

**LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JUNE 4, 2020
MINUTES**

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, June 4, 2020 at 8:30 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, At-large – Appointed by Airport Authority Board
Craig W Buttars – Cache County Executive
Karl Ward – Cache County Council
Mayor Holly Daines – Logan City
Jeannie F. Simmonds – Logan City Council
Gar Walton – Appointed by Logan City
Bill Francis – Appointed by Cache County

Members of the Airport Authority Board Absent:

All Board members were in attendance

Also in Attendance:

Lee Ivie – Logan-Cache Airport Manager
Bryce Mumford – Cache County Deputy Executive
Andrew Scanlon – Kimley Horn and Associates
Judd Hill – Armstrong Consultants
Eric Rivera – Armstrong Consultants
Zan Murray – J-U-B Consultants
Doug Fullmer – Logan City Fire Department
Cannon Parry – Logan City Fire Department
Kim Hall – Leading Edge Aviation
Jason Thompson
Russ Kirkham
Christian Thorn
Janeen Allen – Minutes

CALL TO ORDER

Chairman John Kerr called the meeting to order at 8:30 a.m.

ITEMS OF BUSINESS

Approval of Minutes – January 9, 2020

ACTION: Motion was made by Gar Walton and seconded by Bill Francis to approve the minutes of January 9, 2020 as written. The vote in favor was unanimous, 5-0 (Craig Buttars and Mayor Holly Daines absent for vote)

ITEMS FOR DISCUSSION

Manager's Report – Lee Ivie

Lee Ivie gave the Manager's Report (Attachment A).

8:34 a.m. – Craig Buttars arrived

8:36 a.m. – Mayor Holly Daines arrived

Ivie noted that the Part 139 Safety Inspection has been postponed until September due to the Coronavirus quarantine.

After the Manager's report, Chairman Kerr asked Eric Rivera and Judd Hill from Armstrong Consultants to provide a brief report on the status of the Airport Improvement Plan.

Airport Improvement Plan

Rivera reported that they are currently working on the design for Runway 17/35. He hopes to have a draft ready for review in a week or two. At this point, they are waiting for the complete survey so they can put it all together.

Kerr asked when he anticipated it going out to bid. Rivera responded that he is looking at late July or early August for it to go out with the ultimate goal of construction beginning in the spring of 2021.

Rivera provided a brief scope of the project which included a mill and overlay of the runway which consists of milling the existing porous friction surface and adding a minimum of 2 inches of asphalt over the entire runway. Then they will level it and clean up the profile of the runway. Rivera added that the milling will include the connector taxiways. They will also build up the shoulders and correct any safety or grading issues that are out there. The entire runway will be grooved to allow for better performance of jets in wet conditions. Signs will be replaced and lights adjusted for the grates on the edges of the pavement.

Ivie asked if the 2 inch asphalt will be sufficient to meet the weight restrictions for 737s. Rivera said he will look at the geotechnical information and verify that it will meet all requirements.

Rivera projected late April of 2021 for construction to begin and anticipated it to be 60 days.

Judd Hill reported the land acquisition grant has been put on hold with the CARES Act taking priority over other AIP grants. He believes the AIP grants will be coming back online over the next several weeks requiring electronic signatures. There is no specific date for the funding to be received. He hopes it will come before the end of the year.

Hangar Request: D10 – Jason Thompson

Hangar Request: D10 – Janos Lakatos

Chairman Kerr pointed out that the airport has received two applications for the same hangar location and asked Ivie to address both of them.

Ivie said property at the airport for hangar construction is at a premium. There are two applications for the same location because it is the only one left with a taxilane in front for a building of the requested size of 50' x 70'. The location is shown on the attached map. (Attachment B).

Ivie explained that Jason Thompson was the first to submit a request in April (Attachment C) and Janos Lakatos submitted a request in May (Attachment D). He did say that another hangar of the same size could go in if the airport extended Taxilane Delta.

Mayor Daines asked if the space issue is being addressed in future plans. Simmonds responded that it seems it's really only limited by the existing taxilanes and there are plans to extend them in the future.

Kerr noted, however, that as of 2020, the FAA will no longer participate in funding for taxilanes for private hangars. It will become expensive for the airport to help in construction of future taxilanes.

A discussion followed centered on whether the airport can require the hangar owners to absorb all or some of the costs to extend taxilanes.

Simmonds expressed surprise that this cost isn't already included in development costs to the owners. As far as the submitted requests, she said it seems logical that first come, first served is the way to go.

