

**LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MINUTES
August 2, 2011**

The Logan-Cache Airport Authority Board convened in a regular session on August 2, 2011 at 7:30 a.m. in the Cache County Council Chambers, County Historic Courthouse, 199 North Main, Logan, Utah.

ATTENDANCE

Members of the Airport Authority Board in Attendance:

John Kerr
Dean Quayle
Harry Ames
Val Potter
Gar Walton
M. Lynn Lemon

Members of the Airport Authority Board Absent:

Mayor Randy Watts

Others in Attendance:

Stewart Hunsaker – Logan-Cache Airport Manager
Aaron Gaddis – Boeing-Bell
Kenny Crandell – Leading Edge Aviation
Dale Gardner – Hangar Owner
Zak Loosle – Utah Jet Center
Jessica Parker – Mountain Ridge Helicopters
Brady Hansen – Logan Fire Department
Bryce McEuen – Logan City
Kimberly Silvester – J-U-B Engineering
Matt Jensen – The Herald Journal
Tim Taylor – Cache Valley Soaring Association
Ron Gleason – Cache Valley Soaring Association
Dan Haynie
Bill Francis
Janeen Allen

CALL TO ORDER

Chairman Kerr called the meeting to order at 7:30 a.m.

REVIEW AND APPROVAL OF THE MINUTES

Kerr asked for a motion to approve the minutes of July 5, 2011.

ACTION: Motion was made by Quayle and seconded by Ames and Walton to approve the minutes of July 5, 2011. The vote in favor was unanimous, 5-0, with 2 absent

ITEMS FOR DISCUSSION

Manager Report – Stewart Hunsaker (Attachment A)

Hunsaker began by saying that it has been a very eventful first month which included hosting Boeing, two glider competitions, two medical responses, and one accident. He informed the members of the board that the pilot involved in the crash was Robert Kidd. He was flying a Pterodactyl ultralight aircraft and attempting to land on an abandoned runway and lost control. He struck the ground once, bounced, and hit several other times. He was conscious at the scene, but suffered a broken back and possibly fractured an ankle, as well. Hunsaker believes he will recover okay.

It was assumed that the airport lights radio control module was destroyed when the electrical panel melted down, but the company it was sent to for repair found that it was only missing a fuse and just needed a minor sensitivity level adjustment. There was no other damage. It is now back at the airport and working at full capacity.

Hunsaker said there is a possibility that the airport can regain the tower. He has talked to Steve Miller and says Miller is open to suggestions and ideas as to how that can be done and then turn it into an observation area which is one of Hunsaker's goals as manager.

Lemon arrived at 7:32 a.m.

Ames asked about the two medical situations that Hunsaker had mentioned. Hunsaker responded that one involved a young man who experienced nausea and vomited while in a glider piloted by his father. The father landed and emergency crews responded, checking the young man out, but did not transport him to the hospital. It turned out that he was okay. The other medical situation involved an emergency landing of a Cessna 182 that had lost electrical power. Emergency crews again responded, but the aircraft landed safely and without incident. It was repaired at one of the airport facilities and continued on its flight. Kerr wondered if the FAA first notified dispatch who then notified the airport of the disabled aircraft. Hansen said that his first notification came to his cell phone from Rich Stehmeier. Apparently, FAA notified Stehmeier, who then made the call to emergency response. Ames questioned that emergency protocols were not followed properly. Hunsaker suggested having a checklist for emergencies similar to a pilot's checklist. He would like to pursue creating checklists for various emergency and non-emergency scenarios. Hansen added that from his perspective as an emergency responder, he wanted to emphasize their commitment to the airport and readiness to respond at any given moment.

Quayle wondered why emergency's first notification came as a phone call, rather than from dispatch. Hansen answered that he didn't know why it came that way and that they should investigate emergency routing procedures further. Francis said that certain protocols call for notification of the airport manager and that's why he thinks Stehmeier was called because the FAA still has his cell phone number and probably has him still recorded as being manager at the Logan-Cache Airport. Francis continued that the FAA has its own protocols which are to notify the airport manager, not local dispatch necessarily. Quayle thought that it should be looked into and solved. Hunsaker said he has contacted dispatch and given them all his information, so they are aware of the change in airport managers, but he hasn't contacted ATC or the FAA yet. He will be doing that shortly.

