

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
APRIL 1, 2015
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on April 1, 2015 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
Val K. Potter – Cache County Council
H. Craig Petersen – Logan City Mayor
Jeannie F. Simmonds – Logan City Council
Gar Walton
Bill Francis

Members of the Airport Authority Board Absent:

Craig W Buttars – Cache County Executive

Also in Attendance:

Lee Ivie - Airport Manager
Aaron Dyches – Utah State University
Andreas Wesemann – Utah State University
Brady Hansen – Logan City Fire Department
Bryan Congdon – Harris Air
Kim Hall – Leading Edge Aviation
Shannon Nielsen – Herald Journal
Michael Hansen
Janeen Allen

CALL TO ORDER

Chairman John Kerr called the meeting to order at 7:31 a.m.

ITEMS OF BUSINESS

Approval of Minutes

ACTION: Motion was made by Walton and seconded by Simmonds to approve the minutes of March 4, 2015. The vote in favor was unanimous, 5-0 with 2 absent

ITEMS FOR DISCUSSION

DECLARATION – Gar Walton (Attachment A)

Chairman Kerr asked Walton to read the Declaration of Aviation Month in Utah by Governor Gary Herbert. It is part of these minutes as “Attachment A.” Walton said it is very nice that the governor has recognized the significance and importance of General Aviation and airports by providing this declaration. Walton read the Declaration out loud.

Chairman Kerr asked those in the audience who have facilities at the airport to take a copy of the Declaration and post it for others to see.

Manager’s Report – Lee Ivie (Attachments B and C)

Ivie presented his report which is part of these minutes as “Attachment B.”

7:40 a.m. – Mayor Craig Petersen arrived

Ivie showed on-screen a 20.3-acre parcel of land that is located at the north end of the airport (just north of 4200 North) and east of the MALSR towers. He said that Gordon and Garrett Alley had asked him about additional airport property they might be able to lease, and he had found this particular parcel with the help of the County Recorder, Mike Gleed. The map is part of these minutes as “Attachment C.” The parcel is owned by the airport and is currently being farmed by Michael Hansen. Ivie contacted Hansen to see if he would be interested in leasing the parcel to continue farming it. If not, the parcel could be leased to the Alleys. Hansen said he is willing to pay \$60 per acre annually in order to continue farming it. Hansen, who was in attendance, addressed the board members expressing his desire to continue farming the parcel at the aforementioned price.

Francis expressed a willingness to approve the lease whereas Mr. Hansen is already farming the adjoining parcel and has the means to provide water with a wheel move. Discussion followed concerning the length of the lease being five or ten years.

ACTION: Motion was made by Francis and seconded by Petersen to approve the lease of parcel 04-012-0015 for five years at \$60 per acre annually to Michael Hansen. The vote in favor was unanimous, 6-0 with 1 absent

UAOA Presentation – John Kerr (Attachment D)

Kerr reported that he, Walton and Francis recently attended the Spring UAOA conference. While there, they met with the FAA and State Aeronautics and reviewed the Logan-Cache Airport's five-year Capital Improvement Plan. State and federal funding is aligned well with the plan and is scheduled over the next three years to help accomplish some major projects including the North Ramp and reconstruction of the secondary runway 10/28. Initial construction is slated to begin on the runway this year with the rest being completed in 2016 and 2017.

Kerr continued saying that at the conference, Logan-Cache Airport representatives, along with the manager of the Spanish Fork-Springville Airport, participated in a panel discussion about airport authority boards versus airport advisory boards. Kerr noted that the Logan-Cache Airport is the only one in the state operating under an airport authority board. He proceeded to share the information from his presentation with those present. The information is part of these minutes as "Attachment D."

At the conclusion of the presentation, Walton added that he brought business cards that provide economical information about the Logan-Cache Airport and encouraged all in attendance to take one when they leave. He also mentioned the Community Day coming up in July that will bring awareness to the public of the economic impact the airport has on the community.

