

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MAY 4, 2016
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on May 4, 2016 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
Craig W Buttars – Cache County Executive
Val K. Potter – Cache County Council
H. Craig Petersen – Logan City Mayor
Jeannie F. Simmonds – Logan City Council
Gar Walton

Members of the Airport Authority Board Absent:

Bill Francis

Also in Attendance:

Lee Ivie - Airport Manager
Matt Bunnell – Utah State University
Susan Crosbie – Utah State University
Andreas Wesemann – Utah State University
Brady Hansen – Logan City Fire Department
Kim Hall – Leading Edge Aviation
Stephen Blankenship – Mountain Ridge Helicopters
David Hartmann – Armstrong Consultants
Mike Carr – Armstrong Consultants
Zan Murray – J-U-B Engineers, Inc.
Clayton Gefre – Herald Journal
Russ Kirkham
Janeen Allen

CALL TO ORDER

Chairman John Kerr called the meeting to order at 7:32 a.m.

ITEMS OF BUSINESS

Approval of Minutes

ACTION: Motion was made by Potter and seconded by Buttars to approve the minutes of February 3, 2016. 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 part of these minutes as "Attachment A."

UAOA Review

Kerr asked those who attended UAOA to relate something from the conference they liked.

Ivie said the NBAA "No Plane, No Gain" presentation was really good showing the importance of general aviation in this country for businesses, etc.

Walton said the presentations on Risk Management and Incident Control at airports were excellent.

Kerr said the meeting with FAA and State representatives on funding for upcoming projects was invaluable. \$4,000,000 will be spent on these projects and they will be a great benefit to the airport and surrounding community.

Construction Scope and Schedule - Armstrong

Representatives from Armstrong, David Hartmann and Mike Carr, gave a summary of the construction to take place. Currently, there are two major projects at the airport. They are working to finish up the State-funded 10/28 rehab project. An issue has come up that technically the runway should be renamed 11/29 because of the magnetic declination. However, Armstrong asked the FAA if it has to be renamed. The FAA said that it can remain 10/28 if the Airport Authority Board is in agreement.

Hartmann said they are also still waiting to hear back from the FAA on a couple of issues having to do with the decoupling of the runways and the taxiway configuration. Armstrong is leaning toward having no physical connection between the main runway and the alignment with the old runway. Instead of using it as a taxiway, they will pulverize it altogether because using it as a taxiway comes with additional costs. Kerr asked if there might be a chance for federal money to help with the decoupling portion of the project. Hartmann said there is a small chance, but he isn't really hopeful.

Another issue will be construction access during the Osprey operations in July. They will continue to work with Ivie on access for construction that won't disrupt the event. Current plans are for 4,000 feet of reconstructed runway with the balance to be crack-sealed. However, there are still a lot of variables dealing with the base and the surface that need to be worked out.

Hartmann said they had a pre-design meeting via conference call with the FAA and the State on the north apron and taxiway design project. The goal is to have the design completed under this calendar and fiscal year so it will be eligible for year-end FAA funds.

Osprey Schedule

Ivie said they are scheduled to come in July. He added that they like this location because of the altitude. Kerr noted that this year they will be bringing two Ospreys.

Electrical Service to Fuel Farm

Ivie said that Bill Francis is spearheading this project. Currently, the electrical source is not adequate and the transformer needs to be replaced. \$12,000 was budgeted for this project but they have only had one bid come in for \$19,000. And there is an additional cost of \$900 for the specs draft. Ivie said they will try to transfer funds from other budgets to cover the extra costs. Kerr noted that it is an item that has come up repeatedly on the 139 reports and safety inspections so it's important to get it done as soon as possible.

Utility Development Recovery

Kerr said a question has come up regarding recovery of costs incurred from the extension of the electrical service to the Juliet and Kilo area. Historically, the airport has provided electrical service for new hangars. The Delta taxiway extension contained a provision for a \$1,000 hookup fee for access to sewer and water. Kerr wondered if a similar fee should be charged for electrical access to recover the cost of the extension.

Ivie said the cost to have the electrical service extended was approximately \$18,000. With 9 new hangars going in, that would be a fee of about \$2,000 to each hangar. Ivie noted that the electrical fee would be in addition to the one-time fee of \$1,000 for water and sewer service.

Potter said the airport is quite heavily supported by tax money from Cache County and Logan City. He believes the taxpayers would expect the developers to assume as much of that cost as possible similar to an impact fee. Buttars asked why hangar owners are required to pay for sewer and water but not electrical utilities. Kerr said the difference is that sewer and water are optional utilities, but electrical is a necessity.

Ivie said they originally thought that the cost of the electrical service extension would be included in the federal grant and be eligible for funding, but they found out at the last UAOA meeting that it is not likely to receive funding. Walton asked what other airports are doing. Ivie said he could look into it more.

Buttars agreed with Potter saying Cache County and Logan City do provide the service, but can only carry so much before having to go to the public to help fund the cost. Potter said the increased costs are too much for the County and the city to have to absorb. He believes it is only fair to ask the developers to pay the impact fee. Petersen and Walton voiced their agreement.

