

**LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING**  
**MARCH 4, 2021**  
**MINUTES**

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, March 4, 2021 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 – Chairman, At-large – Appointed by Airport Authority Board  
David Zook – Cache County Executive  
Mayor Holly Daines – Logan City  
Karl Ward – Cache County Council  
Gar Walton – Appointed by Logan City  
Bill Francis – Appointed by Cache County

**Members of the Airport Authority Board Absent:**

Jeannie F. Simmonds – Logan City Council

**Also in Attendance:**

Lee Ivie – Logan-Cache Airport Manager  
Bryce Mumford – Cache County Deputy Executive  
Judd Hill – Armstrong Consultants  
Aaron Dyches – Utah State University  
Mike Logan – Utah State University Aviation  
Kim Hall – Leading Edge Aviation  
Dan Boston – Leading Edge Aviation  
Scott Weaver – Leading Edge Aviation  
Kim Silvester – J-U-B Engineers  
Russ Kirkham  
Shama Heaps – Visionary Homes  
Bryce Goodin – Visionary Homes  
Janeen Allen – Minutes

**CALL TO ORDER**

Chairman John Kerr called the meeting to order at 8:28 a.m.

**ITEMS OF BUSINESS**

**APPROVAL OF MINUTES – December 3, 2020**

**ACTION: Motion was made by Bill Francis and seconded by Karl Ward & Gar Walton to approve the minutes of December 3, 2020 as written.**

**The vote in favor was unanimous, 6-0 (Jeannie Simmonds absent for vote)**

#### **ELECTION OF AUTHORITY BOARD CHAIR AND VICE CHAIR**

**ACTION: John Kerr was nominated to serve as Chair of the Airport Authority Board by Karl Ward, seconded by Gar Walton. The vote in favor was unanimous, 6-0 (Jeannie Simmonds absent for vote)**

**ACTION: Bill Francis was nominated to serve as Vice Chair of the Airport Authority Board by Karl Ward, seconded by Gar Walton. The vote in favor was unanimous, 6-0 (Jeannie Simmonds absent for vote)**

#### **ITEMS FOR DISCUSSION**

##### **MANAGER'S REPORT – LEE IVIE**

Lee Ivie gave the Manager's Report (Attachment A).

##### **HANGAR SITE REQUEST: F14 – JEFF JACKSON (Attachment B)**

Bryce Goodin spoke to the Authority Board in behalf of Jeff Jackson with a request to lease the site A14 to build a 60 x 60 foot hangar to house two aircraft.

David Zook asked about the process for approving hangar lease proposals. Kerr responded saying that it is done on a first come, first served basis depending on the size and space restrictions.

Mayor Holly Daines asked when the next taxiway is scheduled to be built according to the Master Plan. Judd Hill from Armstrong Consultants said it is about five years out. Mayor Daines noted that this is the last space available until additional taxiways are built.

**ACTION: Motion was made by Executive David Zook and seconded by Bill Francis to approve the request for a hangar site located at F14 by Jeff Jackson. The vote in favor was unanimous, 6-0 (Simmonds absent for vote)**

##### **AIRPORT CAPITAL IMPROVEMENT PLAN – ARMSTRONG CONSULTANTS**

Judd Hill from Armstrong Consultants showed the ten-year Airport Capital Improvement Plan (Attachment C). He noted that in 2020, the airport went through a land acquisition process and was scheduled for a runway rehabilitation project. However, because of the pandemic, the runway construction project will be spring.

Every year, the airport is guaranteed \$100,000 from the FAA. Manager Lee Ivie pointed out, however, that the bulk of the projects done at the airport come from discretionary funds rather than entitlement funds.

Hill said the attached plan is a guiding document for the airport to follow. Board member Karl

Ward asked if the plan takes inflation into consideration. Hill responded saying projects tend to reflect current pricing without accounting for inflation. However, Chairman Kerr pointed out that the 10-year plan is reviewed and updated every six months by the three entities which helps to keep cost projections accurate

**Construction Schedule** (Attachment D)

Hill reported the projected construction schedule will begin April 26<sup>th</sup> and go to June 25<sup>th</sup>. They might be able to move the date forward depending on weather conditions. The final product will be a grooved runway that will help disperse water protecting aircraft from hydroplaning when landing.

**Self-Fueling** (Attachment E)

Self-fueling option is slated to begin the end of April or beginning of May. The goal is to help utilize the state support for the project. At present, we are waiting for approval to come.

**SRE Building and Access** (Attachment F)

In the past, taxilanes were eligible for FAA funding. However, several years ago, the FAA said they would no longer fund taxilanes unless they serve airport purposes. The SRE is a snow removal building at the end of a taxilane making it eligible for federal taxilane funding. In order to accommodate this project, an existing gate will have to be moved to another location and a fence will have to be constructed to maintain airport security.

Chairman Kerr said this has been discussed with the state and the FAA, and it looks as if they are both in support of the project. Hill confirmed that it meets all the criteria.

Ivie asked if it could be adjusted to fit another hangar. Hill replied that this is very early in the process and changes can most certainly be made. Kerr added that at this point, the drawing is conceptual.

