

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JUNE 2, 2022
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, June 2, 2022 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 – Chair, At-large – Appointed by Airport Authority Board
Bill Francis – Vice Chair – Appointed by Cache County
Karl Ward – Cache County Council
Brett Hugie – Appointed by Logan City

Members of the Airport Authority Board Absent:

David Zook – Cache County Executive
Mayor Holly Daines – Logan City
Jeannie F. Simmonds – Logan City Council

Also in Attendance:

Taylor Sorenson – Cache County Deputy Civil Attorney
Shawn Milne – Cache County Economic Development Director
Nate Thompson – Logan City Fire Department
Brandon Parish – Utah State University Aviation
Baron Wesemann – Utah State University Aviation
Judd Hill – Armstrong Consultants
Zach Hulseley – J-U-B Engineers
Hayden Tarver – Leading Edge Aviation
David Koch – EPS Electric Power Systems
Nate Millecam – EPS Electric Power Systems
Joan Francis
Janeen Allen – Minutes

CALL TO ORDER

Chairman John Kerr called the meeting to order at 8:30 a.m.

ITEMS OF BUSINESS

a. **APPROVAL OF MINUTES – May 5, 2022**

ACTION: Motion was made by Karl Ward and seconded by Bill Francis to approve the minutes of May 5, 2022 as written. The vote in favor was unanimous, 4-0 (Mayor Holly Daines, Executive David Zook, and

Jeannie Simmonds absent for vote)

ITEMS FOR DISCUSSION

a. **MANAGER’S REPORT – LEE IVIE**

Chairman Kerr stated that Lee Ivie was absent and noted that the Manager’s Report was available to the board members to review. It is included in these minutes as **Attachment A**.

b. **PROPOSED HANGAR CONSTRUCTION / LEASE POLICY**

Deputy County Attorney, Taylor Sorenson, presented and explained a draft policy for the hangar site waiting list at the airport. It is included in these minutes as **Attachment B**. He asked board members for their feedback on the policy.

Bill Francis and John Kerr didn’t think the policy needed to go into requirement specifications for the hangars that would occupy the sites including experimental aircraft, etc. because the ground lease would cover all of that once the site space is granted. Karl Ward agreed saying that the use of the word “hangar” in the policy implies that it is already on the site and that the specifications of this policy should just center on the space to build a hangar. John Kerr added that there should be a differentiation included to show size classifications of hangars that could be built on the available site.

Brett Hugie asked to have the \$500 deposit be nonrefundable and that there be no other administrative fee. He also mentioned that he had several additional corrections and suggestions. John Kerr recommended Brett Hugie and Taylor Sorenson get together and work on the draft after which they could circulate to the board members in the next few weeks.

c. **UTAH AERONAUTICS CONFERENCE**

Chairman Kerr attended the conference and expressed his amazement at the attendance from so many varied organizations.

EPS (Electric Power Systems)

Nate Millecam reported that the conference was organized under the direction of UDOT Aeronautics Division and was the first conference of its kind in Utah. It was driven by the changes in the aeronautics industry including new airplane design concepts. UDOT’s intent is to adopt this new technology with new money and projects that are coming in. The conference was a very positive way to gather the State organizations to cover this growing and changing industry. Utah will become a case study for the rest of the nation in these regards.

USU Flight Program

Brandon Parish gave very positive feedback about the way high school students interested in getting into aeronautics were highlighted at the conference.

Baron Wesemann reported that the conference will be hosted next year on the USU campus at the Taggart Student Center. Registration will be \$100 and it will be held June 21-23, 2023. He proposed holding an airport Open House on the Saturday of the conference in order to

showcase the Logan-Cache Airport and bring in aircraft and have aerial demonstrations. A planning committee will be formed to plan for this Open House giving them a year to prepare. Wesemann added that this year at USU is the year of the drone, and it will be a big part of next year's conference.

John Kerr said that Jeannie Simmonds was one of the presenters at the conference. Her presentation was centered on the government and economic impact to the community. It is available on the Utah Aeronautics website, and Simmonds will give the presentation at the next Airport Authority Board meeting.

d. **GRANT REQUEST – ELECTRIC POWER SYSTEMS**

David Koch addressed the board and gave some background information with a powerpoint presentation which is included in these minutes as **Attachment C**.

