LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
FEBRUARY 1, 2024
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, February 1, 2024 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 – Chair, At-large – Appointed by Airport Authority Board
Brett Hugie – Vice Chair, Appointed by Logan City
David Zook – Cache County Executive
Mayor Holly Daines – Logan City
Karl Ward – Cache County Council
Jeannie F. Simmonds – Logan City Council
Ryan Snow – Appointed by Cache County

Members of the Airport Authority Board Absent:

Also in Attendance:
Bob Low – Airport Manager
Taylor Sorensen – Interim Cache County Attorney
Judd Hill – Armstrong/Lochner
Connor Butterfield – Armstrong/Lochner
Robert Stephens – Logan City Fire Department
Baron Wesemann – USU Aviation
Brandon Parish – USU Aviation
Aaron Dyches – USU Aviation
Scott Weaver – Leading Edge Aviation
Kim Hall
Stephen Anderson
Janeen Allen – Minutes

1. CALL TO ORDER

Chairman John Kerr called the meeting to order at 8:32 a.m.

2. ACTION ITEMS

a. **APPROVAL OF MINUTES – January 4, 2024**

ACTION: Motion was made by Ryan Snow and seconded by David Zook to approve the minutes of January 4, 2024 as written. The vote in favor was unanimous, 7-0

3. MANAGER'S REPORT

a. **ACTIVITY REPORT**

Chairman Kerr welcomed Bob Low as the new airport manager and asked him to introduce himself to the Board.

Mr. Low said he was a long-time Cache County resident being raised in Smithfield Canyon. He moved to the Salt Lake Valley after getting married and worked as a parole officer for almost ten years. He then went to flight school and has worked as a professional helicopter pilot in varied operations for the last 15 years in locations all over the world including the Gulf of Mexico, Grand Canyon, Afghanistan, and Alaska.

He saw this job opening and jumped at the chance to stop traveling so much and have stability here in the valley with his family. He lives in Hyde Park in the flight pattern of the airport which will be helpful to be able to respond quickly to anything happening at the airport He thanked John Kerr for his mentorship during the last ten days and hopes to continue that great relationship in the future.

John talked about the snow removal since the last time the board met. He noted that there were about ten days they had to push snow in January. He is very pleased with the county personnel who plowed the airport and proved to be very helpful. A slightly modified snow removal plan was put into effect which included the removal of berms that caused so many problems last year.

Currently, all equipment is operational. The drivers even took the initiative to replace some of the blades on the equipment that were badly worn and adjusted the box blade to a better angle for cleaner sweeps. He is optimistic that this year will be a continuation of these improved practices with better maintained equipment.

David Zook asked Bob Low to provide the budget for snow removal at the next meeting so they can track costs with this new contract agreement with the county.

4. DISCUSSION ITEMS

a. **UNION PACIFIC – TAYLOR SORENSEN**

Taylor Sorensen reported that the county has continued to reach out repeatedly to Union Pacific over the past year regarding the lease issue over some airport property bordering the railroad. He noted that Union Pacific had given no response to the counter

offer sent last year. They had indicated that they were open to renegotiation of the lease agreement. The original agreement was $15,000 over 15 years. Union Pacific's original lease renewal proposal was for $61,000 per year. He asked them to consider additional information that would affect their evaluation of the property including the avigation easement which gives the airport a legal right to the air above the ground. No structure can be built in that area without airport approval and under very strict FAA specifications. In addition, Logan City has created a restrictive zone limiting building on the property.

Sorensen said it was discovered that mail from Union Pacific requesting payment over several months had been delivered to the wrong box at the airport. He also reached out to Union Pacific and found there were some personnel issues that caused miscommunication with email, and he hopes that is resolved now, as well. On the week of January 16, Sorensen shared information with Mr. Harris at Union Pacific, and Harris agreed that the whole thing needs to be reevaluated. Sorensen will be meeting with them next week for a new appraisal, and hopes to bring more favorable results at a future meeting.

Kerr noted that he found the missing mail in empty mailboxes at the airport. He has had conversations with the mail carrier to get proper delivery.

Simmonds asked if Union Pacific would be willing to sell the property to the airport. Sorensen said he could pursue that option.

b. **USU REQUEST – GATE – AARON DYCHES**

Aaron Dyches with USU Aviation said his request stems from the fact that student money is being used to pay for power at the tower and the gate at the airport. He requested that the money from students not pay for a gate that is required for the airport.

Electricity starts at FL9 and goes through a conduit to the tower then under the tower to the gate and it comes off the Utah State meter.
Kerr said that rerouting the electricity would be a very cost-prohibitive project versus simply reducing the $100/year USU is paying for a gate the students don't have access to.

Dyches also requested that areas around Juliet (particularly J2 and J5) be paved so they can put aircraft on those sections out of the way of other pilots. If the airport paves those sections, they may invoice USU who will reimburse the cost and will lease the additional ground and maintain it.

Hugie asked if the airport could get some bids on the project. Kerr said Arstrong needs to get with USU and work out the plan. Then Armstrong can provide a reasonable estimate.

ACTION: Motion was made by Jeannie Simmonds and seconded by Karl Ward to reduce the amount paid by USU students by $100/year and list it as a credit on the invoice. The vote in favor was unanimous, 7-0

c. **BEAUTIFICATION GRANT APPLICATION – RYAN SNOW**

Board member Ryan Snow filled out an application for a beautification grant that will go towards fixing up the WWII tower. The application is a part of these minutes as **Attachment A**. He asked board members to give him feedback on it before he submits it to the state.