**STIMULUS FUNDS – ARMSTRONG CONSULTANTS** (Attachment G)

Judd Hill provided board members with information regarding the federal stimulus funds for the airport. The information about each of the funds can be found in Attachment G. Additional points covered in the discussion included:

- CARES Act Funding which began March 2020 is now closed out
- CRRSA Funding began December 2020. Funding should be coming within the next couple of weeks. It won't be quite as much as CARES, but will be a five figure amount to be utilized by the airport.
- ARPA Funding has 8 billion to be distributed to airports (see attachment for details)
- ARPA Act will pay 100% of the grants given during 2021 or 100% funding of grants issued in 2020 that didn't receive funding.
- May be able to use the funding coming in to get a refund for the land acquisition at about \$40,000.
- Will look at getting funding for the runway rehabilitation project local match.
- Armstrong anticipates the airport receiving about \$13,000 and \$60,000 for airport costs.

**NEW CONTRACT FOR CONSULTING ENGINEERS – ARMSTRONG CONSULTANTS**

Every five years, the airport is required to send out an RFQ for planning and engineering services.

It has to be done as two separate requests to keep planning and engineering services separate. Zook asked if the Master Plan would be done by whichever firm is selected by the board. Hill replied saying it would. In fact, the bulk of planning will be master plan development.

**COMMEMORATIVE AIR FORCE VISIT JULY 6-9, 2021 – SCOTT WEAVER**

Scott Weaver of Leading Edge Aviation provided a letter addressed to the Airport Authority Board (Attachment H) requesting permission to host the B-17 Flying Fortress Tour. The letter also included a request for funding to cover the rental of two portable latrines, 8 garbage cans and 50 candlestick cones. Chairman Kerr mentioned that Staker Parsons might be able to provide the cones.

**ACTION: Motion was made by Karl Ward and seconded by Gar Walton to approve the request of Leading Edge Aviation to host the B-17 Flying Fortress Tour July 6-12, 2021. The vote in favor was unanimous, 6-0 (Simmonds absent for vote)**

**OPEN ITEMS**

- Aaron Dyches updated the board on the general state of hiring for potential pilots coming out of the pandemic. There was roughly a 10% decrease in student enrollment.

**COMMITTEE REPORTS:**

**Audit & Finance – David Zook**

No report

**Operations Committee – Kim Hall**

Will start meeting again

**Capital Improvements – Bill Francis**

No report

**Economic Development / Public Relations – Gar Walton**

Walton said there will be a newsletter coming out in the next week

**NEXT SCHEDULED MEETING**

Thursday, April 1, 2021 at 8:30 a.m. – Cache County Historic Courthouse, Council Chambers

**ADJOURNMENT**

The meeting adjourned at 9:34 a.m.

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
MARCH 4, 2021

# ATTACHMENT A



## February 2021 Manager's Report

### 1. AIP Projects.

- a. The Runway 17/35 overlay and safety area grading project is scheduled to start the construction phase this spring. One request for reimbursement of funds attributed to an independent cost analysis, advertising expenses, and engineer design fees has been made against this grant.
- b. The land acquisition project has been closed out.
- c. The CARES Grant for operational expenses in the amount of \$69,000.00 has been closed out. We may be eligible for a second phase of stimulus funds for payroll expenses.

### 2. Buildings, Grounds, and Vehicle Maintenance.

- a. Only a few minor repair items on both snow plow trucks during the winter operations.
- b. Hangar inspections need to be scheduled this spring.
- c. Arrangements have been made for herbicide to be sprayed in the safety areas and other grasslands at the airport the first week of June. This should help to control the noxious weed problem by killing the weeds before they go to seed.
- d. Lease renewal on the Union Pacific Railroad property on the east side of the airport is due this year.
- e. The concrete apron on both sides of building FL6A is breaking up and deteriorating. We should probably look into replacing these surfaces in the near future.
- f. A rather small amount of ruts to be filled in along the edges of Runway 17/35 and the supporting taxiways compared to previous years.
- g. We need to purchase three vehicular mounted radios to monitor the 122.8 CTAF frequency. One for the red snow plow, one for the blower, and one for the ARFF Department.

### 3. Runway 17/35 Closure Dates.

The time line for the runway closure has not been determined at this juncture, but there is a growing concern amongst our airport tenants concerning the times of the closures. A news

letter to the airport public would be beneficial when we confirm what the days are that the runway will be closed.

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
MARCH 4, 2021

# ATTACHMENT B



# Hangar Site A-14

From: **Shama Heaps** <[shama@visionaryhomes.com](mailto:shama@visionaryhomes.com)>  
Date: Mon, Feb 22, 2021 at 12:18 PM  
Subject: RE: Hanger A14  
To: [Lee.Ivie@cachecounty.org](mailto:Lee.Ivie@cachecounty.org) <[Lee.Ivie@cachecounty.org](mailto:Lee.Ivie@cachecounty.org)>

Good morning Lee,

I just want to confirm that you got us on the agenda for March 4<sup>th</sup> for Hanger A14. Also I do have a question. Do we need to go through the whole FAA approval process again? They did approve us at one time but I wasn't sure if that has an expiration.

