

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JANUARY 4, 2017
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on January 4, 2017 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
Craig W Buttars – Cache County Executive
H. Craig Petersen – Logan City Mayor
Jeannie F. Simmonds – Logan City Council
Gar Walton
Bill Francis

Members of the Airport Authority Board Absent:

Also in Attendance:

Matt Bunnell – Utah State University
Aaron Dyches – Utah State University
Andreas Wesemann – Utah State University
Brett Hugie – Cache Valley Electric
Janeen Allen

CALL TO ORDER

Chairman John Kerr called the meeting to order at 7:32 a.m.

ITEMS OF BUSINESS

Approval of Minutes

ACTION: Motion was made by Simmonds and Buttars and seconded by Francis and Walton to approve the minutes of December 7, 2016 as written. The vote in favor was unanimous, 6-0

Kerr noted as a follow-up to the minutes of December 7, 2016 that a letter was sent to North Logan City with copies to Logan City, Hyde Park City and Smithfield City regarding the tower that was constructed outside airport grounds but near flight paths. He said that the tower is not in violation of federal regulations because it is less than 200 feet in height. The only violation, if any, is that an A7460 form has not been submitted to the FAA. Kerr said the airport has done its

part in requesting that the form be filed.

Kerr also noted the letter said that the tower would have to be removed immediately. He reminded those present that the Airport Manager and the Airport Authority Board have no authority outside the airport premises. This includes calls received about low-flying craft, etc.

ITEMS FOR DISCUSSION

Manager's Report – Lee Ivie

Due to severe weather conditions, Airport Manager, Lee Ivie, was unable to attend the meeting and present his report.

Consideration of Options Regarding Cache Valley Electric Hangar FL7A (Attachment A)

Francis said he and Kerr have met with Cache Valley Electric a few times about their hangar proposal. He presented a powerpoint showing the configurations for each of the options for reconstruction. The presentation is a part of these minutes as "Attachment A."

Board members discussed the pros and cons of each of the options presented, where the existing utility lines are, and what the estimated costs of each option would be.

Francis estimated the cost for the airport to develop the taxiway for option 2 to be between \$100,000 and \$130,000 which would be reimbursable.

Simmonds asked what incentive there is for Cache Valley Electric to go with option 2. Kerr and Francis both responded that they need a bigger hangar to house a larger aircraft.

There was some discussion about the fencing which would have to be changed in option 2. In addition, the gate location would have to be moved at the airport's expense. Kerr estimated the total cost to the airport for the option 2 project to be between \$130,000 and \$200,000 most of which would be reimbursable.

Kerr invited Brett Hugie to present Cache Valley Electric's view to the board. Hugie said that option 2 would be a substantial cost to Cache Valley Electric and if they were just considering the cost, they would prefer option 1. It would accommodate their need for a larger hangar. However, Jim Laub, the owner, met with Kerr and Francis several times and he is favorable to what is most beneficial to the airport now and in the long run and will consider looking into getting cost estimates for option 2 if that's the direction the board decides to go.

Hugie said if they go with option 2, Cache Valley Electric would leave their current hangar in place while constructing the new one behind and then rent hangar space from someone when they tear it down.

Kerr said that Cache Valley Electric currently pays a premium lease rate because their hangar is on the flight line and the airport covers snow removal. If option 2 is chosen, they will pay a smaller lease rate because they will be off the flight line, but they may incur costs for snow

removal and apron development.

Francis said that option 1 is the best current option for Cache Valley Electric. However, from the airport perspective, option 2 is clearly the best because it opens up so many more options for development that were not there before because the proposed area is landlocked. The master plan would also have to be modified to reflect the changes if option 2 is selected. Petersen added that option 2 is an advantage for the airport because it will give place for larger hangar development.

Kerr summarized the discussion saying that he believes Cache Valley Electric would like to know the board's preference so they can start gathering information and estimates on what the cost would be for them. The airport would have to get some more detailed information from Armstrong, as well.

The board continued to discuss both options, as well as the master plan. Kerr said that in the last few years, requests for larger hangars have been coming in at a ratio of about 4 to 1 and option 2 is the airport's best long-term solution for large hangar development and the most beneficial financially for reimbursable capital development.