Kerr said it isn't anticipated that the grant can cover a full restoration, but it is a start towards bringing the tower back to a functional state.

d. **MASTER PLAN UPDATE**

This item moved to the next meeting.

e. **VECTOR – HELENA GLENN**

Helena Glenn introduced herself as a sales executive representing Vector Airport Systems. She met John Kerr at the Heber airport conference and he invited her to come to an Airport Authority Board meeting to present an option for creating an additional revenue stream for the airport. She gave a presentation on PLANEPASS, which automates landing fee collection that typically provides a 10% to 20% increase in revenue at the airports where it has been implemented. The presentation is part of these minutes as **Attachment B**.

PLANEPASS is a fully automated process that captures 100% of the data on a 24/7/365 basis. It captures the data, then applies each airport's rules and regulations to charge and collect landing fees. Vector's fee is 25% of the collection. The setup will be customized to the Logan-Cache Airport.

Glenn also emailed board members custom landing fee charts based on the Logan-Cache Airport regulations. They are part of the minutes as **Attachment C**.

Kerr requested that anyone who has input should put it in writing and get it to the Board by March 15th so it can be considered along with the input from Dr. Jones.

9:35 a.m. Mayor Holly Daines left the meeting

f. **HANGAR REQUEST**

Kerr said that Stephen Anderson who currently has two airplanes at the Logan-Cache Airport wants to consolidate into a single hangar and is requesting space EN1 (Echo North 1) to build a 50' x 80' hangar.

Judd Hill showed a map of the proposed site which is part of these minutes as **Attachment D**. Hill said it is on the current entrance road which will have to be

relocated. It is on the CIP for relocation in two years with the improvements to India project.

After a lengthy discussion about the space and development of the road in the future between members of the board and Hill, it was determined that the Board could not act on this request until more information about the CIP and the hangar request wait list process is gathered.

g. **OPEN ITEMS**
There were no open items.

h. **COMMITTEE REPORTS:**

Audit & Finance – David Zook
No report

Operations Committee – Kim Hall
No report

Capital Improvements
No report

Economic Development / Public Relations
No report

4. NEXT SCHEDULED BOARD MEETING

Thursday, April 4, 2024 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

5. ADJOURNMENT

The meeting adjourned at 10:07 a.m.

LOGAN – CACHE AIRPORT AUTHORITY BOARD
FEBRUARY 1, 2024

ATTACHMENT A

Utah Airport Revitalization Grant Application

ryansnow2@providence.utah.gov Switch account

Draft saved

The name and photo associated with your Google account will be recorded when you upload files and submit this form. Your email is not part of your response.

Project Impact and Sustainability Measures

The Utah DOA would like to understand the impact of the project and what efforts the Airport Staff will take to sustain, and upkeep the project area.

Have you received negative feedback from the public or others related to the project area? Please provide a detailed response.

No.

How many high level flights are impacted due to issues related to the project area per month?

0

How many people "Air Side" are effected to do the issues related to the project area per month?

0

How many people "Land Side" are effected to do the issues related to the project area per month?

0

If approved, how will you track customer feedback related to this project.

Your answer

If approved, how will maintain the project area for future use?

Your answer

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Utah Airport Revitalization Grant Application

ryansnow2@providence.utah.gov Switch account

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Application Questions

Questions found in this section are outlines in the "Utah Airport Revitalization Grant Opportunity -BRIEF"

Please give a detailed and meaningful description of the project.

Project Title: Wings of History at KLGU(Logan/Cache Airport) - Restoring Legacy, Inspiring Generations

Introduction:
Embarking on the Wings of History at KLGU project, we set out to restore and revitalize a World War II air observation tower located at KLGU. This historic structure, once a silent witness to the challenges of its time, now stands as an emblem of resilience and courage, awaiting a new chapter in its legacy.

Objective:
Wings of History at KLGU seeks to revive the spirit of the past while ensuring the tower becomes a beacon of inspiration for present and future generations. The project is dedicated to preserving the historical significance of KLGU's role in World War II and fostering an appreciation for the sacrifices made during that era.

Scope of Work:

1. Structural Restoration:
- Thoroughly assess and restore the structural integrity of the KLGU air observation tower.
- Preserve the tower's original architectural charm while implementing modern construction practices to meet contemporary standards.

2. Historical Accuracy:
- Collaborate with experts and historians in hopes to maintain historical accuracy in restoration detail.
- Source materials and artifacts to recreate the original ambiance of the tower during its wartime operations.
- Develop interpretive displays that narrate the tower's unique role within the historical context of World War II.

3. Landscaping and Surroundings:
- Enhance the surrounding landscape to complement the historical ambiance at KLGU.
- Install informative signs and exhibits throughout the site to contextualize the tower's pivotal role in the war effort.

Community Engagement:
Wings of History at KLGU places a strong emphasis on community involvement, seeking the active participation and support of local residents, historians, veterans, schools, and businesses. Building a sense of community ownership is essential for the sustained success and preservation of this historical landmark.

Funding and Partnerships:
Forge strategic partnerships with government agencies, private donors, historical organizations, and corporate sponsors to secure the required funding for Wings of History at KLGU. Develop transparent financial plans and engage in ongoing fundraising initiatives to ensure the long-term viability of this significant historical site.

