LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
JULY 7, 2022
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, July 7, 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
David Zook – Cache County Executive
Jeannie F. Simmonds – Logan City Council
Brett Hugie – Appointed by Logan City

Members of the Airport Authority Board Absent:
Mayor Holly Daines – Logan City
Karl Ward – Cache County Council

Also in Attendance:
Lee Ivie – Airport Manager
Taylor Sorenson – Cache County Deputy Civil Attorney
Nate Thompson – Logan City Fire Department
Brandon Parish – Utah State University Aviation
Aaron Dyches – Utah State University Aviation
Judd Hill – Armstrong Consultants
Kim R. Hall – Leading Edge Aviation
David Koch – EPS Electric Power Systems
Russ Kirkham
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 – June 2, 2022**

   ACTION: Motion was made by Bill Francis and seconded by Jeannie Simmonds to approve the minutes of June 2, 2022 as written. The vote in favor was unanimous, 5-0 (Mayor Holly Daines, and Karl Ward absent for vote)

ITEMS FOR DISCUSSION

a. **MANAGER'S REPORT – LEE IVIE**
   Lee Ivie presented the Part 139 Certification letter of compliance as the Manager's Report. It is included in these minutes as **Attachment A**.

   Jeannie Simmonds asked what the approximate total cost would be to come into compliance. Judd Hill of Armstrong Consultants responded saying he doesn't have an exact number, but estimated it would be six figures.

b. **AIRPORT ECONOMIC IMPACT – JEANNIE SIMMONDS**
   Jeannie Simmonds presented economic impact data regarding the Logan-Cache Airport as part of a bigger economic impact study conducted by the Utah Department of Transportation. It is included in these minutes as **Attachment B**.

   It was noted that for being a one-man show, the Logan-Cache Airport is amazingly efficient, which speaks highly for the Airport Manager, Lee Ivie

   Simmonds pointed out that other Utah airports have spent a lot lately on upgrades and that the Logan-Cache Airport should look carefully at its long-range plan, especially how it will impact the surrounding community.

   Chairman Kerr said that the Airport Authority will continue to promote the information from the report so that the surrounding region is aware of the tremendous impact the airport has.

   An article was posted in the Herald Journal the following day regarding the impact of the Logan-Cache Airport. It is part of these minutes as **Attachment C**.

c. **EPS GRANT – TAYLOR SORENSEN**
   David Koch of EPS reviewed the grant proposal with the board members using a powerpoint presentation that is part of these minutes as **Attachment D**.

   Koch showed estimated timelines for their projects and said they are working with USU to become a pilot site charging station as the pilots come off their aircraft. He hopes to have this in place by the end of 2023 or beginning of 2024. He added they are working on developing the infrastructure to put Mobile Microgrid in place using the funding from the FAA grant.

   David Zook suggested the Airport Authority consider making its match a little more in order to make receiving the grant more possible. Koch said that was a good suggestion.

   Kim Hall of Leading Edge questioned the grant providing a vehicle, saying that it makes sense for the infrastructure to come first. Hill responded saying that the specific grant is for a vehicle, but infrastructure is also included in the grant.

   Kerr noted how cutting-edge this would be. The Logan-Cache airport would be the first airport on the world to fly all-electric aircraft. Board members added positive input for the grant project

and EPS was given the nod to continue working with the FAA on the grant.

d. **UNION PACIFIC LEASE – TAYLOR SORENSEN**
Sorensen reported that the airport is on the hook for future reasonable lease payments. Union Pacific raised the lease price significantly. The original lease agreement was $15,000 for twenty years. Now they are asking for $61,600 per year. He presented several options for the Airport Authority Board to consider:

Option 1: Move the fence at a significant cost ($500,000 to $1 million)

Option 2: Renegotiate with Union Pacific for a more reasonable amount for leasing the property

Option 3: Purchase or only lease the strip the airport uses.

Board members discussed the options. It was noted that Union Pacific is claiming ownership of more property than they actually have.

John Kerr emphasized again that the original lease agreement was for the entire right-of-way and not just the narrow strip the airport fence is on. Sorensen said negotiations should be more favorable in reducing the cost if we can get Union Pacific to reduce the area to the strip with the fence on it.

Sorensen concluded saying he is prepared to negotiate with Union Pacific. For the time being, he advised Ivie to continue mowing and maintaining the property up to the fence.

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, August 4, 2022 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

ADJOURNMENT
The meeting adjourned at 9:38 a.m.

ATTACHMENT A

U.S. Department
of Transportation

**Federal Aviation
Administration**

Airports Division, ANM-620
2200 S. 216th St.
Des Moines, WA 98198
Email: linda.bruce@faa.gov
Phone: (303) 342-1264

June 2, 2022

EIR Number: 2022NM800050

Mr. Lee Ivie
Airport Manager
Logan-Cache Airport
2500 North 900, West Bldg. FL-6A
Logan, UT 84321

RE: Letter of Compliance

Dear Mr. Ivie:

The periodic certification inspection of the Logan-Cache Airport (LGU) was conducted on May 23-25, 2022. This inspection was to determine compliance with 14 CFR Part 139, the Airport Certification Manual, and the Airport Operating Certificate. The inspection revealed that the certificate holder did not comply with all of the requirements of Part 139. The following discrepancies were noted during the inspection:

1. 139.201(a) – ARFF: Vehicle Readiness

In accordance with LGU Airport Certification Manual (ACM), Section 319 (d)(1), scheduled service and routine maintenance on the required ARFF vehicle (ARFF 73) is to be performed by the Logan City Fleet Maintenance Department. Records of this maintenance were not provided. In addition, the certificate holder has not tested the Aqueous Film Forming Foam (AFFF) system on ARFF 73 at least six months prior to the Part 139 inspection, per Part 139 CertAlert No.21-01, *AFFF Testing at Certificated Part 139 Airports.* The certificate holder shall provide maintenance records for ARFF 73, including documentation of tests of the AFFF system.

Correction Date: 07/31/2022

2. §139.305 (a)(4) – Paved Areas

Foreign object debris (FOD) from asphalt millings installed in the runway safety area was found on Runway 17/35 at the threshold of Runway 17 and the west side of the Runway between Taxiways B2 and B3. The certificate holder shall promptly remove mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits and other contaminants as completely as practicable from paved surfaces available to air carriers.