Drain Proposal – Bill Francis

Francis said two engineers have looked at the area and think it is feasible to complete the project as it was proposed in the last airport meeting. Francis put it out for bid and received several offers with the best price being \$17,800.00 to install the drain and level the dirt pile in that area. This will be very beneficial to the airport by opening up the area for the development of hangars once the ground and surface water is drained. He suggested a motion from the board to approve and move forward with the drain project adding that there is enough money left from the snow-removal budget to cover the cost.

ACTION: Motion was made by Simmonds and seconded by Petersen to approve the proposed drain project. The vote in favor was unanimous, 6-0 with 1 absent

Kerr noted that the approval of the drain project now makes it possible for the board to act on the proposed request by Ed Fisher to relocate his hangar southwest from what was originally approved.

ACTION: Motion was made by Walton and seconded by Francis to approve the relocation of the Fisher hangar. The vote in favor was unanimous, 6-0 with 1 absent

Guidelines for UNICOM Use – Bill Francis

Kerr said Francis has been working with the FCC to legitimize the airport's use of the UNICOM (Universal Communication) frequency and has finally achieved success after a year. Francis reported that the FCC now recognizes 122.8 as the CTAF frequency for the Logan-Cache Airport. It is to be used strictly for air traffic control and nothing else such as marketing, etc.

Kerr explained that the certificate was previously held by a business entity that is no longer at the airport making it illegal under their charter for anyone else to use the frequency. Now that the airport holds the certificate, it has control over designating who the users are and who can respond to inquiries.

Committee Reports

Audit & Finance – Craig Buttars

No report

Operations Committee

No report

Capital Improvements - Bill Francis

No report

Economic Development / Public Relations – Gar Walton

No report

Open Items

Andreas Wesemann asked about the improvements to the North Ramp in 2016 and 2017. His concern is that they are planning to host the National Collegiate Flying Association Fly-In in October of 2016 and wonders if they will run into a conflict with the construction. Kerr advised him to keep the Board aware of the plans as they proceed.

Potter mentioned a presentation made by Simmonds at the recent Logan City / Cache County Joint Council Meeting covering the comprehensive or master plan of the airport. As part of the ensuing discussion, future development around the airport and its impact on the Overlay Zone raised some concern. He asked about development on the south end of the airport and if it will violate the existing overlay zone. Kerr responded that the development is under strict height restrictions imposed by Logan City in order to protect the Overlay Zone.

Francis pointed out, however, that the Overlay Zone would change if the airport were to change status to a C1 designation in the future. He is concerned about development that will make it so the airport cannot upgrade its designation to a commercial status sometime in the future. An exchange followed between Francis and Simmonds regarding future development of the area south of the airport and the fact that the land is not owned by the airport.

Ivie noted that the airport is slated to receive a grant from the FAA for the purchase of the land directly south of the runway in 2021. Kerr added that the purchase would cover the existing Runway Protection Zone.

Simmonds said that her purpose in presenting the airport master plan to the councils was to come up with a mechanism to address both councils with purchasing and future land acquisition needs that will be beneficial for the growth and expansion of the airport.

Potter said he doesn't want to see future development of the airport jeopardized because the land couldn't be purchased to protect the Overlay Zone. Simmonds echoed his concerns and added that it is something that must be acted on sooner than later to protect the airport's future development. She said she will continue to study the Overlay Zone and area south of the airport.

Next Meeting

The next meeting of the Airport Authority Board will be Wednesday, May 6, 2015 at 7:30 a.m.

Adjournment

The meeting adjourned at 8:29 a.m.