Glider Competition Update – Tim Taylor, Ron Gleason

Taylor asked Gleason to give the report. Gleason said there were two competitions over 12 days with three trophies given: Region 9 Sports Class Champion won by Tim McAllister from Texas; FAI Class Champion won by Biff Haus from Colorado; and 15-Meter National Champion won by Tim Taylor from Logan, Utah. Gleason referred to the trophy displayed on the podium. He noted that Taylor's next goal is to represent the U.S. on the world team.

Gleason reported that the competitions had 60 pilots who signed up and attended. 16 states were represented, with two competitors coming from Canada. There were 18 days of flying, 10 of which were competition days. There were over 1800 takeoffs and landings during the 18-day period. For the most part, the weather was good, and Logan proved to have excellent flying conditions similar to the French Alps. There were no accidents at the airport during the competition, but there was one medical issue with the pilot needing to land the glider. Two gliders were damaged but the damage occurred at off-field landings; one near Preston and one in the Avon Divide. The facilities worked well, and there was good cooperation from the FAA.

One thing the airport could work on, according to Gleason, is the movement of vehicles and planes at an active airport. There were also some taxiway and runway congestion issues that need to be resolved. The Unicom frequency was used this year which caused excessive chatter. There was also some damage to airport equipment: four runway lights were broken; one taxiway sign was knocked down. All damage was repaired. We also need to work on better communication with other pilots coming to the airport while the competition is going on so they are aware of the situation before they get here. Also, better communication in the surrounding area would help make people aware of the large number of gliders and what is going on. Approximately 8,000 to 10,000 gallons of water were used for ballast. Gleason thanked Logan city, and particularly, Brady Hansen and the fire department for their service and equipment. Gleason concluded by thanking the airport advisory board for the opportunity to stage the competition and Leading Edge Aviation for the use of their facilities. He was grateful for the opportunity to promote a sport that is not well-known and educate the public, as well as raise funds for the local soaring club.

Kerr asked Taylor to give a description of his winning flight which he shared with the board. Board members offered him their congratulations for the well-deserved win. Ames asked who decides where competitions will place each year. Taylor said there is a National Racing Committee that

makes the decisions. The committee decides based on local groups that submit applications for their site to be considered. He added that the competition this year had 8 previous national champions and several who have been on the world team who recommended Logan as a good site to the committee. Taylor indicated that the local club decided not to bid for another national competition until they have a chance to assess this year's competition. He indicated, though, that we could certainly hold regionals and nationals here again, and there is a potential of holding world competition here, as well. Walton congratulated Taylor and added that from the standpoint of economic development, we really encourage all of this activity that brings people to Cache Valley.

V-22 Osprey Update – Aaron Gaddis

Gaddis introduced himself as being with the Boeing Company and representing the V-22 Osprey Program based out of Pax River Naval Base in Maryland. He is the flight test support manager with Boeing and the V-22 organization. He gave some background indicating that about a year and a half ago, they saw the need to perform the testing on the V-22 Osprey, and so they started looking for acceptable sites that fell within the parameters the testing required. When they looked at Logan, everything seemed to click with the facilities, the weather, and the elevation requirements. They originally planned on coming last summer, but priorities were changed. This January, however, Gaddis reconnected with Scott Weaver and set up a site survey visit where they were able to meet a lot of the people here at the airport. After choosing the Logan-Cache Airport for the testing site, preparations were undertaken for the next four months. The equipment arrived on July 6, 2011; the aircraft arrived on July 10, 2011; and they began testing on July 12, 2011. Gaddis said that the testing has been going on for about three weeks now and everything has been perfect from the location of the 20,000 lb. block to the location of the hangar they're using. The testing is about 90% complete. This week vortex generators will be affixed to all the blades and next they will do some more hover testing to see if the vortex generators give it more lift at this altitude. Gaddis anticipates the testing to be complete and they will be returning around the 15th of this month. He added that they are very happy with Logan and how the well the testing has gone.

