

1. Introduction

The Logan-Cache Airport is included in the National Plan of Integrated Airport Systems (NPIAS), a program administered by the Federal Aviation Administration (FAA). The airport is owned and operated jointly by Logan City and Cache County through the Logan-Cache Airport Authority.

In 2008, J-U-B Engineers, Inc. was contracted to perform an update to the Airport Layout Plan (ALP) and Master Plan for the Logan-Cache Airport. This effort included the following activities:

- An inventory of existing conditions
- A determination of existing facilities that do not meet current state and FAA design criteria
- Forecasts of future aviation activity at the Airport, and identification of new facilities to accommodate that activity
- Preparation of a Capital Improvement Program that prioritizes proposed development
- Preparation of updated Airport Layout Plan drawings

This document updates the 1992 Airport Master Plan prepared by Valley Engineering, Inc. and the Airport Layout Plan last updated by Armstrong Engineering, Inc. in September, 2008. This update reflects new facilities, current projections of airport activity, new environmental and other regulatory constraints, and plans for an appropriate mix of land uses to support projected aviation and non-aviation needs and the long-term financial health of the airport. Obsolete elements of the existing ALP will be corrected.

The updated Master Plan will help the Airport take appropriate actions over the short term (next five years) and long term (twenty years). They will use this document as a guide in selecting appropriate patterns of land use on the airfield and adjoining properties. Decisions will be based on updated forecasts of demand for aviation services such as hangars, tie downs, repair, flight instruction, etc. An updated Capital Improvement Program (CIP) will allow the Airport to make strategic investments in needed airfield projects.

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1.1 Acknowledgements

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1.2 Airport History

The Logan-Cache Airport was first established with two unpaved runways in the 1920s. It was expanded as a training base during World War II to three paved 5,020 foot long runways, 17-35, 10-28, and 5-23, and airfield support facilities. Following World War II, Runway 17-35 was extended to 5,900 feet. Additional known improvements occurred in the 1970s and included an apron expansion and upgrades to the airfield lighting system. Runway 17-35 was reconstructed in the mid-1980s. Known taxiway improvements include a resurfacing of Taxiway B and a reconstruction of the south end of Taxiway C in 1990. The airport access road was also constructed in its current location that same year. Runway 17-35 was extended to 9,018 feet long in 2001. Taxiway B was extended to the full length of Runway 17-35 in 2007.

Other notable improvements include the installation of an Automated Surface Observation System (ASOS) in 1999 and an Instrument Landing System (ILS) in 2006. The ILS was commissioned in 2008. Hangar development has been ongoing and includes several hangars currently under construction or recently completed.

The Logan-Cache Airport has been managed since 1992 by the Logan-Cache Airport Authority through an Interlocal Agreement between Cache County and Logan City. The Airport was previously owned by Cache County and managed by the County Commissioners.

The Authority is comprised of a seven member board: the Mayor of Logan, two members appointed by the Mayor, the Cache County Executive, two members appointed by the County Executive and a seventh at-large member appointed by the other board members. The Mayor and County Executive serve during their terms in elected office. The other five members serve for a period of two years and may be reappointed.

The Authority is subsidized by Logan City and Cache County and has no power to tax or bond for additional funding. Its revenues are derived from leases of land, buildings, fuel flowage fees, and tie down fees.

