

**LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING**  
**APRIL 6, 2023**  
**MINUTES**

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, April 6, 2023 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  
Brett Hugie – Vice Chair, Appointed by Logan City  
Mayor Holly Daines – Logan City  
Karl Ward – Cache County Council  
Jeannie F. Simmonds – Logan City Council  
Ryan Snow – Appointed by Cache County

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

David Zook – Cache County Executive

**Also in Attendance:**

Jason Ririe – Airport Manager  
Taylor Sorensen – Cache County Deputy Civil Attorney  
Judd Hill – Armstrong  
Kimberly Silvester – J-U-B Engineers  
Baron Wesemann – USU Aviation  
Brandon Parish – USU Aviation  
Andrew Kluck – USU Aviation  
David Koch – EPS  
David Christensen – EPS  
Kevin Allen – Inspire Aviation  
Whitney Boudrero – Inspire Aviation  
Ken Campbell – Vernal Regional Airport  
Stewart Hunsaker  
Janeen Allen – Minutes

**1. CALL TO ORDER**

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

## 2. ACTION ITEMS

### a. APPROVAL OF MINUTES – MARCH 2, 2023

**ACTION: Motion was made by Karl Ward and seconded by Ryan Snow to approve the minutes of March 2, 2023 as written. The vote in favor was unanimous, 6-0 (David Zook absent for vote)**

## 3. DISCUSSION ITEMS

### a. BILL FRANCIS RECOGNITION

Chairman Kerr read a tribute to Bill Francis. It is included with these minutes as **Attachment A**. Seneca Francis accepted the award in behalf of her father.

### b. MANAGER'S REPORT – JASON RIRIE

Jason Ririe presented the Manager's Report. It is included with these minutes as **Attachment B**.

Ririe reported that he has been very busy with all of the snow this winter. The crosswind runway (10-28 and Taxiway Charlie), which usually opens March 31<sup>st</sup> every year, is still closed until further notice due to the excessive amount of snow.

Ryan Snow asked if the airport needs to do something in order to become certified in the FAA Safety Management System. Ririe said it will be required to report how the airport will respond to emergency situations. Ririe will write the report to be part of the Airport Certification Manual.

There needs to be work done before next winter to replace people who have been working with snow removal and also very aged equipment.

Snow addressed the aged equipment as a massive liability that must be rectified. Everything but the leased equipment is older than 30 years.

Mayor Daines said maybe now is a good time to contract with entities to do the snow removal.

Kerr suggested workshopping the issue and coming to the Authority Board with recommendations.

Ririe will continue to work on a plan for upgrading and updating the equipment.

There is a waiting list for the remaining hangar spaces available but no one has been willing to put down the \$500 deposit. Mayor Daines asked that we check the minutes regarding the waiting list to see if someone drops out, they need to pay \$500 again to be put back on the list.

There is a request from Trent Robertson for hangar space A-32 to build a 60' x 60' Hangar. He has put down the \$500 deposit.

**ACTION: Motion was made by Karl Ward and seconded by Jeannie Simmonds to approve Trent Robertson's request for a hangar on space A-32. The vote in favor was unanimous, 6-0 (David Zook absent for vote)**

**c. WWII TOWER PRESERVATION UPDATE**

Stewart Hunsaker addressed the Board saying there were a few errors in his first presentation a month ago. He assumed that Utah has a curated historic preservation program for buildings in the state. However, that has not been the case for about 40 years. Therefore, the National Register is the only remaining option. Hunsaker will have to go through a specific protocol in order to get on the national list.

Utah does have a State Historic Preservation Office (SHPO) and Hunsaker contacted Cory Jensen who is a compliance officer in that office. Jensen sent Hunsaker a list of people who can submit application to the National Registry. Ron Sladek may be the person who can help get the tower on the National Registry because he has been successful with other applications including airport buildings. He is preparing a request currently. Another person on the list from a regional company called Paleo West is also working to prepare an application to go to the registry. Hunsaker will provide the reports to the Authority Board when they are ready. He still believes strongly that having the tower listed as a landmark on the National registry is the best way to go.

Hunsaker also had some structural experts inspect the tower. They concluded that the bulk of the building is actually in remarkably good shape for its age.

Bill Francis submitted paperwork to the Historical Preservation office twenty years ago. It was considered eligible to be on the list then, and Hunsaker maintains that it is still eligible.

Kerr noted that the university has abandoned all interest in the tower.

Hugie asked about immediate concerns regarding the building.

Ririe said the broken glass needs to be cleaned up and maybe boarded up.

It has been re-keyed. USU is disconnecting the power to the building but it affects a nearby gate. There are concerns about getting power to the gate once the power is shut off from the building.

Hugie said he will meet with Ririe to look at solutions for the power concern.

Kerr said they have consulted with two contractors who are unwilling to clean the glass and board the windows. Ririe is still working towards getting a contractor who will agree to do it.

d. **TAXI LANE INDIA DEVELOPMENT CONTRACT – TAYLOR SORENSEN**

Sorensen addressed the Board saying there have been negotiations between the Airport Authority and a private investor for a development agreement of Taxi Lane India. He has been working with Kevin Allen and Logan City attorneys to draw up this agreement.

According to Section Six of the 1992 interlocal agreement that created the Airport Authority, no bond may be placed on the real property without prior consent of the Logan City Council and Cache County Council. In addition, every major construction project must be approved by both councils.

Mayor Daines recommended withdrawing the proposal because of numerous problems with the contract. She suggested tabling the India development contract until there is more information available.

Kevin Allen addressed the Board about developing the Taxi Lane without bonding. Allen said this is how it all started to try and make it happen. The current agreement is really meant to be a starting point. The private sponsor is willing to work with the Authority Board to make this come about. It is meant to help solve the problem.

Hugie said he understands this to be a way of jump starting the project by procuring up front funds to get it started.

Sorensen said the Board will be in control of the project as stated in the first clause. He continued to explain how the development contract will benefit the airport.

Allen said the agreement is a starting point and he suggested working through the details and come back with another contract proposal for the Airport Authority to consider.

e. **MASTER PLAN UPDATE – JUDD HILL**

Judd Hill addressed how funding comes into the airport. The powerpoint slides are included in these minutes as **Attachment C**.

Kerr explained that the Authority submits proposals for construction projects including contractor bids to be considered for grants. It is not paid until after the project is completed. Larger projects have drawdowns in the process. The CIP lists how the airport is eligible for funds.

Hugie said his understanding is that the next development will be Taxi Lane India. Cache Valley Electric's hangar was built in anticipation of the India development. However, he is uncomfortable with the current contract in question. He would like the

airport to be in control of the project from start to finish. Other work needs to be done to work out with the private fund sponsor.