ACTION: Motion was made by Buttars and seconded by Petersen to charge a \$2,000 electrical impact fee to the hangars in the Juliet and Kilo area. The vote in favor was unanimous, 6-0 with 1 absent

Community Outreach Program

Walton said they have developed a lot of interesting information about the airport and the activity that takes place there. They have already scheduled presentations of this material to local groups including the Rotary and Kiwanis Clubs in June and hope to present to the Chamber of Commerce and other local groups, as well. He believes it's a great story to tell about what's going on at the airport and how directly it fits in with the local economy.

The percentage of fuel sales going to general aviation pilots is down to 4% and has been declining from 8% or 10% over the last three to four years. The corporate jet activity is really increasing including jets not based at the Logan-Cache Airport.

He looks forward to presenting this information to local groups and developing a report showing employment, based airplanes, and fuel sales that paints a picture of the daily activity at the airport. Kerr added saying one statistic that was surprising to him is that the airport averages in excess of five business landings into Logan every day.

Committee Reports

Audit & Finance – Craig Buttars

No report

Operations Committee

No report

Capital Improvements - Bill Francis

No report

Economic Development / Public Relations – Gar Walton

Walton has continued interest in developing a picnic area for people to come to and gather at the airport and see what takes place there. He is looking to acquire an old aircraft to use as a sort of playground or walk-through area.

Open Items

Andreas Wesemann from USU thanked the board for their support and reminded them of the upcoming events this summer:

- May 10th-12th -- Air Rodeo which will essentially be a dress-rehearsal for the Region One SafeCon scheduled in October
- June 6th-10th – Summer Camp for approximately 24 high school students
- July 16th -- 5K Run. It will coincide with the shutdown for construction
- September 10th – Girls and Aviation Day for high school and middle school girls with activities to get them excited about aviation

Next Meeting

June 1, 2016 at 7:30 a.m.

Adjournment

The meeting adjourned at 8:15 a.m.

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MAY 4, 2016

ATTACHMENT A



April 2016 Manager's Report

1. Current AIP Projects.

- a. All taxiways adjacent to runway 17/35 were crack sealed the week of April 18- 22. There was enough material left over to seal some cracks in the USU ramp and taxiway Alpha in the south hangar area. Later this summer the taxiways and Runway 17/35 will be fog sealed and painted as part of a State funded project.
- b. Reconstruction of Runway 10/28 is scheduled to begin in July. We don't have a date set yet whereas the bidding process for this project still needs to be conducted. This is also a State Funded project.
- c. The reconstruction of the Northwest Ramp and Taxiway Charlie project is still in the design phase. This project could start later this summer if funding is allocated by the FAA. At this point we do not know when the grant will be available.

2. Buildings, Grounds, and Vehicle Maintenance.

- a. Weed control /spraying operations along the edges of the pavement areas at the airport was conducted the second week of April. The grounds around the hangars and both ends of Runway 17/35 were also sprayed. In past years we sprayed the entire surface of Runway 10/28 and Taxiway Charlie to prevent vegetation from growing between the cracks, but this year we only covered the surface of Taxiway Charlie because Runway 10/28 will be going through the reconstruction process in July. A second application of agent might be necessary later this summer.
- b. The PAPIs on the east side of Runway 17 were out of service for about a week and a half due to an electrical component malfunction. The parts that needed to be replaced were installed and the system is back in service.
- c. Valley Implement is scheduled to deliver a tractor to the airport the first week in May. This tractor will be used for mowing operations and general ground maintenance. Currently we have several ruts that need to be filled in along the East edges of runway 17/35 and Taxiway Bravo. As long as the ground keeps getting saturated with rain it's wise to stay off of these areas.

3. FAA Part 139 Safety Inspection.

Our annual safety inspection has been completed and there wasn't any major discrepancies filed by the inspector. A formal report will be sent to me some time in May and it appears that there will be three minor issues that we will need to attend to be in compliance with part 139 safety requirements.

4. MV-22 Osprey Testing Operations.

The Naval Air Station from Patuxent River Maryland has once again selected to use the Logan-Cache Airport as a site to conduct tests on the MV-22 Osprey. These operations will commence on July 11, 2016 and we anticipate that their flight test team will be here for two months. These test procedures will be staged in the same area of the airport as they were the last time the Osprey was here. We are happy that they selected our site for these operations because it will bring in additional revenue to the airport, FBO, and the community as a whole. Along with the added revenue it also provides a means to generate public interest in the airport and airport operations.

5. Airport Revenue (State Fuel Tax Refund)

As a follow up to my last report I want to give an update on the 2015 fuel tax refund paid by the Utah Tax Commission to the airport. For every gallon of fuel sold at Logan-Cache Airport the State reimburses the airport \$.03. In 2015 there was 277,826 gallons of fuel delivered to our fuel farm and we received quarterly payments from the state in the amount of \$6,388.13. As you can see 3% of the amount of fuel mentioned above comes to \$8,334.78 which leaves us with an amount of \$1,946.65 that we did not receive. The previous year it appears that the tax commission over paid the refund to the amount of \$272.25. I've sent all of our records of fuel deliveries and receipts of tax refunds to Pat Morley, and he is going to present this information to the tax commission and try to come up with an explanation for the discrepancy. We suspect that part of the fuel that was delivered to the Logan Airport was reported to be delivered elsewhere.