Thanks,  
Shama

**Shama Heaps**  
Executive Assistant to Jeff Jackson  
Office: 435.752.1480 Ext: 2056  
Web: [visionaryhomes.com](http://visionaryhomes.com)  
Email: [shama@visionaryhomes.com](mailto:shama@visionaryhomes.com)

**From:** Shama Heaps  
**Sent:** Monday, February 15, 2021 3:23 PM  
**To:** [Lee.Ivie@cachecounty.org](mailto:Lee.Ivie@cachecounty.org)  
**Cc:** Jeff Jackson <[jeff@sterlingrp.com](mailto:jeff@sterlingrp.com)>; Bryce Goodin <[bryce@ironwc.com](mailto:bryce@ironwc.com)>  
**Subject:** Hanger

Good afternoon Lee,

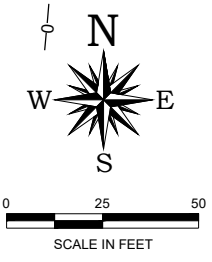
Thanks for taking my call. We would like to get on the docket/agenda for March Thursday, March 4, 2021.

Our plane will be a TBM700C2. I understand that we don't need an application. Jeff tried calling you on Friday to talk over a couple of things re: A14.

Please let us know if there is anything else you need us to send you in the meantime. Please confirm receipt and scheduling us on the upcoming meeting.

Thanks,  
Shama

**Shama Heaps**  
Executive Assistant to Jeff Jackson  
Office: 435.752.1480 Ext: 2056  
Web: [visionaryhomes.com](http://visionaryhomes.com)  
Email: [shama@visionaryhomes.com](mailto:shama@visionaryhomes.com)



LAT. N 41° 46' 46.305"  
LONG. W 111° 51' 18.856"

LAT. N 41° 46' 45.751"  
LONG. W 111° 51' 18.575"

LAT. N 41° 46' 45.961"  
LONG. W 111° 51' 17.835"

F.F.E. =  
4451.2

PROPOSED  
60'x60'  
HANGAR

LAT. N 41° 46' 46.515"  
LONG. W 111° 51' 18.116"

GAS LINE

ELECTRICAL BOX

UNDERGROUND ELECTRICAL

TAXILANE A

TAXILANE G

DISCLAIMER: THIS EXHIBIT HAS BEEN PREPARED FOR THE PURPOSES OF DEFINING THE SITE TO BE USED FOR THE HANGAR STRUCTURES SHOWN. PLEASE NOTE THAT THE INFORMATION PROVIDED HEREIN IS PRELIMINARY IN NATURE AND SHOULD BE VERIFIED BASED ON THE ACTUAL DESIGN OF THE PROPOSED DEVELOPMENT PRIOR TO SUBMITTAL OF A 7460-1 FORM TO THE FAA. LIKEWISE, THE INFORMATION SHOULD BE VERIFIED BASED ON THE "AS-BUILT" CONSTRUCTION PERFORMED ON THE PROPOSED DEVELOPMENT PRIOR TO SUBMITTING THE SUBSEQUENT 7460-2 FORM TO THE FAA.

LOGAN-CACHE AIRPORT  
LOGAN, UTAH  
TAXILANE A HANGAR - 60' x 60'

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LOGAN – CACHE AIRPORT AUTHORITY BOARD  
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# ATTACHMENT C

# Capital Improvement Plan

## Logan-Cache (LGU)

Project Description & Cost Estimate								
Scheduled/R equested Federal Fiscal Year	Project Description	Project Identification in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation \$		
						Federal Participation	State Participation	Sponsor Participation
<b>Federally Funded Projects</b>						90.63%	4.685%	4.685%
2020	RWY rehab and Land Acquisition				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2021	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2022	Airport Master Plan				\$ 496,524	\$ 450,000	\$ 23,262	\$ 23,262
					\$ -	\$ -	\$ -	\$ -
2023	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2024	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2025	SRE				\$ 165,508	\$ 150,000	\$ 7,754	\$ 7,754
					\$ -	\$ -	\$ -	\$ -
2026	SRE Building and Access				\$ 1,103,387	\$ 1,000,000	\$ 51,694	\$ 51,694
					\$ -	\$ -	\$ -	\$ -
2027	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2028	Bank				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2029	Taxiway Charlie Rehab (2700 ft X 25 ft)				\$ 1,489,573	\$ 1,350,000	\$ 69,786	\$ 69,786
					\$ -	\$ -	\$ -	\$ -
2030	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2031	Bank				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2032	Apron Rehab Design				\$ 331,016	\$ 300,000	\$ 15,508	\$ 15,508
					\$ -	\$ -	\$ -	\$ -
2033	Apron Rehab Construction				\$ 2,482,622	\$ 2,250,000	\$ 116,311	\$ 116,311
					\$ -	\$ -	\$ -	\$ -
2034	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
2035	Repay				\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -
<b>Participation Totals</b>					<b>\$ 6,068,631</b>	<b>\$ 5,500,000</b>	<b>\$ 284,315</b>	<b>\$ 284,315</b>
<b>State Funded Projects</b>						90.00%	10.00%	
2021	Pavement Preservation (TWY B & D)				\$ 166,667		\$ 150,000	\$ 16,667
2025	Pavement Preservation				\$ 222,222		\$ 200,000	\$ 22,222
2029	Pavement Preservation				\$ 244,444		\$ 220,000	\$ 24,444
					\$ -		\$ -	\$ -
<b>Participation Totals</b>					<b>\$ 633,333</b>		<b>\$ 570,000</b>	<b>\$ 63,333</b>

Note: Attach additional sheets as necessary to fully describe projects or to add information needed for a full understanding of project scope, location and costs.

