meeting of the Airport Authority Board will be December 3, 2013 at 7:30 a.m.

Adjournment

The meeting was adjourned at 8:57 a.m.

ATTACHMENT A



October 2013 Manager's Report

1. Airport Grounds, Buildings, and Vehicle Maintenance.

1. We are still experiencing power outage to building FL10. The new power line to that building that runs under the pavement is fine, but one leg of the old power line that runs from the pavement to the transformer has failed. Logan City Power has been contacted to discuss the installation of a new power line and two additional transformers to provide power for future buildings where the modular buildings are now located. I was informed at that meeting that they could locate the failed section of the old line and repair it which would give us time to plan for future service into this area of the airport. Chris Newman has contacted me about repairing the old line, but due to hunting season and the limited staff at the power company, arrangements have not been made to repair the old line.
2. The sunlight charge controller that supplies power to the lights on the north wind sock has been replaced and all the lights on each windsock are working.
3. The leased tractor from Valley Implement has been returned, and the batwing mower has been stored for the winter season.
4. The 10 wheel truck and plow from the City of Logan was delivered in October. I have not receive an invoice for this vehicle yet, but I will need to submit that bill to the audit department before the end of 2013 in order to make sure that it is paid out of the budget for this year.

2. Snow and Ice Removal Operations.

1. The annual training for those persons involved in the winter snow removal operations at the Logan-Cache Airport was conducted in October. In conjunction with this training all those who are new to the snow removal staff completed the mandated drivers' test and airport familiarization training.
2. I have two persons interested in the part time position at the airport which will entail mainly snow removal duties as I have saved all of the allotted budget in that line item for winter operations.

3. AIP Projects.

1. FAA project # 3-49-0016-25 (Taxiway J): I have attached a breakdown of costs for change order items associated with this project. There is also a line covering liquidated damages that will be deducted from the expenditures due to the number of days that this project has run past the completion date.
2. UDOT project # 139654 (South Apron Pavement Preservation): This project has been completed, and a request for reimbursement has been sent to the Division of Aeronautics. We were able to add the striping of the taxiways to this project, and we still came in under the estimated cost of \$75,000.00. The total cost of this project was \$73,604.01, and our share of this cost is \$7,360.01.

3. FAA project # 3-49-0016-23 (ARFF Vehicle): All invoices for the special equipment from L.N. Curtis has been submitted for reimbursement, and as soon as Armstrong Consultants sends me a 271 form that accounts for 10% of funds that was retained until the completion of the project, I will submit that amount for reimbursement and this project can be closed out.
4. FAA project # 3-49-0016-24 (Wildlife Hazard Management Assessment): There will be two final observations conducted by the biologist in October, and a plan drafted prior to closing out this project.

4. Hangar Construction.

1. Brad and Jerry Wursten's hangar is nearly completed. A property lease has been delivered to Brad for their review, and as soon as I received the signed lease back we can execute this lease and bill for $\frac{3}{4}$ of this year.
2. Construction of the Janos Lakotos hangar started in October, and most of the concrete work is completed.
3. I haven't heard from Jeff Jackson in regards to the time that he will begin construction of his hangar.

ARMSTRONG CONSULTANTS, INC.
861 ROOD AVE.
GRAND JCT., CO 81501

LOGAN-CACHE AIRPORT
AIP NO. 3-49-0016-24
ACI # 136151
BID DATE: June 20, 2013 11:00 A.M.