EPS would like to convert the USU trainer fleet to electric power systems which means installation for amp charging stations and some infrastructure building. Long-term solutions would include solar panels and other options for charging.

There is a federal grant they would like to apply for with the Board's approval. They will work with USU to put together a letter of intent and would like to include the Airport Authority Board.

Is there an interest in having them submit the application? Ultimately, the submission must come from the airport.

Ward expressed his support saying that to do nothing would be a big mistake with the availability of this upcoming technology.

Hugie recognizes that there will be a lot of change as it is adopted, but expressed a willingness to move forward.

Francis would like to be on the leading end rather than the following. He approved the application.

Kerr asked Armstrong if the grant would be part of the CIP for the airport.

Hill said it is not, as much as he can tell from the initial reading of the proposal. He acknowledged that electric systems will not completely replace gas powered systems but sees the changes coming down the line and thinks it a good idea to be a part of the groundwork for this new technology.

Kerr said it appears to be a consensus for EPS to continue and is willing to submit a letter or whatever they need. He thinks the biggest question is considering how big the airport wants to go and what the ramifications and costs of that growth will be.

Koch will provide a boiler plate letter of intent to the board members within the next week or so. They will work with Armstrong to draft the proposal.

Hugie asked about the ownership of the charging stations. Hill said that according to the wording of the grant, the airport will have ownership of the charging stations. Costs to charge would have to be worked out with the university and the airport in the future. It could potentially be a revenue generator for the airport. Hugie recommended working with the FBO at the airport to make sure there won't be conflicts in that area.

Francis asked about the match percentage. Hill responded by reading from the grant application and said it looks like it is a bit different than other CIP projects.

e. F8 HANGAR VACANCY

Nate Thompson of the Logan City Fire Department reported on recent fire training saying that it worked out really well. During this week of training, they were able to AARF certify 12 new firefighters.

All the 139 Inspector required was a foam test which they submitted. Part 139 requires annual training which is very rigorous.

LCFD was also called out to a van outside of one of the hangars which was fully engulfed with fire. They were able to put it out with no damage to the hangar.

COMMITTEE REPORTS:

Audit & Finance – David Zook

No report

Operations Committee – Kim Hall

No report

Capital Improvements – Bill Francis

No report

Economic Development / Public Relations

No report

NEXT SCHEDULED MEETING

Thursday, July 7, 2022 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

ADJOURNMENT

The meeting adjourned at 9:37 a.m.

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JUNE 2, 2022

ATTACHMENT A



May 2022 Manager's Report

1. AIP Projects.

- a. Runway 17/35 overlay project: Same status as last report in April with the exception of the section of paint that had to be sprayed on the runway edge marking to appease our part 139 inspector.
- b. Runway 10/28 & Taxiway Delta Fog Seal: The work order has been completed and one drawdown was submitted towards this grant. I expect two more pay requests to be made before this grant is closed out.
- c. ARP Act Grant of \$59,000.00: Same status as last report.

2. Buildings, Grounds, and Vehicle Maintenance.

- a. The batwing mower owned by the airport is in the shop having a seal replaced on a hydraulic cylinder.
- b. The rectangular concrete blocks around the primary windsock were repainted prior to the 139 inspection to avoid having another discrepancy on the to-do-list. I made good use of the painting crew while they were doing the runway 10/28 fog seal project.
- c. Logan City Department repaired the sink hole in Taxiway Delta that was caused by a broken drain pipe that had washed out underneath the taxiway. The pipe was wrapped with a sleeve, and concrete was poured over the seam to keep the sleeve in place. Once it was determined that water was flowing normally, the hole was filled in and compacted, and six inches of asphalt was added as the top layer to the repair.
- d. The first phase of mowing operations commenced in May, but I didn't get too far before I discovered the leak in the hydraulic cylinder on the mower. Many areas needing to be mowed are still saturated with surface water due to the amount of rain, so those sections of turf will need to dry up before the tractor can drive over them.

