

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MAY 7, 2014
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on May 7, 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
M. Lynn Lemon – Cache County Executive
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:

Others in Attendance:

Lee Ivie - Airport Manager
Jeff Peterson – Logan City Fire Department
Brady Hansen – Logan City Fire Department
Kim R. Hall – Leading Edge Aviation
Scott Weaver – Leading Edge Aviation
Bryan Congdon – Harris Air
Manuel Boltz – Utah State University
Matt Bunnell – Utah State University
Dennis Corsi – Armstrong Consultants
Zan Murray – J-U-B Engineers
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 March 5, 2014.

ACTION: Motion was made by Potter and seconded by Walton to approve the minutes of March 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.

7:34 a.m. – Francis arrived

Mailbox Rental – Bill Francis

Francis said a few years ago a mailbox was installed at the airport with slots for the various entities so that the mail carrier would only have to deliver to one spot. It was the intention at the time to charge any who wanted a slot a certain rate to help pay for it. Francis said that he found out that the rate charge was never implemented. Also, the mail carrier told him that a physical address needs to be applied to the slots for each entity. He would like to get good labels on each slot and start charging the rate that was originally intended with the installation of the box. Francis suggested making the mailbox rate a part of the lease agreement for those hangar owners wanting a slot. He noted that the post office charges \$40 per year for a mailbox. He suggested charging \$35 per year for a mail slot at the airport.

ACTION: Motion was made by Francis and seconded by Potter to charge \$35 per year for mailbox rental at the airport and include the charge in the annual lease agreement. The vote in favor was unanimous, 7-0.

Charter Landing Weight –Bill Francis, Dennis Corsi (Attachment B)

Kerr said there have been a lot of letters and communications between various entities recently about landing weight limits for the football team charter flights. Francis said that Dennis Corsi, from Armstrong Consultants, had a presentation that addresses the issue.

Kerr invited Corsi to give his presentation which is a part of these minutes as Attachment B. Corsi said that when landing weight limits come into question they perform an analysis on the pavement. He referred to FAARFIELD which is the FAA's Airport Pavement Design Program for asphalt and concrete pavements. According to the analysis, the existing pavement section at the airport put in about 13 years ago was designed for an equivalent 60,000 pound dual-wheel gear aircraft such as a Gulfstream IV. The pavement section consists of a 4-inch asphalt surface on a 6-inch base course on an 18-inch sub-base material. This pavement was

designed for a 60,000 pound dual-wheel gear aircraft to make the equivalent of 1,200 annual departures over the course of a 20-year useful pavement life span. Lighter aircraft would count as less than one departure and heavier aircraft would count as more than one departure using a computer program to calculate the number of departures of each aircraft according to its weight compared to the 60,000 pound standard. Corsi noted that the design of the pavement is meant to last 20 years, but can be extended through regular maintenance practices of crack sealing and seal coating.

The intent of the analysis is to determine the impact of larger aircraft operations on the length of the useful life span of the pavement. Corsi presented three scenarios using various aircraft including a C-17, an MD-80, and Boeing 737. Scenario One shows that a C-17 can have four departures a year with no other charter aircraft. Scenario Two shows that with 3 C-17 departures, other charter aircraft can have 12 departures a year. Scenario Three shows that if there are no C-17 departures, other charter aircraft can have 32 departures a year without degrading the 20-year pavement life span.

Corsi noted that the number of departures is based on the gross full weight of each departure which is not the case for every flight. He also noted that it is essential to keep the subgrade soils dry with a good drainage system or the pavement will degrade much faster than it was designed for even with the smaller aircraft traffic. Corsi said that the Fall season is a better time for the departures of the heavier craft because the air and soil tends to be drier at that time of year. Regular ramp, taxiway and runway monitoring for signs of stress is also recommended.