**9:42 am – Mayor Holly Daines left the meeting**

There was some discussion regarding a fixed number of building spaces for hangars.

f. **EXPLANATION OF ENTITLEMENT BORROWING**

This agenda item was not addressed.

g. **EV GRANT UPDATE**

David Koch gave an updated report of the EV Grant. His powerpoint slides are included in these minutes as **Attachment D**.

The grant was rewritten to get a truck and DC Charger for the EV truck. The grant proposal made it through the first round. Total project cost is \$231K and includes an upgrade to the electrical infrastructure on the airport with a new transformer and switching gear along with trenching for the installation of the fast charger on the ramp of the airport and other improvements.

Electric Power Systems will work with Armstrong to submit a revised proposal for the final round of grant approval.

h. **REQUEST FOR 2023 RUNWAY RUN**

Andrew Kluck, president of USU's aviation fraternity, Alpha Eta Rho chapter, addressed the board requesting a Memorial 5K Race on Runway 10-28 and Taxiway Charlie in order to raise around \$2,000 for a scholarship fund.

They are looking at October 14<sup>th</sup> but are flexible with dates and will work with the Airport Manager on closing the runway and notifications.

Baron Wesemann also addressed the Authority with more details. A map of the race route is included in these minutes as **Attachment E**.

**ACTION: Motion was made by Jeannie Simmonds and seconded by Ryan Snow to approve the request for a Memorial Race. The vote in favor was unanimous, 5-0 (David Zook and Mayor Holly Daines absent for vote)**

i. **COMMITTEE REPORTS:**

**Audit & Finance – David Zook**

No report

**Operations Committee – Kim Hall**

No report

**Capital Improvements**

No report

**Economic Development / Public Relations**

No report

**4. NEXT SCHEDULED BOARD MEETING**

Thursday, April 4, 2023 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

**5. ADJOURNMENT**

The meeting adjourned at 10:26 a.m.

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
APRIL 6, 2023

# ATTACHMENT A

## **BILL FRANCIS AVIATION CHAMPION**

Bill Francis loved aviation since becoming aware of airplanes flying over Brigham City, Utah.

As a young teen, he would walk to the airport and help wash planes in exchange for a ride with the local pilots.

He earned his private pilot license while still in high school and trained with legendary pilot, John Weir.

Bill was awarded the “Wright Brothers Master Pilot Award” in 2019 for being an active pilot for more than 50 years.

### **INVOLVEMENT WITH AVIATION IN CACHE VALLEY**

In 1991, an interlocal agreement was set up which put control of the Logan-Cache Airport under an Airport Authority Board made up of 7 community members, 3 appointed by Logan City, 3 appointed by Cache County, and 1 at-large member appointed by the Board. Bill was the first at-large appointed member. He served for 14 years (1992-2006) before being released for 5 years. He was then re-appointed in October 2012 and served until his retirement in October 2022.

Bill acted as interim airport manager intermittently until an airport manager was hired in the early 2000s. He completed a variety of tasks ranging from repairing taxiway lighting, plowing snow, hauling discarded tires and trash from the airport, mowing grass, and building an airport community.

The Airport Authority Board was lucky to have Sarah Ann Skanchy as another original member. She was a lawyer who worked tirelessly to help Cache County in general and the airport in particular, as they experienced growing pains. She and Bill made a great team. She handled the official airport business (politics) and Bill did the hands-on work needed to keep the airport functioning. They worked together on the Board from 1992 to 2007.

Bill was a very vocal proponent of the need to lengthen Runway 17-35 for the safety of the flying public in Cache Valley. During the late 1990s, the Airport Authority Board worked to acquire the land and right-of-ways needed to make the goal possible. This was not always a popular stance with the community members but was finally realized in 2000. Runway 17-35 was extended in 2001 to its current length. Improvements to lighting and infrastructure, as well as a wildlife fence around the entire airport were part of this project.

Bill had a talent for working with the FAA and Utah State Division of Aeronautics to get things accomplished. He worked closely with Craig Sparks, Barbara Johnson, and Cynthia Romero on the runway extension. Then, after repeated denials from the FAA for an Instrument Landing System, he was able to work with Debra Lawrence in Washington, DC to bring a multifaceted ILS to the Logan-Cache Airport in 2004. This equipment is available to all pilots to improve safety when operations have to be accomplished in poor weather conditions.

Bill’s love of aviation was demonstrated as he worked to improve the Logan-Cache Airport. He wanted the airport to be available to pilots, students, visitors, and anyone else who had an interest in aviation. Above all, he wanted it to be a safe, inviting place for everyone.



LOGAN – CACHE AIRPORT AUTHORITY BOARD  
APRIL 6, 2023

# ATTACHMENT B



## **April 2023 Manager's Report**

### **Safety Management System (SMS)**

The FAA is begun implementing a Safety Management System that will be included in our Airport Certification Manual (ACM) if we meet the requirements.

### **Mechanic update**

Transport diesel has been working with us.

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
APRIL 6, 2023

# ATTACHMENT C



Implementation and Use of

# FAA STATE FUNDING

[www.armstrongconsultants.com](http://www.armstrongconsultants.com)