CONSTRUCTION BUDGET

SCHEDULE I – CONTRUCT TAXILANE J

ITEM	Awarded QUAN.	Anticipated Constructed Quan	UNIT	LeGrand Johnson	
				UNIT PRICE	EXTENSION
1 Mobilization			L.S.	\$ 82,000.00	\$ 82,000.00
2 Remove Inlet and Pipe			Each	\$ 1,050.00	\$ 1,050.00
3 Remove Asphalt Mat (Full-Depth)			S.Y.	\$ 1.45	\$ 6,955.65
4 Relocate Fire Hydrant	4,797	4,797	Each	\$ 1,450.00	\$ 1,450.00
5 20-Foot Vertical Pivot Gate	1	1	L.S.	\$ 57,000.00	\$ 57,000.00
6 Excavation	10,106	10,106	C.Y.	\$ 3.60	\$ 36,381.60
7 Subbase Course (24-Inches Thick)	4,179	4,179	S.Y.	\$ 18.75	\$ 78,356.25
8 Subbase Course (12-Inches Thick)	2,950	2,950	S.Y.	\$ 9.50	\$ 28,025.00
9 Stabilization Fabric	7,130	7,130	S.Y.	\$ 2.50	\$ 17,825.00
10 Crushed Aggregate Base Course (6-Inches Thick)	4,025	4,025	S.Y.	\$ 6.85	\$ 27,571.25
11 Crushed Aggregate Base Course (4-Inches Thick)	2,950	2,950	S.Y.	\$ 4.60	\$ 13,570.00
12 Bituminous Surface Course (75 Blow)	962	962	Ton	\$ 35.00	\$ 33,670.00
13 Bituminous Material (PG 64-34)	73	73	Ton	\$ 720.00	\$ 52,560.00
14 Bituminous Prime Coat	1,567	0	Gallon	\$ 5.00	\$ -
15 Bituminous Tack Coat	627	627	Gallon	\$ 2.50	\$ 1,567.50
16 Taxiway Painting	368	368	S.F.	\$ 3.00	\$ 1,104.00
17 8-Foot Chain-Link Fence	87	87	L.F.	\$ 100.00	\$ 8,700.00
18 6-Inch Pipe Underdrain (Perforated)	1,116	1,116	L.F.	\$ 19.50	\$ 21,762.00
19 6-Inch Pipe Underdrain (Solid)	92	92	L.F.	\$ 19.50	\$ 1,794.00
20 8-Inch Storm Drain Pipe	120	120	L.F.	\$ 21.00	\$ 2,520.00
21 Inlet	2	2	Each	\$ 1,800.00	\$ 3,600.00
			TOTAL		\$477,462.25

CHANGE ORDER 1

ITEM	Award QUAN.	Built Quan	UNIT	LeGrand Johnson	
				UNIT PRICE	EXTENSION
Excavation	4,366		C.Y.	\$ 3.60	\$15,717.60
Gas Line Sleeve	LS		LS	\$ 2,500.00	\$2,500.00
Additional Mobilization and Testing	LS		LS	\$ 1,497.00	\$1,497.00
Liquidated Damages***	18		Days	\$ (1,000.00)	-\$18,000.00
			TOTAL CHANGE ORDER 1		\$1,714.60

ARMSTRONG CONSULTANTS, INC.
861 ROOD AVE.
GRAND JCT., CO 81501

LOGAN-CACHE AIRPORT
AIP NO. 3-49-0016-24
ACI # 136151
BID DATE: June 20, 2013 11:00 A.M. P

CHANGE ORDER 2

ITEM	Award QUAN.	Built Quan	UNIT	LeGrand Johnson	
				UNIT PRICE	EXTENSION
Drainage Improvements	LS		LS	\$ 15,810.00	\$15,810.00
Bituminous Surface Course (50 Blow) (3 Inches	481		Ton	\$ 41.20	\$19,817.20
Asphalt Material (PG 58-28)	26		Ton	\$ 620.00	\$16,120.00
Additional Mobilization and Testing	LS		LS	\$ 2,900.00	\$ 2,900.00
TOTAL CHANGE ORDER 2					\$54,647.20

TOTAL PROJECT (CHANGE ORDER 1 ONLY)

\$479,176.85

TOTAL PROJECT (CHANGE ORDER 1 and 2 INCLUDED)

\$532,109.45

CONSTRUCTION BUDGET

ARMSTRONG CONSULTANTS, INC.
861 ROOD AVE.
GRAND JCT., CO 81501

LOGAN-CACHE AIRPORT
AIP NO. 3-49-0016-24
ACI # 136151
BID DATE: June 20, 2013 11:00 A.M. P

CONSTRUCTION BUDGET

**** Assumes substantial completion/acceptance of original contract items by October 30, 2013*

ATTACHMENT B



Cache Valley Composite Squadron

Utah Wing



Civil Air Patrol

Citizens Serving Communities



Volunteer Service



History

- 1941: CAP Established Dec 1st
- 1943: Transferred to War Department
- 1946: Incorporated (PL 476)
- 1948: Auxiliary of the United States Air Force (PL 557)



CAP is a federally chartered nonprofit corporation.
CAP is also the official Auxiliary of the Air Force.