**LOGAN – CACHE AIRPORT AUTHORITY BOARD
APRIL 1, 2015**

ATTACHMENT A



Gary Richard Herbert

Governor

Declaration

Whereas, the aviation industry plays a critical role in the lives of Utah residents, as well as the economic prosperity of the state of Utah;

Whereas, the aviation sector's contributions to the economy are fueled by a vibrant and supportive aviation community, consisting of forty-six public-use airports; commercial, business, and general aviation industries; manufacturing partners and educational institutions, and other aviation-related organizations; as well as many different professionals, including pilots, ground crews, engineers, consultants, and mechanics, to mention a few;

Whereas, business aviation is an important tool for companies in Utah to improve efficiency, save money, and open opportunities in rural areas not served by commercial aviation;

Whereas, many communities in Utah depend heavily on general aviation and community airports for the continued flow of commerce and visitors to our state;

Whereas, general aviation not only supports Utah's economy, but it also improves the overall quality of life by supporting emergency medical and healthcare services, and assisting law enforcement, firefighting, and disaster relief; and

Whereas, we commend the Utah Airport Operators Association, Utah Business Aviation Association, Utah General Aviation Association, National Business Aviation Association, and Aircraft Owners and Pilots Association for recognizing and promoting the interest and importance of aviation in Utah;

Now, therefore, I, Gary R. Herbert, governor of the state of Utah, do hereby declare
April 2015 as

Aviation Appreciation Month in Utah

A handwritten signature in black ink that reads "Gary R. Herbert".

Gary R. Herbert
Governor

LOGAN – CACHE AIRPORT AUTHORITY BOARD
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ATTACHMENT B



March 2015 Manager's Report

1. Airport Grounds, Buildings, and Vehicle Maintenance.

- 1. The Oshkosh Blower purchased from Ogden Airport has had new plow blades and skid shoes fitted to the vehicle. The new tire that was mounted to the tractor unit went flat due to no flap being installed when it was mounted to the rim. We also discovered that this tire does not have enough side wall ply rating to support the weight of the tractor unit. The tire that we really need is no longer in production. Craig Thornley has been able to locate two used tires, so we will try to purchase those tires to take care of the problem.**
- 2. The tractor that the airport leases from Valley Implement for mowing operations is scheduled to be sent to their facility by mid-April. Once we receive delivery of the tractor I can start smoothing over some of the ruts along the edges of the taxiways that were made by the snow removal equipment.**
- 3. All areas where herbicide is applied to control weed growth have been sprayed, and the cost of chemical and application was approximately \$8,750.00. Luckily we received some rain after the agent was applied which is needed to activate the chemical.**

2. Current AIP Projects.

- 1. FAA project # 3-49-0016-26 (High Intensity Runway Lights/PAPIs). We will be receiving a reimbursement of \$5,637.50 from the FAA for the PAPI flight check. This is the unused balance for that service that we prepaid. The amount that was prepaid was \$12,332.04, so the reimbursement amount is about 48% of the estimated cost for the flight check. In light of this information, it is no longer necessary for the airport authority to apply for a grant amendment on this project for the change order items previously discussed. Kristin Brownson is knowledgeable of this change, and she said that she would disregard the grant amendment letter that she received.**

3. Airport Pasture/Farm Land Leases.

- 1. Wade and Dianne Campbell have signed five leases on both sections of property that they requested to lease for livestock grazing.**
- 2. Gordon and Garrett Alley are interested in leasing a 20.3 acre section of property directly east of the MALSAR towers and north of 4200 N. The Alleys were the persons who had previously been using the piece of property near the old Hyde Park Road that we leased to the Campbells. This 20.3 acre parcel is another section of land owned by the airport and is being farmed by Mike Hansen without a formal property lease in place. I've contacted Mr. Hansen to make sure that there is no signed contract between the Airport Authority and**

him, and to give Mr. Hansen the opportunity to make a proposal to the airport board if he plans on farming this property in the future. The land has already been seeded for alfalfa and yields a health crop annually. He has also installed a wheel-line irrigation system and leases water shares to water the crop. Mr. Hansen is indeed interested in leasing the property on an annual basis for \$60.00 an acre. Because of the short notice in notifying Mr. Hansen of these circumstances he was unable to draft a formal proposal prior to the Airport Board Meeting.