Correction Date: 06/06/2022

3. §139.309(b)(4) – Safety Areas

A wood survey stake as found in the safety area of Taxiway A1 and a white, plastic marker was found installed in safety area of Taxiway B5. The plastic marker was removed during the inspection. In addition, a lip greater than 3 inches was found on the base of the new Runway Holding Position Sign on Taxiway B5 for Runway 17 and on the base of the new direction sign installed at the intersection of Runway 17/35 and Taxiway B4. The certificate holder must remove any objects that are not fixed-by-function in safety areas and fill/grade the ground that has settled around new sign bases so the frangible point no higher than 3 inches above grade (see FAA Advisory Circular (AC) 150/530   Table 6-1 and Paragraph 3.10.1.4)

Correction Date: 06/15/2021

4. §139.311(b)(1 i) – Signs

At the Taxiway A and A1 intersection, the arrows on Taxiway A1 direction signs are not oriented to the approximate direction of turn. The turn from Taxiway A to A1 is a 90 degree turn; however the existing arrows depict a turn significantly greater than 90 degrees. In accordance with FAA AC 150/5340-18G, *Standards for Airport Sign Systems*, Paragraph 1.8, the certificate holder shall develop a plan to replace these sign panels so the arrow in the sign message more accurately shows the direction of turn.

Correction Date: 07/30/2022

5. §139.311(d) – Signs: Maintenance

Taxiway direction and location signs on Taxiways A and B are not being maintained. The yellow portion of many sign panels has faded to a pale yellow and when illuminated at night, appear almost white. The certificate holder must properly maintain sign systems installed on the airport, including cleaning, replacing or repairing any faded, missing or nonfunctional item; keeping each item unobscured and clearly visible; and ensuring that each item provides an accurate reference to the user. The certificate holder shall develop a plan to correct nonstandard signs, including an inventory of sign panels and signs that shall be replaced and a timeline for their prompt replacement.

Correction Date: 07/31/20

6. **§139.311 d) – Markings: Maintenance**

The certificate holder has not maintained the edge marking on Runway 17/35. The edge marking on the west side of the runway between Taxiways A1 and B2 is missing paint is several places.

In addition, Taxiway A centerline is in poor condition, including missing paint and reflective beads in places. This discrepancy was noted during the 2021 Part 139 periodic inspection and has not been corrected.

The certificate holder must properly maintain marking systems installed on the airport, including cleaning, replacing or repairing any faded, missing or nonfunctional item; keeping each item unobscured and clearly visible; and ensuring that each item provides an accurate reference to the user. FAA AC 150/5340-1M, *Standards for Airport Markings*, contains methods and procedures for installing and maintaining airport markings that are acceptable to the FAA.

Correction Date: 06/30/2022

7. **§139.313(a) – Snow and Ice Control**

The certificate holder does not have adequate Snow Removal Equipment (SRE) to comply with its Snow and Ice Control Plan (SCIP). LGU's SRE consists of a rotary plow (approx. 50 ears old), two nonfunctioning plows, and a box blade attached to a tractor that is leased during the snow season. The two nonfunctioning plows were manufactured in the late 1980's and airport personnel are having difficulty finding parts for these vehicles and are uncertain as to whether the vehicles will function during the next snow season. Nor does LGU have a sweeper/broom. The certificate holder will procure SRE in accordance with FAA standards for SRE contained in FAA AC 150/522 *Airport Snow and Ice Control Equipment,* and AC 150/5200-30D, *Airport Field Condition Assessments and Winter Operations Safety.*

Correction Date: 10/31/2022

8. **§139.319 i)(2) – ARFF: Training**

Personnel who perform Aircraft Rescue and Firefighting (ARFF) duties did not complete recurrent training on airport familiarization within 12 consecutive calendar months. Firefighters Jason Killinen, Nate Thompson and Cannon Parry should have completed airport familiarization recurrent training by April 30, 2022 but did not complete this training until May 9, 2022.

Correction Date: 05/09/2022

9. **§139.321(c) – Handling and Storing of Hazardous Substances and Materials**

Part 139.321(c) requires the certificate holder to comply with standards authorized by the FAA for protecting against fire and explosions in storing, dispensing and otherwise handling of fuel on the airport. The LGU A M states the certificate holder will comply with the current version NFPA 407 (2022 version). The following items were not compliant with this version of NFPA 407 and must be corrected:

- Emergency fuel shutoff placard on the new Jet A truck is peeling and faded, particularly the arrow pointing the the shutoff lever. Each emergency fuel shutoff station location on a fuel truck shall be placarded EMERGENCY FUEL SHUTOFF in letters at least 50 mm (2 in.) high and the method of operation shall be indicated by an arrow or by the word PUSH or PULL, as appropriate. (NFPA 407, Paragraph 4.1.11.1-2)

- Leaks were found under both the AvGas and older Jet A trucks. Aircraft fuel servicing vehicles shall not be operated unless they are in proper repair or free of accumulations of grease, oil, or other cumbustibles. Leaking vehicles shall be removed from service, defueled, and parked in a safe area until repaired. (NFPA 407, Paragraph 6.2.8.2).

- Oily residue was found in several places on the AvGas truck. Aircraft fuel servicing vehicles or carts shall not be operated unless they are in proper repair and free of accumulations of grease, oil, or other combustibles (NFPA 407 Paragraph 6.2.8.1).

- The emergency fuel shutoff placard at the fuel farm is not located at least 7 feet above grade. In addition, the lettering on the sign is too small. Emergency fuel shutoff signs shall be positioned so that they can be seen readily from a distance of at least 15.2 m (50 ft.). (See NFPA 407, Paragraph 5.1.11.1-2). lso, it is recommended an additional sign be installed on the fence closer to where fuel trucks are loaded that indicates with an arrow the location of the emergency fuel shutoff.

- Storage tanks at fuel farm are missing NFPA 704 hazard placards. Fuel storage tanks shall be labelled in accordance with the requirements of NFPA 704 (NFPA 407, Paragraph 5.1.11.4).