Ames asked if they have any plans to return for future testing in Logan. Gaddis said they have done testing in the same place more than once and so there is a possibility they could come back now that they have established Logan as a good mid-altitude site. He said it all depends on funding and requirements from the navy, but he thinks there's a chance they could come back. He added that the thirty personnel who came for the testing have really enjoyed their stay here, and word tends to get out when a site is so successful. Walton asked Gaddis how the Family Day here compared to other communities they've tested in. Gaddis said they haven't ever really had a day set aside like Logan. He added that it exceeded their expectations with people showing up an hour early and then not leaving until four hours beyond the designated time. He said they've been very impressed with the interest the community has shown while they've been here, and they've really enjoyed it because they always like to show it off. Kerr reminded the board that it was estimated that the direct economic impact of the glider competition and the V-22 Osprey testing is anticipated to be in excess of \$1.5 million.

Airport Insurance Update – Bryce McEuen (Attachment B)

McEuen said there are two matters that need to be discussed. The first, which is the most pressing, is that the liability insurance renewable comes due August 8, 2011. The current broker declined to come and make a presentation saying it wasn't worth his time and effort to do so. McEuen doesn't fault him for that because it is such a small airport and account. Interestingly, we sent out an RFP for brokers and received an unsolicited and spontaneous quote from AIG, a large, international insurance brokerage firm. They quoted the same limits of \$1 million, \$3 million, and \$5 million at slightly less than what our current broker quoted us for renewal. He added that Hunsaker had spoken with the AIG representative who thought that our \$1 million limit is seriously under insured and that operations of this size are usually insured for at least \$5 million, and in most cases \$10 million. McEuen recommended that the board raise the limit to \$5 million.

Lemon said that he spoke with the representative and understood that the insurance company specializes in this kind of airport liability. McEuen said that all the big companies have specialty groups and that he would be representing the airport specialty group within AIG.

ACTION: Motion was made by Ames and seconded by Walton that the board approve the renewal of \$5 million liability insurance coverage with AIG. The vote in favor was unanimous, 6-0, with 1 absent.

The second matter of business according to McEuen is the sending out an RFP to local and national firms with expertise in the aviation area. He emphasized the fact that most firms would not be interested because it would be such a small account. McEuen, however, called on some firms he has worked with in the past, and ended up with two responses: one from Aeon and one from Willis. He said that both companies are among the top five brokers in the world and that both responses are outstanding. His recommendation is that the board consider putting together a committee of McEuen, Hunsaker, and some board members to go over the two applications and make a recommendation back to the board as to who we should appoint as the broker for the airport. He believes this could be done in the next 60 days. This chosen broker will help in an overall study to make sure we understand the risks that are out there and that we have the proper types and amounts for those risks. Kerr asked if there were any board members willing to work on this review committee. Ames volunteered to be a part of the committee.

Land Lease Rate Review

Kerr asked Ames to review the background for the proposal and the anticipated use of the funds. Ames said it has been 10 to 15 years since the land lease rates have been raised. The proposal is to raise the rate 5 cents per square foot hangar space in order to generate funds for airport maintenance and projects. In comparison with other airports in the surrounding area, it is not unreasonable to make this raise. The board had thought to just send the rate increase out with the bills, but Lemon said that since it is an increase, it should be done more formally. Lemon asked what the rates are at Brigham City and Ogden. Francis stated from the audience that Brigham City's rate is 20 cents per square foot and Ogden is 19.25 cents per square foot. He also brought up the prepaid leases and how they would fit into the increase proposal. Ames said those contracts should be

honored, but Francis said that defeats the purpose of raising the rates because many of the prepaid leases are larger contracts that could generate the funds we're looking for, but wouldn't have to if they are allowed to continue at the same rate under the prepaid lease policy. Ames said that we should look at our leasing policies and practices and reconsider long-term prepaid leases. He said that it really comes down to the fact that we need to cover the costs of the airport. Lemon reminded Ames that Cache County and Logan City both contribute \$70,000 per year to pay for the airport. Ames said that what he would like to see is some money to be able to make improvements and provide needed maintenance when it is required.

Kerr asked if there any in attendance who wished to give input on the matter.

Dan Haynie: Responded that he considers it to be quite a bold move and exceeds his lease language of a 2% increase per year and it is a significant increase for a private hangar. He emphasized that he doesn't object to it, because the hangar owners should equally share the costs of the airport, but his concern is that is not equitable because it only covers private hangar owners and excludes prepaid leases and other stakeholders who lease from the airport. In that sense, he argued that it is not an equitable sharing of the costs of the airport and that other stakeholders need to be included in generating revenue. He is not opposed to paying an increase. He is just concerned that it should be shared equally among all stakeholders and that the board is not overlooking other main revenue sources such as fuel flowage increases to include the transient users of the airport.