1.3 Airport Location and Access

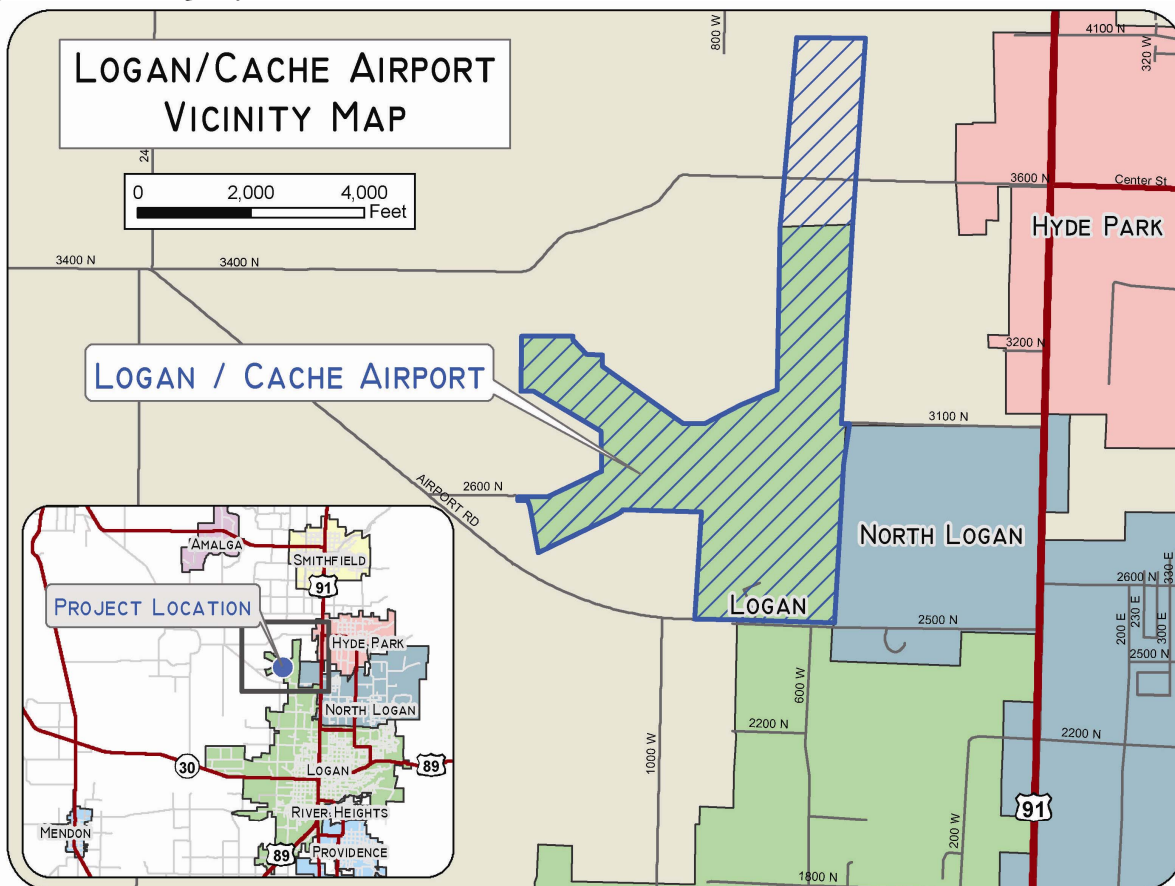
Logan-Cache Airport is located 3 miles northwest of downtown Logan, Utah in Cache County and 82 miles north of Salt Lake City, Utah. The airport is approximately 85 miles northeast of Salt Lake City International Airport, Utah. The airport is a gateway to recreational areas with its close proximity to Bear Lake and Beaver Mountain Ski Area. In addition, the airport is only a few miles from Utah State University. The airport location is depicted in Figure 1 - Vicinity Map.

1.4 Airport Role

Airport classification systems are used to identify the role of each airport in the state system and to understand the types of facilities and services necessary at each. The FAA has a classification system for the 37 Utah airports included in the National Plan of Integrated Airport Systems (NPIAS) consisting of commercial airports and general aviation airports. Logan-Cache Airport is categorized in the NPIAS as a General Aviation airport.

The State has developed a complementary classification system as part of their Utah Continuous Airport System Plan (UCASP). State airport classifications do not supersede FAA classifications but supplement them by providing a more detailed division of airport types based on activities served, economic factors, facilities, accessibility to the public, and demographics. A detailed discussion of these categories is provided in Section 4, Aviation Activity and Forecasting.

Figure 1. Vicinity Map



1.5 Commuter Airline Service History

Commercial air service into and out of the Cache Valley has been intermittent over the years and none is currently available. According to historical documents reviewed for this study, Key Airlines, based in Sun Valley, Idaho, first served the area in the 1970s with a limited number of flights to and from Salt Lake City operating Convair 440 aircraft. The airline was sold in 1983 and their service into the Cache Valley ended. Logan-based Transwestern Airlines operated from the airport from 1978 until it was also sold and service ended in 1983. Laramie, Wyoming based Centennial Airlines briefly provided service for a few months in 1987.

Historically, the lack of a precision approach system, such as an ILS, has been cited as a major barrier to airline service. The installation of the ILS in 2008 has greatly enhanced the safety and accessibility of the airport during adverse weather conditions.

A recent study of airline use by residents of the Cache Valley indicates that small, limited commuter airline service is worth renewed consideration. The study suggests that, based on current flights by residents from Salt Lake City International Airport, a market may exist for service to and from Denver, Las Vegas, Los Angeles, Phoenix, San Francisco, and Seattle. The study references 24 communities of similar size and proximity to major airports that currently have commuter airline service.

A 2002 business plan for the airport shows the importance of airline service to local business growth, support for Utah State University, and resident convenience. The airport officials have recently been in frequent contact with various airlines in an attempt to attract new service to the Logan-Cache Airport. Facilities have been upgraded in recent years to allow

for operation of airline and charter jet aircraft at the airport. The effort has already resulted in charter flights by Allegiant Air, Frontier Airlines, and ExpressJet ferrying college sports teams in and out of the airport.