ACTION: Motion was made by Petersen and seconded by Walton to continue to explore the cost benefits of option 2 for expanding the previously landlocked area of the airport. The vote in favor was unanimous, 6-0

Committee Reports

Audit & Finance – Craig Buttars

Buttars asked for some direction as to what the board is looking for in a report from this committee. Kerr said he would like to see a periodic update of the reserve balance. He also requested a more detailed summary of uncommitted versus committed reserve funds at the next meeting.

Operations Committee

Kerr stated that the operations committee chair was not present so he asked Dyches to provide a quick summary of their meeting. Dyches said they discussed pursuing an RCO (Remote Communication Outlet) out of Logan so they can contact Salt Lake on the ground. Safety protocols and forms were also discussed. Bunnell said they would like to add an ASB Ground Station somewhere in Cache Valley because the closest station is in Snowville and it would greatly improve the signal.

Capital Improvements - Bill Francis

Francis said he would like to send a card to the state expressing appreciation for the work on Runway 10/28 and how much it has meant to the airport. Kerr suggested including some statistical data that will show what the improvement has been.

Economic Development / Public Relations – Gar Walton

Walton said they are working with a volunteer on streamlining media presentations for the public.

Open Items

Andreas Wesemann asked about Open Houses at the airport. Kerr said historically, Mountain Ridge and Leading Edge have collaborated on the Open Houses. He recommended working with them on any they might want to schedule for this year.

Next Meeting

February 1, 2017 at 7:30 a.m.

Adjournment

The meeting adjourned at 8:31 a.m.

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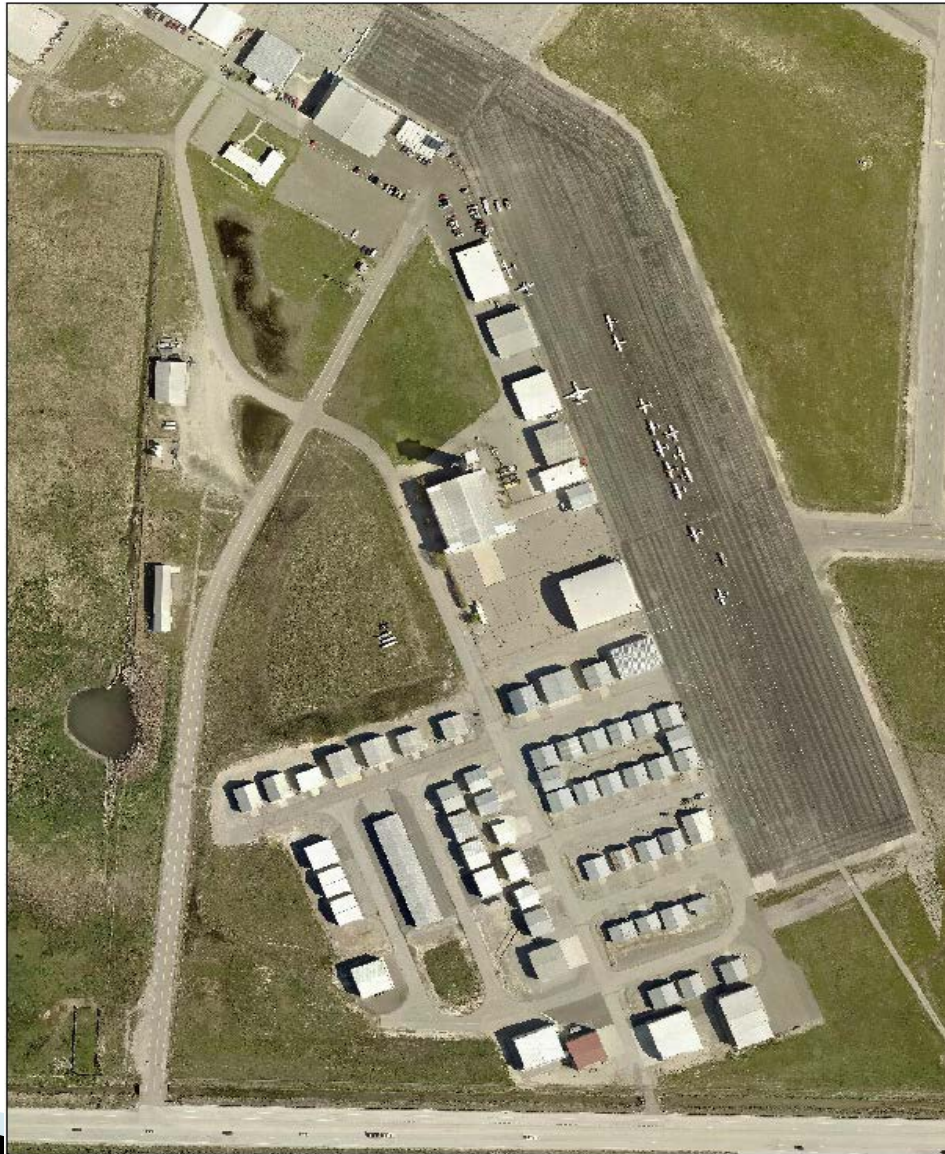
ATTACHMENT A