# Federal Aviation Administration

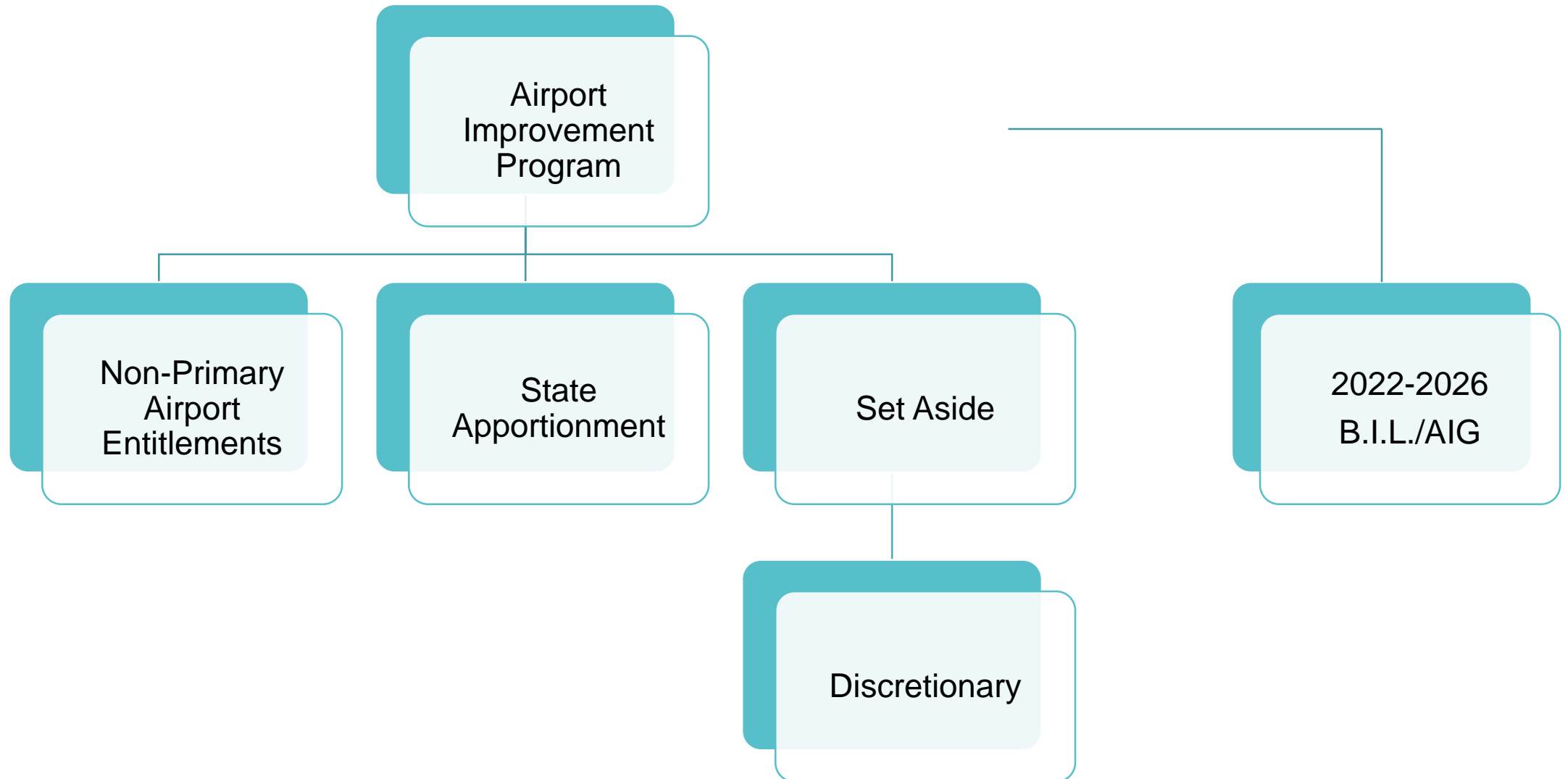
Providing the Safest, Most Efficient Aerospace System in the World

## FAA Regional Airport Offices



*Who is the FAA  
Airports Division?*

# FAA AIP Types of Grant Funding



# Airports in the United States – FAA NPIAS System

The NPIAS Classification System Impacts  our Funding Level




Commercial Service

Large  
Medium  
Small  
Non-hub




 General Aviation

National  
 **Regional**  
Local  
Basic  
Unclassified



Cargo

100 Million tons per year  
Albuquerque International  
Sunport Airport  
Fort Worth Alliance - T



Military

 Joint use and Shared Use



# Airport Capital Project Funding Sources



## FAA Grant Funding – 90.63%

- Early entitlements of \$150,000
- 2022-2026 BIL/AIP Funding: \$295,000
- Discretionary funding
- Grant Assurances



## UDOT – 4.685%

- Match to FAA AIP funds



## Local Funding – 4.685%

- Match to unlock FAA AIP funds
- Airport funds/revenue
- General fund



**Total Project Funding**





## UDOT Aviation Division

- Typically Provide Match Funding to FAA projects
- Also Fund Stand Alone Projects (ex. Pavement maintenance, Runway 10/28 rehabilitation)
  - Funding matches (percentage) range from 50/50 to 90/10
- Aircraft Registration



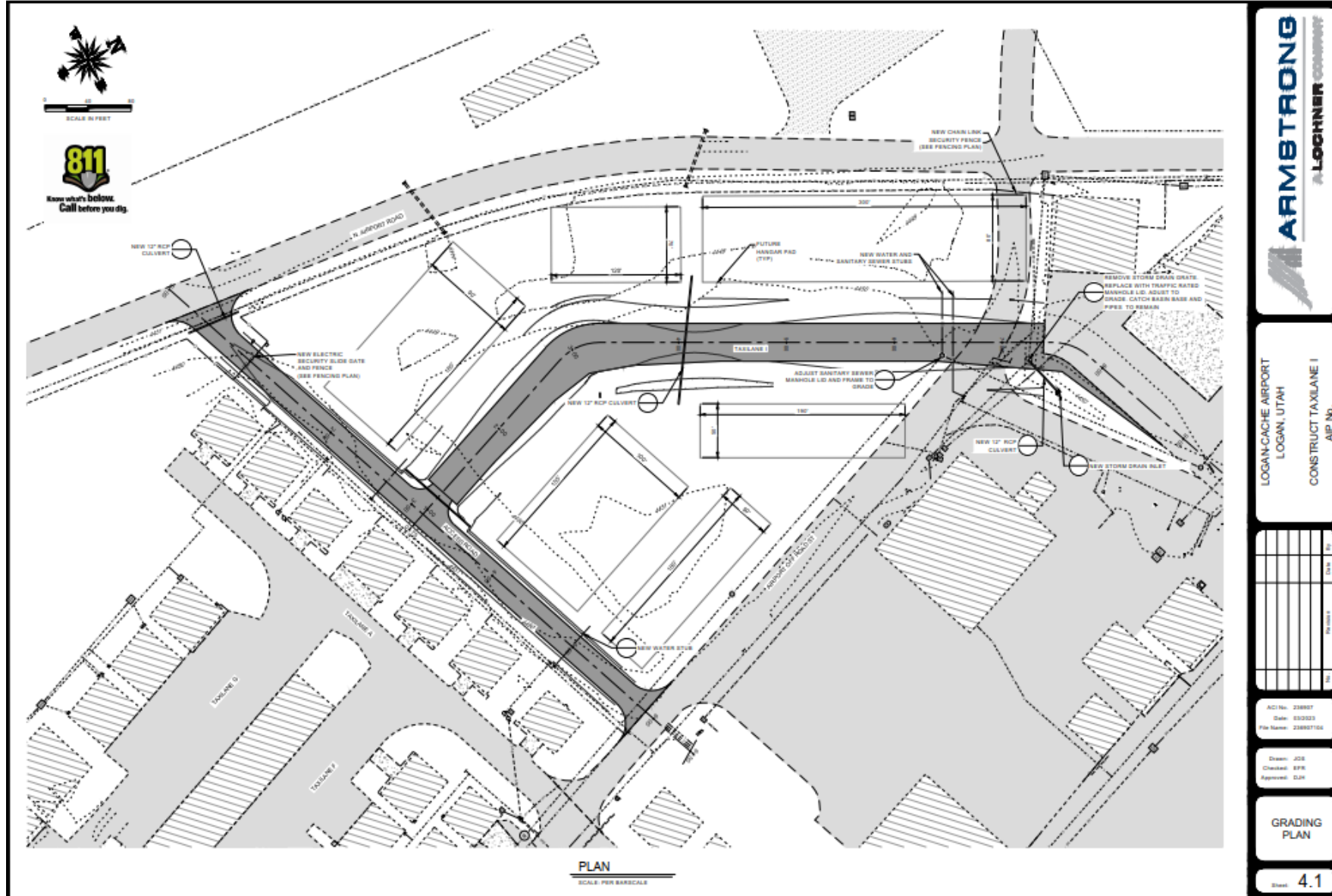
# 5 Year Capital Improvement Plan (CIP)