For Planning Purposes Only

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
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# ATTACHMENT D

# Construction Schedule

## 60 Day Construction Schedule

Tentative

April 26 - June 25

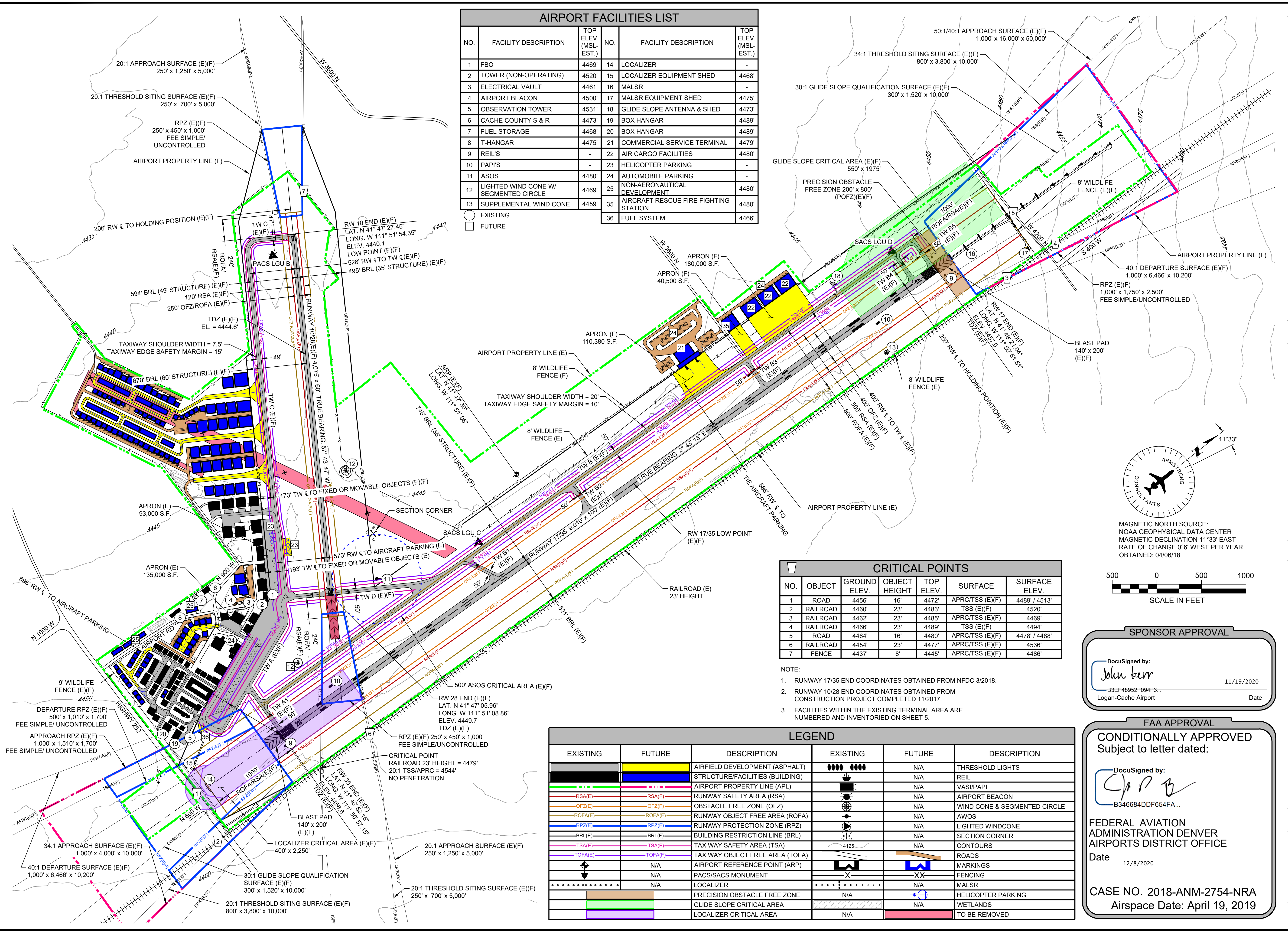


LOGAN – CACHE AIRPORT AUTHORITY BOARD  