4. Hangar Inspections.

Letters have been sent to the hangar owners notifying them of the annual hangar inspection to be conducted in April. The Days selected for these inspections are April 15th, 16th, 22nd, and 23rd. We might have to schedule one make-up day for those who miss appointments. The purpose of these inspections are to make sure that hangars are not creating any form of fire hazards, to log the aircraft being stored in the buildings, and to make sure that all the terms of the lease agreement are being met.

5. Wildlife Management.

We are starting to see a greater number of large water fowl at the airport, and an increased amount of seagull activity on or near the paved surfaces at the airport. The hawks and other raptors have been present all winter long, and recently have been the cause of concern because when they perch on the ILS tower the system has gone out of service. I've made a greater effort to detour them from perching on the tower, but until the rodent population thins out we will continue to see a large number of raptors and ravens at the airport. Efforts were made last fall to poison the rodents but was not that effective.

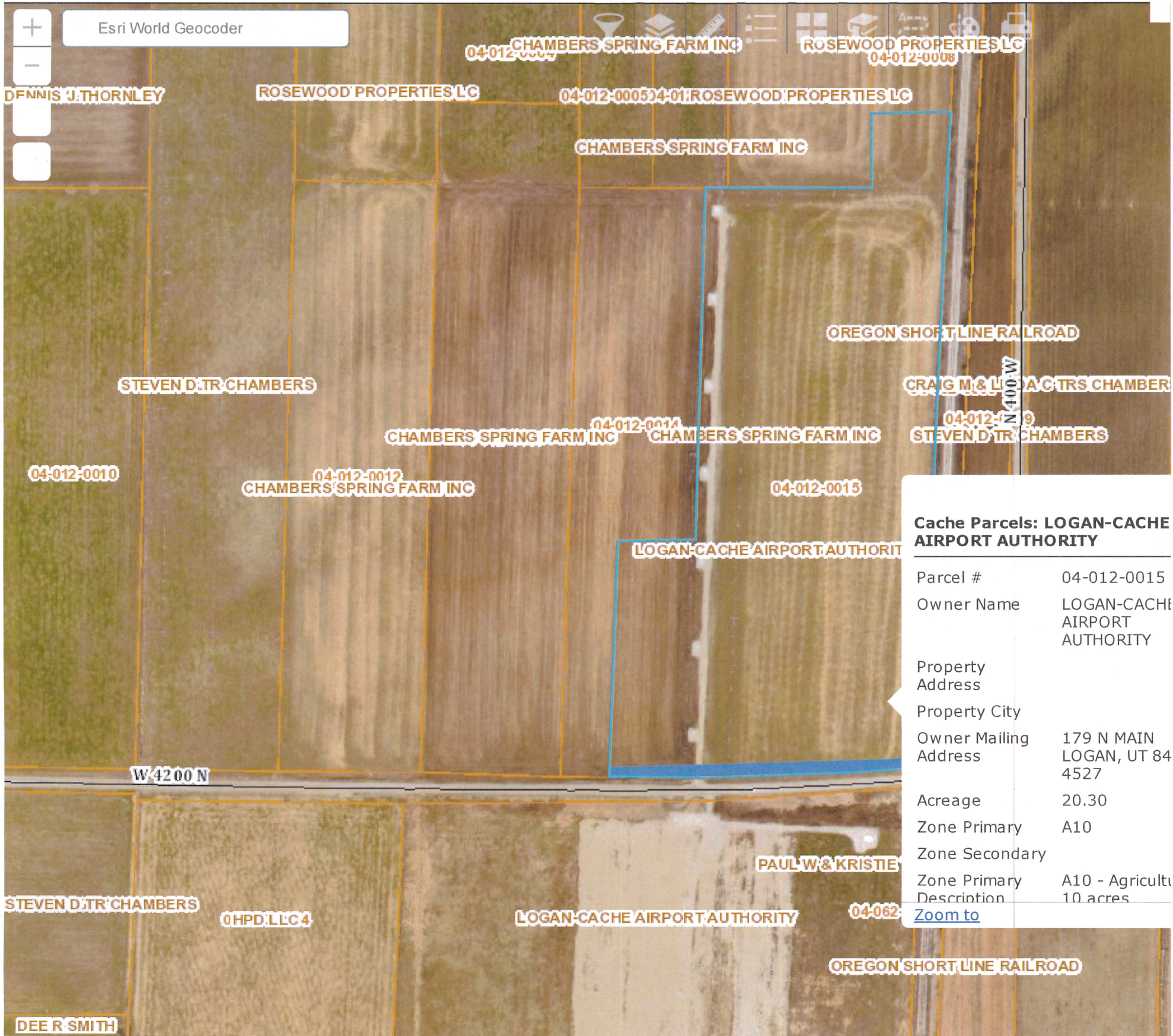
6. Miscellaneous.