## Logan-Cache (LGU)

Project Description & Cost Estimate											
Scheduled/ Requested Federal Fiscal Year	Project Description	Project Identification in ALP/MP	Comments	Sponsor Priority Number	Estimated Total Cost of Project	Cost Allocation \$					
						Federal Entitlement	Federal BIL	Federal State Apportionment	Federal Discretionary	State Participation	Sponsor Participation
<b>Federally Funded Projects</b>						90.63%				4.685%	4.685%
2022	AMP				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022	BIL - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2023	Ent. - Repay 2022 AMP project				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2023	BIL - Replace Directional Signs (Bank \$135k)				\$ 176,542	\$ -	\$ 160,000	\$ -	\$ -	\$ 8,271	\$ 8,271
2024	Ent. - Repay 2022 AMP project (\$116,661); Bank \$33,339				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2024	BIL - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2024	Self-service Fuel with Bulk Storage				\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ 150,000
2025	Acquire SRE (2024 & 2025 Entitlement)				\$ 201,920	\$ 183,000	\$ -	\$ -	\$ -	\$ 9,460	\$ 9,460
2025	TW India				\$ 1,125,455	\$ -	\$ 1,020,000	\$ -	\$ -	\$ 52,728	\$ 52,728
2026	SRE Building				\$ 656,516	\$ 300,000	\$ 295,000	\$ -	\$ -	\$ 30,758	\$ 30,758
2027	Ent. - Repay 2026 SRE Building				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2028	Ent. - Bank				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2029	TWY Bravo Reconstruction (Design)				\$ 331,016	\$ 300,000	\$ -	\$ -	\$ -	\$ 15,508	\$ 15,508
2030	TWY Bravo Reconstruction (Construction)				\$ 5,000,000	\$ 300,000	\$ -	\$ -	\$ 4,231,500	\$ 234,250	\$ 234,250
2031	Ent. - Repay TWY				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Participation Totals</b>					\$ 8,241,449	\$ 1,083,000	\$ 1,475,000	\$ -	\$ 4,231,500	\$ 950,974	\$ 500,974
<b>State Funded Projects</b>											
										90.00%	10.00%
					\$ -					\$ -	\$ -
2025	Pavement Preservation				\$ 222,222					\$ 200,000	\$ 22,222
2029	Pavement Preservation				\$ 222,222					\$ 200,000	\$ 22,222
Future	State - TW Charlie				\$ -					\$ -	\$ -
					\$ -					\$ -	\$ -
					\$ -					\$ -	\$ -
<b>Participation Totals</b>					\$ 444,444					\$ 400,000	\$ 44,444

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.

# Taxiway India (Utilize BIL funding – Payback in Future)



**ARMSTRONG**  
A LOCHNER COMPANY

LOGAN-CACHE AIRPORT  
LOGAN, UTAH  
CONSTRUCT TAXIWAY I  
AIP No.

NO.	DATE	BY

ACI No. 238857  
Date: 03/2023  
File Name: 238857104

Drawn: JCS  
Checked: EFB  
Approved: DJH

GRADING  
PLAN

Sheet 4.1

One Hundred Seventeenth Congress  
of the  
United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Sunday,  
the third day of January, two thousand and twenty-one*

An Act

To authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes.

*Be it enacted by the Senate and House of Representatives of  
the United States of America in Congress assembled,*

**SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

(a) SHORT TITLE.—This Act may be cited as the “Infrastructure Investment and Jobs Act”.

(b) TABLE OF CONTENTS.—The table of contents for this Act



**AIRPORT** INFRASTRUCTURE GRANTS

(INCLUDING TRANSFER OF FUNDS)

For an additional amount for “**Airport** Infrastructure Grants”, \$15,000,000,000, to remain available until September 30, 2030: *Provided*, That \$3,000,000,000, to remain available until September 30, 2026, shall be made available for fiscal year 2022, \$3,000,000,000, to remain available until September 30, 2027, shall be made available for fiscal year 2023, \$3,000,000,000, to remain available until September 30, 2028, shall be made available for fiscal year 2024, \$3,000,000,000, to remain available until September 30, 2029, shall be made available for fiscal year 2025, and \$3,000,000,000, to remain available until September 30, 2030, shall be made available for fiscal year 2026: *Provided further*,

(2) Not more than \$500,000,000 shall be for general aviation and commercial service airports that are not primary airports as defined in paragraphs (7), (8), and (16) of section 47102 of title 49, United States Code: *Provided*, That the Secretary of Transportation shall apportion the remaining funds 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: *Provided further*, That any remaining funds under this paragraph in this Act shall be distributed as described in paragraph (3) in this proviso under this heading in this Act; and

(3) \$20,000,000 for the Secretary of Transportation to make

February 26, 2019

Order 5100.38D, Change 1

## **Chapter 1. What do I need to know about this order?**

### **1-1. This Order Is Called the *Handbook*.**

Throughout this document, we refer to this order (FAA Order 5300-38D, Change 1, Airport Improvement Program Handbook) as the *Handbook*.

### **1-2. Purpose of the Handbook.**

This Handbook provides guidance and sets forth policies and procedures for the Airport Improvement Program (AIP).

**Table 3-1 The 16 General Requirements for Project Funding**

The general requirements are...	As found in...
a. Is the project eligible?	Section 2
b. Is the project justified?	Section 3
c. Is the project on airport property (with good title)?	Section 4
d. Is the project on the FAA approved airport layout plan?	Section 5
e. Has the sponsor satisfied the intergovernmental review and airport user consultation requirements?	Section 6
f. Has the FAA completed an environmental finding for the project?	Section 7
g. Will the project result in a usable unit of work?	Section 8
h. Will the project be planned, designed, and/or constructed to FAA standards?	Section 9
i. Has the project been procured correctly?	Section 10
j. Are the project costs allowable?	Section 11
k. Are the project costs necessary to accomplish the project (Allowable Rule #1)?	Section 12
l. Were the project costs incurred after the grant was executed (Allowable Rule #2)?	Section 13
m. Are the project costs reasonable (Allowable Rule #3)?	Section 14
n. Is this the only Federal grant containing these project costs (Allowable Rule #4)?	Section 15
o. Are the project costs within the allowable Federal share (Allowable Rule #5)?	Section 16
p. Can the project be completed without unreasonable delay?	Section 17

## **Appendix H. Taxiway Projects**

**e. Taxilanes.** Taxilanes are used for access between taxiways and aircraft parking positions or buildings/hangars. They are outside the aircraft movement area controlled by the tower (if a towered airport). Public use taxilanes which serve multiple buildings are eligible using the same funding rules that apply to taxiways. A taxiway or taxilane that exclusively serves a hangar or building is considered part of the hangar or building (and the associated hangar or building eligibility and funding rules apply).