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# ATTACHMENT E

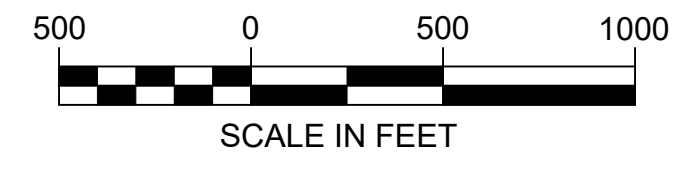
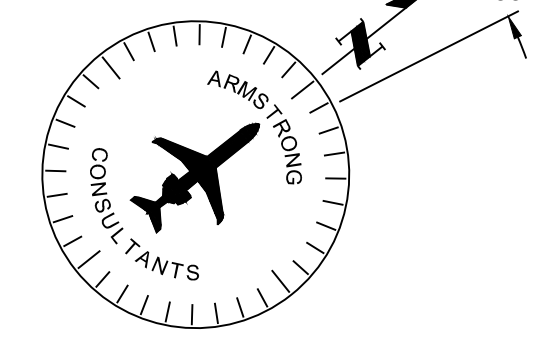
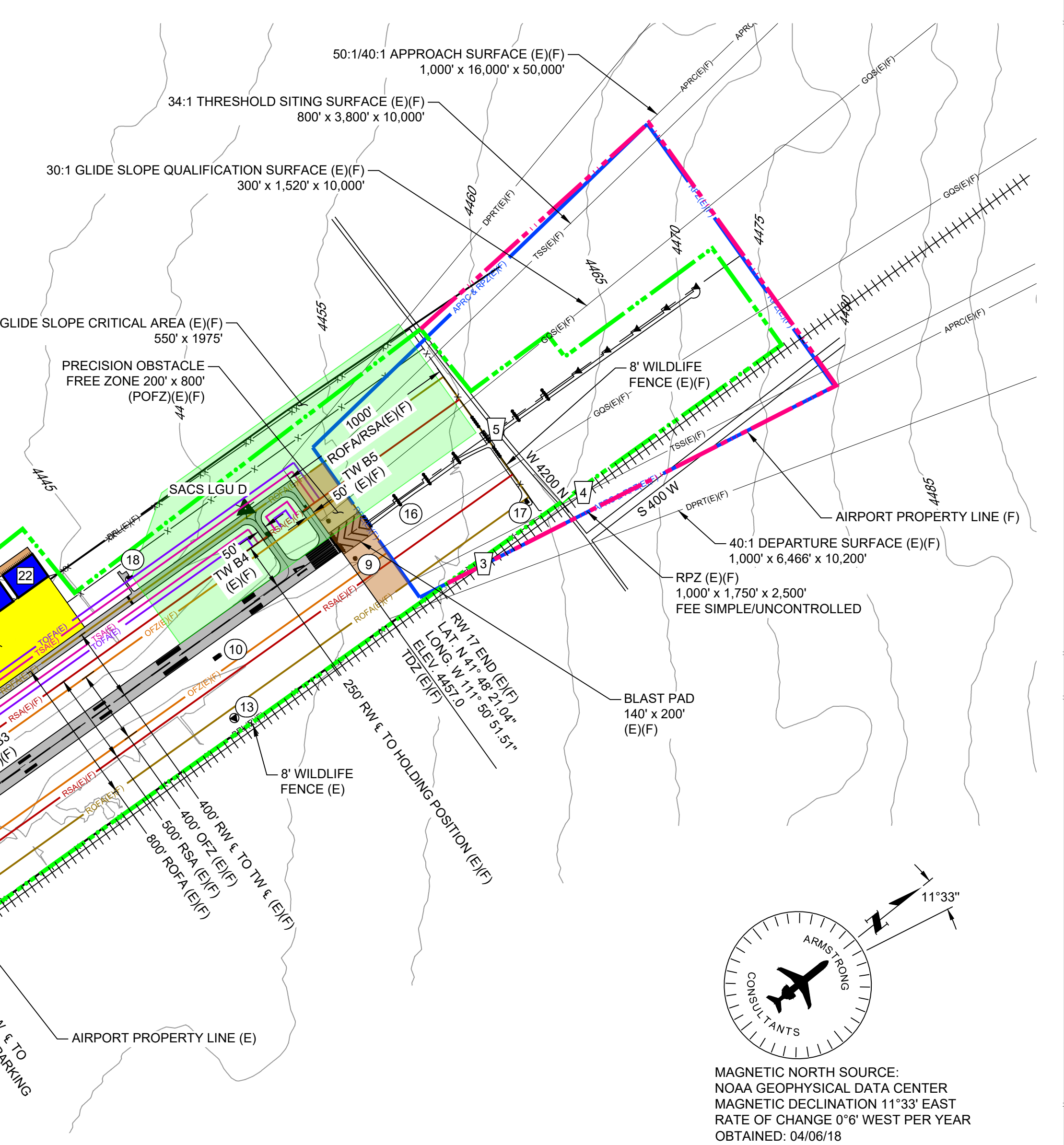
# Self-Fueling

S:\Utah\Logan\Project\_Files\Active\_Projects\196527\_Land\_Acquisition\_RPZ\_35\Cad\6527502.dwg 11/13/2020 10:44:57 AM LBACHMAN