Correction Date: June 15, 2021
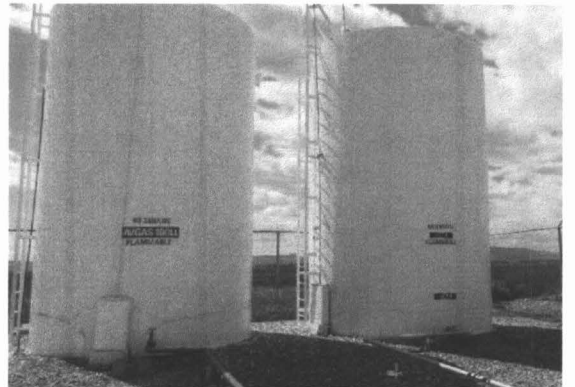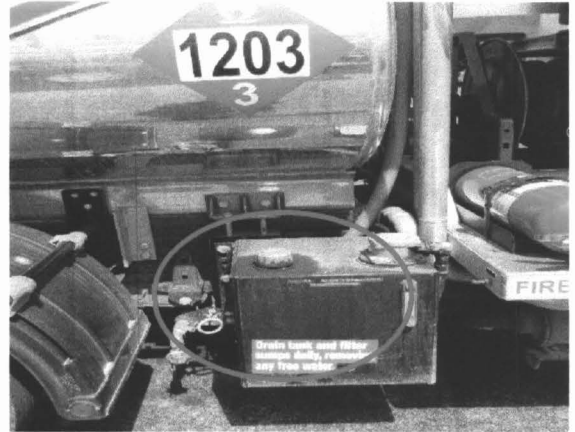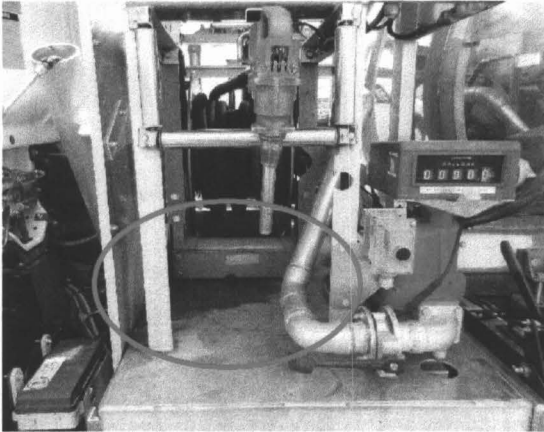
10. §139.329(e) – Pedestrians and Ground Vehicles: Training

A review of driver training records revealed technicians servicing FAA-owned
NAVAIDs conducted their own initial and recurrent driver training in 2021. This
training only consisted of training slides provided by the airport operator and did not
require drivers to demonstrate their understanding of the airport's pedestrian and
ground vehicle procedures and ability to function independently on the movement
and safety areas. The certificate holder shall ensure pedestrian and driver training
provided to individuals with unescorted access to movement and safety areas
complies with FAA AC 150/5210-20A, *Ground Vehicle Operations to Include
Taxiing or Towing an Aircraft on Airports*, Chapter 2, including supervised vehicle
operations and practical exams.

Correction Date: June 30, 2022

Please advise in writing when unresolved discrepancies are corrected. Correction dates
were mutually agreed to during the post-inspection out-briefing on May 25, 2022. If you
are unable to meet these dates, please notify me as soon as possible. We will expect your
future compliance with the regulations.

Sincerely,

Linda Bruce
Airport Certification Safety Inspector
FAA Northwest Mountain Region, Airports Division

cc: Jason Ritchie, ANM-620 Manager
    John Michener, DEN ADO
    Robert Stephens, LGU ARFF/City of Logan
    John Kerr, Logan-Cache Airport Authority

Safety Recommendations
LGU Part 139 Periodic Inspection
May 23-25, 2022

The following recommendations/comments are provided as a result of the Part 139 Periodic Inspection:

1. **Documentation of Annual AEP Reviews** – Please review AC 150/5200-31C, *Airport Emergency Plan*, Paragraph 3-7, for guidance on documenting annual reviews of the Airport Emergency Plan. Documentation should include summaries of planning meetings; a written report describing the scope, scenario, purpose, goals and objective of the review or exercise; and a post-exercise evaluation report with action items. Such documentation will be helpful in identifying areas within the emergency preparedness program that may need improvement and ensure corrective actions are completed.

2. **Self-Inspection Checklist** – Please review AC 150/5200-18C, *Airport Safety Self-Inspection*, Page 17, for guidance on completing self-inspection checklist when conducting special inspections and documenting corrective action taken.

3. **ARFF Bay Door** – As noted during the 2021 Part 139 periodic inspection, we recommend LGU review the standards for opening ARFF vehicle bay doors in FAA AC 150/521   *Aircraft Rescue and Firefighting Station Building Design*, Paragraph 3-2.g, and develop an alternative method to raise the ARFF bay door during a power outage.

4. **Emergency Fuel Shutoff** – As a reminder, the current version of NFPA 407 requires the installation of an automated fuel shutoff system at the fuel farm by June 2, 2023. We recommend the certificate holder work with its fueling agent to ensure this system is install at the fuel farm by the deadline (see NFPA 407, Paragraphs 5.1.12.1, 5.1.12.2, and 5.1.12.4).

LOGAN – CACHE AIRPORT AUTHORITY BOARD
JULY 7, 2022

ATTACHMENT B

UTAH | AVIATION DEVELOPMENT STRATEGY

LOGAN-CACHE AIRPORT (LGU)

LOGAN, UTAH

194
JOBS

$4.5M
ANNUAL PAYROLL

$13.2M
ANNUAL SPENDING

$17.7M
ANNUAL ECONOMIC ACTIVITY

$639,300
STATE AND LOCAL TAX REVENUE

$8.6M
10-YEAR DEVELOPMENT COST

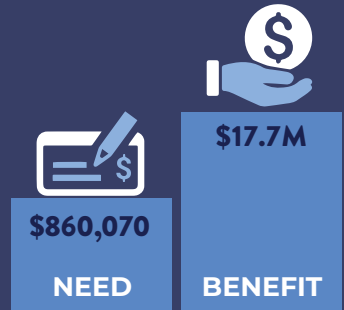**EACH UTAH AIRPORT HAS A UNIQUE STORY TO TELL...**

Logan-Cache Airport is home to the Utah State University pilot training program, with more than 300 students currently enrolled. The airport also helps support local businesses. Cache Valley Electric, an electric contractor with clients throughout Utah and the western United States, maintains a corporate flight department at the airport. Logan-Cache is also a stop on a cargo feeder route from Salmon, ID to Salt Lake City.