Conclusion:
Wings of History at KLGU is not just a restoration project; it is a commitment to honoring the past, fostering a deeper understanding of history, and inspiring generations to come. By reviving this World War II air observation tower, we aim to create a timeless space at KLGU where the legacy of courage and sacrifice is preserved for all to discover and appreciate.

Will there be a sponsor for the project?

- [x] Yes
- [ ] No

If "Yes", who is your sponsor?

Logan / Cache Airport Authority

Please provide a screenshot of the mapped project area.

Map of Project.p...

Please provide pictures of the project area.

IMG_3283.jpg
IMG_3285.jpg
IMG_3286.jpg
IMG_3280.jpg
IMG_3281.jpg

Provide a list of supplies, equipment needed for the project.

The specific supplies and equipment needed for the Wings of History at KLGU project will depend on the detailed scope of work, funding available, the condition of the existing structure (as identified during the project), and the extent of the restoration efforts. However, here's a general list of supplies and equipment that we expect might be required:

Supplies:

1. Construction Materials:
   - Concrete
   - Steel beams
   - Bricks or masonry materials
   - Glass to replace broken windows
   - Wood for restoration of wooden elements
   - Roofing materials (tiles, shingles, etc.)
   - Authentic historical materials for preserving original aesthetics

2. Restoration Materials:
   - Paints and coatings suitable for historical restoration
   - Sealants and adhesives
   - Cleaning agents for removing dirt, grime, and rust without causing damage
   - Replacement components for damaged or missing parts

3. Interpretive Displays:
   - Signage materials
   - Display cases
   - Lighting fixtures for exhibits
   - Information panels and graphics

4. Safety Equipment:
   - Construction site safety signs
   - Personal protective equipment (PPE) for workers
   - First aid kits
   - Fire extinguishers

5. Cleaning and Maintenance Supplies:
   - Cleaning tools (brushes, brooms, etc.)
   - Preservation coatings
   - Graffiti removal products
   - Routine maintenance tools and supplies

Equipment:

1. Construction Equipment:
   - Excavators and backhoes
   - Scaffolding
   - Concrete mixers
   - Power tools (drills, saws, etc.)

2. Restoration Equipment:
   - Sandblasting equipment
   - Painting equipment (sprayers, brushes, etc.)
   - Woodworking tools
   - Restoration-specific tools (e.g., for delicate cleaning)

3. Safety Equipment:
   - Construction site barriers
   - Safety harnesses and fall protection equipment
   - Respirators and other safety gear

4. Maintenance Equipment:
   - Cleaning equipment (pressure washers, etc.)
   - Preservation coating application tools
   - Basic hand tools for routine maintenance

It's important to work with architects, engineers, and preservation specialists to refine this list based on the unique requirements of the Wings of History at KLGU project. Additionally, local building codes and regulations will be considered when selecting materials and equipment.

Provide an itemized project cost.

Creating an itemized project cost for the Wings of History at KLGU. Keep in mind that these estimates are general and actual costs may vary based on factors such as location, market conditions, and specific project requirements.

1. Structural Restoration:
   - Construction Materials: $15,000
   - Restoration Materials: $8,000
   - Labor (skilled and unskilled): $20,000

2. Historical Accuracy:
   - Authentic Materials: $5,000
   - Interpretive Displays: $7,000

3. Community Engagement:
   - Marketing and Outreach: $2,000
   - Community Events: $3,000

4. Funding and Partnerships:
   - Fundraising Campaign Costs: $5,000

5. Contingency (10% of Total): $10,000

Total Estimated Project Cost: $75,000

It's crucial to regularly review and update the budget as the project progresses. Additionally, seeking in-kind donations, volunteer labor, and partnerships can help us stretch the budget further. Adjustments may be necessary based on actual quotes received during the bidding process and unforeseen challenges encountered during the project.

What is your desired payment schedule?

Common payment schedule: Upfront deposit, ı

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ATTACHMENT B

PLANEPASS® by VECTOR

Helena Glenn

PLANEPASS® by VECTOR

Based in the US – Washington, DC Area

- Founded in 2005 to automate landing fee billing process

Vector 100% Aviation Focused

- Aircraft Fee Billing & Collection Service
- Airport Noise and Operations Management Solutions

Vector Difference

- 60+ PLANEPASS Airports – Full-service aircraft fee billing & collection
- 30+ New PLANEPASS airports expected in 2024
- Live US based Client Services and Operator Support Teams
- Comprehensive database of aircraft owner operators
  - 200,000+ Unique Aircraft
  - 134,000 Owner/Operators with known paying relationship to Vector

What is PLANEPASS

PLANEPASS is Vector's turn-key, technology-driven service for billing & collecting aircraft fee revenue. The PLANEPASS system and team do all the work, requiring no time or effort from airport or FBO staff.

FEES BILLED INCLUDE :

- Landing
- Overflight
- Customs
- Security
- Parking
- After hours

PLANEPASS Benefits:

- Typical annual fee revenue increases of 10% - 20%+ when existing fee in place
- 100% of operations captured with a 99.6% fee collection rate
- Operators prefer paying through PLANEPASS via one monthly payment with clear accounting
- Relieves operational and collections burden from airport staff
- Transparency in operations and billings/collections for airport
- No upfront cost or implementation charge to airport
- Easy plug-in with Virtower Operations Data via partnership

What Airports Say about PLANEPASS

“ Vector is more than just an outside contractor, they are part of our Airport team.”