On March 25th a Boeing 757 owned by Honeywell Corporation made an approach into the Logan-Cache Airport but didn't land at the airport. We were aware of that flight and had ARFF personnel present. It turns out that the pilot never intended on landing the aircraft, but only make an approach on our ILS to test an extra engine that had been mounted to the side of the aircraft.

P.S. I will be taking some vacation time to go steelhead fishing April 6th through the 10th. Arrangements have been made to have the ARFF personnel cover the daily inspections of the Airport.

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ATTACHMENT C



Cache Parcels: LOGAN-CACHE AIRPORT AUTHORITY

Parcel #	04-012-0015
Owner Name	LOGAN-CACHE AIRPORT AUTHORITY
Property Address	
Property City	
Owner Mailing Address	179 N MAIN LOGAN, UT 844527
Acreage	20.30
Zone Primary	A10
Zone Secondary	
Zone Primary Description	A10 - Agriculture 10 acres
Zoom to	

**LOGAN – CACHE AIRPORT AUTHORITY BOARD
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ATTACHMENT D

Logan-Cache Airport Authority

► Governing to Benefit Aviation



History

- ▶ 1929: Logan City and Cache County procure land for the airport.
- ▶ 1939: 2 airstrips constructed
- ▶ 1944: 3rd runway constructed as well as a large hanger to support the civilian pilot training program of the war effort.
- ▶ Cache County was the major controlling entity during this time but Logan City contributed financial support.



History

- ▶ In 1978, Logan City Mayor Walter Nichol signed a contract which released Logan City from its obligations for the management and operation of the airport.
- ▶ Logan City deeded its half-interest in airport property to the County with the stipulation that if the property was ever used for anything besides an airport, this half-interest would revert back to city ownership.

History

- ▶ From 1978 to 1992, Cache County exercised sole responsibility for the maintenance and operation of the Logan–Cache Airport.
- ▶ In 1992, in recognition of the need for improvements and the continued maintenance and operation of the airport, a separate legal and administrative entity was created.
- ▶ This Logan–Cache Airport Authority is now in its 23rd year.



Airport Authority Purpose

- ▶ Own, fund, manage, and operate the facilities, improvements, and real property known as the Logan–Cache Airport
- ▶ Protect, preserve, and enhance the health, safety, and welfare of all persons within Cache County.
- ▶ Encourage and promote economic development of the undeveloped airport property.



- 40 hangars have been added since the Authority Board was established. Assessed value totals \$10,346,000 added to the \$1,730,000 value of those built previously.
- FAA and Utah Division of Aeronautics and our consulting engineers, Armstrong Engineering, have been good partners in the growth of the airport with over \$27,000,000 in State and Federal funded projects over the past 20 years.
- The major projects have included runway extension and ILS/Malzar installation.
- Having a dedicated engineering consultant with an aviation focus has been key. Initially, a local engineer was used with less satisfactory results



Airport Authority Purpose

- ▶ We are currently enjoying a period of growth in the airport infrastructure, with new taxi lanes being opened and additional hangar spaces becoming available.