LTDOT
Keeping Utah Moving
AERONAUTICS

THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **$8.6 million** estimated to maintain/improve the airport over the next ten years
- **$860,070** average annual investment need
- **$17.7 million** in annual economic benefit

$17.7M

$860,070

NEED   BENEFIT

DID YOU KNOW LOGAN-CACHE AIRPORT CREATES...

64 ON-AIRPORT JOBS

22 JOBS THROUGH CAPITAL INVESTMENT

17 OFF-AIRPORT JOBS FROM VISITORS

ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR LOGAN-CACHE AIRPORT

	EMPLOYMENT			PAYROLL			SPENDING			ANNUAL ECONOMIC ACTIVITY		
	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL	DIRECT	INDIRECT/ INDUCED	TOTAL
Airport Management and Tenants	64	91	155	$1,803,700	$1,522,500	$3,326,200	$6,062,600	$3,740,500	$9,803,100	$7,866,300	$5,263,000	$13,129,300
Capital Investment	10	12	22	$360,300	$300,900	$661,200	$1,442,100	$1,351,700	$2,793,800	$1,802,400	$1,652,600	$3,455,000
General Aviation Visitor Spending	11	6	17	$290,200	$193,800	$484,000	$333,400	$316,000	$649,400	$623,600	$509,800	$1,133,400
Total Impacts	85	109	194	$2,454,200	$2,017,200	$4,471,400	$7,838,100	$5,408,200	$13,246,300	$10,292,300	$7,425,400	$17,717,700

Note: Impacts reported reflect pre-COVID airport activity

BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

AIRPORT $31,300 CONSTRUCTION $9,100 VISITOR INDUSTRY $3,900

$44,300 ANNUAL INCOME TAX

SALES TAX ON SPENDING BY...

AIRPORT $399,800 CONSTRUCTION $95,200 VISITORS $50,600 EMPLOYEES $49,400

$595,000 ANNUAL SALES TAX

$639,300 ANNUAL SALES AND INCOME TAX REVENUE

DID YOU KNOW...

70% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

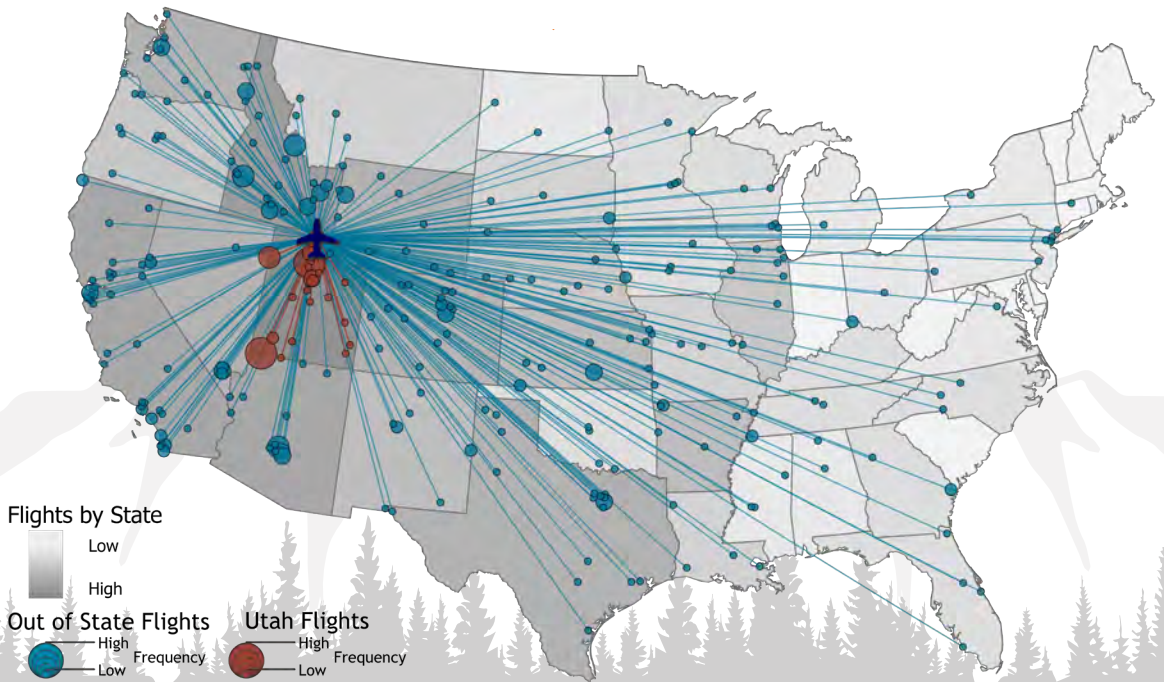**CONNECTIONS TO MORE THAN 230 UNIQUE DESTINATIONS IN 41 STATES AND 6 COUNTRIES**

LGU'S NATIONAL CONNECTIONS

The airport supports general aviation connectivity to numerous destinations throughout the United States, as well as international destinations in Canada and Mexico. This FAA flight data map displays a variety of 2018 destinations to and from the airport. The airport supports many area businesses, including Cache Valley Electric, MPI Group, Las Vegas Aviation, Poppy Holdings, and Transchill Inc., among others.

Flights by State — Low / High

Out of State Flights — High/Low Frequency

Utah Flights — High/Low Frequency

Data Source: FAA TFMS; CY 2018

AIRPORT SYSTEM ROLE

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics:** agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche:** air cargo, aerial firefighting, air ambulance, based aircraft

- **Modal Connectivity:** federal freight networks, critical freight routes, rail yards, etc
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

UT-I: COMMERCIAL SERVICE 8 AIRPORTS

UT-II: CORPORATE / TOURISM / FREIGHT *16 AIRPORTS*

UT-III: RECREATION AND COMMUNITY ACCESS 9 AIRPORTS

UT-IV: ESSENTIAL ACCESS 13 AIRPORTS

LOGAN-CACHE AIRPORT ROLE:
UT-II: CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	**Airport Compliance**
Instrument Approach	✔
Navigational and Visual Aids	✔
Weather Reporting	✔
Primary Runway Dimensions	✔
Taxiway Layout	✔
Primary Runway Pavement Condition	✔
Primary Runway Strength	✘
Airfield Lighting	✔
Airfield Security and Fencing	✔
Services	
Fixed Based Operator	✔
Fueling Services	✔
Aircraft Maintenance	✔
Ground Transportation	✔
Other Facilities	
Restrooms	✔
Hangar/Aircraft Storage	✘
Tie-downs	✔
Terminal and Administration Building	✔
Paved Automobile Parking	✘
Other	
Recent Master Plan/Airport Layout Plan	✘