Jim Brundige
Airport Manager
East Hampton Airport (HTO)

“ In the last 10 months, Vector has enabled us to collect up to twice as much landing fee revenue compared to the same time period last year.”

John Stout
Airport Manager
Sonoma Country Airport (STS)

“ Vector’s PLANEPASS® service more than pays for itself in increased revenue and cost savings at the airport.”

Mark Duebner
Director of Aviation
Dallas Love Field Airport (DAL)

“ Vector’s system has made the billing and collections process very streamlined and much more transparent.”

Chris Padilla
Airport Controller
Aspen-Pitkin County Airport (ASE)

Why Airports Choose PLANEPASS

Fully automated aircraft capture and identification

- Solution requires no manual inputs or tracking from Airport or FBO
- Fully automated aircraft identification and tracking system
- 24/7/365 aircraft identification and operations capture

Overlapping aircraft tracking and identification technologies

- Fusion of multiple sources of surveillance, flight plan, and ADS-B data provides comprehensive coverage
- Consolidates multiple data sources into single, cohesive database of billable operations

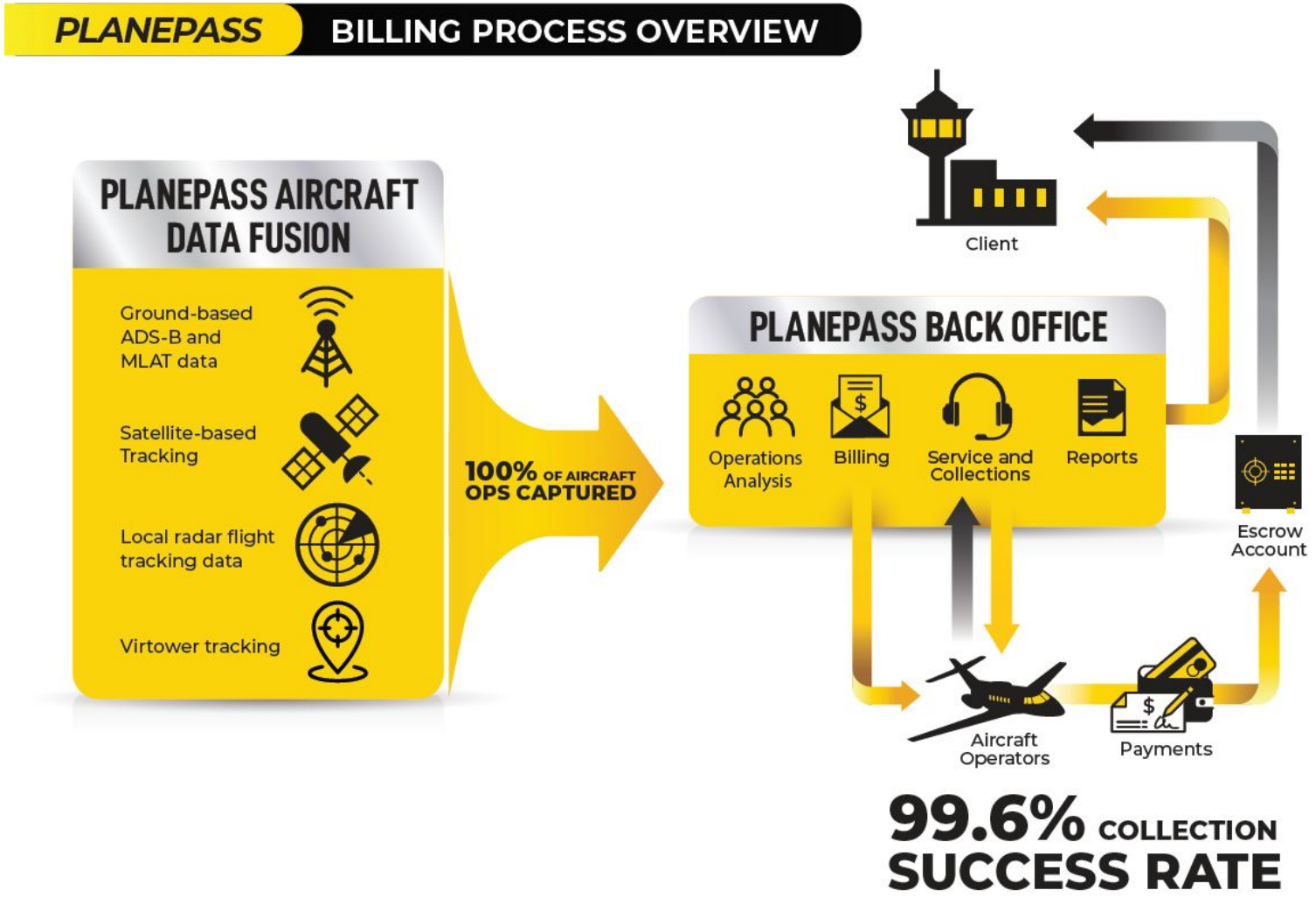
Accurate and Streamlined billing process

- Applies fee rules consistently based on regulations. Does not waive fees based on fuel sales or as favors
- Most accurate aircraft owner/operator database – 200,000+ active aircraft and 134,000 active aircraft owners
- In-house, U.S.-based staff handles all operator invoicing, service & collection tasks
- 99.6% fee collection success rate