Dale Gardner: Introduced himself as a hangar owner of 20 years. He asked that the hangar owners be given more time before the increase so that they can prepare for it, and not enacting it until next year with plenty of notice being given in the interim. He wished for better communication from the board and the airport management.

Kerr noted that both were very good suggestions that the board will take into consideration. Lemon agreed with Haynie in that we should also look into other revenue sources such as fuel flowage. Ames raised the concern that we could get bogged down in exploring all possible avenues of revenue generation, but we need that the funds now. Lemon thought that we really should look into this as a long-term operation and that if it takes more time, it will be worth it with a more equitable outcome. Quayle agreed. Ames said that every lease will need to be evaluated with a legal assessment. Lemon reiterated that he thinks it will be worth it. Kerr noted that lease rates were increased eleven years ago. When leases expire, hangar owners are given the option to extend their leases with a letter of request as stated in the lease. Kerr said this lease review could be an ongoing process that doesn't have anything to do with the rate increase; it could be done concurrently. He sees no value in doing nothing just so we can look at everything. He added that at this particular time, we should concentrate on the land lease increase which he believes is not unreasonable given the amount of time since the last one, and then we should continue to explore other issues as they present themselves. Walton noted that there is something to be said for prepaid leases in that we have the use of the money up

front whether there is interest charged or not. Discussion continued over how the lease review (particularly the prepaid leases) should take place and by whom.

ACTION: Motion was made by Ames and seconded by Quayle that airport manager, Stewart Hunsaker, meet with either the Logan City or Cache County Attorney and review a cross section of leases to determine the available course of action in terms of lease increases. The vote in favor was unanimous, 6-0 with 1 absent.

Small Community Grant Application – Lynn Lemon

Lemon said when they initially met, they wondered about getting another grant that would provide something to Denver, but Fred Davis said the FAA would not accept an application for something that we had been previously approved for. He continued that Davis and Bruce Bishop are going to work on an application that would help us with Los Angeles, Las Vegas, or Phoenix. Hunsaker said that the grant is actually completed and just needs to be submitted through grants.gov., but it has to be done by the county finance director, Cameron Jensen, who is signed into the site. Lemon asked Hunsaker if he had arranged that with Jensen. Hunsaker said he would be speaking with him today. Lemon and Kerr both noted that the dollar amount we are applying for is significantly less than before because the airline making the proposal is not requiring any guarantees.

Committee Reports

Audit & Finance – Lynn Lemon

No report.

Operations Committee – Dean Quayle

Quayle reported they are still working on rules and regulations. He sees it as being a rather long process.

Capital Improvements – Harry Ames

Ames stated they are spending their time working on seeking revenue sources for capital improvements.

Economic Development / Public Relations – Gar Walton

Walton said they are close to having the website finished within the next 30 days.

Open Items

Kerr voiced appreciation for the favorable coverage and public exposure of the airport in the Herald Journal by reporter Matt Jensen.

Kerr also acknowledged the attendance of Kim Sylvester from J-U-B Engineering.

Walton asked what the status of MLSR is. Kerr said they are in the final stages of approval for the waiver. As soon as it comes through, they'll schedule a flight check.

Next Meeting

The next meeting of the Airport Authority Board will be on September 6, 2011 commencing at 7:30 a.m. in the Historic Courthouse Council Chambers, 199 North Main, Logan, Utah 84321.

Adjournment

The meeting was adjourned at 9:01 a.m.

LOGAN – CACHE AIRPORT AUTHORITY BOARD
AUGUST 2, 2011

ATTACHMENT A

LOGAN-CACHE AIRPORT

MANAGER'S REPORT

July 2011

- 1.) **V-22 Osprey:** The Boeing-Bell folks have arrived and begun the testing process. They are very happy with the locations, from the hanger they are in to the testing venue to the local area. An open house was held at the airport Saturday the 16th. I estimated about 1000 people came through the aircraft. The crew talked from 1:00 P.M. till 5:30 P.M.
- 2.) **Glider Competition:** The glider event is proceeding fairly smoothly. They have had some aircraft land off field in Utah, Idaho and Wyoming with several gliders damaged in those off field landings. There was also a medical emergency on the 20th involving a passenger in one of the two place gliders. The glider returned to the airport and medical and law enforcement personnel were called. The passenger was evaluated on-scene by paramedics but was not transported to the hospital.