✔ *Meets Recommendation*　　✘ *Improvement Recommended*
— *Not an Objective*

AIRPORT DEVELOPMENT NEEDS 2020-2030:

$8.6 MILLION*

Includes current capital improvement plan projects

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE
EXCLUDING SLC	11,567	$476.5 MILLION	$786.8 MILLION	$1.3 BILLION	$49.8 MILLION
INCLUDING SLC	135,974	$4.8 BILLION	$8.0 BILLION	$12.7 BILLION	$635.3 MILLION

ECONOMIC IMPACTS

15 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS UP TO **$1 MILLION**

12 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$1 MILLION** TO **$5 MILLION**

5 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$5 MILLION** to **$10 MILLION**

14 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF **$10 MILLION** OR MORE

ANNUAL VISITORS ARRIVING BY AIR

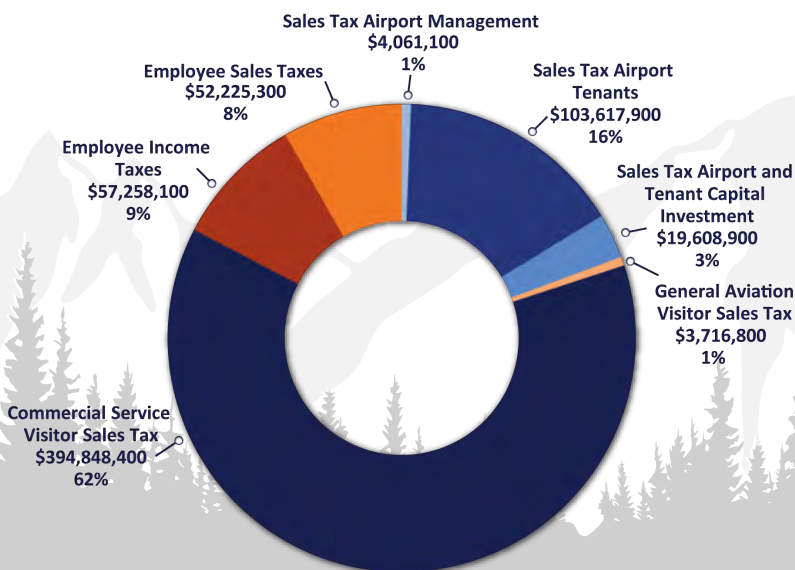**6.6 MILLION** COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000 GENERAL AVIATION VISITORS
137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY

Sales Tax Airport Management $4,061,100 1%
Employee Sales Taxes $52,225,300 8%
Employee Income Taxes $57,258,100 9%
Commercial Service Visitor Sales Tax $394,848,400 62%
Sales Tax Airport Tenants $103,617,900 16%
Sales Tax Airport and Tenant Capital Investment $19,608,900 3%
General Aviation Visitor Sales Tax $3,716,800 1%

$635.3 MILLION — **46 PUBLIC AIRPORTS** *Including SLC*

$49.8 MILLION — **45 PUBLIC AIRPORTS** *Excluding SLC*
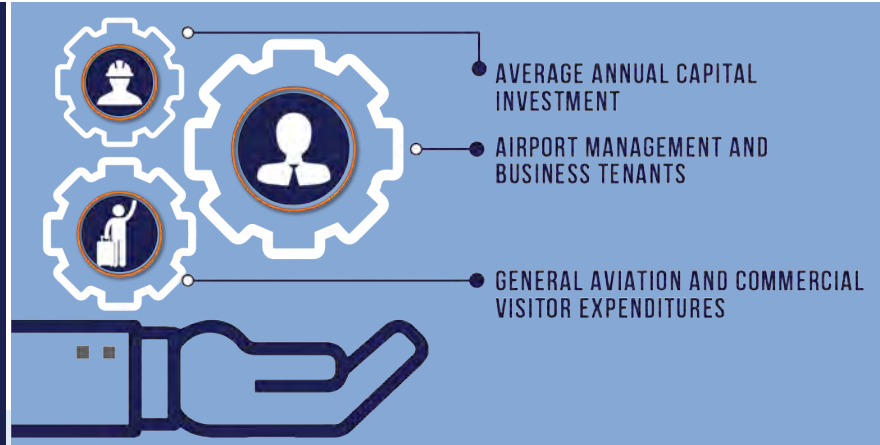
$639,300 — **Logan-Cache Airport**

METHODOLOGY FOLLOWS FAA GUIDANCE

HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?

Each airport was investigated to identify potential economic impacts from these activity categories:

- AVERAGE ANNUAL CAPITAL INVESTMENT
- AIRPORT MANAGEMENT AND BUSINESS TENANTS
- GENERAL AVIATION AND COMMERCIAL VISITOR EXPENDITURES

WHAT DO WE MEASURE?

For all categories, these measures were used to identify the airport's annual economic impact:

EMPLOYMENT   **ANNUAL PAYROLL**   **ANNUAL SPENDING**   **ANNUAL ECONOMIC ACTIVITY**

ANNUAL PAYROLL + ANNUAL SPENDING = ANNUAL ECONOMIC ACTIVITY

WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.

HOW DO WE GET TOTAL IMPACTS?

Economic impacts reflect not only direct impacts, but also indirect/ induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.

DIRECT IMPACTS
ANNUAL EMPLOYMENT
ANNUAL PAYROLL
ANNUAL SPENDING
ANNUAL ECONOMIC ACTIVITY

INDIRECT IMPACTS   **MULTIPLIER IMPACTS**   INDUCED IMPACTS   **TOTAL IMPACTS**

ATTACHMENT C

HJ NEWS

Airport board floats airport benefits

By Brock Marchant staff writer • Jul 8, 2022

The Logan-Cache Airport Authority Board discussed Cache County's results from a state-wide Utah Department of Transportation economic impact analysis on airports.