3. Abandoned Runway Usage.

Most of the ARFF training was completed in May including our live burn requirements, and the county sheriff and Logan City police departments used the abandoned runway for their training purposes likewise.

4. PART 139 INSPECTION.

The annual 139 safety inspection at Logan-Cache Airport was conducted on May 23, 24, and 25, and as usual there were a few items of discrepancy. Only two items were significant, those being old and faded signage next to our taxiways, and the condition of the snow removal equipment at the airport, including the lack of a high speed broom being part of the fleet. We had other minor discrepancies, and several of those issues have already been addressed.

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ATTACHMENT B

Logan- Cache Airport

City-Owned Hangar Waiting List Policies and Procedures

1. The Airport Administration will offer vacant hangars to individuals on the hangar wait list. For a person to appear on the hangar waiting list they must:
 - a. Complete and file a hangar request application with Airport Administration. Applicants are solely responsible for maintaining a current address, email, and telephone numbers on their application. The applicant name must match the FAA Registration Certificate of Aircraft name if other than the individual's name. Airport Administration will check numbers at www.faa.gov
 - b. Pay hangar deposit fee. All applicants on the Hangar waiting list must make a \$500.00 nonrefundable administrative fee and hangar deposit. Checks should be payable to Logan-Cache Airport.
2. Waiting list position for new applications shall be determined by the date stamped on the Hangar Application by the Airport Manager when received at the Airport Office via US mail or via walk-in at the Airport Office. Airport Administration will provide a copy of the official date-stamped Application together with a receipt.
3. The Airport will make hangar offers chronologically on a first come, first serve basis. When a hangar becomes available, Airport Administration will make an offer notification.
 - a. Airport Administration will make reasonable effort to contact the top position of the List by Certified Mail to the applicant's listed address and listed Telephone number, as hangars become available. It is the applicant's responsibility to provide the most current contact information.
 - b. Airport Administration will consider a "not interested" response, non-contact, or failure to respond within 5 days a Decline.
 - c. Airport Administration will send a Certified Letter advising the applicant of the Decline.
 - d. After this Decline, Airport Administration will follow the above process for the next applicant on the waiting list.
 - e. Persons removed from the Hangar Waiting List may restore their names to the bottom of the Waiting List by making a new Application, Application Fee and Deposit.
4. To accept the offer, the applicant must:
 - a. Reply in the affirmative within 5 days of the date when positive notification was made with the applicant (weekends and holidays excluded).
 - b. Have an aircraft registered to the applicant in the hangar within one hundred eighty (180) days from the date Airport Administration received the applicant's acceptance and hangar rental payment. Failure to have an airworthy aircraft registered to the applicant in the hangar within 180 days of acquiring the hangar may result in termination of rental agreement and removal from the hangar, at the discretion of Airport Administration.
5. Experimental aircraft applicants may apply to the wait list; however, so long as a waiting list exists, experimental planes in the build stage(s), will not be considered for hangar

space. Only airworthy (FAA definition) aircraft may acquire a hangar. Experimental owners may be skipped over until the aircraft is flyable.

6. Hangar fees listed on the waiting list application are subject to change. Applicant is not guaranteed the monthly rate stated on the application form. Rates may increase periodically. There will be no decrease in monthly rates.
7. Deposits must be either check or money order. In the event a check is returned for NSF or other reason, the applicant will have 5 business days to remedy or will be removed from the list.
8. Applications and deposits shall be mailed to Logan-Cache Airport, 2500 N 900 W, Logan, UT 84321 or delivered via walk-in to the Airport Administration Office.
9. Applicants may not transfer, trade, or sell their position on the hangar waiting list.
10. As newly constructed Hangars become available, existing tenants, in good standing, may request the opportunity to upgrade, following the above procedure. Existing tenants in this situation may not accept a new hangar as a secondary hangar; they must vacate their existing hangar.