Simmonds asked Kerr what prompted the recent commotion about the landing weights. Kerr said that the Air Force Academy which charters a C-17, in particular, was uncomfortable with the letter sent from the airport stating that the airport would not be held liable for damage to the runway or aircraft should it occur. Kerr said that previous letters from the airport have not included the liability issue. Simmonds asked how many charter flights there are per year at the Logan-Cache airport. Ivie responded that it is around twelve and Kerr added that they are not all full-weight. Kerr said that the annual airport traffic is well under the risk-factor limit for the pavement design. He said that a modification of the letter stating that the airport's pavement design weight is Class II, 60,000 pounds would allow each entity the choice of landing or not.

Ivie said his dilemma is that the entities want a waiver on the weight-limit restriction, but the FAA has instructed him not to issue waivers on weight limits because the runway classifications are posted in the Airport Facilities Directory. Corsi said that technically, the AFD says that if an aircraft exceeds the published weight-bearing capacity of the runway, the airport should be contacted to get permission to land. Ivie said the letter he sends does give permission to land but states that if damages occur because the aircraft is over the weight limit, they are liable for those damages.

Kerr asked Corsi what the probability is of a catastrophic failure of a runway on an aircraft landing. Corsi replied that it is extremely low. He said the airport will see more of a cumulative effect of heavier aircraft landings rather than a catastrophic failure on one landing. Kerr said

that it is actually the takeoff weight that tends to be the problem because the fuel is burned off when the aircraft lands and it is much lighter. Corsi agreed saying that all the calculations are based on the takeoff weight. Corsi recommended that close monitoring of the pavement is essential, if not after each flight, certainly at the end of each season. If it looks like damage is occurring, then the program should be terminated or the FAA should be contacted for an upgrade. Lemon asked Ivie if he has seen any damage. Ivie said he has seen one crack that has worsened since he came on as manager. Corsi said he could look at it to determine if it was caused by the weight of aircraft or is just normal wear.

Kerr recommended working closely with Armstrong Consultants to monitor the condition of the runway and altering the letter by omitting the terms 'waiver' and 'liability' and simply granting permission to land, thus letting each operator make the choice of whether they want to land or not.

ACTION: Motion was made by Lemon and seconded by Francis to redraft the letter, modifying it to give landing permission only without mention of 'waiver' or 'liability', and submit it to those who have requested landing permission for this year.

DISCUSSION: Simmonds asked if the letter eliminates the need for operators to contact the airport for permission to land. Kerr said that they still have to contact the airport and they do so on an annual basis. Corsi encouraged that the language of the letter be such that the permission is given on an annual basis and the permitted number of landings and departures is limited. Lemon suggested that Corsi draft the letter so that it will adequately reflect the modifications as discussed. Corsi agreed to draft the letter.

The vote in favor was unanimous, 7-0.

Committee Reports

Audit & Finance – Lynn Lemon

No report. Kerr suggested including both Mayor Petersen and the County Executive elect when the committee meets so they can be part of the budget process.

Operations Committee

No report.

Capital Improvements - Bill Francis

Francis said that he would like to work on improving the parking lot at the airport. It is in very poor shape. He will look into what other airports have done and are doing with their parking lots including leasing parking spaces.

Economic Development / Public Relations – Gar Walton

Walton said they have tentative arrangements for the B-17 to come in July of 2015. Scott Weaver said the Navy isn't sure what aircraft may come, but he is pursuing it.

Open Items

No other items were brought before the board

Next Meeting

The next meeting of the Airport Authority Board will be Wednesday, June 4, 2014 at 7:30 a.m.

Adjournment

The meeting was adjourned at 8:38 a.m.