During the day they had to switch runways and fly off 17 due to wind changes, there were a couple of complaints about access to the runway by users other than the gliders. The gliders had made arrangements to either allow other aircraft to back taxi to the runway they needed or to clear the taxiway to allow access to the runway that was needed. One other complaint about having to wait an extended period of time to gain access to the runway was heard.

- 3.) **Emergency Electrical Repair:** The airport lights radio controller that was thought to be destroyed in the electrical panel melt-down was sent off to be repaired. The company told us that the controller had a missing fuse, but had no other damage. They adjusted the sensitivity level, replaced the fuse and sent the unit back to us.
- 4.) **Airport Mowing:** The swathing and baling is complete, and the mowing has been done for almost the entire field. The airport owns the mower and leased a tractor. We have performed our own maintenance on the mower including blade sharpening.

LOGAN – CACHE AIRPORT AUTHORITY BOARD
AUGUST 2, 2011

ATTACHMENT B



Aviation Insurance Program

Created Especially For

Logan Cache Airport Authority

Presented by

AIS Gallagher

On Behalf of

QBE The Americas – Aviation Team

QBE Insurance Company

Rated A by A.M. Best





AVIATION COMMERCIAL GENERAL LIABILITY QUOTATION

NAMED INSURED: Logan Cache Airport Authority
 MAILING ADDRESS: Logan, UT

POLICY PERIOD: FROM: 8/7/2011 TO: 8/7/2012

LIMITS OF INSURANCE

EACH OCCURANCE LIMIT	\$	1,000,000	
DAMAGE TO PREMISES			
RENTED TO YOU LIMIT	\$	250,000	
MEDICAL EXPENSE LIMIT	\$	5,000	
PERSONAL & ADVERTISING INJURY AGGREGATE LIMIT	\$	1,000,000	
MALPRACTICE AGGREGATE LIMIT	\$	1,000,000	
FIRE DAMAGE LEGAL LIABILITY LIMIT	\$	250,000	
GENERAL AGGREGATE LIMIT	\$	1,000,000	
PRODUCTS/COMPLETED OPERATIONS AGGREGATE LIMIT	\$	1,000,000	
HANGARKEEPERS LIMIT	\$	1,000,000	
EACH AIRCRAFT LIMIT	\$	1,000,000	
EACH LOSS LIMIT	\$	1,000,000	
HANGARKEEPERS DEDUCTIBLE	\$	1,000	Each aircraft
NON-OWNED AIRCRAFT LIABILITY		N/A	

PREMIUM

PREMIUM	\$	2,000
STATE TAX OR OTHER (if applicable)	\$	-
PREMIUM SHOWN AT INCEPTION IS PAYABLE:	\$	2,000
TRIA PREMIUM:	\$	200

ENDORSEMENTS

<i>Standard:</i>		<i>Additional:</i>		
Commercial GL Coverage Form	QBAV GL-1000	War Hijacking & Other Perils Exclusion	AVN 48B	if purchased
Aviation Commercial Liability Declarations	QBAV GL-3000	-	-	
Airport Expansion Endorsement 2	QBAV 2029	-	-	
Asbestos Exclusion	QBAV 2200	-	-	
Date Recognition Exclusion	QBAV 2044	-	-	
Noise Pollution & Other Perils Exclusion	QBAV 2196	-	-	
Notice of Cancellation of Non Renewal	QBAV 2205	-	-	
Nuclear Risk Exclusion Clause	QBAV 2206	-	-	
Waiver of Governmental Immunity	QBAV 2281	-	-	

The foregoing listing of coverage and limits is intended for quoting purposes only and does not intend to fully describe the policy of insurance, terms conditions and exclusion and endorsements that may be issued to you. The policy contains the full and complete agreement with regard to coverage. In the event of any inconsistency between the quotation or binder and the policy, the policy language shall control unless the parties agree to an amendment.