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ATTACHMENT C

FAA Grant Proposal

Logan Cache Airport Authority

June 2, 2022








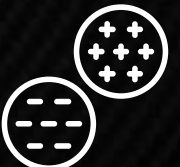
**ELECTRIC POWER
SYSTEMS**



EPS Overview



- **Description:** Leader in certifiable, high-power, and scalable powertrains for electric aviation.
- **Products:** Energy storage systems including batteries and battery management; DC fast-charging systems
- **Key Markets:** Aerospace, Defense, Automotive, Marine, and Industrial Traction
- **Locations:** North Logan, UT (HQ Campus) & Los Angeles, CA (Innovation site)
- **Employees:** 95+
- **Shareholders:** Founders, Boeing, & Safran
- **Certifications:** AS9100 & ISO9001

<p>45+ </p> <p>Designed over 45 unique aerospace battery propulsion systems since 2016</p>	<p></p> <p>70,000</p> <p>Scaling to 70k+ sq ft of manufacturing space over next 3 years</p>	<p> 16</p> <p>16-acre campus in North Logan to supporting expansion</p>
<p> 8</p> <p>8 electric demonstrator aircraft currently flying with EPS Energy Storage Systems</p>	<p>EpiC Battery System pioneering electric propulsion battery certification</p> <p>TSO-C179B</p> <p></p>	<p>2+ </p> <p>EPS has manufactured and delivered over 2 MWh in propulsion batteries</p>



Company History



- Evaira Founded
- Technology:**
- Modular Li-ion battery
- Integrated & distributed BMS
- Notable Projects:**
- Defense Mobile Microgrid
- Sonex e-Flight Waix



2009 - 2012

- Evaira acquired by IR
- Technology:**
- Expanded Line of modular batteries
- Notable Projects:**
- Defense Hybrid Combat Vehicle
- Expanded into Marine & Medical



- IR acquired by Infineon
- Technology:**
- Active BMS
- Notable Projects:**
- UAV
- Aviation Starter Battery

2013 - 2015



2016 - 2018

- EPS Spun Out
- Technology:**
- Honeycomb Battery
- Notable Projects:**
- NASA X-57
- Bye eFlyer
- Bell Nexus

- Boeing & Safran Investment
- Technology:**
- VersaPower Battery
- Notable Projects:**
- Boeing CAV/PAV
- Cargo eVTOL
- Part 25 IFE Battery

2019



2020

- New HQ Opens
- Technology:**
- Active BMS Gen 2
- Notable Projects:**
- Space Battery
- Embraer eVTOL
- High Power Defense
- Class 8 Hybrid Vehicle



2021



- 2 MWh Shipped
- Technology:**
- EPIC Battery
- Notable Projects:**
- Diamond eDA40
- Embraer Ipanema
- Archer eVTOL



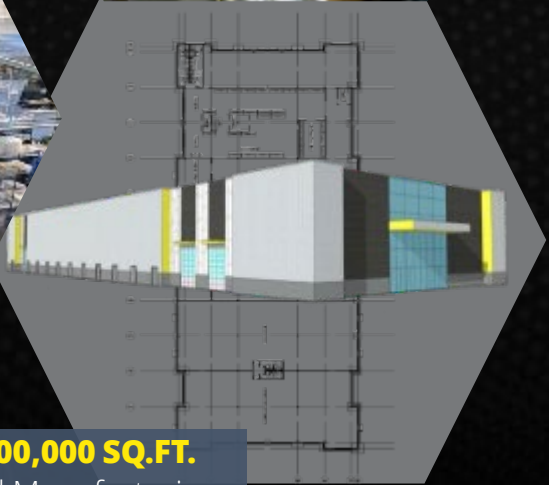
Utah Operating Locations/Number of Employees



3,000 Sq Ft
Vehicle
Integration Lab



16 acre, 16,000 Sq Ft
HQ and Innovation Space
5,000 Sq Ft
R&D Center and
Integration Lab



200,000 SQ.FT.
Cell Manufacturing
Facility (TBD)

Headquarters/R&D Center

- 520 West Electric Power Drive, North Logan
- 101 employees currently
- 19 remote employees (17 outside Utah and 1 in Europe)
- Estimated 500-800 employees in the next 3-5 years
- Module/pack manufacturing facility standing up in 2022