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ATTACHMENT A



April 2014 Manager's Report

1. Airport Grounds, Buildings, and Vehicle Maintenance.

1. The sixty plus mile an hour winds that blew through the Cache Valley on April 21st caused extensive damage to two aircraft, sheared the aluminum pole off at ground level on the north windsock, and ripped the bracket and pilot lounge sign from building FL6A . Both the windsock and sign have been repaired, but the two aircraft have not. I have not received any reports of damage to hangars.
2. I'm waiting on delivery of the rental tractor from Valley Implement that will be used for mowing, and general airport maintenance. Parts are on order for the mounting of a front end loader, and as soon as those parts arrive and the loader can be mounted to the tractor, they will deliver the tractor for summer use at the airport.
3. An aircraft went off of runway 17 and into the east safety area while attempting to abort a takeoff on April 6th. The aircraft sunk into the ground and had to be pulled out of the wet sod. Since this incident occurred on a Sunday, the pilot took it upon himself to retrieve the aircraft without notifying airport staff. It wasn't until the following Monday morning that I became aware of the incident while performing the morning inspection. This action is in violation of 139 regulations regarding the access of movement areas by unauthorized vehicles and personnel. I spent about four hours cleaning up the taxiways that Monday morning, and there are still some major ruts that will have to be filled in once I get the tractor from Valley Implement.
4. The edges of the taxiways have some minor ruts in some areas, and they will need to be filled in.
5. On April 26th an Ameri-Flight aircraft struck three seagulls, and one starling while attempting to takeoff from runway 35. The pilot aborted the takeoff, exited the runway, taxied back to the south end of runway 35, and departed the area without further problems. I mention this incident because the majority of bird strike incidents at airports go unreported, and it isn't until the remains of the animals are found by airport staff that knowledge of the incidents are noted. An incident report is supposed to be filed with the FAA, but cannot be properly completed without the information that only the pilot can divulge. I've left copies of bird strike report forms, and the instructions of how to complete the report with the FBO and the USU pilot training personnel.

2. Current 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 was conducted on March 6, 2014. The items that needed to be completed by Legrand Johnson Construction have been addressed. The second and third invoices from the contractor have been processed through the e-invoice

site, and \$18,000.00 has been subtracted from the second bill to cover liquidated damages as agreed upon by both LeGrand Johnson Const. and the Airport Authority. This project can officially be closed out once these transactions are cleared by the FAA, and we receive the last reimbursement of 3% of the construction expense.

2. FAA project # 3-49-0016-24 (Wildlife Hazard Management Assessment): A final draft of the wildlife management assessment for the Logan-Cache Airport has been submitted to the FAA, approved by Lynn Deardorff. A rough draft of the wildlife management plan is presently being reviewed by Mrs. Deardorff, and we are waiting for her response regarding this plan.
3. FAA project # 3-49-0016-26 (High Intensity Runway Lights). This project is still in the planning phase. It is anticipated that construction will begin by mid-August.

3. Future AIP Projects.

UDOT Division of Aeronautics has approved the reconstruction of runway 10/28, and has earmarked \$700,000.00 of state funds to go towards this project. This dollar amount and the 10% match by the airport sponsor will not completely cover the projected expenses to rebuild the runway at its present length and/or width. This project is scheduled for 2017-2018, so we have a little time to plan for the project, and decide on the different options pertaining to dimensions of the paved surface.

4. Hangar Construction.

Construction of the forty by forty foot hangar in space F-8 has begun. Glenn Reeder Const. is building the structure for Brandon Wallin. The footings and stem walls have been poured, and most of the building materials are on site.

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ATTACHMENT B



Large Charter Aircraft Operations

Pavement Strength Review

Logan-Cache Airport

May 7, 2014



ARMSTRONG

Pavement Analysis

FAARFIELD – Airport Pavement Design (V 1.305)

- Existing Pavement Section (60,000# DWG)
 - 4" Asphalt
 - 6" Base course
 - 18" Subbase (24" in ramp area)
- 1,200 Equivalent Annual Departures
- 20-year Useful Pavement Life



Annual Departure Analysis

	Scenario 1	Scenario 2	Scenario 3
	4	3	0
			
	0	12	32
			

- Annual departures without degrading the useful pavement life to less than 20-years (based on max gross weight)
- Assumes dry subgrade soils (maintenance of under drain system outlet is essential)
- Recommend monitoring ramp, taxiway and runway pavements for signs of stress