First National Board Chairman: Gen "Tooe" Spaatz



CAP Regions



National Headquarters
Rocky Mountain Region
Utah Wing
Cache Valley Composite Squadron



CAP Missions



Emergency Services



Cadet Programs



Aerospace Education



SAR/DR
Homeland Security
Counterdrug
Humanitarian Services
AFROTC Flights
AFJROTC Flights



Leadership
Physical Fitness
Activities
School Enrichment Program



CAP Members
AE Members
General Public

Platforms



Gipsland GA-8 (16)



Cessna 206 (22)



Cessna 182 (285)



Cessna 172 (195)

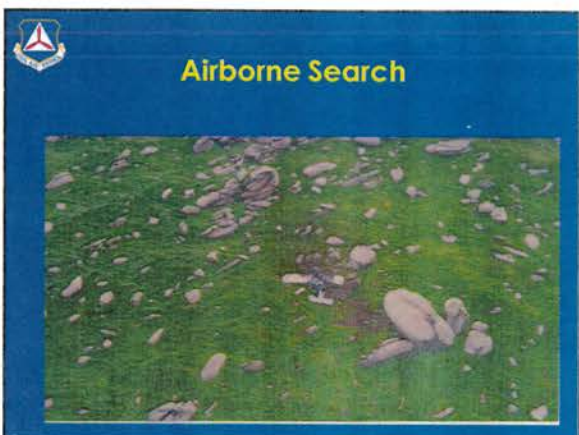
Cruise speed 110-135 kts
Range 520-730 NM

Can operate with 2500' runway
VHF AM and FM radio
100 aircraft have satellite phones



Utah Wing Air Assets

- 8 Cessna 182
- 1 Gipsland GA8
- 2 Gliders



Disaster Relief

Tornados, Floods, Wildfires, Hurricanes & Heavy Snow



Alabama Tornado



Tennessee Severe Weather



Utah Wildfires



Hurricane Katrina



Iowa Flooding



Colorado Heavy Snow



Post 9/11

CAP was first nonmilitary flight allowed following the attack



Homeland Security Support

- Critical infrastructures
- Restricted or sensitive areas
- Borders



Utah Wing - 2012

8 Real Missions – Awarded 6 “Finds” by USAF

- 4 ELT
- 3 Missing Aircraft
- 1 Possible Missing Aircraft

Exercises

- 4 SAREX (3 Days each)
- Utah Shakeout (4 days)
- USAF Evaluation (3 days)



CAP Use of LGU

- Aircraft Storage
- Training Flights/Actual Missions Take off and Landings
- Ground Training, Aircraft Familiarization, Communications Exercises
- Utah Wing Airborne Search Exercises (Multiple Aircraft)
- CAP FM Radio Repeater



Cache Valley Composite Squadron is a Community Asset



Cache Valley Composite Squadron is a Community Asset

- Airborne Search Platform



**N811CP
Cessna 182T**



**Search Mission
Near Morgan, UT**



Direction Finding

BECKER SAR-DF 517



**Cache Valley Composite Squadron
is a Community Asset**

- Airborne Search Platform
- Agency Support



**Cache Valley Flooding
Spring 2011**



**Cache Valley Flooding
Spring 2011**





Cache Valley Flooding Spring 2011



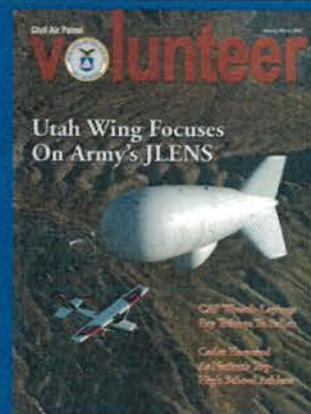
Monte Cristo 8 June 2011 Mission for State of Utah



US Air Force Assigned Mission



Model: T-1 M09 - 5000000
Date: 10/24/11 10:11:11
Location: Kaysville, UT 84037
Latitude: 40.412733 / Longitude: 111.733082
Copyright: 2011/11/11



Bringing JLENS Into Focus:

CADP/Utah Wing Focuses
Two Sectors for Team Cache
Monthly Airborne Search



Cache Valley Composite Squadron is a Community Asset

- Airborne Search Platform
- Agency Support
- Emergency Communications



Communications Training



Communications Training



Communications Equipment



Communications Equipment



Communications Equipment



Utah CAP FM Repeater System

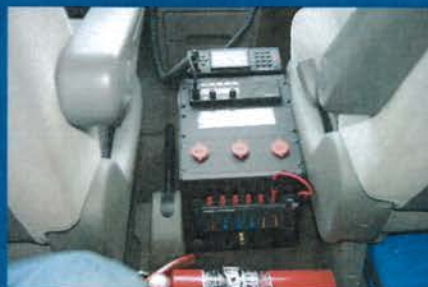




Squadron Van Can Function as a Communications Base



Van Communications HF and FM radios



Cache Valley Composite Squadron is a community asset

- Airborne Search Platform
- Agency Support
- Emergency Communications
- Community Service