AIRPORT FACILITIES LIST					
NO.	FACILITY DESCRIPTION	TOP ELEV. (MSL EST.)	NO.	FACILITY DESCRIPTION	TOP ELEV. (MSL EST.)
1	FBO	4469'	14	LOCALIZER	-
2	TOWER (NON-OPERATING)	4520'	15	LOCALIZER EQUIPMENT SHED	4468'
3	ELECTRICAL VAULT	4461'	16	MALSR	-
4	AIRPORT BEACON	4500'	17	MALSR EQUIPMENT SHED	4475'
5	OBSERVATION TOWER	4531'	18	GLIDE SLOPE ANTENNA & SHED	4473'
6	CACHE COUNTY S & R	4473'	19	BOX HANGAR	4489'
7	FUEL STORAGE	4468'	20	BOX HANGAR	4489'
8	T-HANGAR	4475'	21	COMMERCIAL SERVICE TERMINAL	4479'
9	REIL'S	-	22	AIR CARGO FACILITIES	4480'
10	PAPIS	-	23	HELICOPTER PARKING	-
11	ASOS	4480'	24	AUTOMOBILE PARKING	-
12	LIGHTED WIND CONE W/ SEGMENTED CIRCLE	4469'	25	NON-AERONAUTICAL DEVELOPMENT	4480'
13	SUPPLEMENTAL WIND CONE	4459'	35	AIRCRAFT RESCUE FIRE FIGHTING STATION	4480'
			36	FUEL SYSTEM	4466'

○ EXISTING  
□ FUTURE



CRITICAL POINTS					
NO.	OBJECT	GROUND ELEV.	OBJECT HEIGHT	TOP ELEV.	SURFACE ELEV.
1	ROAD	4456'	16'	4472'	APRC/TSS (E)(F) 4489' / 4513'
2	RAILROAD	4460'	23'	4483'	TSS (E)(F) 4520'
3	RAILROAD	4462'	23'	4485'	APRC/TSS (E)(F) 4469'
4	RAILROAD	4466'	23'	4489'	TSS (E)(F) 4494'
5	ROAD	4464'	16'	4480'	APRC/TSS (E)(F) 4478' / 4488'
6	RAILROAD	4454'	23'	4477'	APRC/TSS (E)(F) 4536'
7	FENCE	4437'	8'	4445'	APRC/TSS (E)(F) 4486'

- NOTE:
- RUNWAY 17/35 END COORDINATES OBTAINED FROM NFDC 3/2018.
  - RUNWAY 10/28 END COORDINATES OBTAINED FROM CONSTRUCTION PROJECT COMPLETED 11/2017.
  - FACILITIES WITHIN THE EXISTING TERMINAL AREA ARE NUMBERED AND INVENTORIED ON SHEET 5.

LEGEND					
EXISTING	FUTURE	DESCRIPTION	EXISTING	FUTURE	DESCRIPTION
		AIRFIELD DEVELOPMENT (ASPHALT)			THRESHOLD LIGHTS
		STRUCTURE/FACILITIES (BUILDING)			REIL
		AIRPORT PROPERTY LINE (APL)			VASI/PAPI
		RUNWAY SAFETY AREA (RSA)			AIRPORT BEACON
		OBSTACLE FREE ZONE (OFZ)			WIND CONE & SEGMENTED CIRCLE
		RUNWAY OBJECT FREE AREA (ROFA)			AWOS
		RUNWAY PROTECTION ZONE (RPZ)			LIGHTED WINDCONE
		BUILDING RESTRICTION LINE (BRL)			SECTION CORNER
		TAXIWAY SAFETY AREA (TSA)			CONTOURS
		TAXIWAY OBJECT FREE AREA (TOFA)			ROADS
		AIRPORT REFERENCE POINT (ARP)			MARKINGS
		PACS/SACS MONUMENT			FENCING
		LOCALIZER			MALSR
		PRECISION OBSTACLE FREE ZONE			HELICOPTER PARKING
		GLIDE SLOPE CRITICAL AREA			WETLANDS
		LOCALIZER CRITICAL AREA			TO BE REMOVED

**SPONSOR APPROVAL**

DocuSigned by:  
  
 Logan-Cache Airport  
 11/19/2020  
 Date

**FAA APPROVAL**

**CONDITIONALLY APPROVED**  
 Subject to letter dated:

DocuSigned by:  
  
 B346684DDF654FA...  
 FEDERAL AVIATION ADMINISTRATION DENVER AIRPORTS DISTRICT OFFICE  
 Date 12/8/2020  
 CASE NO. 2018-ANM-2754-NRA  
 Airspace Date: April 19, 2019

**ARMSTRONG**  
 PLANNING ENGINEERING CONSTRUCTION

PHOENIX, AZ: 602.803.7079  
 ALBUQUERQUE, NM: 505.508.2192  
 GRAND JUNCTION, CO: 970.242.0101  
 DENVER, CO: 303.296.4949  
 www.armstrongconsultants.com