Jeannie Simmonds, a member of the board, reported on the results.

According to Simmonds, the study determined the Logan-Cache Airport creates 194 jobs. The annual payroll of the airport was recorded at $4.5 million, Simmonds said, and yearly spending was $13.2 million.

It was also determined the airport lands $639,300 in local and state tax revenue. Looking towards the future, Simmonds said the study estimates the Logan-Cache Airport faces an $8.6 million price in development over the next decade.

Based on the statistics Simmonds shared, the turbulence of the sky-high figure will subside next to the benefits of the investment.

"They figure it will cost $8.6 million to improve the airport, which translates into an $860,070 annual investment needed," Simmonds said. "But that will create $17.7 million in annual economic benefit to the entire valley."

Glancing towards the study's results, Simmonds said 70% of the flight plans out of the Logan-Cache airport end out of the state.

"We are one of the airports that is creating a higher economic impact than some of the other ones in the state," Simmonds said. "This airport has an increasingly valuable role."

Simmonds also explained the Logan-Cache Airport trains pilots, which allows cockpits to be filled by professional pilots in an economy that "desperately needs them," she said.

Explaining the benefits of the airport beyond the statistics, Simmonds mentioned how the Logan-Cache Airport regularly receives jets full of people who will potentially patronize the valley's businesses.

Simmonds went on to further discuss the value of investing in the airport, citing Provo's recent $45 million expenditure to further develop their municipal airport.

"I think we need to consider where this airport can go in the next 10 to 20 years," Simmonds said. "It's going to become an increasingly important economic driver for what goes on in the valley."

John Kerr, chair of the airport board, said the report had been made available on the [Logan-Cache Airport's website](#).

"We want to continue to promote the information that's provided in this report to make the entire county more familiar with what the airport actually accomplishes," Kerr said.

ATTACHMENT D

FAA Grant Proposal

Logan Cache Airport Authority

July 7th,, 2022

Utah Operating Locations/Number of Employees

3,000 Sq Ft
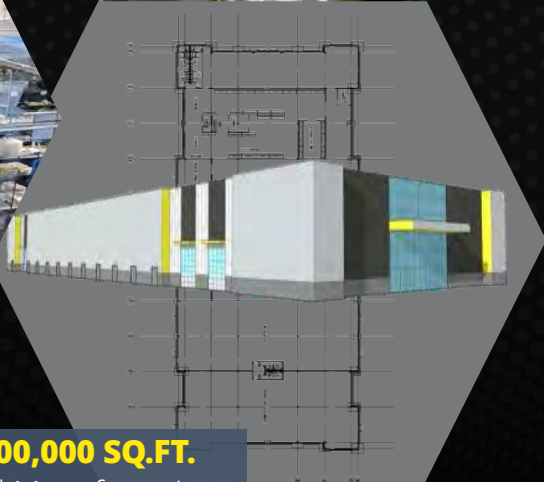Vehicle Integration Lab

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
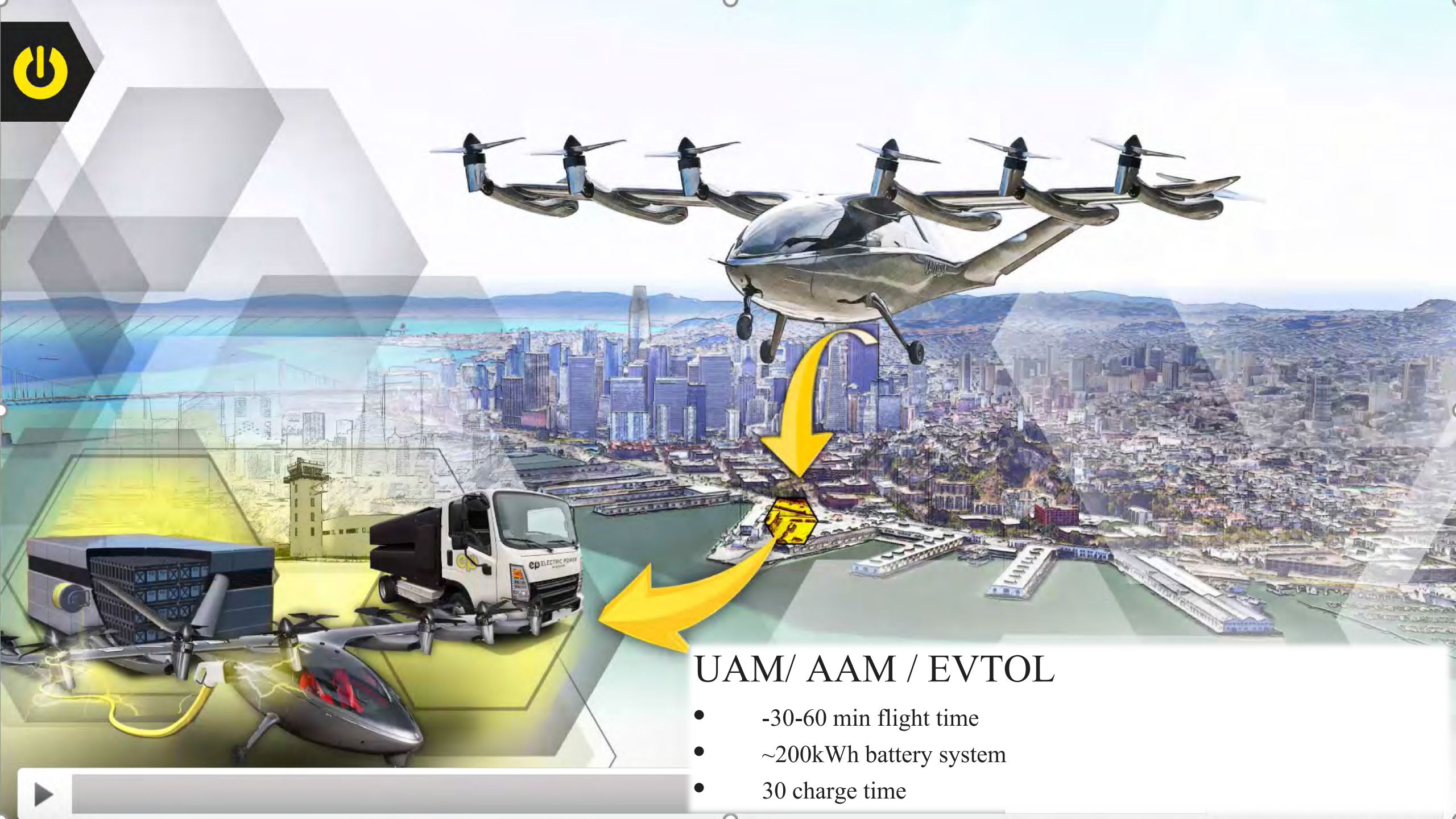- Future growth to approximately 500 employees in the next 3-5 years