Governmental Support

- ▶ Have aggressively explored scheduled operations and scheduled charters. We currently support 12–16 charter flights for university athletic teams.
- ▶ Cache Chamber of Commerce and Logan City's department of Economic Development have been active participants in these efforts.
- ▶ Logan City Fire Department provides coverage as required for chartered flights, training for which is part of the airport budget. The fire department has also taken on the responsibility for conducting airport security and safety inspections on weekends, holidays, and vacations.
- ▶ Logan City Electrical Department has recently removed all of the remaining overhead transformers and buried the primary distribution lines at no cost to the airport.

Airport Authority Powers

- ▶ Acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate and regulate the Logan–Cache Airport.
- ▶ Keep and maintain records.
- ▶ Make and enter into contracts.
- ▶ Employ employees, agents and consultants
- ▶ Make necessary and appropriate by-laws, rules and policies.
- ▶ No power to tax or issue bonds.

Airport Authority Powers

- ▶ The County and City each provide supplemental funding in their respective budgets
- ▶ After budget approval, the Authority board is responsible for operation of the airport, not as an advisory board.
- ▶ To allow for projects or unforeseen needs, (i.e. parking lot rehab), the County and City have loaned funds to the Airport, often without requiring repayment.

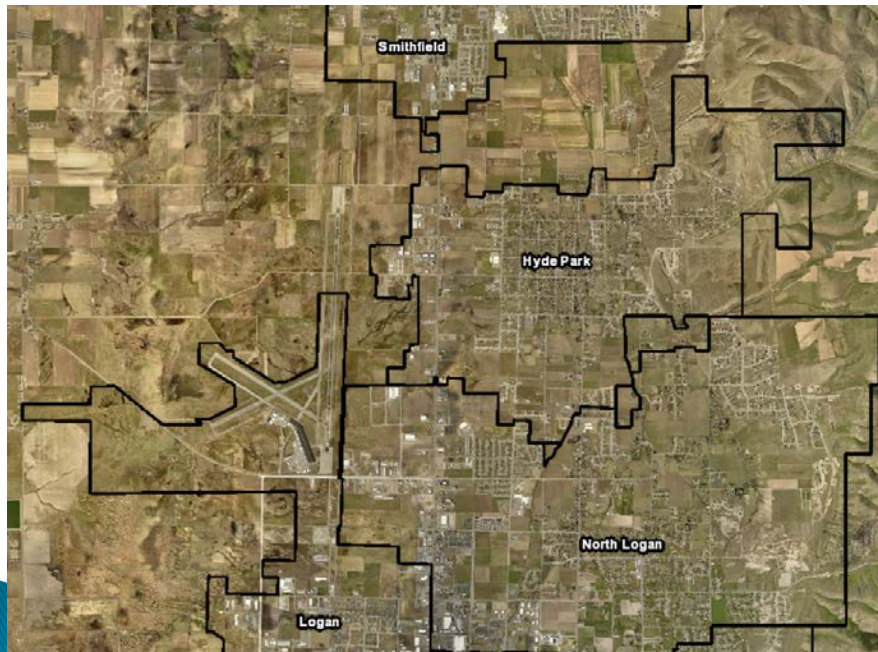
Authority Board Members

- ▶ Cache County Executive or designee
- ▶ Logan City Mayor or designee
- ▶ 2 members at large appointed by the city
- ▶ 2 members at large appointed by the county
- ▶ 1 member at large appointed by the other 6 members upon 2/3 approval. This member shall have an interest in and knowledge of aviation and the airport and/or economic development.



Authority Board Members

- ▶ Historically one of the County and City appointments has been a member of their respective councils.
- ▶ The airport is largely insulated from political shifts in local governments.
- ▶ Currently, 4 members of the board hold Private Pilot Licenses. In the past there has been as few as one.