Cache Valley Electric Hanger Proposal

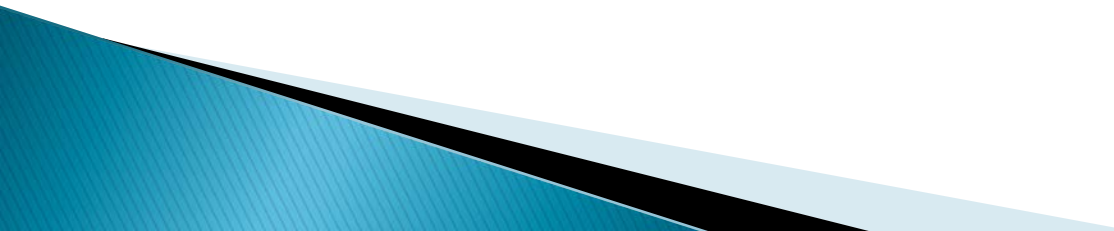
January, 2017



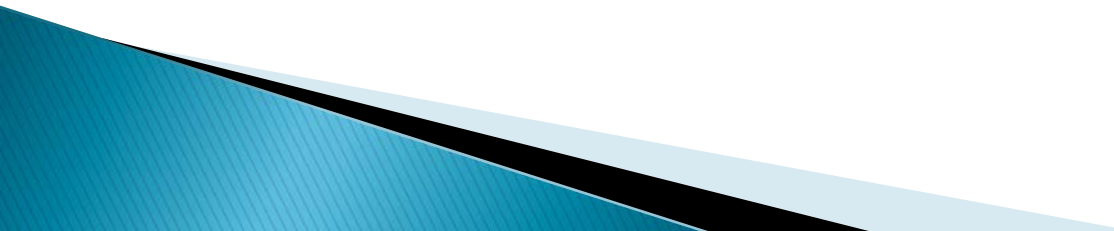
Current configuration



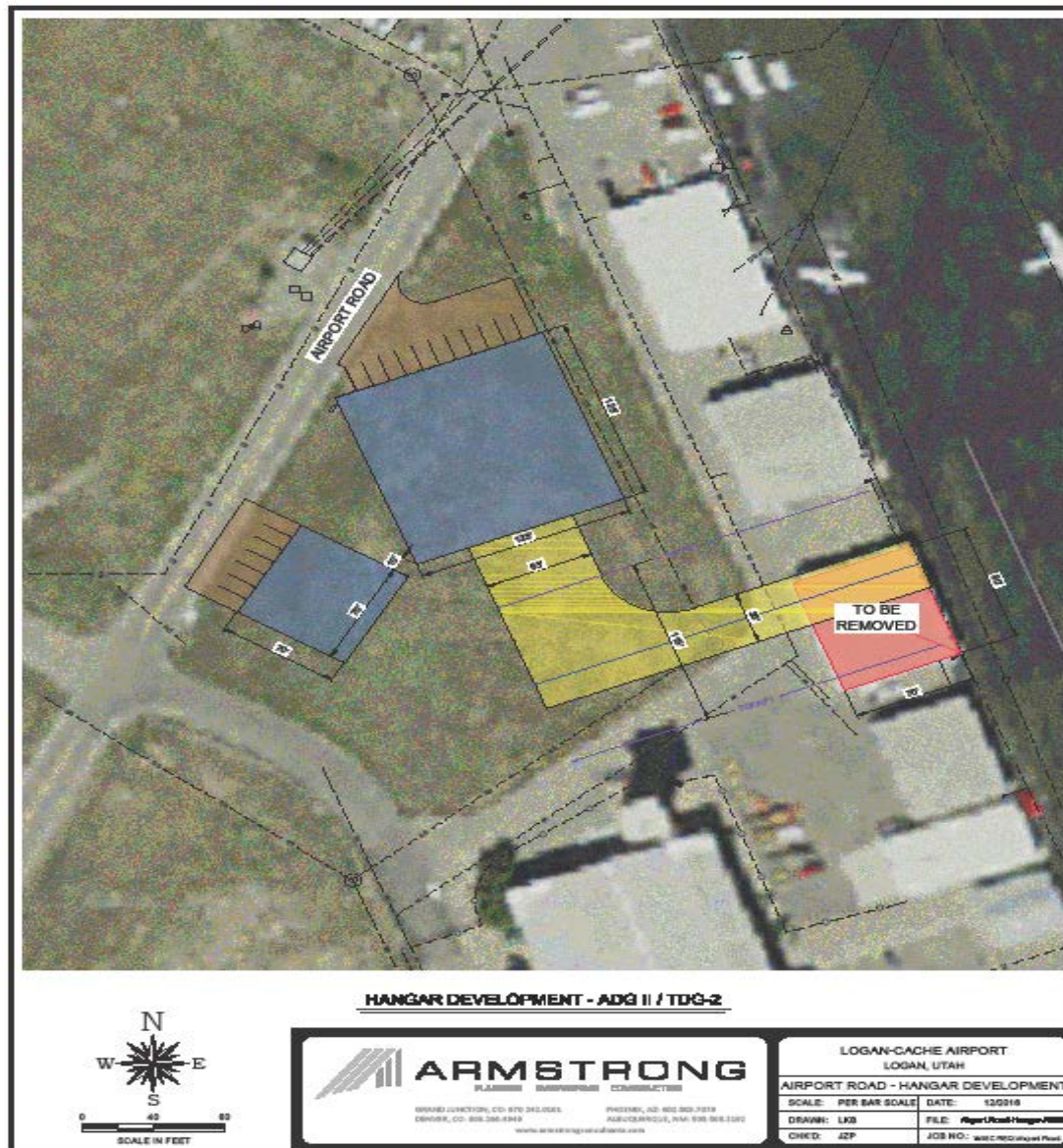
Option 1

- ▶ Replace current hanger with 100' x 100' hanger.
 - ▶ Firewall would be required on at least one side of the new hanger and the corresponding wall of the neighboring hanger.
 - ▶ Utility hookups would need to be upgraded.
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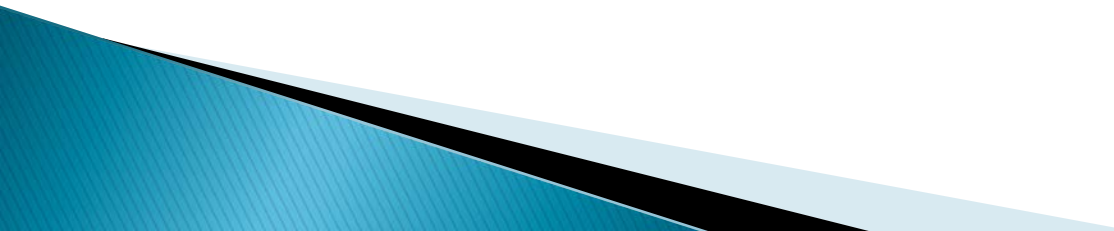
Option 2