Vehicle Integration Lab

- 207 West 3700 North, Hyde Park
- 10 employees currently
- No capacity for employee growth

Future Cell Manufacturing Facility

- At least two buildings totaling more than 200,000 sq ft - \$200M+ capex
- Future growth to approximately 500 employees in the next 3-5 years

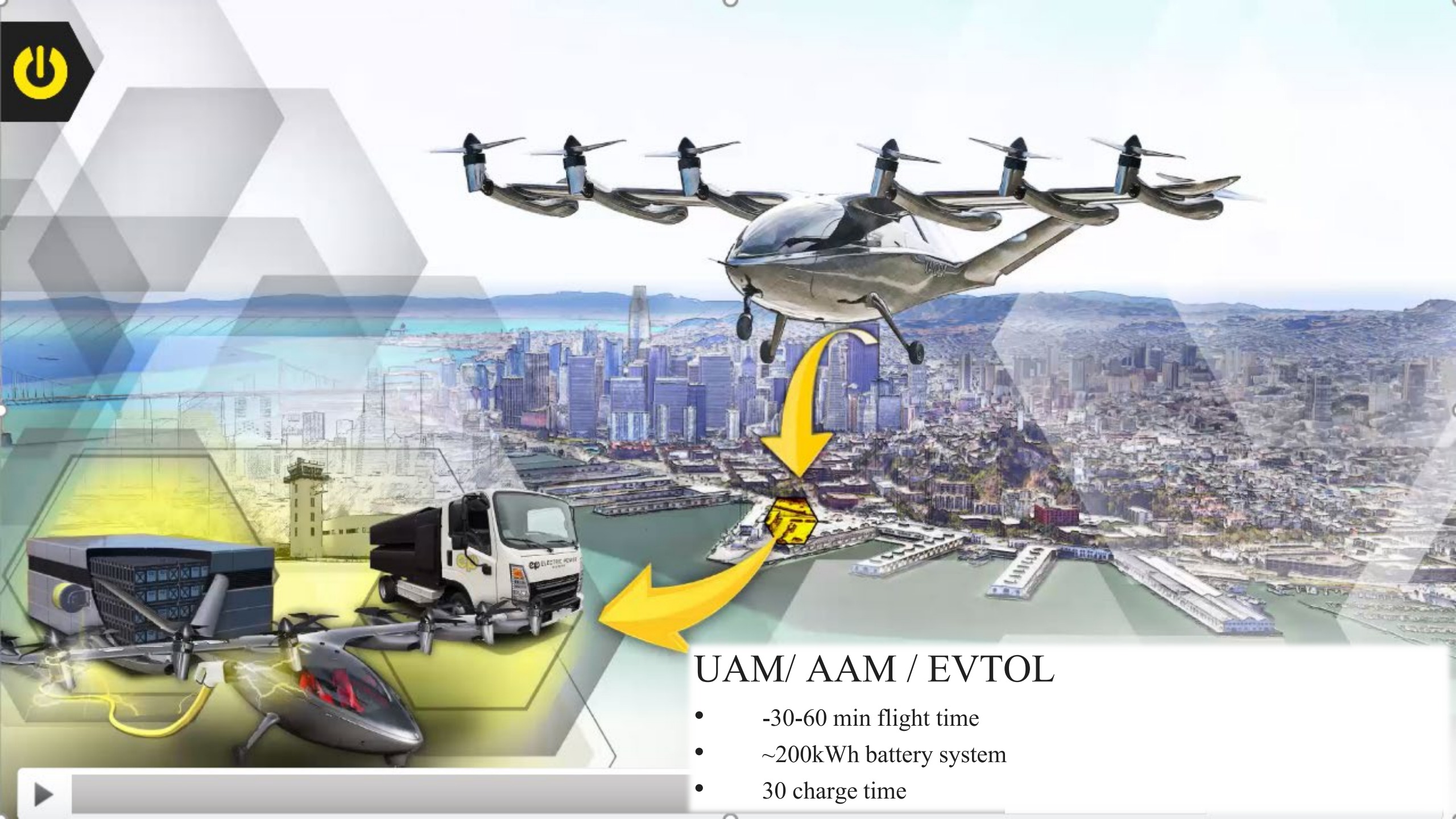
Electric Programs Enabled by EPS





Single engine fixed wing trainer aircraft

- -60 to 90 min flight time
- ~100kWh battery system
- 30 charge time



UAM/ AAM / EVTOL

- -30-60 min flight time
- ~200kWh battery system
- 30 charge time





Regional / Thin Haul

- -60 min flight time
- ~500kWh – 1+MWh battery system
- ~60min charge time



EPS Partners with Diamond Aircraft on eDA40

[Video](#)