ACTION: Motion was made by Jeannie Simmonds and seconded by Bill Francis to accept the first request for Hangar space D10 submitted by Jason Thompson. The vote in favor was unanimous, 7-0

Chairman Kerr recommended approval for space D12 be given to the second request submitted by Janos Lakatos.

ACTION: Motion was made by Bill Francis to require hangar owners to build at their cost and meeting FAA specifications the taxilane in front of the hangars to be constructed. Jeannie Simmonds seconded and added an amendment to include acceptance of the second request (moved to space D12) submitted by Janos Lakatos requiring him to build and pay for the 20 feet of taxilane meeting Logan-Cache Airport specifications.

ACTION: Chairman Kerr restated the motion made by Francis and seconded by Simmonds to approve the application of Janos Lakatos for

space D12 conditioned upon him adding the additional footage to cover the front of his building to the same standard that currently exists for the rest of Delta Taxilane which is FAA standard for the weight of aircraft that was designed for that area. The vote in favor was unanimous, 7-0

Discussion: Home being Built North of Runway 17 Encroaching Runway Approach Zone

Ivie discussed the notice he received from the FAA regarding the encroachment issue and his email query and response (Attachment E). He said the home owner must have gone through the process and submitted the required 7460 form to the FAA. The FAA responded saying the single family home structure would encroach upon the approach zone of Runway 17.

Francis noted that there is an easement on that property that indicates no residential or commercial structure can be built on that property in perpetuity.

Simmonds said it should be recorded on the deed. Francis responded saying it is and so there really is no issue.

Discussion followed about the location which is about 400 West and 4200 North and the existing easement. Simmonds asked what Ivie's purpose was having it on the agenda. Ivie responded that he was just bringing it to the Board's attention.

Buttars asked if there has been an application made to the County. Kerr answered that he didn't think so and there hasn't been an application for a building permit that anyone knows of.

Kerr asked Buttars to alert Chris Harrild in the County Development Services office in case someone tries to apply for a building permit.

ARFF Training Presentation – Doug Fullmer, LCFD

Doug Fullmer introduced Captain Cannon Parry who was the team lead for the ARFF (Airport Rescue Fire Fighting) brigade. Fullmer explained that all airports that have an index such as the Logan-Cache Airport have a need to have an ARFF response unit that meets the FAA guidelines and requirements. The training helps to meet those FAA requirements.

Fullmer gave the board members a copy of a letter that will be sent to the 139 Fire that facilitated the training expressing appreciation for the excellent training they gave (Attachment F).

Fullmer and Parry then presented a video put together showing the ARFF training exercise they just completed.

Parry said there were 13 firefighters who participated in the training over a three-day period of training. He said there was a great advantage being able to use our own equipment and work with our own airport personnel in the training over having to travel somewhere else and train on someone else's equipment. With the local training, LCFD was able to bring in the whole team at once plus other county personnel that couldn't happen if they trained elsewhere.

Fullmer added that another benefit of having the local training was decreased costs especially to

the Logan Fire Department. Before, the annual cost was about \$44,000 to send firefighters to the training, and though it was a significant cost to bring the training in, the overall savings and benefits of local training on our own equipment more than made up for it.

Fullmer said future training would be aided if a used fuselage (Cessna size) could be found and brought to the airport. A handheld radio and adaptors to upgrade the equipment on the ARFF vehicle would also enhance the training immensely.

Walton said the board and the citizens owe LCFD a vote of thanks for all they do.

Open Items

No additional items were discussed

Committee Reports:

Audit & Finance – Craig Butters

Butters reported that Logan-Cache Airport applied for \$310,162 from the Restaurant Tax fund. The amount is the match fund needed for the over \$6 million airport runway rehabilitation project. The RAPZ/Restaurant Committee approved for recommendation the full amount for the Cache County Council's final approval. It will go before the council at the June 9th meeting.

Operations Committee – Kim Hall

Kerr said the \$69,000 received through the CARES Act will largely replace lost revenue the airport would have received from fuel sales during the COVID19 shutdown.

Capital Improvements – Bill Francis

No report

Economic Development / Public Relations – Gar Walton

Walton said they have sent out two newsletters about the airport to stakeholders in the area. He said if anyone wants to be included in the email group, talk to Janeen Allen.

Next Scheduled Meeting

Thursday, July 2, 2020 at 8:30 a.m.

Adjournment

The meeting adjourned at 9:38 a.m.