LOGAN-CACHE AIRPORT  
 LOGAN, UTAH

AIP No. 3-49-0016-029-2017  
 AIRPORT LAYOUT PLAN

No.	ACI No.	Date	Revision / Description	File	Drawn	Chkd.	Approved
1	196527	11/2020	PROPERTY ACQUISITION	6527502	LKB	JZP	JZP
0	178425	10/2018	ORIGINAL ISSUE	6425502	LKB	JZP	JZP

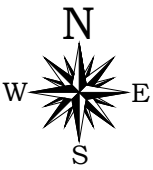
AIRPORT LAYOUT PLAN

Sheet 2 of 6

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
MARCH 4, 2021

# ATTACHMENT F

# SRE Building and Access



LOGAN-CACHE AIRPORT  
 LOGAN, UTAH  
 TAXIWAY I WITH SRE BUILDING

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LOGAN – CACHE AIRPORT AUTHORITY BOARD  
MARCH 4, 2021

# ATTACHMENT G

# Stimulus Funding

CARES – March 2020

CRRSA – December 2020

ARPA – March 2021\*



**American Rescue Plan Act of 2021 Summary:**

**Section 7007 – Relief for Airports**

(a) Total Funds: \$8,000,000,000 in new funding for airports

(b) Allocations:

(1) Primary Airports:

\$6,492,000,000

\$1,000,000 for primary airports + additional funds that represent the % of the airport's enplanements to total national enplanements

(2) Federal funding of Grants:

\$608,000,000

Pay a Federal share of 100% of grants awarded in FY 2021 or of grants awarded in FY 2020 with less than a 100% Federal Share

(3) Nonprimary Airports:

\$100,000,000

Grants to NPIAS Airports for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments

(4) Airport Concessions:

\$800,000,000

For rent and minimum guarantees

\$640,000,000 for eligible small airport concessions

Of which, \$160,000,000 for large airport concessions at primary airports

(c) Administration

Non-hub airports and nonprimary airports are exempt from workforce retention requirements.

**Section 7101 & 7102 – Payroll Support for Aviation Manufacturing and Maintenance**

\$3,000,000,000 for payroll support.

-Some airport FBOs (those licensed under 14 CFR 145) may be eligible for payroll support.

**Text of relevant sections of American Rescue Plan Act of 2021 below**

**American Rescue Plan Act of 2021**  
**Title VII – Committee on Transportation and Infrastructure**  
**Subtitle A – Transportation and Infrastructure**  
**SEC. 7007. RELIEF FOR AIRPORTS.**

(a) IN GENERAL.—

(1) IN GENERAL.— In addition to amounts otherwise available, there is appropriated for fiscal year 2021, out of any funds in the Treasury not otherwise appropriated, \$8,000,000,000, to remain available until September 30, 2024, for assistance to airports under sections 47101 through 47144 of title 49, United States Code, to be made available to prevent, prepare for, and respond to coronavirus.

(2) REQUIREMENTS AND LIMITATIONS.— Amounts made available under this section—

(A) shall not be subject to the requirements of chapter 471 of title 49, United States Code, except the requirements of chapter 471 (other than eligibility requirements) shall apply to any contract awarded after the date of enactment of this Act for airport development;

(B) may not be used for any purpose not directly related to the airport; and

(C) may not be provided to any airport that was allocated in excess of 4 years of operating funds to prevent, prepare for, and respond to coronavirus in fiscal year 2020.

(b) ALLOCATIONS.—The following terms shall apply to the amounts made available under this section:

(1) OPERATING EXPENSES AND DEBT SERVICE PAYMENTS.—

(A) IN GENERAL.—Not more than \$6,492,000,000 shall be made available for primary airports, as such term is defined in section 47102 of title 49, United States Code, and certain cargo airports, for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments.

(B) DISTRIBUTION.— Amounts made available under this paragraph—

(i) shall not be subject to the reduced apportionments under section 47114(f) of title 49, United States Code;

(ii) shall first be apportioned as set forth in sections 47114(c)(1)(A), 47114(c)(1)(C)(i), 47114(c)(1)(C)(ii), 47114(c)(2)(A), 47114(c)(2)(B), and 47114(c)(2)(E) of title 49, United States Code; and

(iii) shall not be subject to a maximum apportionment limit set forth in section 47114(c)(1)(B) of title 49, United States Code.

(C) REMAINING AMOUNTS.— Any amount remaining after distribution under subparagraph (B) shall be distributed to the sponsor of each primary airport (as such term is defined in section 47102 of title 49, United States Code) based on each such primary airport's passenger enplanements compared to the total passenger enplanements of all such primary airports in calendar year 2019.

(2) FEDERAL SHARE FOR DEVELOPMENT PROJECTS.—

(A) IN GENERAL.—Not more than \$608,000,000 allocated under subsection (a)(1) shall be available to pay a Federal share of 100 percent of the costs for any grant awarded in fiscal year 2021, or in fiscal year 2020 with less than a 100-percent Federal share, for an airport development project (as such term is defined in section 47102 of title 49).

(B) REMAINING AMOUNTS.—Any amount remaining under this paragraph shall be distributed as described in paragraph (1)(C).