Electric Programs Enabled by EPS

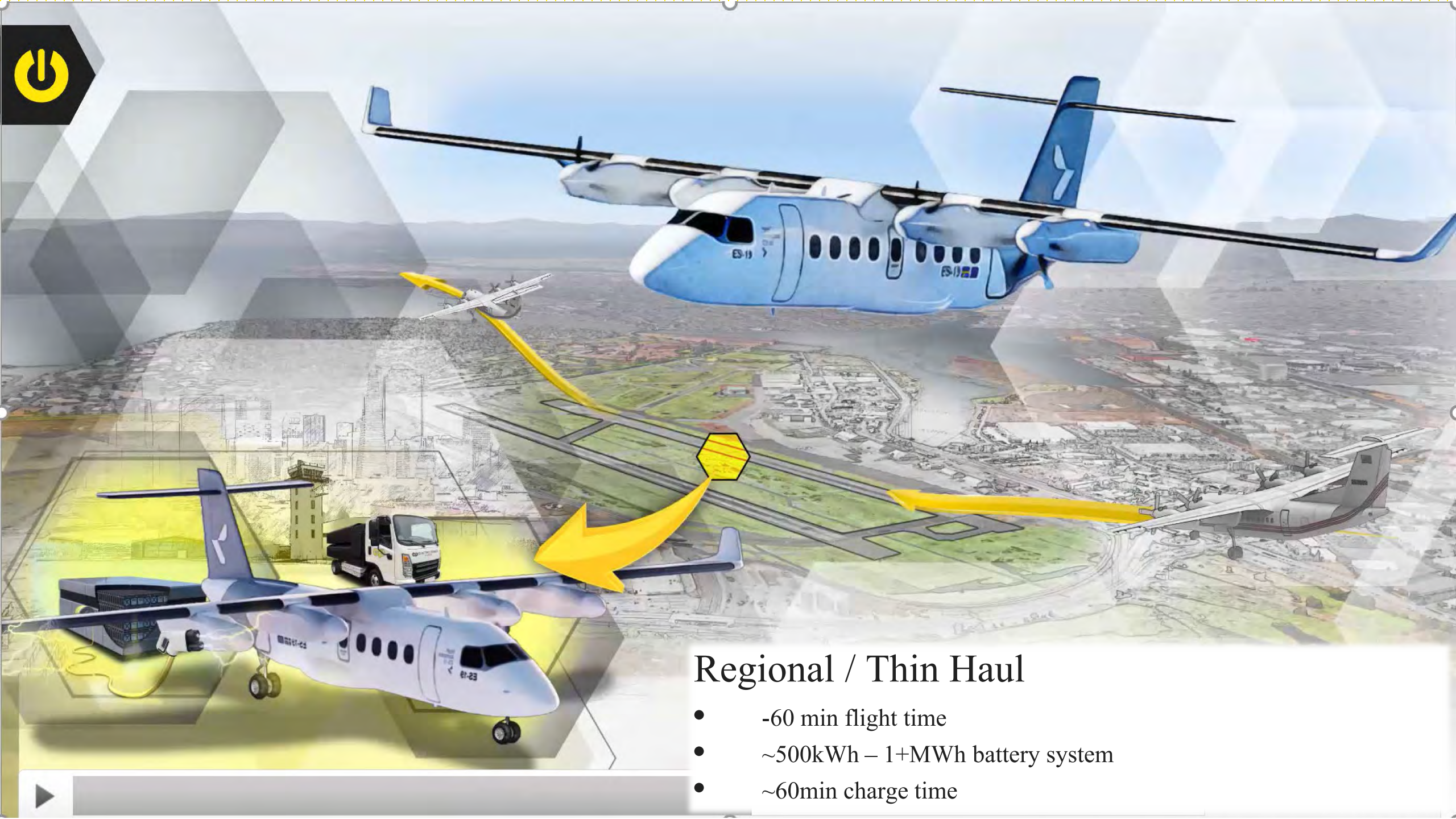# Single engine fixed wing trainer aircraft

