

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MARCH 5, 2014
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on March 5, 2014 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
Mayor H. Craig Petersen
Jeannie F. Simmonds
Gar Walton
Val K. Potter
Bill Francis
M. Lynn Lemon

Members of the Airport Authority Board Absent:

Others in Attendance:

Lee Ivie - Airport Manager
Jeff Peterson – Logan City Fire Department
Kim R. Hall – Leading Edge Aviation
Scott Weaver – Leading Edge Aviation
Bruce Gittins – Utah Jet Center
Bryan Congdon – Harris Air
Manuel Boltz – Utah State University
Aaron Dyches – Utah State University
Zan Murray – J-U-B Engineers
Walter Brown – Prestige Racing Events
Janeen Allen

CALL TO ORDER

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

ITEMS OF BUSINESS

Approval of Minutes

Kerr asked for a motion to approve the minutes of February 5, 2014.

ACTION: Motion was made by Potter and seconded by Francis to approve the minutes of February 5, 2014. The vote in favor was unanimous, 6-0 with 1 absent

ITEMS FOR DISCUSSION

Manager's Report – Lee Ivie (Attachment A)

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

Francis noted that the FAA inspection went very well and he thinks because of that and budget cuts, we may not have to have an inspection next year.

7:40 a.m. – Simmonds arrived

Prestige Racing Events Proposal – Walter Brown (Attachments B & C)

Brown introduced himself as the owner of Prestige Racing Events out of South Jordan, Utah. He proposed holding a 5K running event at the airport on Saturday, June 28, 2014. He said that it would be a fun event and bring the community together.

Lemon stated that it would be necessary to NOTAM the airport closed. He said he wasn't familiar with the process and asked Ivie for clarification. Ivie said that the NOTAM would have to be given to cover the time that the people are in the movement area which includes all taxiways and runways. He added that it could be opened up once the participants are off the ramp and out of the safety areas. Brown said he is planning a 7:00 a.m. start but could move it to 6:30 a.m. if needed.

Walton asked how other airports that have held similar events have addressed the liability issues. Brown said he carries \$2 million insurance through USA Track and Field. He wasn't sure how the other airports covered the liability but said he could find out.

Mayor Petersen asked if it would be a fund raiser or for-profit event. Brown responded that it would be a for-profit event with an entrance fee of \$25 per runner. He anticipates about 200 runners with a profit of around \$1,500 after expenses including T-shirts.

Francis cited FAA Order 5190.6B, Chapter 7, 7.21(b)(1) titled ***Closing for Special Events - Nonaeronautical Events*** (Attachment B) which states:

"An airport developed or improved with federal funds may not be closed to use the airport facilities for special outdoor events, such as sports car races, county fairs, parades, car testing, model airplane events, etc., without FAA

approval.”

He said his fear is that if the Airport Authority Board allows the race to take place, the airport has the potential of losing its federal funding, and it also opens the door to all kinds of other events that people have wanted to have at that location with many potential problems. Lemon said that the airport shouldn’t consider this event without getting FAA approval.

Kerr noted that the keyword is the “closing” of an airport and then cited the next section of Order 5190.6B, 7.21(c) titled **Closing Part of an Airport** (Attachment C). It states:

*In some instances, there may be sufficient justification to use part of an airport temporarily for an unusual event of local significance that does not involve closing the entire airport. **All** of the following conditions must be met:*

- (1). The event is to be held in an area of the airport that is not required for the normal operation of aircraft and where the event would not interfere with the airport's normal use, or in a limited operational area of an airport having a relatively small traffic volume and where it has been determined that the event can be conducted in the area without interfering with aeronautical use of the airport.*
- (2). Adequate facilities for landing and taking off will remain open to air traffic, and satisfactory arrangements are made to ensure the safe use of the facilities remaining open.*
- (3). Proper NOTAMs are issued in advance.*
- (4). Necessary steps are taken by the airport owner to ensure the proper marking of the portion of the airport to be temporarily closed to aeronautical use.*
- (5). The airport owner notifies the appropriate FAA Flight Standards office in advance, as well as any air carrier using the airport.*
- (6). The airport owner agrees to remove all markings and repair all damage, if any, within 24 hours after the termination of the event, or issues such additional NOTAMs as may be appropriate.*
- (7). The airport owner coordinates the special activities planned for the event with local users of the airport before the event and with the Department of Defense (DoD) if there are any military activities at the airport.*
- (8). No obstructions determined by FAA to be hazards, such as roads, timing poles, or barricades, will be constructed for the remaining operational area of the airport.*
- (9). The airport sponsor is reimbursed for all additional costs incurred as a result of the event.*

Ivie said that it would be possible to use the closed or cross-wind runways because they are not federally funded. However, parts of those runways are still in the safety and movement

areas. Lemon wondered about having the event using the closed and alternate runways. Kerr said the access would have to be through the new west gate and there couldn't be any involvement of the airport east of the other hangars.