- ▶ Remove current hanger, replacing it with a Group 2 taxiway that would allow access to areas which are now 'land-locked'.
 - ▶ Locate new 100' x 100' hanger west of current location. Current 70' x 70' hanger could also be relocated to this area if desired.
 - ▶ CVE would pay for utility hookups, vehicle parking area, and ramp area in front of the hanger(s). (Same requirements as for recently built hangers on taxiway J)
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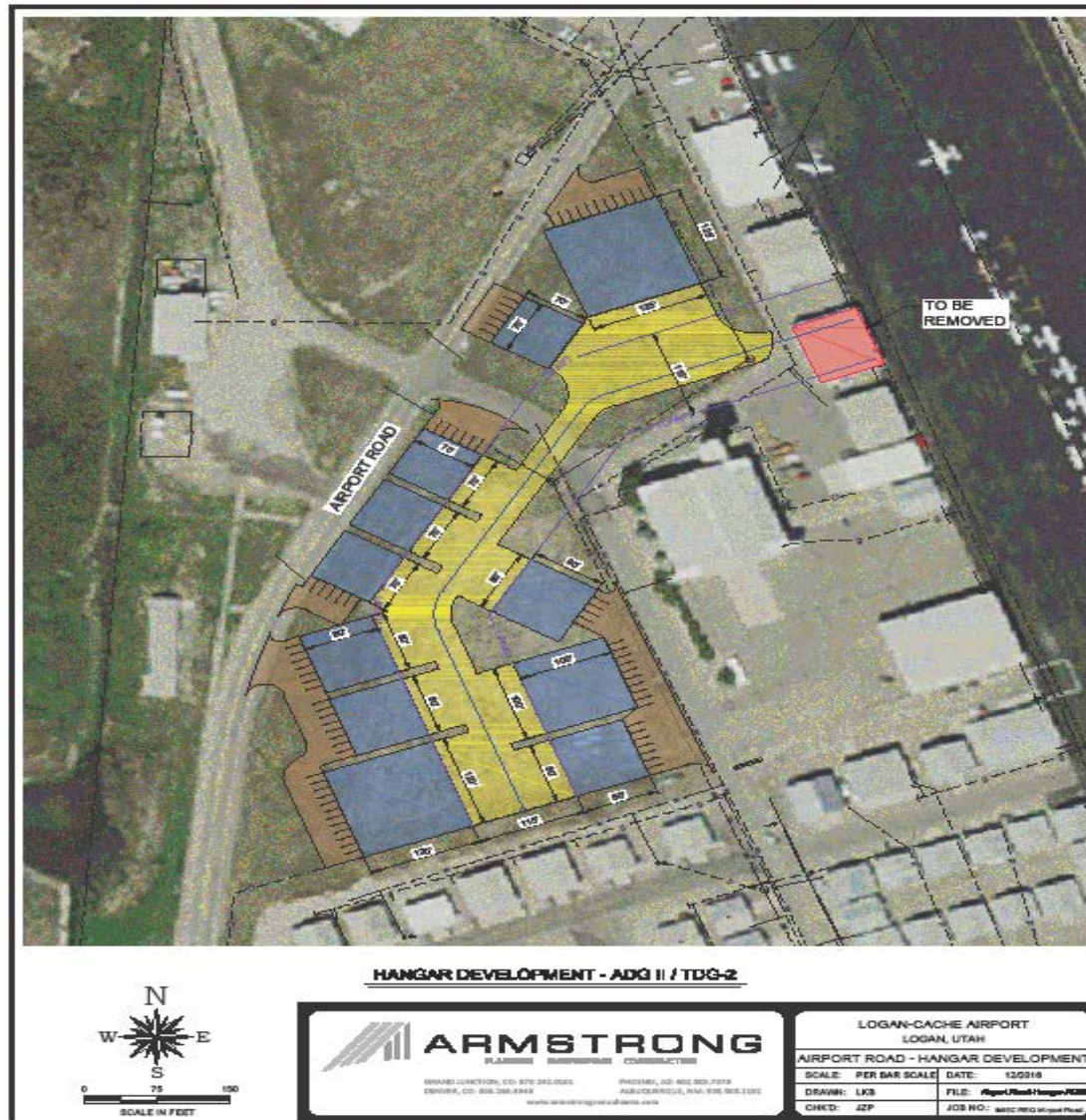
Possible configuration



Option 2 – Best for the Airport

- ▶ Water, sewer, power, and gas lines are in close proximity for future hanger development.
 - ▶ Areas that are currently land-locked can be developed with minimal infrastructure and construction expense.
 - ▶ Development of this area will extend the time until major improvement of taxiway K area is needed. That area will be much more costly to develop since utilities are not as readily available.
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Future development possibilities



Cost estimates for Option 2

- ▶ Engineer's estimate for the group 2 taxiway is \$130,000 – \$200,000 based on FAA construction standards.
- ▶ Cost can be scaled back by using an 'adequate' non-FAA approved standard. This would not be reimbursable however.