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ATTACHMENT A



May 2020 Manager's Report

1. AIP Projects.

- a. The Runway 17/35 overlay and safety area grading project is in the design phase of the project and at this juncture I haven't received a signed grant from the FAA. The estimated cost of the project is 6.5 million but no invoices have been submitted for cost involving survey and geotech work that has already been done on the project.
- b. The 10 acre land acquisition grant has not been issued, but we received good news that a sponsor match will not be required because this grant will be part of the CARES grants that the Federal Government will provide to stimulate the economy due to impact of the covid virus.
- c. A CARES Grant for operational expenses in the amount of \$69,000.00 was given to the Logan-Cache Airport. Discussion on this stimulus money will be covered as another agenda item.

2. Buildings, Grounds, and Vehicle Maintenance.

- a. A number of items will need to be addressed on the ARFF Truck. Some are minor repair items and other items deal with equipment that needs to be added to the vehicle.
- b. All ruts along the edge of runways, taxiways, and in the movement area safety zones have been filled in. The tractor that the airport leases from Valley Implement is on site and mowing operations have commenced.
- c. A section of fence between Leading Edge Aviation and the USU Office Building needed to be replaced and the automated gate in that area was mounted to a new post allowing the gate to function properly.
- d. The county weed department will start spraying for noxious weeds at the airport the last week of May.

3. Part 139 Safety Inspection

The annual safety inspection conducted by the FAA is scheduled for June 10th, 11th, and 12th. All training records have been updated, and the airfield seems to be in good condition with the exception of three trees that need to be cut down near the old Hyde Park Lane next to the railroad tracks. This was one of the items of correction that was issued during the inspection last year.

4. Part 139 ARFF Training.

This year the live burn requirement for ARFF personnel took place at our own facility, and training for approximately one third of the other requirements was performed during the three day course. This training was essential for the airport to meet the part 139 requirements as outlined in our certification manual. A presentation on this training will be given later on as another agenda item.

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ATTACHMENT B

**LOGAN – CACHE AIRPORT AUTHORITY BOARD
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ATTACHMENT C

April 23, 2020

To: Logan-Cache Airport Board
Attn: Lee Ivy

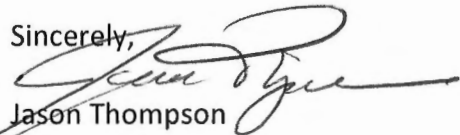
From: Jason Thompson

Re: Building 50 X 70 Hangar on Lot D-10

The purpose of this letter is to state my intent, and seek the approval of the board, to build a 50 X 70 hangar on lot D-10 at the Logan-Cache Airport. The hangar will be used to house a Cessna 172 and a Cessna 150. It is also important to note my short-term intention of purchasing and housing a Pilatus PC-12 or a Cirrus SR22. For the information of the board, I have already contracted with an architect for the design of the hangar and am in negotiations with several builders for this project.

Thank you in advance for your timely consideration of this request.

Sincerely,



Jason Thompson

446 Riverdale Ave.

River Heights, Utah 84321

(435) 232-4275 cell

jason@foxpestservice.com

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ATTACHMENT D

5/20/2020

To:

Logan Cache Airport Authority

Dear Board Members,

I hereby request a lease approval for a 50' x 70' hanger on Logan Cache Airport (KLGU).

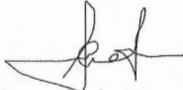
Possible location D-10.

The building will be all metal, modern appearance like the latest constructions on the airport.

The use of the hanger will be to house 3 different aircraft. We are nearing completion of a Super Cub in Wyoming, when completed I would like to bring it to Logan. We just started construction of a Multiengine Sea and Land Air Cam in Tennessee; it will be completed near the end of the year. When completed, I would like to bring it to Logan. We are also planning to purchase a "small" classic aircraft. It would be most practical and convenient to hanger all 3 of these aircraft in one hanger.

We would be ready to start construction immediately after approval.

Sincerely,

A handwritten signature in black ink, appearing to read 'Janos Lakatos', with a stylized flourish at the end.

Janos Lakatos

185 E 600 N

Mendon, Ut 84325

435 757-9797 cell

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ATTACHMENT E

05/07/2020

84321

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Aeronautical Study No. (ASN) 2020-ANM-1850-OE

Structure: Building Single family home

Location: Smithfield, UT

Latitude: 41-48-36.61N

Longitude: 111-50-41.95W

Heights: 30 feet above ground level (AGL)
4498 feet above mean sea level (AMSL)

The structure described above exceeds obstruction standards. To be eligible for consideration, comments must be received on or before 06/13/2020

To access complete details regarding this determination, use View Circularized Cases on the Internet at <http://oeaaa.faa.gov> and search by state and ASN, or contact our office at (206) 231-2990

We encourage notification via e-mail. After registering for Email notifications, submit a request in writing to our office to be removed from the FAA's postal mailing list.