Simmonds said that they should make sure not to conflict with any other events that may be taking place on that day in the valley.

Kerr asked Ivie and Brown to check into the items discussed and come back with more information at the April meeting in order for the board to consider the event.

Potter asked how Brown would advertise the event. He responded that he would get permission from the city to put up banners and he would also advertise on online running sites. Potter added that Brown should look into other events held in the valley and suggested that there is more success with events that are tied to fundraising causes.

Report on Hyde Park City Adoption of the Airport Overlay Zone – Lynn Lemon

Lemon said that we have signed the agreement, and he has received word from Hyde Park City that they have signed it, as well.

Discussion of Minimum Standards regarding the Providing of Ground Service for Charter Aircraft – Lynn Lemon (Attachments D & E)

Lemon said that he has considered the proposal from Utah Jet Center and read the letter from Leading Edge Aviation. He said his concern is that if the airport allows Utah Jet to provide the ground service without being an FBO, it will take away from what is being required of Leading Edge, the current FBO, making them less viable. He continued that there are minimum standards for an FBO and we shouldn't start piecemealing out parts to other entities that don't have to meet the same requirements of an FBO. Francis agreed and said it would be detrimental to the success of the current FBO especially in a community not large enough to support two.

Lemon concluded by saying that the Minimum Standards have been in place for a long time and are there for a reason. He doesn't want the airport to struggle trying to maintain two FBOs simply to end up with none.

Walton added that if an entity is allowed to provide a service but doesn't have to meet other FBO requirements, it takes away the level playing field in all fairness.

Bruce Gittins, in attendance, asked to address the board. He said he was the one who drafted the letter of application (Attachment D) for Utah Jet Center. He asked how this ground service is considered different than other maintenance operations going on at the airport where fuel is not provided. Lemon said they shouldn't be providing maintenance unless it's on their own equipment. Ivie said that a private aircraft owner can hire a mechanic for his own aircraft with maintenance being done in his hangar. Francis said there is no open solicitation for maintenance service going on at the airport.

Scott Weaver, in attendance, was invited to address the board. Weaver said he drafted the letter from Leading Edge Aviation (Attachment E). He said that some of the information provided by Utah Jet Center is not correct and that Leading Edge has been providing ground service to many of the aircraft coming in including Allegiant Airlines and the USU basketball charters.

Mayor Petersen asked Kerr for clarification that the airport does currently have an FBO capable of providing the service. Kerr responded affirmatively.

ACTION: Motion was made by Francis and seconded by Walton to deny the request by Utah Jet Center, LLC to provide ground service at the airport. The vote in favor was unanimous, 7-0

Committee Reports

Audit & Finance – Lynn Lemon

No report.

Operations Committee

No report.

Capital Improvements - Bill Francis

Francis said they are working on the high-intensity lighting project with the ADO in order to come into compliance with 139 requirements. They are also working with the state on the possibility of resurfacing Runway 10/28 and Taxiway Charlie as cross-wind or alternate runways.

Kerr said the FAA is also pushing for a correction in the off-set distances of the lights between the runways with high-intensity lights replacing the old ones.

Economic Development / Public Relations – Gar Walton

Walton said they have decided to not have an open house this year because the airport will not be getting the B-17.

Open Items

No other items were brought before the board

Next Meeting

The next meeting of the Airport Authority Board will be Wednesday, April 2, 2014 at 7:30 a.m.

Adjournment

The meeting was adjourned at 8:21 a.m.