(3) NONPRIMARY AIRPORTS.—

(A) IN GENERAL.— Not more than \$100,000,000 shall be made available for general aviation and commercial service airports that are not primary airports (as such terms are defined in section 47102 of title 49, United States Code) for costs related to operations, personnel, cleaning, sanitization, janitorial services, combating the spread of pathogens at the airport, and debt service payments.

(B) DISTRIBUTION.—Amounts made available under this paragraph shall be apportioned to each non-primary airport based on the categories published in the most current National Plan of Integrated Airport Systems, reflecting the percentage of the aggregate published eligible development costs for each such category, and then dividing the allocated funds evenly among the eligible airports in each category, rounding up to the nearest thousand dollars.

(C) REMAINING AMOUNTS.—Any amount remaining under this paragraph shall be distributed as described in paragraph (1)(C).

(4) AIRPORT CONCESSIONS.—

(A) IN GENERAL.—Not more than \$800,000,000 shall be made available for sponsors of primary airports to provide relief from rent and minimum annual guarantees to airport concessions, of which at least \$640,000,000 shall be available to provide relief to eligible small airport concessions and of which at least \$160,000,000 shall be available to provide relief to eligible large airport concessions located at primary airports.

(B) DISTRIBUTION.—The amounts made available for each set-aside in this paragraph shall be distributed to the sponsor of each primary airport (as such term is defined in section 47102 of title 49, United States Code) based on each such primary airport's passenger enplanements compared to the total passenger enplanements of all such primary airports in calendar year 2019.

(C) CONDITIONS.—As a condition of approving a grant under this paragraph—

(i) the sponsor shall provide such relief from the date of enactment of this Act until the sponsor has provided relief equaling the total grant amount, to the extent practicable and to the extent permissible under State laws, local laws, and applicable trust indentures; and

(ii) for each set-aside, the sponsor shall provide relief from rent and minimum annual guarantee obligations to each eligible airport concession in an amount that reflects each eligible airport concession's proportional share of the total amount of the rent and minimum annual guarantees of those eligible airport concessions at such airport.

(c) ADMINISTRATION.—

(1) ADMINISTRATIVE EXPENSES.—The Administrator of the Federal Aviation Administration may retain up to 0.1 percent of the funds provided under this section to fund the award of, and oversight by the Administrator of, grants made under this section.

(2) WORKFORCE RETENTION REQUIREMENTS.—

(A) REQUIRED RETENTION.—All airports receiving funds under this section shall continue to employ, through September 30, 2021, at least 90 percent of the number of individuals employed (after making adjustments for retirements or voluntary employee separations) by the airport as of March 27, 2020.

(B) WAIVER OF RETENTION REQUIREMENT.—The Secretary shall waive the workforce retention requirement if the Secretary determines that—

(i) the airport is experiencing economic hardship as a direct result of the requirement; or

(ii) the requirement reduces aviation safety or security.

(C) EXCEPTION.—The workforce retention requirement shall not apply to nonhub airports or nonprimary airports receiving funds under this section.

(d) DEFINITIONS.—In this section:

(1) ELIGIBLE LARGE AIRPORT CONCESSION.—The term “eligible large airport concession” means a concession (as defined in section 23.3 of title 49, Code of Federal Regulations), that is in-terminal and has maximum gross receipts, averaged over the previous three fiscal years, of more than \$56,420,000.

(2) ELIGIBLE SMALL AIRPORT CONCESSION.—The term “eligible small airport concession” means a concession (as defined in section 23.3 of title 49, Code of Federal Regulations), that is in-terminal and—

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
MARCH 4, 2021

# ATTACHMENT H

Dear Logan-Cache Airport Authority Board,

The B-17 Flying Fortress is symbolic of America's air power. As we commemorate our country's Independence, we are excited to announce the possibility for us to host the Arizona Commemorative Air Force Museum's B-17 on July 6<sup>th</sup> – 12<sup>th</sup>. This is a great opportunity for our community to not only visit our Airport but to see and explore this amazing aircraft. The Utah Wing of the Commemorative Air Force will also bring their aircraft for display and rides on Saturday July 10<sup>th</sup>.

Leading Edge Aviation is requesting permission to host the B-17 Flying Fortress Tour July 6<sup>th</sup>-12<sup>th</sup> at the Logan- Cache Airport. Leading Edge Aviation will donate fuel plus approximately \$4,250 in flights, extra staff, radio advertising to promote the event plus facility and necessary support. We ask the Airport Authority Board to participate and help with the event by donating funds for the rental of two porta potties, provide 8 garbage cans and 50 candle stick cones.



*B-17 Wartime Mission:* Designed for daylight precision bombing, B-17s flew unescorted bombing missions over Europe for much of World War II. B-17s were legendary for their ability to return home after taking brutal poundings. They dropped over 640,000 tons of bombs over Europe. A total of 12,731 B-17s produced by Boeing, Vega, and Douglas. The Sentimental Journey is one of only five B-17s around the world actively flying today and was built in November, 1944.

More information on the aircraft can be found at [www.azcaf.org](http://www.azcaf.org) and [www.cafutahwing.org](http://www.cafutahwing.org)

Thank you for your consideration,

Scott Weaver  
Leading Edge Aviation