## Section 3. Project Justified.

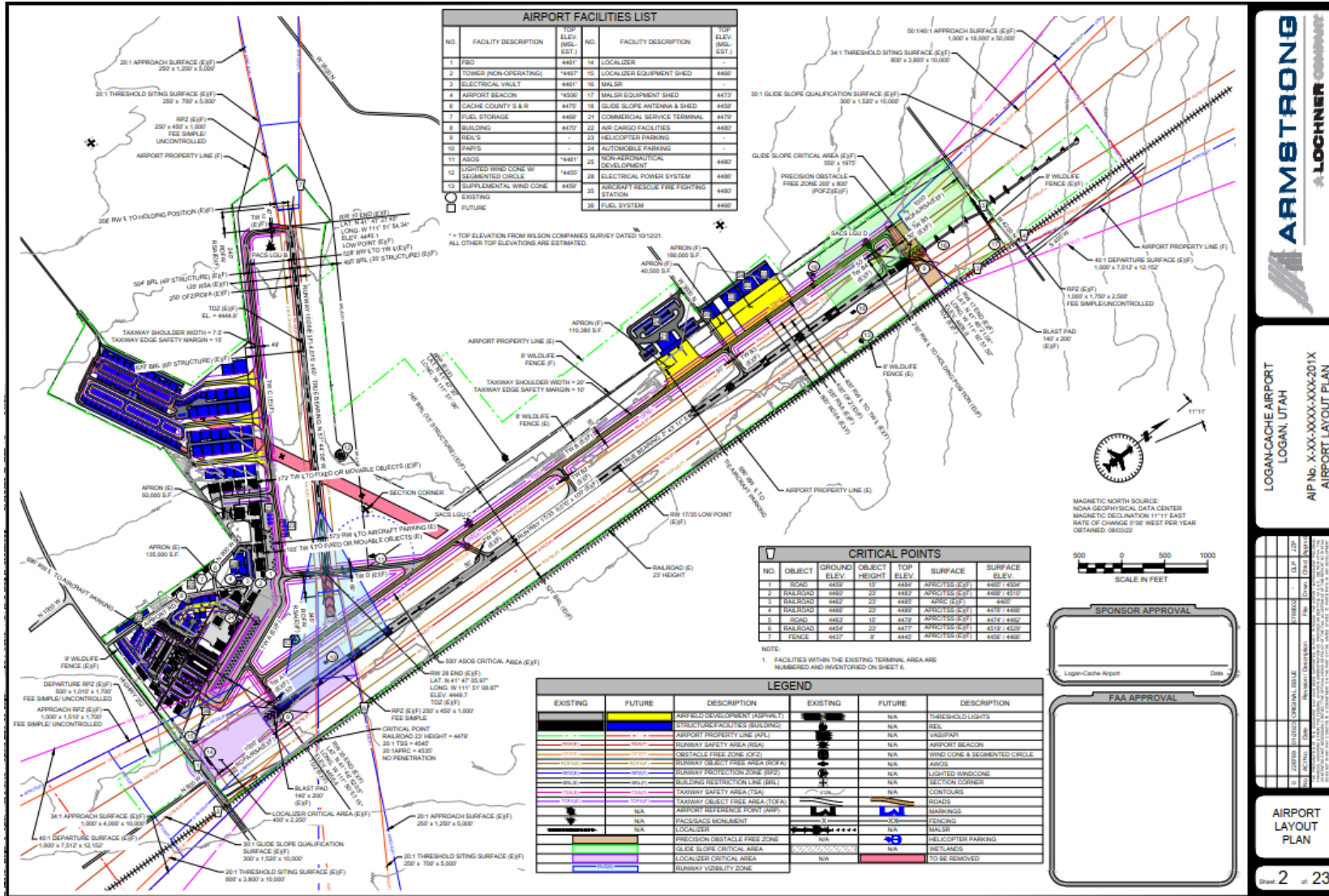
### 3-8. Three Basic Tests for Project Justification.

The ADO must apply the three basic tests in Table 3-4 to determine if a project is justified. The ADO must not fund projects or project elements that are not justified based on the following three tests. Table 3-5 contains examples where one or more of the following tests are not met.

**Table 3-4 Three Basic Tests to Determine if a Project is Justified**

The three basic tests to determine if a project is justified are...
<p>a. <b>The Project Advances an AIP Policy.</b> The ADO must verify that the project advances at least one of the AIP policies contained in 49 USC § 47101. The basic goals and objectives in these policies include airport safety, airport security, airport capacity, meeting an FAA standard, preserving airport infrastructure through reconstruction or rehabilitation, protecting and enhancing the environment, minimizing aircraft noise impacts, and airport planning. AIP funds must not be used for a project that does not specifically advance one of the AIP policies.</p>
<p>b. <b>There is an Actual Need.</b> Per FAA policy, the ADO must determine if there is an actual need for the project at the airport within the next five years (per the definition near-term development per the current version of Advisory Circular 150/5070-6, Airport Master Plans). This includes all subcomponents of the project.</p>
<p>c. <b>The Project Scope is Appropriate.</b> The ADO must determine that only the elements that are required to obtain the full benefit of the project are included in the project scope. Any elements that do not meet these criteria must stand on their own separate merit and justification. The current version of FAA Order 5100.39, Airports Capital Improvement Plan, discusses this concept in further detail in the discussions on overall development objective.</p>

# Airport Layout Plan (ALP)



**ARMSTRONG**  
A LOCHNER COMPANY

LOGAN-CACHE AIRPORT  
LOGAN, UTAH  
AIP No. X-XX-XXXX-XXX-201X  
AIRPORT LAYOUT PLAN

**CRITICAL POINTS**

NO.	OBJECT	GROUND ELEV.	OBJECT HEIGHT	TOP ELEV.	SURFACE ELEV.
1	SCOD	4459	19	4480	APPROX 4504
2	RAILROAD	4460	23	4483	APPROX 4510
3	RAILROAD	4462	23	4485	APPROX 4510
4	RAILROAD	4460	22	4482	APPROX 4508
5	SCOD	4464	15	4479	APPROX 4482
6	RAILROAD	4454	22	4477	APPROX 4502
7	FENCE	4437	0	4437	APPROX 4437