ATTACHMENT A



February 2014 Manager's Report

1. Airport Grounds, Buildings, and Vehicle Maintenance.

1. Most of the snow has melted at the airport. There is a large snow bank along the south end of the apron where it was piled during snow removal operations. Runway 10/28 and taxiway Charlie are now open for normal operations. Most of the paved surfaces have been swept and are clear of debris with the exception of those surfaces that are still covered with snow. All lights, lighted signs, and NAVAIDS are working properly. There are a few minor ruts that will need to be filled in along the edges of some of the taxiways once the ground dries.
2. The ten wheel dump truck that needed repair work done to the engine is now back in operation.
3. An atmospheric vacuum breaker needs to be installed in the landscape irrigation system for building FL10 in order to comply with the recent changes to the city code. Presently I do not have any cost estimates for this item.

2. 139 Safety Inspections.

The annual safety inspection at the airport was conducted on February 26th, 27th, and 28th. Mark Gable from the Seattle FAA District Office is our new inspector. Details pertaining to this inspection will be available once I receive his letter of corrections next month.

3. UAOA Conference.

The semiannual UAOA conference will be held in St. George on March 12th through the 14th. A Scheduled meeting with FAA and UDOT engineers has been arranged at 8:30 p.m. on the evening of the 12th to discuss the Logan-Cache Airport Capital Improvement Plan (CIP).

4. AIP Projects.

1. FAA project # 3-49-0016-25 (Taxiway J): The construction phase of this project has been completed. Final inspection on this project has been scheduled for March 6, 2014. Two items that need to be address during that inspection are: 1) shoulder work along the access road, and 2) concrete collars around the water valve and sewer vault boxes. After the final inspection has been completed, and items on the punch list have been taken care of, I can submit a request for reimbursement to the FAA for the 10% dollar amount that they require to be retained prior to closing out the project. At this time we can also charge for liquidated damages on the eighteen days that the sponsor and the contractor agreed would be assesses for days that the project went over the initial contract.

2. **FAA project # 3-49-0016-24 (Wildlife Hazard Management Assessment):** A rough draft of the wildlife management plan for the Logan-Cache Airport was submitted to the Seattle FAA office by Creamer & Noble Engineers. Lynn Deardorff, from that office required some changes to be made to the 179 page document. The changes were made and the plan was resubmitted. Presently we are waiting for approval from the FAA before we can implement this plan.
3. **FAA project # 3-49-0016-26 (High Intensity Runway Lights).** A conference call with Armstrong Consultants, the Denver ADO, UDOT Division of Aeronautics, and representatives of the Logan-Cache Airport took place on February 19th. This is the first planning meeting for this project, and most of the discussion centered around funding, and the expected time frame on receiving a grant for the project.

5. **Hangar Construction.**

1. The construction of Brad and Jerry Wursten's hangar is finished, and the fence between that building and the Mountain Ridge Helicopters Hangar has been replaced.
2. Construction of the Janos Lakotos hangar is nearly complete, and he has entered into a lease agreement with the airport authority for this property.
3. Some materials for the hangar to be built on space F8 by Brandon Wallin have arrived, but it will be some time before this construction will start because the process for obtaining a building permit is still ongoing.

ATTACHMENT B

a. Land Accountability. For compliance purposes, the airport needs to be able to account for land acquired with federal funds. The ALP and Exhibit "A" together may serve this purpose. The airport sponsor may have a separate airport property map or land inventory map if the ALP and Exhibit "A" do not include all required information regarding how various tracts of land were acquired and what federal grant or federal assistance program was used to acquire the land.

b. Excess Land. If any grant-acquired land is found to be in excess of airport needs, both present and future, the sponsor must dispose of the excess land and comply with FAA direction for returning or using the grant funds.

7.20. Access by Intercity Buses. Grant Assurance 36, *Access by Intercity Buses*, requires the airport sponsor to permit, to the maximum extent practicable, access to the airport by intercity buses or other modes of transportation. However, the airport sponsor has no federal obligation to fund special facilities for intercity buses or other modes of transportation.¹⁵

7.21. Temporary Closing of an Airport.

a. Closing for Hazardous Conditions Airport owners are required to mark any temporary hazardous conditions physically and to warn users adequately through the use of NOTAMs. This implies a duty to provide similar warning notices when an airport is completely closed to air traffic as a result of temporary field conditions that make using the airport hazardous. Prompt action should be taken to restore the airport facilities to a serviceable condition as soon as possible.

b. Closing for Special Events. 49 U.S.C. § 47107(a)(8), implemented by Grant Assurance 19.a, *Operation and Maintenance*, requires that any proposal to close the airport temporarily for nonaeronautical purposes must be approved by the FAA.