Easy reporting process

- Web-based portal allows online data visualization with secure access
- Exportable reports show all operations and accounting information

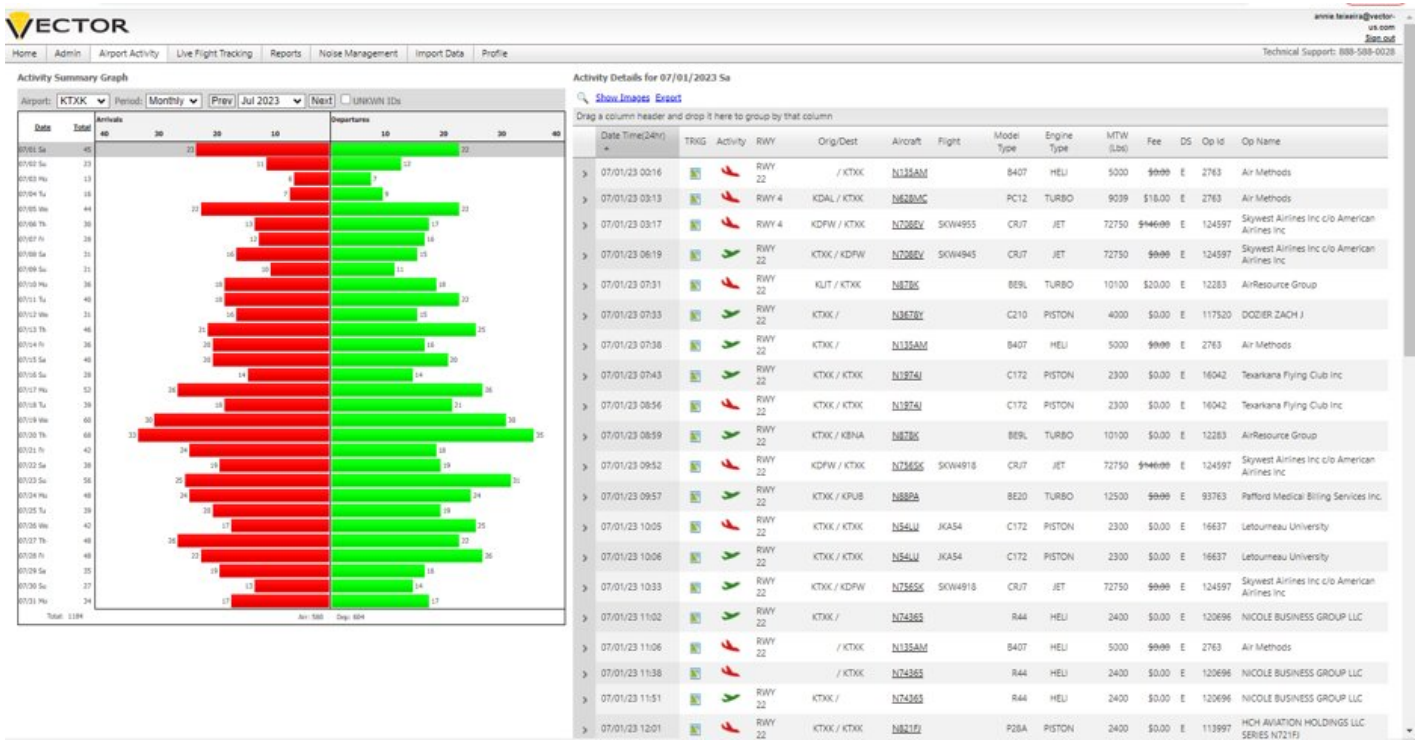
PLANEPASS Process



- Track/Identify aircraft
- Fee Rules and Billing
- Live customer service
- Payment processing
- Active collections
- Accounting and reporting
- Centralized operation for multiple airports

PLANEPASS Airport Portal

- Aircraft operations and details viewed via secure portal
- Drill downs for additional aircraft and operations data
- Aircraft flight tracks correlated to operations
- Data is searchable/sortable/exportable
- Operations Reports including:
  - Graphical Activity Report
  - Operator Report
  - Activity Detail Search Report
- Access to Financial Reports



Transparency Through Reporting

- Monthly Billed Detail
- Monthly Billing Adjustments
- Monthly Collection Report
- Accounts Receivable Aging
- PLANEPASS Performance Summary

PlanePass Billing & Collection Performance Summary

InvoiceAirport: KDAL

Invoice Start Month: Last 14 Months (Calendar)