**LEGEND**

EXISTING	FUTURE	DESCRIPTION	EXISTING	FUTURE	DESCRIPTION
[Symbol]	[Symbol]	AIRFIELD DEVELOPMENT (ASPHALT)	[Symbol]	NA	THRESHOLD LIGHTS
[Symbol]	[Symbol]	STRUCTURE/FACILITIES BUILDING	[Symbol]	NA	DELS
[Symbol]	[Symbol]	AIRPORT PROPERTY LINE (APL)	[Symbol]	NA	WINDSHIELD
[Symbol]	[Symbol]	RUNWAY SAFETY AREA (RSA)	[Symbol]	NA	AIRPORT BEACON
[Symbol]	[Symbol]	OBSTACLE FREE ZONE (OFZ)	[Symbol]	NA	WIND CONE & SEGMENTED CIRCLE
[Symbol]	[Symbol]	RUNWAY OBJECT FREE AREA (ROFA)	[Symbol]	NA	ASOS
[Symbol]	[Symbol]	RUNWAY PROTECTION ZONE (RPZ)	[Symbol]	NA	LIGHTED WINDCONE
[Symbol]	[Symbol]	BUILDING RESTRICTION LINE (BRL)	[Symbol]	NA	SECTION CORNER
[Symbol]	[Symbol]	TAXIWAY SAFETY AREA (TSA)	[Symbol]	NA	CENTOLDS
[Symbol]	[Symbol]	TAXIWAY OBJECT FREE AREA (TOFA)	[Symbol]	NA	DELS
[Symbol]	[Symbol]	AIRPORT REFERENCE POINT (ARP)	[Symbol]	[Symbol]	MARKINGS
[Symbol]	[Symbol]	PAGSAGAS MONUMENT	[Symbol]	[Symbol]	FENCING
[Symbol]	[Symbol]	LOCALIZER	[Symbol]	[Symbol]	MALSR
[Symbol]	[Symbol]	PRECISION OBSTACLE FREE ZONE	[Symbol]	[Symbol]	HELICOPTER PARKING
[Symbol]	[Symbol]	GLIDE SLOPE CRITICAL AREA	[Symbol]	[Symbol]	WETLANDS
[Symbol]	[Symbol]	LOCALIZER CRITICAL AREA	[Symbol]	[Symbol]	TO BE REMOVED
[Symbol]	[Symbol]	RUNWAY VISIBILITY ZONE	[Symbol]	[Symbol]	

**SPONSOR APPROVAL**

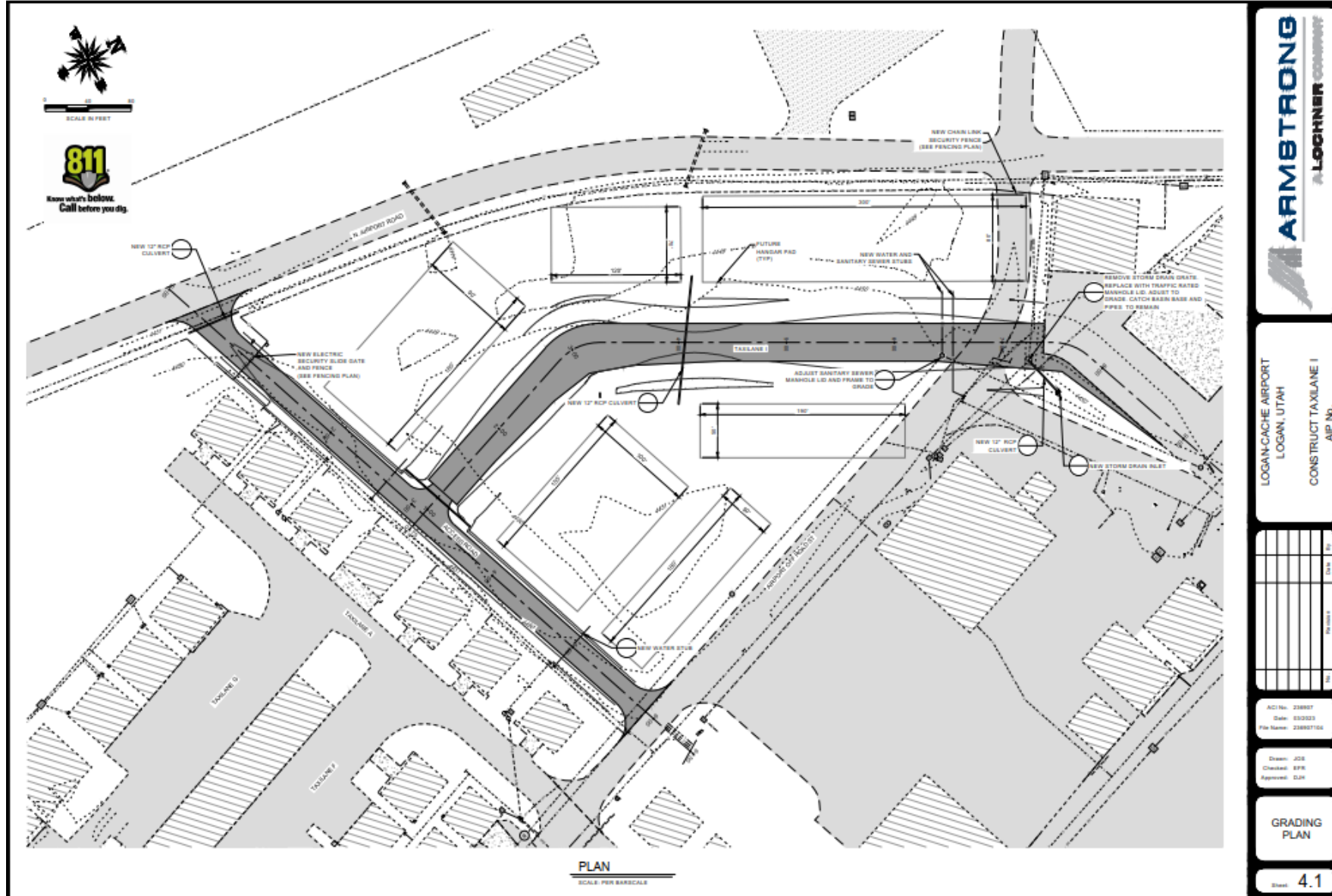
Logan-Cache Airport Date: \_\_\_\_\_

**FAA APPROVAL**

**AIRPORT LAYOUT PLAN**

Sheet 2 of 23

# Taxiway India (Utilize BIL funding – Payback in Future)





RE: [EXTERNAL] RE: LGU, Logan, UT\_ Construct Taxiway India\_ Task Order for Review



Michener, John (FAA) <John.Michener@faa.gov>

To Eric Rivera

Cc Ide Craig (cide@utah.gov); Judd Hill; Justin Pietz; Chris Nocks; David Hartmann; JOHN A KERR;  
 Scott Romney; Jason Ririe

[Bing Maps](#)

Eric,

Thank you for the explanation. It makes sense to me and I am comfortable with you all moving forward with the SOW as is.