[Press Release](#)

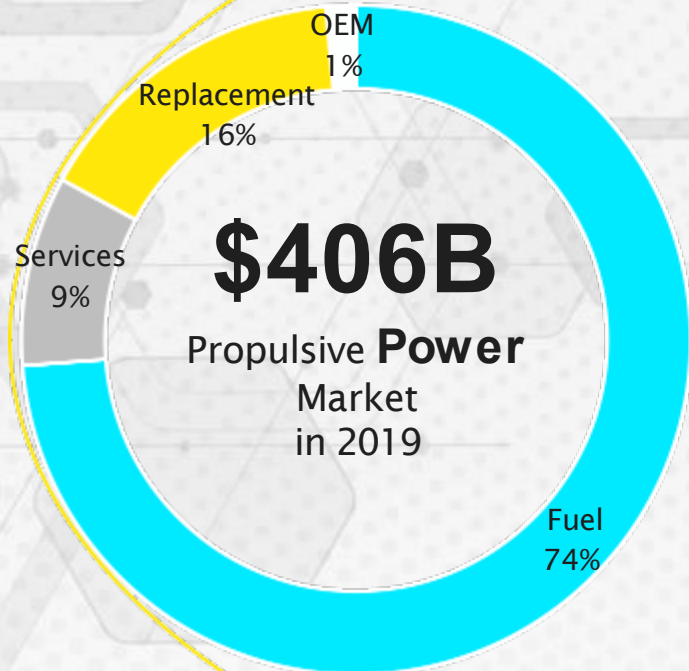




This evolution of power technology will expand end-markets and create new commercial opportunities.

Battery systems are the pacing technology for next-gen aviation development.