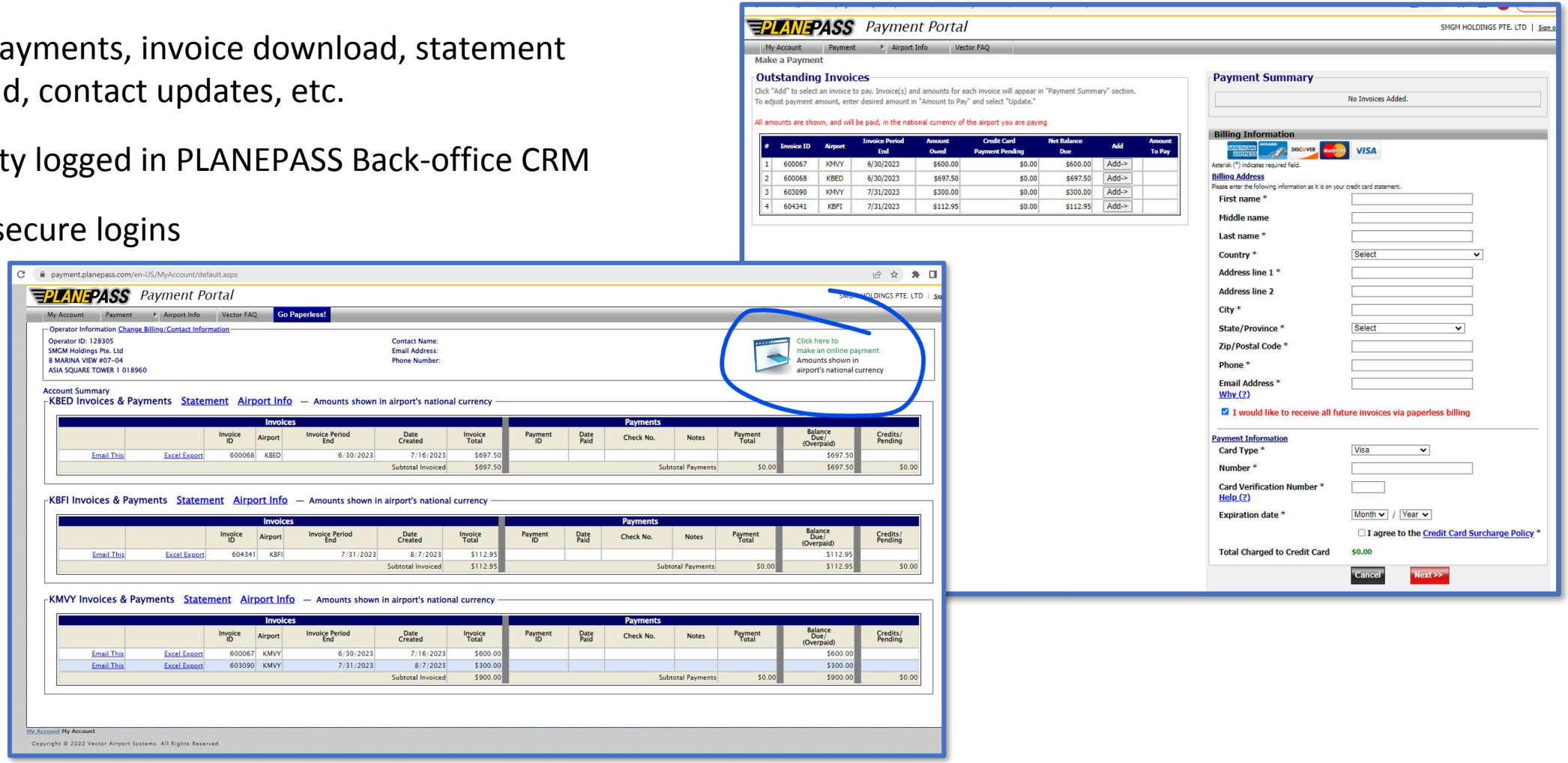
4/1/2020 - 5/31/2021

Invoice Start Month	Invoice Count	% Change	Billed Activities	% Change	Original Billed	Adjustments	Adj %	Adjusted Billed	% Change	Paid	Paid %	AR
April 2020	346	-69%	1048	-72%	$139,530	($2,818)	2.0%	$136,712	-73%	$135,553	99.2%	$1,159
May 2020	614	-42%	1960	-44%	$263,610	($2,033)	0.8%	$261,578	-46%	$260,193	99.5%	$1,385
June 2020	790	-26%	2700	-21%	$373,215	($3,696)	1.0%	$369,520	-17%	$364,466	98.6%	$5,054
July 2020	685	-25%	2858	-6%	$418,991	($2,571)	0.6%	$416,420	4%	$411,623	98.8%	$4,796
August 2020	871	-11%	3213	1%	$460,777	($5,657)	1.2%	$455,120	5%	$453,669	99.7%	$1,451
September 2020	913	-13%	3356	-3%	$483,169	($5,325)	1.1%	$477,843	3%	$469,501	98.3%	$8,342
October 2020	992	-16%	3689	-5%	$527,377	($2,903)	0.6%	$524,475	1%	$511,447	97.5%	$13,028
November 2020	937	-16%	3436	-9%	$511,700	($4,633)	0.9%	$507,067	-1%	$494,144	97.5%	$12,923
December 2020	963	-13%	3494	-5%	$567,016	($5,815)	1.0%	$561,201	9%	$533,114	95.0%	$28,087
January 2021	916	-9%	3513	2%	$580,667	($9,361)	1.6%	$571,306	14%	$525,883	92.0%	$45,423
February 2021	849	-13%	3097	-8%	$513,813	($5,032)	1.0%	$508,781	-7%	$397,289	78.1%	$111,492
March 2021	1145	46%	4433	70%	$791,823	($16,420)	2.1%	$775,403	92%	$471,357	60.8%	$304,046
April 2021	1135	234%	4456	325%	$746,396	($5,204)	0.7%	$741,192	442%	$272,691	36.8%	$468,502
Total	**11156**	**-12%**	**41253**	**-2%**	**$6,378,084**	**($71,467)**	**1.1%**	**$6,306,617**	**7%**	**$5,300,930**	**84.1%**	**$1,005,687**

Operator Payment Portal

Payment Portal provides:

- Online payments, invoice download, statement download, contact updates, etc.
- All activity logged in PLANEPASS Back-office CRM
- Simple, secure logins



Sample High GA Traffic Landing Fees

KBFI: BOEING FIELD

Billed using aircraft's MLW upon arrival. Touch & Go not billed.