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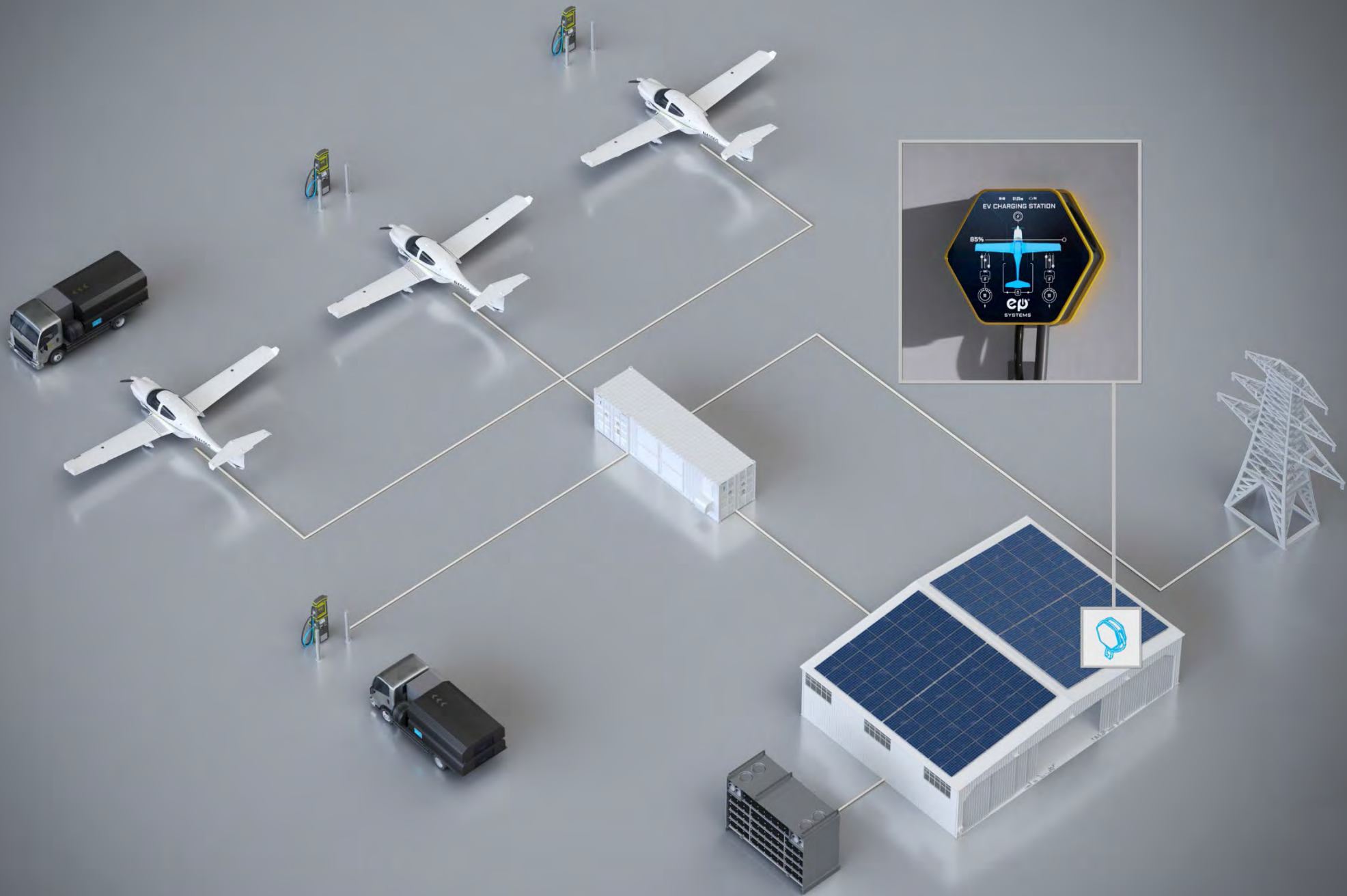- ~500kWh – 1+MWh battery system
- ~60min charge time

EPS Partners with Diamond Aircraft on eDA40

[Video](#)

[Press Release](#)

EV CHARGING STATION

85%

ep SYSTEMS

Aircraft   Air Traffic   Airports   Pilots & Airmen   Data

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 ⇨

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)**

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Requirements for eligible vehicles

Key considerations

- Zero Emission Vehicles (ZEV) must be owned or leased by the Logan Cache Airport authority and used on-airport for airport purposes
- Vehicles cannot be sold or leased during the useful life of the vehicle (10 yrs)
- Airport must be eligible to receive AIP grants

- EPS mobile microgrid is not currently commercially available
  - *A sponsor of a public-use airport may not use funds made available under the program to acquire a zero-emission vehicle unless that make, model, or type of vehicle has been tested by a Federal vehicle testing facility acceptable to the Secretary.*

Requirements for recharging station

Key considerations

- Number of charging stations limited to number of project vehicles

- Installation costs for charging stations are limited to the lowest-cost alternative for installation as demonstrated through a comparative value-engineering analysis

- Must charge a "reasonable fee" for use of the facility

Selection criteria

- Priority given to applicants who achieve the greatest air quality benefits per dollar of funding

  - Not sure if consideration will be given to facilitating electric flight

Grant

- 90% FAA
- 10% would need to find
  - Aeronautics division of UDOT

Application

Airport discusses proposed ZEV project with FAA

↓

Airport submits pre-application to FAA for review

↓

Airport submits full application to FAA for review

↓

FAA approves Airport ZEV Program funding request

An airport sponsor must prepare an Airport ZEV application in accordance with FAA's ZEV Program guidance, available at www.faa.gov/airports/environmental/zero_emissions_vehicles.

The FAA must approve all ZEV Program applications before the airport sponsor receives an AIP grant for a project.

The following outlines key steps in the process to implement an Airport ZEV Program project:

STEP 1— Early Coordination with FAA

Airport sponsors should discuss their proposed project with the FAA Office of Airports Regional Office (RO) or Airports District Office (ADO) prior to submitting a pre application or full application. This allows the airport and FAA to determine the scope of the project, discuss the review process, and review project eligibility prior to the airport sponsor's commitment of financial resources for application preparation.

Airports are encouraged to include proposed ZEV projects in their Capital Improvement Program (CIP) submittals to FAA.

STEP 2— Pre-Application

Airport sponsors submit a 2-3 page pre-application that describes the project proposal, emissions reduction benefits, and the funding request to FAA. After review, FAA will tell the airport sponsor if they should prepare a full application.

STEP 3 – Full ZEV Application

The airport must submit a complete ZEV application to the FAA RO or ADO. The FAA must concur with the project scope of the project, emissions reductions estimates, and methodology.

STEP 4 – Project Approval

FAA approval follows receipt of a complete application including bids, FAA concurrence with the project scope, and sponsor concurrence with grant assurances and program requirements.

APPLICATION TIMELINES

- Pre-Applications: Due November 1st of the Fiscal Year of funding.

- FAA Decision on Pre-Applications: Between late January and early March.

- Full Applications: Typically due between early-May and late-June.

- Grant issued: Before the end of the Federal Fiscal Year.

Contact your local Airports District Office (ADO) or Regional Office (RO) for specific deadlines during the Fiscal Year you plan to apply for an Airport ZEV grant.

For more information please contact:

Airport ZEV Program Manager

Federal Aviation Administration
Office of Airports
Airport Planning and Environmental Division (APP-400)
800 Independence Avenue, SW
Washington, D.C. 20591

Phone: (202) 267-3263

Airport ZEV Website:

Includes program guidance and forms, and information on previous projects:

http://www.faa.gov/airports/ environmental/zero_emissions_vehicles/

Federal Aviation Administration

- July – August
  - Logan-Cache airport authority board reach out to FAA and discuss proposal
- Sept – Oct
  - Refine 2-3 page application and submit to FAA
- Q1 2023
  - Full application submitted