Estimate 88% goes to Energy & Energy Storage if Decarbonized



\$3T Addressable Propulsion Market by 2050



Driven by Advance Air Mobility | Energy Services





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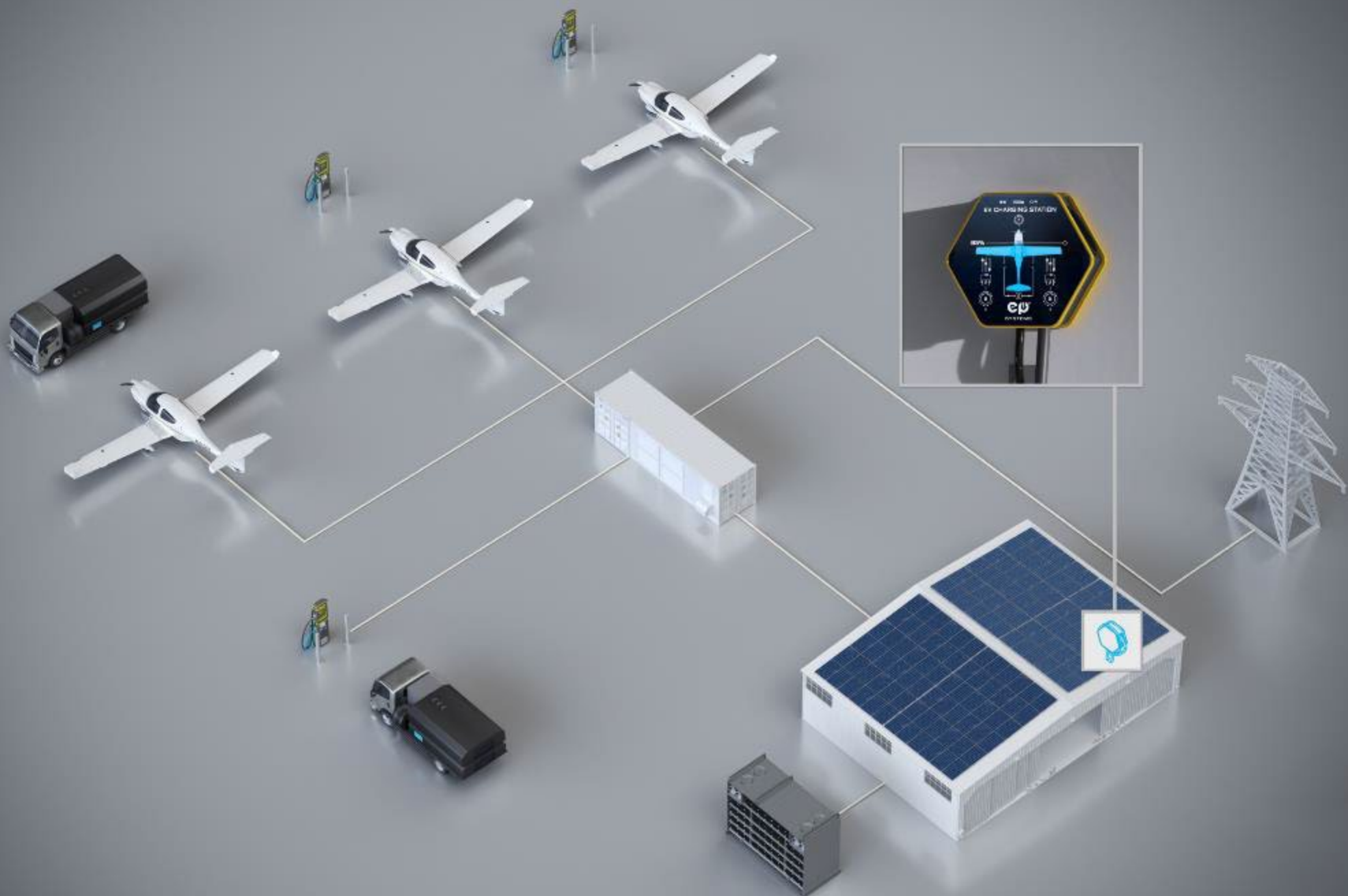
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[Airport Compliance](#)[Airport Cooperative Research Program](#)[Airport Coronavirus Response Grant Program](#)[Airport Improvement Program \(AIP\)](#)[Airport Rescue Grants](#)[Airport Safety](#)[CARES Act Grants](#)[Engineering, Design, & Construction](#)[Environmental Programs](#)

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Airport Zero Emissions Vehicle and Infrastructure Pilot Program

The Airport Zero Emissions Vehicle (ZEV) and Infrastructure Pilot Program improves airport air quality and facilitates use of zero emissions technologies at airports. Created in 2012, the program allows airport sponsors to use [Airport Improvement Program \(AIP\)](#) funds to purchase ZEVs and to construct or modify infrastructure needed to use ZEVs.


- [ZEV and Infrastructure Pilot Program Brochure \(PDF\) \(Updated 10/20/2020\)](#)
- [Summary of ZEV Airport Projects and Contacts \(PDF\) \(Updated 12/21/2021\)](#)

ELIGIBLE PROJECT TYPES

■ Zero Emission Airport Vehicles

Airport owned, on road, zero emissions vehicles. These vehicles do not produce exhaust emissions of any criteria pollutant. The vehicles are limited to those with all-electric or hydrogen-powered drive trains. Hydrogen fuel cells are just becoming commercially-available while multiple electric vehicles have been commercially available for years.

Vehicles that transport airport passenger and employees are the most commonly funded vehicle type. Certain light and heavy duty trucks may also be eligible for funding, provided Buy American and other requirements are met.



■ **ZEV Infrastructure**

Construction or modification of infrastructure to facilitate fuel delivery to funded ZEVs. This includes refueling stations, rechargers, on-site fuel storage tanks, and other equipment needed for station operation. Airports must limit the capacity of refueling and recharging stations to the number of project vehicles and their fueling requirements.