Thanks again,

**John E. Michener**

Civil Engineer

FAA, Denver Airports District Office

26805 E. 68th Ave., Suite 224

Denver, CO 80249

(303) 342-1266





## **Federal Aviation Administration**

### **Bipartisan Infrastructure Law Frequently Asked Questions**

**Q-U33: Can an Airport borrow AIG Allocated funds from a future year?**

13

---

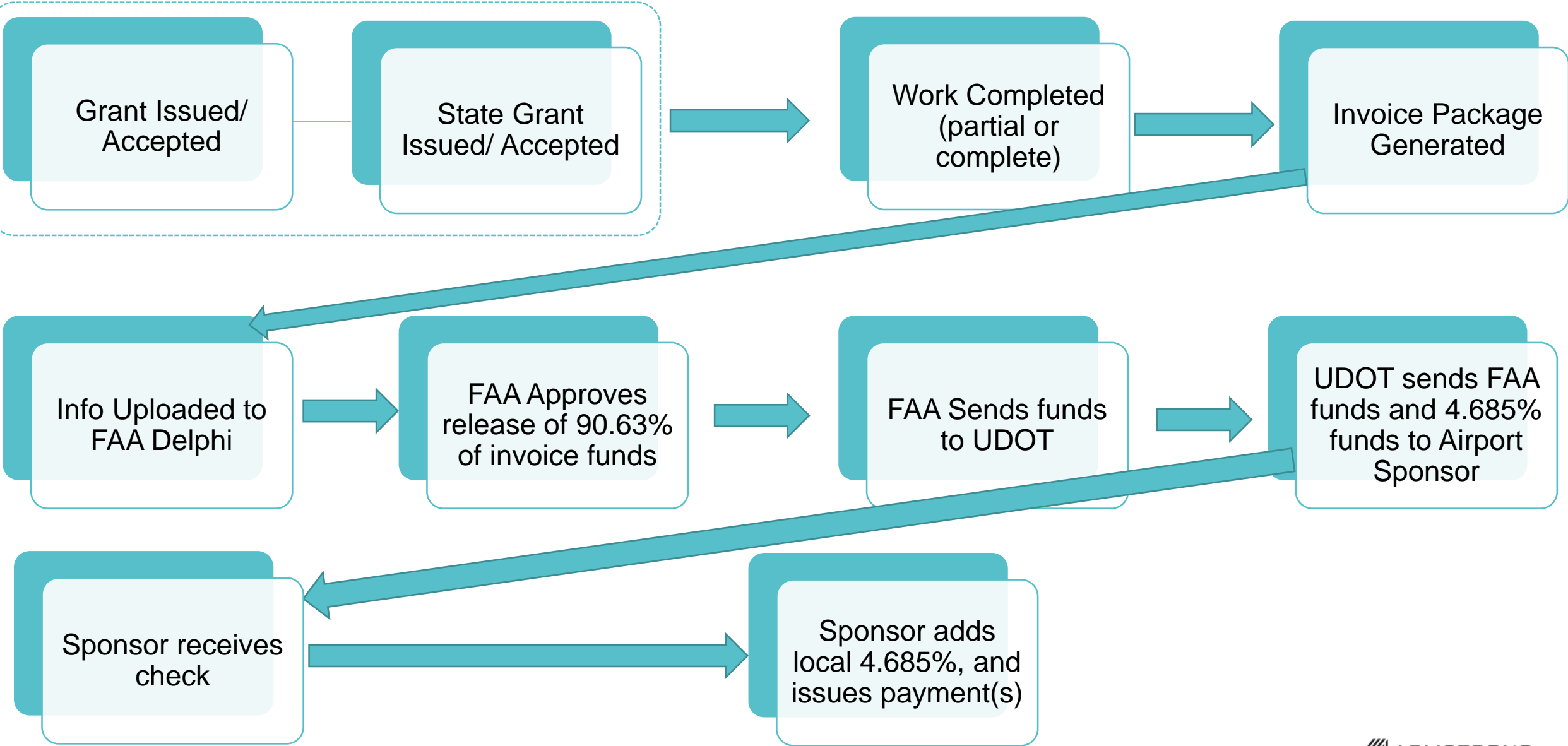
March 17, 2023

**A:** No, funding will not be available ahead of the FY in which it is allocated. AIG allocations can be used for phased projects, saved for up to four years to use on a larger project, or construct a project and request reimbursement with future allocations, at the sponsor's risk.

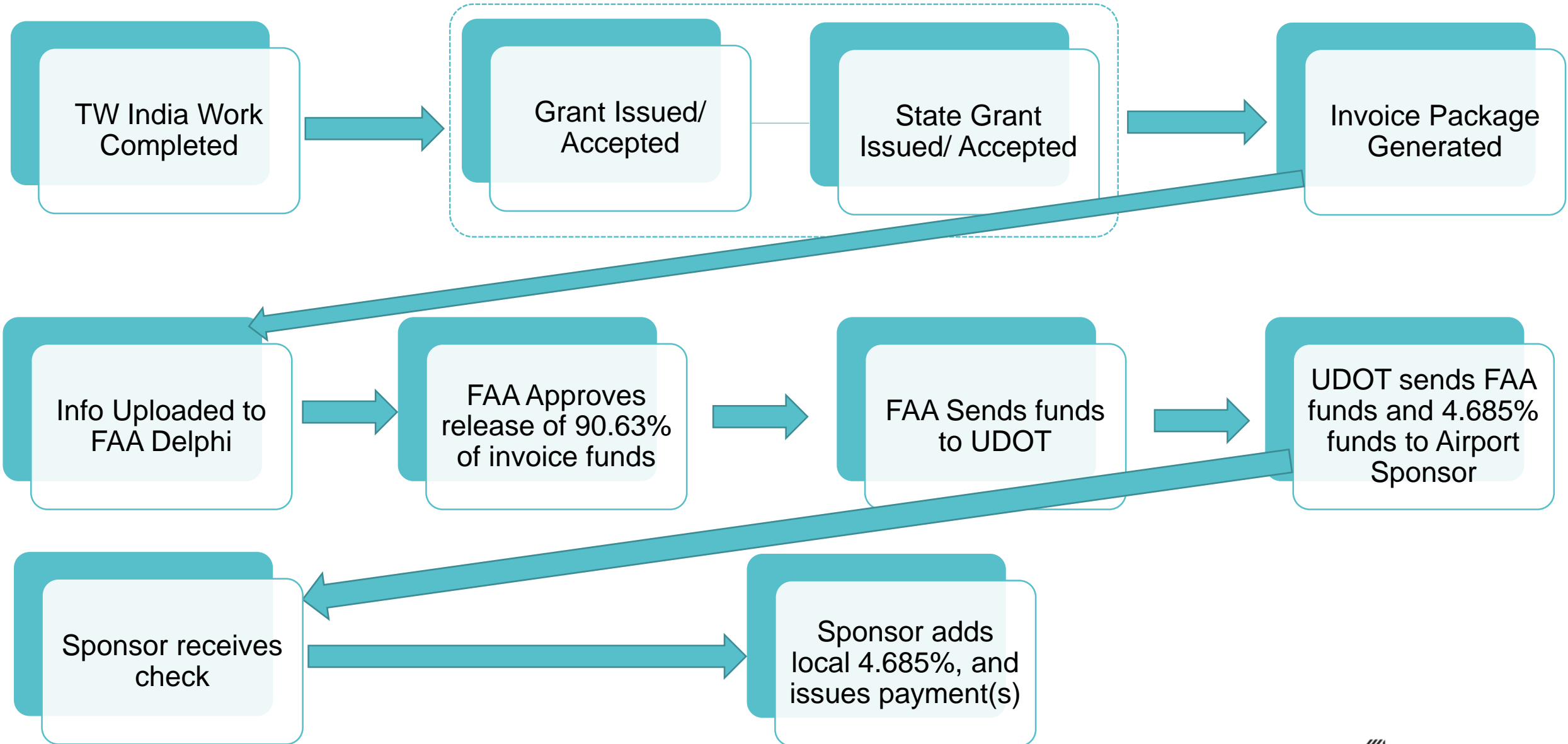
**Table 3-60 Rules for Reimbursing Project Costs Prior to the Grant Execution Date**