Cadets – Community Service



Cache Valley Composite Squadron is a community asset

- Airborne Search Platform
- Agency Support
- Emergency Communications
- Community Service
- Youth Leadership Training



Cache Valley Composite Squadron is a community asset

- Airborne Search Platform
- Agency Support
- Emergency Communications
- Community Service
- Youth Leadership Training
- Aerospace Education



Cache Valley Composite Squadron is a community asset

- Airborne Search Platform
- Agency Support
- Emergency Communications
- Community Service
- Youth Leadership Training
- Aerospace Education



Cache Valley Composite Squadron Needs

- Donated Hangar Space for C 182
- CAP is a 501(c)(3) Organization
- Fair Value Tax Deductable



Justification for Hangar

- Outside Storage Slows Response Time
- Protection From Elements
- Aircraft Familiarization and Training
- Competition from Squadrons with Available Storage Space



Civil Air Patrol Core Values

Integrity

Volunteer Service

Excellence

Respect



Civil Air Patrol



*Citizens Serving Communities:
Above and Beyond*

ATTACHMENT C

2014 BUDGET RECOMMENDATION FORM
AIRPORT AUTHORITY FUND

Account	Title	Annual Total			2013		2014	
		2010	2011	2012	Jan - Oct	Budget	Request	Recommend
INTERGOVERNMENTAL								
277-33-10300	FAA GRANT PROJ AIP #22	-	159,893	-	-	-	-	-
277-33-10310	FAA GRANT PROJ AIP #23	-	-	18,188	-	-	-	-
277-33-10400	FED GRANT PROJ AIP #21	150,602	-	-	-	-	-	-
277-33-10423	FED GRANT AIP #19	8,603	-	-	-	-	-	-
277-33-10500	FED GRANT ARRF	-	-	-	578,190	617,000	-	-
277-33-10510	FED GRANT WHMA	-	-	11,818	24,986	74,700	-	-
277-33-10520	FED GRANT - TAXIWAY JULIET	-	-	-	-	450,000	-	-
277-33-10530	FED GRANT - RUNWAY LIGHTS	-	-	-	-	-	500,170	500,170
277-33-44100	STATE GRANT AIP #21	112,500	-	-	-	-	-	-
277-33-44402	STATE GRANT	40,284	61,608	487,341	80,542	1,812	-	-
277-33-44403	STATE GRANT -FOG & CRACK SEAL	-	-	-	-	67,500	-	-
277-33-44500	STATE GRANT MATCH -ARRF	-	-	-	29,707	33,350	-	-
277-33-44530	STATE GRANT - RUNWAY LIGHTS	-	-	-	-	-	24,195	24,195
277-33-44510	STATE GRANT-TAXIWAY JULIET	-	-	-	-	25,000	-	-
277-33-70105	LOGAN CITY-SHARED NET EXP	67,354	70,000	70,000	80,000	80,000	80,000	80,000
Total INTERGOVERNMENTAL		379,343	291,501	587,347	793,425	1,349,362	604,365	604,365
MISCELLANEOUS REVENUE								
277-36-10000	INTEREST	2,243	709	2,809	1,783	300	-	2,500
277-36-15000	GAS TAX REFUND	5,613	7,605	8,112	4,309	5,200	5,400	5,400
277-36-18000	FUEL FLOW -STORAGE FEES	14,106	13,060	14,077	5,621	11,000	11,500	11,500
277-36-20000	BUILDING RENTS	11,036	23,076	24,628	6,070	21,666	24,529	24,529
277-36-51000	SALE OF SURPLUS PROP- VEHICLES	-	-	-	2,500	-	-	-
277-36-90000	SUNDRY REVENUE	876	30,407	3,836	-	1,000	1,000	3,000
Total MISCELLANEOUS REVENUE		33,874	74,857	53,462	20,283	39,166	42,429	46,929
LAND LEASE								
277-37-80000	AIRPORT FEES-LAND LEASE INCOME	51,262	41,930	40,170	52,053	41,137	45,165	50,620
Total LAND LEASE		51,262	41,930	40,170	52,053	41,137	45,165	50,620
CONTRIBUTIONS & TRANSFERS								
277-38-20000	TRANSFER FROM GENERAL FUND	67,354	70,000	155,000	-	80,000	80,000	80,000
277-38-70000	APPROPRIATED FROM FUND BALANCE	-	-	-	-	88,334	20,103	12,796
Total CONTRIBUTIONS & TRANSFERS		67,354	70,000	155,000	-	168,334	100,103	92,796
TOTAL REVENUES		531,833	478,288	835,979	865,761	1,597,999	792,062	794,710
AIRPORT								
277-4460-110	SALARY	76,538	67,784	57,991	52,474	67,272	70,300	70,300
277-4460-115	OVERTIME PAY	39	-	-	-	-	-	-
277-4460-120	TEMPORARY EMPLOYEES	-	2,630	3,870	72	6,936	7,290	7,290
277-4460-130	EMPLOYEE BENEFITS	30,781	22,592	22,731	21,796	29,271	32,520	32,520
277-4460-210	SUBSCRIPTIONS & MEMBERSHIPS	25	425	370	100	500	400	400
277-4460-220	PUBLIC NOTICES	599	-	-	-	500	400	400
277-4460-230	TRAVEL	5,652	5,974	1,841	1,037	3,000	2,500	2,500
277-4460-240	OFFICE EXPENSE & SUPPLIES	1,892	3,193	550	715	1,000	800	800
277-4460-250	EQUIPMENT SUPPLIES & MAINT	11,935	17,887	13,694	7,918	15,000	12,500	12,500