(1). Nonaeronautical Events. An airport developed or improved with federal funds may not be closed to use the airport facilities for special outdoor events, such as sports car races, county fairs, parades, car testing, model airplane events, etc., without FAA approval. This has been the FAA policy since 1961 as outlined in *Compliance Requirements Part 6.00* (July 1961). In certain circumstances where promoting aviation awareness through such nonaeronautical activities as model airplane flying, etc., the FAA does support the limited use of airport facilities so long as there is not total closure of the airport. In these cases, safeguards need to be established to protect the aeronautical use of the airport while the nonaeronautical activities are in progress and to ensure that safety is not compromised.

(2). Aeronautical Events. There will be occasions when airports may be closed for brief periods for aeronautical events. Examples include an air show designed to promote a particular segment of aviation, or annual fly-ins, and aviation conventions. In such cases, airport management should limit the period the airport will be closed to the minimum time consistent with the activity. Such closing should be well publicized in advance including issuing NOTAMs to minimize any inconvenience to the flying public.

¹⁵ For related information, refer to *Intermodal Ground Access to Airports: A Planning Guide*, DOT, December 1996.

ATTACHMENT C

c. Closing Part of an Airport. In some instances, there may be sufficient justification to use part of an airport temporarily for an unusual event of local significance that does not involve closing the entire airport. *All* of the following conditions must be met:

(1). The event is to be held in an area of the airport that is not required for the normal operation of aircraft and where the event would not interfere with the airport's normal use, or in a limited operational area of an airport having a relatively small traffic volume and where it has been determined that the event can be conducted in the area without interfering with aeronautical use of the airport.

(2). Adequate facilities for landing and taking off will remain open to air traffic, and satisfactory arrangements are made to ensure the safe use of the facilities remaining open.

(3). Proper NOTAMs are issued in advance.

(4). Necessary steps are taken by the airport owner to ensure the proper marking of the portion of the airport to be temporarily closed to aeronautical use.

(5). The airport owner notifies the appropriate FAA Flight Standards office in advance, as well as any air carrier using the airport.

(6). The airport owner agrees to remove all markings and repair all damage, if any, within 24 hours after the termination of the event, or issues such additional NOTAMs as may be appropriate.

(7). The airport owner coordinates the special activities planned for the event with local users of the airport before the event and with the Department of Defense (DoD) if there are any military activities at the airport.

(8). No obstructions determined by FAA to be hazards, such as roads, timing poles, or barricades, will be constructed for the remaining operational area of the airport.

(9). The airport sponsor is reimbursed for all additional costs incurred as a result of the event.

d. Air Show Coordination. Air shows at any airport require a Certificate of Waiver or Authorization (FAA Form 7711-1) that has been approved and issued by the appropriate FAA Flight Standards District Office (FSDO). Flight Standards, however, will not issue a Certificate or Waiver or Authorization to airports certificated under 14 CFR Part 139 until the FAA regional airports division has reviewed and concurred with the air show event.

(1). **Ground Operations Plan.** There must be a ground operations plan that addresses the Part 139 related requirements impacted by the air show. An airport certification inspector must approve this plan. Unless temporary arresting gear needs to be installed for military flight demonstrations, this requirement should have minimal impact on airport operators. Once the ground operations plan is approved, the airport certification inspector will send a letter to the airport operator and notify the appropriate FAA FSDO.

ATTACHMENT D

UTAH JET CENTER, LLC

560 West 400 North
P. O. Box 305
Hyrum, UT 84319

(435) 753-2221

(435) 245-6025

February 10, 2014

Lee Ivie
Logan Cache Airport
199 N Main
Logan, UT 84321

To Whom It May Concern:

As requested by the Logan-Cache Airport Authority Board at their meeting on February 5, 2014, Utah Jet Center, LLC hereby submits in writing our request for approval to continue to provide ground service for chartered flights involving USU's current and potentially expanding programs. We request that we be allowed to operate as a Specialized Commercial Aeronautical Activity as described in Section 2, Item 11 of the "MINIMUM STANDARDS AND REQUIREMENTS FOR THE CONDUCT OF AERONAUTICAL BUSINESS AT LOGAN - CACHE AIRPORT" document.