Aircraft Type	Min. Weight (lbs.)	Max. Weight (lbs.)	Rate	Formula Type
Any	0	12,500	$1.50*	Per 1,000 lbs. rounded to nearest nickel
Any	12,501	999,999	$1.50	Per 1,000 lbs. rounded to nearest nickel

**** Part 135 Operators, $5.00 minimum***

KDAL: DALLAS - LOVE FIELD

Billed using aircraft's MLW upon departure. Touch & Go billed.

Aircraft Type	Min. Weight (lbs.)	Max. Weight (lbs.)	Rate	Formula Type
Any	0	999,999	$5.90	Per 1,000 lbs. rounded
Any	0	999,999	$3.90*	Per 1,000 lbs. rounded

KASE: ASPEN PITKIN COUNTY AIRPORT

Billed using aircraft's MLW upon departure. Touch & Go billed.

Aircraft Type	Min. Weight (lbs.)	Max. Weight (lbs.)	Rate	Formula Type
Any	0	999,999	$8.33	Per 1,000 lbs. rounded

KBED: MASSPORT HANSCOM FIELD

Billed using aircraft's MLW upon departure. Touch & Go not billed.

Aircraft Type	Min. Weight (lbs.)	Max. Weight (lbs.)	Rate	Formula Type
Any	0	3,000	$11.36	Flat Fee
Any	3,001	10,000	$17.05	Flat Fee
Any	10,001	999,999	$3.24	Per 1,000 lbs. rounded
Any (Night Arrival)	0 (MTOW)	12,500 (MTOW)	$76.00	Flat Fee
Any (Night Arrival)	12,501 (MTOW)	999,999 (MTOW)	$544.00	Flat Fee

KSMO: SANTA MONICA AIRPORT

Billed using aircraft's MLW upon departure. Touch & Go billed.

Aircraft Type	Min. Weight (lbs.)	Max. Weight (lbs.)	Rate	Formula Type
Any	0	999,999	$5.48	Per 1,000 lbs. rounded

Other Utah Airport Fees

- SLC - 2.85 per 1,000lbs – commercial only
- SGU - 1.05 per 1,000lbs
- OGD - 1.25 per 1,000lbs
- HCR - 4.00 per 1,000lbs
- PVU - 0.97 per 1,000lbs
- BTF – new fee of 1.25 per 1,000lbs

ATTACHMENT C

The below screenshot represents the annual revenue filtering by NOT based, minimum Part 135 only, at the $1.25 per 1,000lbs. Per the council's ask, I wanted to share those numbers.

PLANEPASS by VECTOR

Landing Fee Rules

Landing fee	$1.25
Weight Exclusion	8000

Signatories	*No*
Based	*Yes*

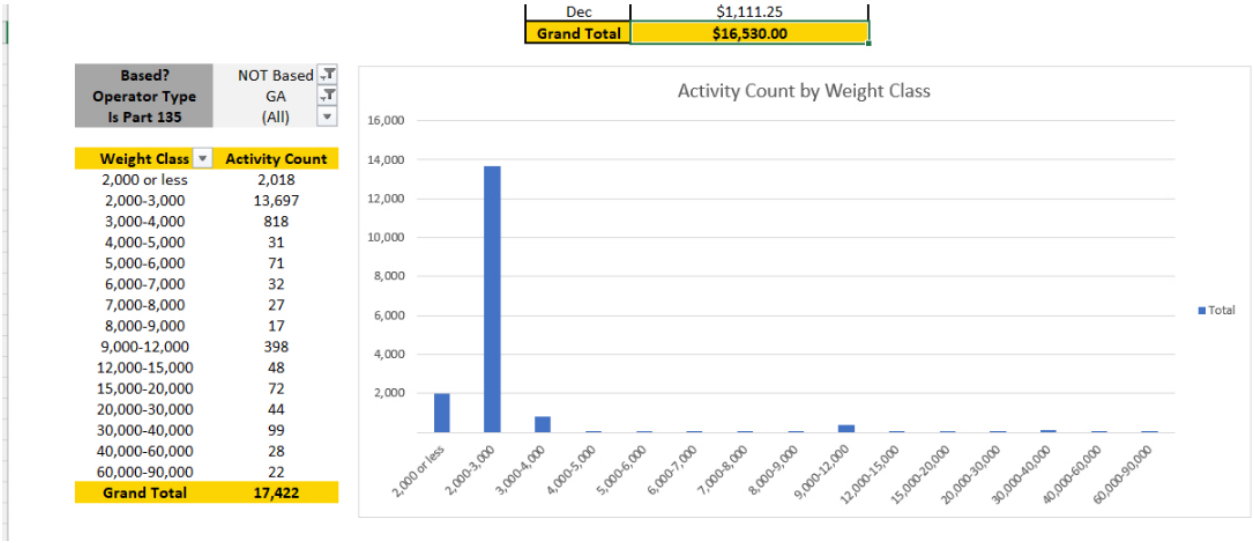
Estimated Revenue for 2023

Based?	NOT Based
Operator Type	GA
Is Part 135	(All)

Month	Landing Fee (w/Weight Exclusion)
Jan	$1,415.00
Feb	$1,058.75
Mar	$1,603.75
Apr	$1,373.75
May	$1,363.75
Jun	$1,045.00
Jul	$1,573.75
Aug	$1,492.50
Sep	$2,317.50
Oct	$1,110.00
Nov	$1,065.00
Dec	$1,111.25
Grand Total	**$16,530.00**

Operators Included
Any Part 135 Operators

Below screenshot represents billing all GA, meeting the weight minimum, as well as the graph of activity by weight class.