AVIATION COMMERCIAL GENERAL LIABILITY QUOTATION

NAMED INSURED: Logan Cache Airport Authority
 MAILING ADDRESS: Logan, UT

POLICY PERIOD: FROM: 8/7/2011 TO: 8/7/2012

LIMITS OF INSURANCE

EACH OCCURANCE LIMIT	\$	3,000,000	
DAMAGE TO PREMISES			
RENTED TO YOU LIMIT	\$	250,000	
MEDICAL EXPENSE LIMIT	\$	5,000	
PERSONAL & ADVERTISING INJURY AGGREGATE LIMIT	\$	3,000,000	
MALPRACTICE AGGREGATE LIMIT	\$	3,000,000	
FIRE DAMAGE LEGAL LIABILITY LIMIT	\$	250,000	
GENERAL AGGREGATE LIMIT	\$	3,000,000	
PRODUCTS/COMPLETED OPERATIONS AGGREGATE LIMIT	\$	3,000,000	
HANGARKEEPERS LIMIT	\$	1,000,000	
EACH AIRCRAFT LIMIT	\$	1,000,000	
EACH LOSS LIMIT	\$	1,000,000	
HANGARKEEPERS DEDUCTIBLE	\$	1,000	Each aircraft
NON-OWNED AIRCRAFT LIABILITY		N/A	

PREMIUM

PREMIUM	\$	2,975
STATE TAX OR OTHER (if applicable)	\$	-
PREMIUM SHOWN AT INCEPTION IS PAYABLE:	\$	2,975
TRIA PREMIUM:	\$	297

ENDORSEMENTS

<i>Standard:</i>		<i>Additional:</i>		
Commercial GL Coverage Form	QBAV GL-1000	War Hijacking & Other Perils Exclusion	AVN 48B	if purchased
Aviation Commercial Liability Declarations	QBAV GL-3000	-	-	
Airport Expansion Endorsement 2	QBAV 2029	-	-	
Asbestos Exclusion	QBAV 2200	-	-	
Date Recognition Exclusion	QBAV 2044	-	-	
Noise Pollution & Other Perils Exclusion	QBAV 2196	-	-	
Notice of Cancellation of Non Renewal	QBAV 2205	-	-	
Nuclear Risk Exclusion Clause	QBAV 2206	-	-	
Waiver of Governmental Immunity	QBAV 2281	-	-	

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AVIATION COMMERCIAL GENERAL LIABILITY QUOTATION

NAMED INSURED: Logan Cache Airport Authority
 MAILING ADDRESS: Logan, UT

POLICY PERIOD: FROM: 8/7/2011 TO: 8/7/2012

LIMITS OF INSURANCE

EACH OCCURANCE LIMIT	\$	5,000,000	
DAMAGE TO PREMISES			
RENTED TO YOU LIMIT	\$	250,000	
MEDICAL EXPENSE LIMIT	\$	5,000	
PERSONAL & ADVERTISING INJURY AGGREGATE LIMIT	\$	5,000,000	
MALPRACTICE AGGREGATE LIMIT	\$	5,000,000	
FIRE DAMAGE LEGAL LIABILITY LIMIT	\$	250,000	
GENERAL AGGREGATE LIMIT	\$	5,000,000	
PRODUCTS/COMPLETED OPERATIONS AGGREGATE LIMIT	\$	5,000,000	
HANGARKEEPERS LIMIT	\$	1,000,000	
EACH AIRCRAFT LIMIT	\$	1,000,000	
EACH LOSS LIMIT	\$	1,000,000	
HANGARKEEPERS DEDUCTIBLE	\$	1,000	Each aircraft
NON-OWNED AIRCRAFT LIABILITY		N/A	

PREMIUM

PREMIUM	\$	3,500
STATE TAX OR OTHER (if applicable)	\$	-
PREMIUM SHOWN AT INCEPTION IS PAYABLE:	\$	3,500
TRIA PREMIUM:	\$	350

ENDORSEMENTS

<i>Standard:</i>		<i>Additional:</i>	
Commercial GL Coverage Form	QBAV GL-1000	War Hijacking & Other Perils Exclusion	AVN 48B if purchased
Aviation Commercial Liability Declarations	QBAV GL-3000	-	-
Airport Expansion Endorsement 2	QBAV 2029	-	-
Asbestos Exclusion	QBAV 2200	-	-
Date Recognition Exclusion	QBAV 2044	-	-
Noise Pollution & Other Perils Exclusion	QBAV 2196	-	-
Notice of Cancellation of Non Renewal	QBAV 2205	-	-
Nuclear Risk Exclusion Clause	QBAV 2206	-	-
Waiver of Governmental Immunity	QBAV 2281	-	-

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