Signature Control No: 435079944-439129083

5/18/2020

Mail Message From: "Holmquist, Paul (FAA)" <Paul.Holmquist@faa.gov>

Reply

Reply All

Forward

Move

Mark Unread

Delete

Print View



Mail

Properties

Friday - May 15, 2020 2:58 PM

From: "Holmquist, Paul (FAA)" <Paul.Holmquist@faa.gov>
To: "lee.ivie@cachecounty.org" <lee.ivie@cachecounty.org>
Subject: RE: Mr. Holmquist,

Lee, the structure would have to be lowered from the proposed 30 feet AGL to 17 feet AGL to be below the Part 77 Approach Surface. The building could also be moved farther away from the airport. The Approach Surface is 20:1 and that is also dependent on whether the ground level is the same further away or higher.

Just because a structure penetrates a Part 77 airport imaginary surface, including a 20:1 approach surface, does not make it a hazard to air navigation. Part 77 surfaces are not "protection surfaces" per se, they are obstruction identification surfaces. A structure identified as an obstruction under Part 77 is a presumed hazard to air navigation unless further aeronautical study concludes that the object is not a hazard. An objection to a proposal just because it penetrates Part 77 does not make it a hazard. A significant number of aircraft would need to be affected (require changing flight direction or altitude). This kind of data would need to be documented. In many cases, including this particular proposed building, the penetration of an approach surface is simply an indication that the structure requires marking and lighting and is not a hazard as it would not affect the landing threshold for the runway.

Thanks, Paul

206-231-2990
<https://oeaaa.faa.gov>

From: Lee Ivie <Lee.Ivie@cachecounty.org>
Sent: Friday, May 15, 2020 9:46 AM
To: Holmquist, Paul (FAA) <Paul.Holmquist@faa.gov>
Subject: Mr. Holmquist,

Mr. Holmquist,

My name is Lee Ivie and I'm the manager of the Logan-Cache Airport in Logan Utah. I spoke with you on the telephone May 15th about an aeronautical study (ASN) 2020-ANM-1850-0E pertaining to a proposed single family home to be constructed within the approach zone (APZ) of runway 17 of the airport (LGU). During our conversation you mentioned that the proposed structure would only encroach the (APZ) by thirteen feet, and that this would not change the landing threshold of the runway if the building was allowed to be constructed. I've discussed this matter with the chairman of our airport authority board and he has asked for a letter from you addressing your concerns with the structure being built at that location, and which direction the building would have to be relocated in order to clear the (APZ). The next Airport Authority Board Meeting for (LGU) will be held on June 4, 2020 and this item will be part of the agenda for that meeting. I thank you for time and await your response.

Best Regards;

Lee Ivie
Airport Manager
Logan-Cache Airport
(206) 755-1750

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ATTACHMENT F



June 3, 2020

To the 139 Fire Team,

This letter is an endorsement of the excellent training you provided for our ARFF team, the Logan City Fire Department and the Logan / Cache Airport.

Many challenges arise for smaller fire departments to meet FAA requirements. Our department has been providing ARFF protective services to the Logan Cache Airport for several years now and we continue to have challenges of limited resources, personnel and balancing logistics associated with meeting those FAA requirements. As we completed the 139 Fire training, our team finished with a sense of having raised the bar of excellence within the Logan City Fire Department ARFF Team.

Your instructors had a combined 70 + years of experience with full time agencies and many of those years stationed at large international airports. Their willingness to share their experience and reservoir of knowledge has added to our training and helped us prepare to meet the FAA requirements for our upcoming inspection. 139 Fire's training provided the needed live fire burns and the use of our own equipment that helped us be more prepared to serve the community and those who frequent the Logan / Cache Airport. We particularly enjoyed the night burns.

We highly recommend the education and experience that 139 Fire provides and we are grateful for your efforts and professionalism.

Sincerely,

Chief Brad Hannig
Logan City Fire Chief
Office-435-716-9512

Asst. Chief Doug Fullmer
Assistant Chief of Operations

Capt. Cannon Parry
ARFF Team Lead