Listed below are the requirements found under the heading "Contents of Business Application" (Section 1, Item 4) of the above mentioned document followed by our responses:

A. Purpose and Need Justification

1. Provide a description of the proposed operation or business, including the names and addresses of principals involved that establishes it as an FBO or ASO "aviation business" normal to the operations of, and compatible with the normal daily operations of the Logan-Cache Airport.

Utah Jet Center, LLC proposes to provide ground service for charter flights of larger aircraft that are associated with USU's football team and potentially future programs. We would provide labor and equipment to handle passenger boarding, baggage loading, lavatory service, de-icing, etc. Utah Jet Center, LLC is owned 100% by Ernest J. Miller, P. O. Box 305, Hyrum, UT 84319

2. Utilizing demographic information applicable to the Logan-Cache Airport, show areas of un-met demand, or service levels not currently being provided by established airport operators. This justification should include a Market Analysis showing current levels of airport business, and projected future levels that would allow the establishment of new operators without compromising over-all business revenues currently being received by the Authority from the operation of Logan- Cache Airport.

Utah Jet Center, LLC has provided this service for the airlines transporting the football teams for the past few years. There have been approximately eight games per season. Because we are no longer operating as a FBO we cannot continue to

provide this service unless we are granted this authorization from the airport authority board.

3. Demonstrate a need for a new operator by discussing how you're proposed new operation will address those un-met demands or service levels to the benefit of the Logan-Cache Airport, airport users and the public.

Because we have provided this service in the past, we do not consider ourselves to be a "new operator". We have the necessary equipment, qualifications, training, and experience to provide first class service to the airlines and passengers.

4. Provide a comprehensive Business Plan acceptable to the Authority, utilizing the above information, to show the financial viability and long-term projections of the proposed operation, its benefits to the Authority, and its compatibility with other businesses and operators at the Logan-Cache Airport. The Business Plan should further establish that the proposed new operation is capable of a successful operation based on development of excess or currently un-met market demand for goods and services, and future potential, as opposed to simply attempting to capture portions of the current market being serviced by existing operators.

We currently have all necessary equipment, stored onsite, for us to provide this service. The equipment is not pledged as collateral for any debt instrument. The proposed operations will require a minimum outlay of capital and therefore, we should not have any trouble operating as an ongoing concern. The larger planes could not land at the airport if no one provided this service to them.

5. Justification for the proposed location of the new operation must show that normal operations and associated ground and aircraft traffic will not conflict with, or compromise the safety and efficiency of airport operations, or adjacent business of the Logan-Cache Airport.

USU has agreed to make their terminal available to us and the airlines for these charter flights. We envision the same parking and access to their terminal as we have done in the past. Attached is a signed document that states USU's position concerning the use of their facilities by our employees as well as the passengers and crew members of the chartered airplanes.

6. Location and development of any new operation and/or business must comply with the Logan-Cache Airport Master Plan, and any other Authority planning document addressing current and future land uses on the proposed business location at the Logan-Cache Airport.

The servicing of these charter flights would not require any change to the current layout or usage of the airport.

7. Provide a general dissertation indicating why the proposed operation and its associated development represents the "highest and best" utilization of the specific property identified for your development, and its specific benefits to the Authority and Airport, other businesses and operators located on the Airport, airport users and the general public.

Everyone seems to agree that it is beneficial to have these larger planes land in our valley. Not only does it save the travelers time but it brings prestige and a positive economic impact to the entire community. This would not be possible without the ground service that we have provided in the past.

8. Name, address and telephone number of the applicant.

Zak Loosle, Manager, P. O. Box 305, Hyrum, UT 84319 435-757-8606

9. The requested or proposed date for commencement of the activity and the term of conducting the same.

Starting in the fall of 2014 and continuing each season thereafter (exact dates to be determined by the team's schedule).

10. The services to be offered.

We would provide labor and equipment to handle passenger boarding, baggage loading, lavatory service, de-icing, etc.

11. The amount, size and location of land to be leased.

No additional space requested.

12. The size and position of the building space to be constructed or leased.

Not applicable.

13. The number of aircraft to be provided (as applicable).

Zero.

14. The number of persons to be employed and their qualifications.

One part time manager (Zak Loosle - USU flight school graduate, licensed pilot, flight instructor, trained, and experienced) and two to four assistants as needed (most likely assistants will be students in the USU Aviation program).

15. The hours of proposed operation (full time requirements desired).

The proposed service will be performed on an as needed basis. In the past, this service has required approximately two to four hours each time a plane lands.