2014 BUDGET RECOMMENDATION FORM
AIRPORT AUTHORITY FUND

Account	Title	Annual Total			2013		2014	
		2010	2011	2012	Jan - Oct	Budget	Request	Recommend
277-4460-251	NON-CAPITALIZED EQUIPMENT	1,577	5,035	-	-	3,000	2,000	2,000
277-4460-260	BUILDING & GROUNDS	20,363	18,226	9,425	16,478	19,525	17,000	17,000
277-4460-261	SNOW REMOVAL	25,870	23,080	4,290	19,895	21,000	25,000	25,000
277-4460-262	WEED CONTROL - CHEMICAL	8,025	12,974	6,719	9,490	9,490	11,000	11,000
277-4460-263	WEED CONTROL - MOWING	4,921	1,405	-	-	3,000	1,500	1,500
277-4460-270	UTILITIES	12,909	13,713	13,520	10,502	15,000	16,500	16,500
277-4460-280	COMMUNICATIONS	3,772	3,568	2,756	2,587	4,000	4,500	4,500
277-4460-290	FUEL	-	264	-	3,578	6,000	6,000	6,000
277-4460-310	PROF & TECH -MASTERPLAN AIP	59,414	-	-	-	-	-	-
277-4460-311	PROF & TECH ACCOUNTING	1,000	1,000	1,000	1,000	1,000	1,000	1,000
277-4460-312	PROF & TECH-MASTER PLAN	-	-	-	-	-	-	-
277-4460-330	EDUCATION & TRAINING -A R F F	10,000	16,378	22,753	-	12,000	12,000	12,000
277-4460-480	SPECIAL GRANT EXPENSE-SCASDP	-	-	-	-	-	-	-
277-4460-510	INSURANCE	10,152	10,871	12,611	11,291	12,611	13,000	13,000
277-4460-600	SUNDRY EXPENSES	-	-	-	-	-	-	-
277-4460-605	MERIT & MARKET ADJ POOL	-	-	-	-	-	-	-
277-4460-620	MISC SERVICES	5,712	12,273	4,120	450	3,000	5,000	5,000
277-4460-621	MISC BOARD SERVICES/TRAVEL	2,448	3,293	2,304	2,810	3,500	3,500	3,500
277-4460-710	LAND	-	-	-	-	-	-	-
277-4460-720	BUILDING	-	-	-	-	-	-	-
277-4460-730	IMPROVEMENTS	-	-	84,596	12,635	14,582	-	-
277-4460-731	IMPROVEMENTS-UNDERGRD IRR LINE	-	-	-	-	-	-	-
277-4460-732	OTHER CAPITAL IMPROVEMENTS	-	-	-	-	-	-	-
277-4460-739	GRANT PROJECTS	370,139	61,608	676,970	609,878	652,734	550,000	550,000
277-4460-740	CAPITALIZED EQUIPMENT	-	21,625	-	67,210	694,078	-	-
277-4460-990	CONTRIBUTION TO FUND RESERVE	-	-	-	-	-	-	-
Total AIRPORT		663,763	325,798	942,111	851,916	1,597,999	794,710	794,710
TOTAL EXPENDITURES		663,763	325,798	942,111	851,916	1,597,999	794,710	794,710
TOTAL REVENUES		531,833	478,288	835,979	865,761	1,597,999	792,062	794,710
CHANGE IN FUND BALANCE		(131,930)	152,490	(106,132)	13,845	-	(2,648)	-