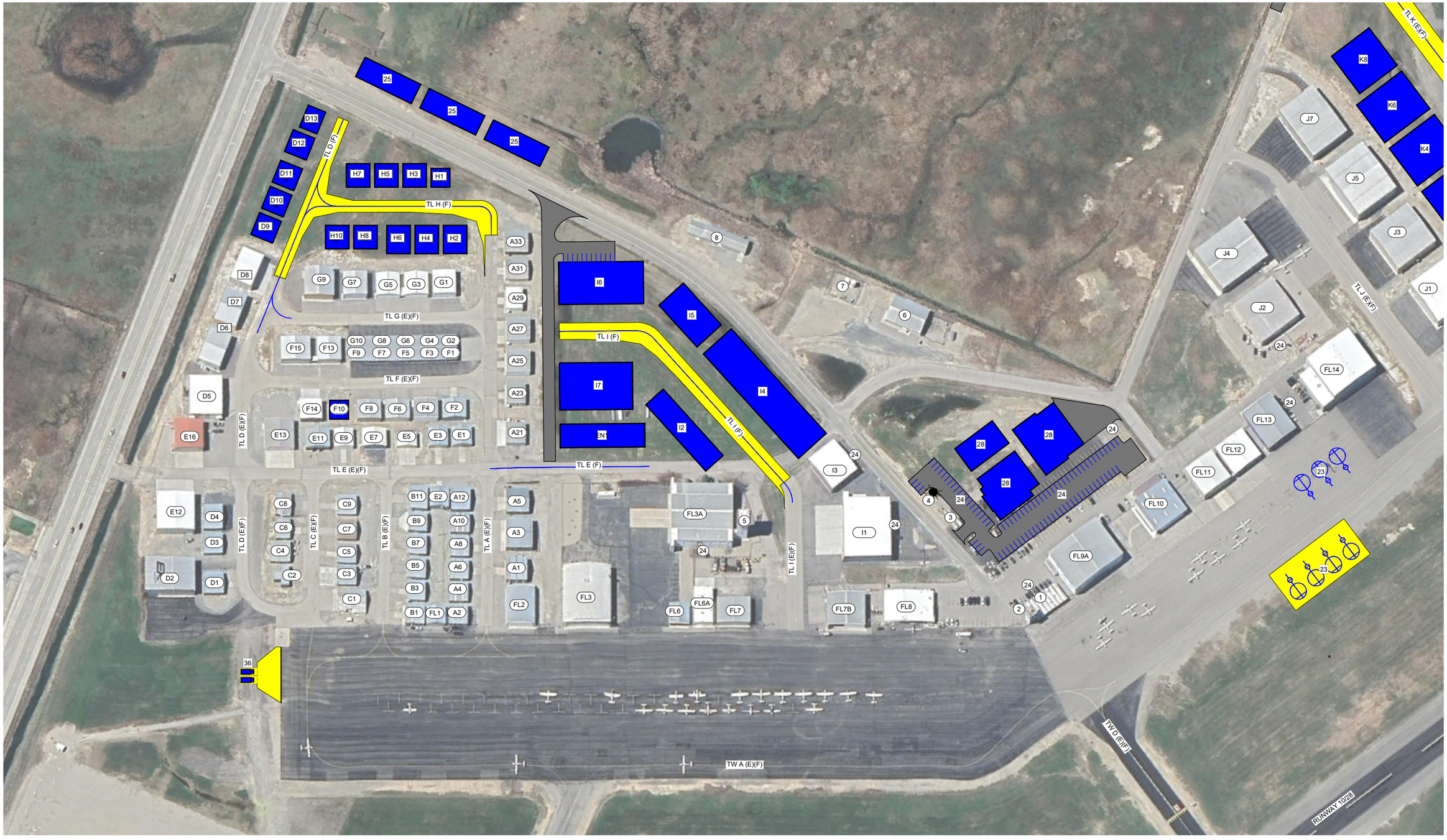


Dec	$1,111.25
Grand Total	**$16,530.00**

Based?	NOT Based
Operator Type	GA
Is Part 135	(All)

Weight Class	Activity Count
2,000 or less	2,018
2,000-3,000	13,697
3,000-4,000	818
4,000-5,000	31
5,000-6,000	71
6,000-7,000	32
7,000-8,000	27
8,000-9,000	17
9,000-12,000	398
12,000-15,000	48
15,000-20,000	72
20,000-30,000	44
30,000-40,000	99
40,000-60,000	28
60,000-90,000	22
Grand Total	**17,422**

ATTACHMENT D



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SCALE IN FEET

LOGAN - CACHE AIRPORT
LOGAN, UTAH

TAD EXHIBIT

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