16. The number and types of insurance coverage to be maintained.

\$100,000/500,000/100,000. Workers compensation insurance coverage.
\$1,000,000 ea occ. Comprehensive general liability, property damage, and bodily injury insurance.

B. Financial and Managerial Responsibility and Capability

The prospective Operator must provide a statement, satisfactory to the Authority that establishes his /her financial responsibility from a bank or trust company or from such other source that may be acceptable to the Authority and readily verified through normal banking channels. The prospective Operator must also demonstrate financial capability to initiate operations and for the construction of improvements and appurtenances that may be required commensurate with the concept of the proposed operation, or operations, and shall also indicate his/her ability to provide working capital to carry on the contemplated operations, once initiated. The demonstration of Financial and Managerial capability will include a cash flow and profit and loss projection for the first five years, or other acceptable length of time, of the proposed operation.

Utah Jet Center, LLC is not a new company. We have been in operation at the Logan-Cache Airport since 1996. We have a long standing relationship with Zions Bank. You can contact Karl Ward at the Pioneer Branch in Logan if you have questions concerning our financial security.

C. Experience

The prospective Operator shall furnish the Authority with a statement of his/her past experience in the specified aviation services to be supplied by him on the Airport along with any required license or certifications.

As mentioned previously Utah Jet Center, LLC has been providing this service for several years now at the Logan-Cache Airport. We have demonstrated, to all parties concerned, that we provide first class, professional ground service for these chartered flights. If given the opportunity, we will continue to provide this valuable service. We hold Logan City business license # OL-14-04345 that will not expire until 12-31-2014.

We hope that this answers all of your questions or concerns. If you need any additional information, please let us know. Thank you for your consideration of this application. We respectfully await your response and/or further directive.

Sincerely,

A handwritten signature in dark ink, appearing to read 'ZL' or 'Zak Loosle', written over a horizontal line.

Zak Loosle, Manager
Utah Jet Center, LLC

February 26, 2014

Lee Ivie
Logan-Cache Airport
199 North Main
Logan, UT 84321

Re: *Ground Service*

Dear Lee:

This letter is to confirm and document the willingness of Utah State University (USU) to make the Terminal building, now owned by USU, available for passenger and baggage handling by the respective USU department (s) in need of such service(s). If and when an independent ground service contractor/subcontractor is to be involved, for example Utah Jet Center (UJC) which has been serving USU Athletics charter flights for a number of years, USU will coordinate appropriately with such entities.

It is commonly known that past USU charter flights have mostly been for Athletics, however, that could change in the "future" as USU's scope of outreach, research activities, extension services, etc. expand more broadly; therefore, the letter is meant to be general/generic for covering unknown future developments.

USU can work through the details of such use arrangement each year a respective ground service provider has entered into a subcontract with a primary charter service contractor. If UJC secures the ground service subcontract supporting Athletics charter flights, USU will make arrangements with them at that time.

Hopefully, this letter adequately addresses the need of the Airport Authority regarding use of the Terminal building for USU's needs. As always, we appreciate the long-standing relationship between USU and the Airport Authority.

Sincerely,

Dale Huffaker
Executive Director of Real Property Administration

ATTACHMENT E

LEADINGEDGE
AVIATION



March 02, 2014

Mr. John Kerr
Chairman of the Board
Logan – Cache Airport Authority
2500 North 900 West
Logan, Utah 84321

Subject: Fixed Base Operator

Mr. Kerr,

There was some discussion at the February 5th airport authority board meeting regarding Leading Edge's capability to provide services for large aircraft that may come to the airport. Leading Edge is capable of filling the needs of any larger aircraft that may come to the airport. Leading Edge Aviation has been servicing many larger corporate jet aircraft including Airbus 320s, Boeing 737s, MD-80's, CRJ-200's and many others for the past several years. In an effort to create harmony at the airport, we have not aggressively pursued providing baggage and passenger services for the larger charters in the past. Leading Edge is willing to make the financial investment to acquire any equipment needed to provide passenger and baggage services. This also includes any deice equipment we may not currently have.

In another matter, it is generally the charter company that selects the service provider at the destination airport.

Please let me know if I can provide any additional information.

Sincerely,

Scott A. Weaver
President

CC: Don Weaver – Vice President of Leading Edge Aviation

CC: Lee Ivie – Logan-Cache Airport Manager