Cache Valley Airport Neighbors

- ▶ The 4 cities shown have all adopted ordinances recognizing the airport overlay zone developed in the most recent master plan.
- ▶ Benson, Amalga, and unincorporated portions of the County complete the surrounding area.

Why the Airport Authority Works for Cache Valley

- ▶ The Logan–Cache Airport is bordered by at least 5 separate cities.
- ▶ Coordination of airport facilities and land use is best executed by an entity that represents all valley interests while recognizing the major financial and governing bodies which serve to keep the airport strong and viable.

Economic Impact of the Logan-Cache Airport

An Engine for Valley Commerce

Jobs at the Airport

- ▶ Approximately 47 jobs are directly based at the Logan-Cache Airport
 -
 - including
- ▶ Leading Edge Aviation
- ▶ USU Flight School
- ▶ Mountain Ridge Helicopters
- ▶ Space Dynamics
- ▶ STS

Fuel Sales at Logan-Cache Airport

- ▶ Approximately 60,000 gallons of fuel have been dispensed during the 1st quarter of 2015.
- ▶ 22% to USU Flight Training
- ▶ 40% to aircraft not based at Logan-Cache Airport
- ▶ 38% to aircraft based here.

Corporate Users of the Airport from Out-of-Town

- ▶ An average of 3 out-of-town corporate aircraft use the airport each day. Examples...
- ▶ JW Swift
- ▶ Campbell Soup
- ▶ UPS
- ▶ Check City
- ▶ Life Flight
- ▶ WalMart
- ▶ Taylor Chevrolet





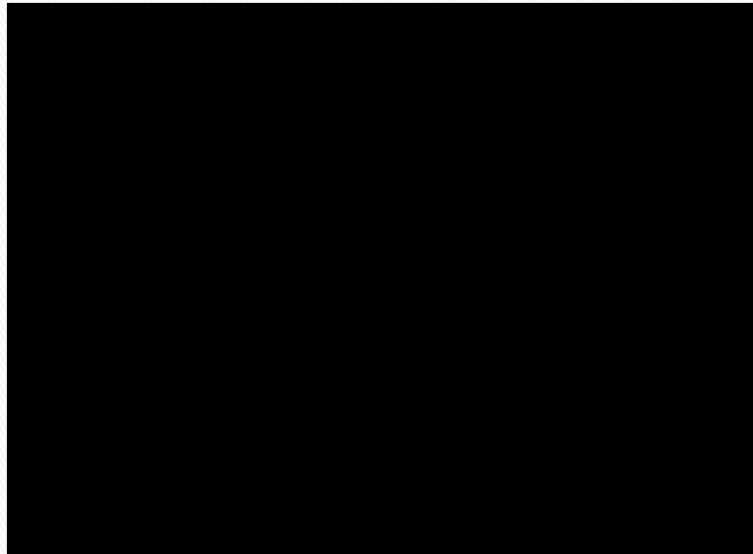
Examples of Based Corporate Users of the Airport

- ▶ Wasatch Properties
- ▶ Cache Valley Electric
- ▶ Harris Research
- ▶ Socks
- ▶ JR Miller
- ▶ Miller Trucking
- ▶ JM Mechanical
- ▶ Campbell Scientific
- ▶ Space Dynamics
- ▶ Watershed Research
- ▶ Central Valley Machine



The Airport – Economic Engine

- ▶ Our airport makes Cache Valley a much more accessible place than it would be otherwise.
- ▶ Businesses appreciate the convenience and service provided by a state-of-the art airport.
- ▶ Some businesses require available airport services when looking for future locations.
- ▶ Maintenance of our airport as a valuable resource cannot be over-emphasized.



- ▶ <http://fox13now.com/2015/03/15/slc-mayor-announces-aviation-appreciation-month/>