For...	The following rules apply...
<p>a. Allowable costs using any or all of the following types of funds:</p> <ul style="list-style-type: none"><li>• Passenger Entitlement</li><li>• Cargo Entitlement</li><li>• Nonprimary Entitlements</li></ul>	<p>Per 49 USC § 47110(b)(2)(C), project costs must have been incurred after 9/30/1996.</p> <p>All allowable costs after this date may be reimbursed with these types of funds, regardless of whether they were incurred before the grant was executed as long as all other applicable AIP requirements have been met.</p>

# FAA Project Funding Process



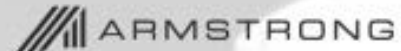
# FAA Project Funding Process PA? BAC?







QUESTIONS



# THE AIRPORT MASTER PLAN PROCESS

**DELIVERABLES**

**WORK PROCESSES**

**MEETINGS**



SCOPING AND GRANT COORDINATION

ESTABLISH TECHNICAL ADVISORY COMMITTEE (TAC)

ESTABLISH PUBLIC OUTREACH PROGRAM

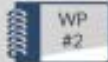
INVENTORY

FORECASTS

WORKING PAPERS (WP)



FACILITY REQUIREMENTS



DEVELOPMENT ALTERNATIVES



SELECT PREFERRED ALTERNATIVE(S)

FINANCIAL PLAN AND ACIP

AIRPORT LAYOUT PLANS (ALP)



FAA AIRSPACE REVIEW



FINAL DOCUMENTS



PROJECT CLOSEOUT



TAC MEETING #1  
KICKOFF MEETING



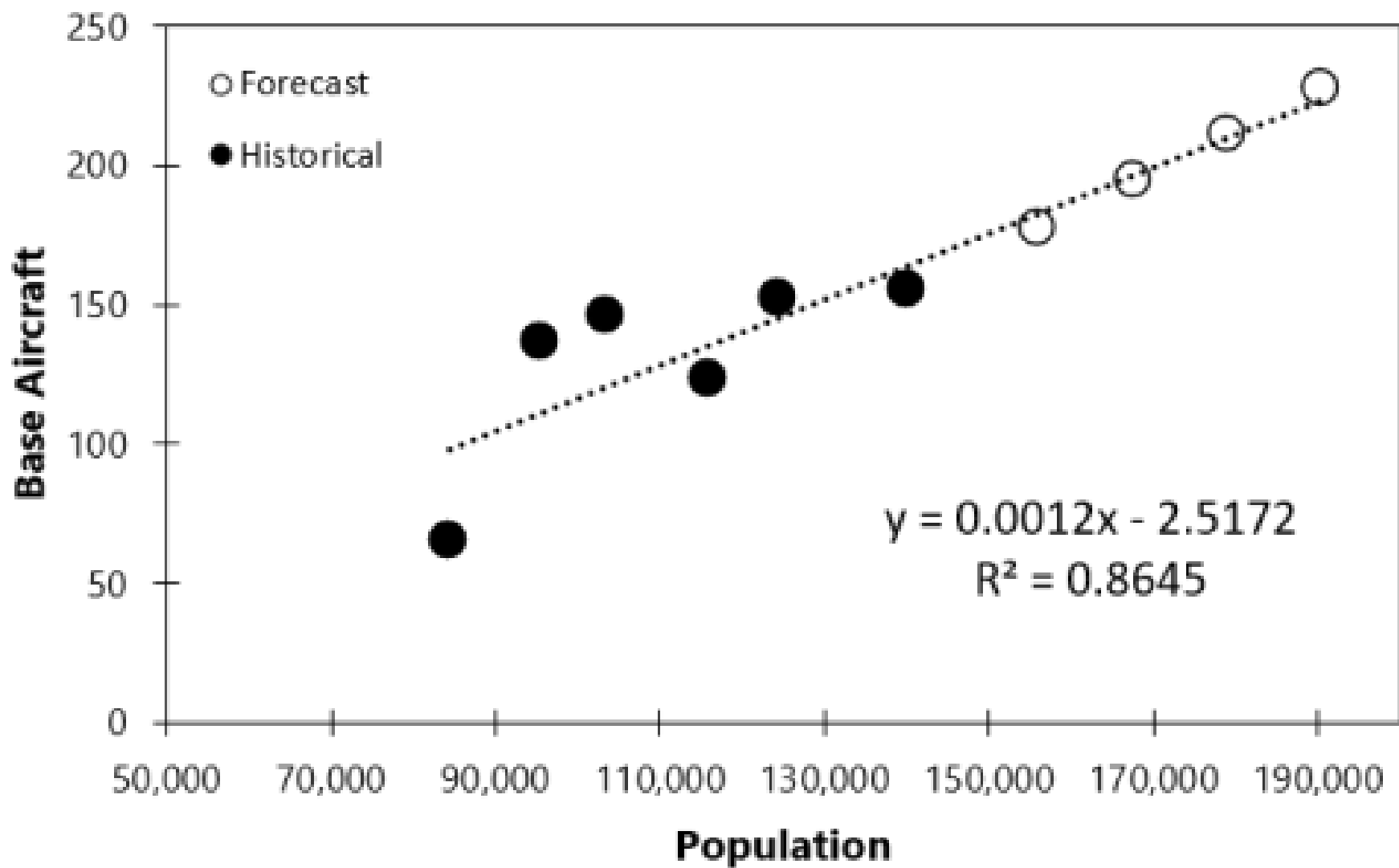
TAC MEETING #2  
PUBLIC MEETING  
OPEN HOUSE

KEY MILESTONE



TAC MEETING #3  
DRAFT REVIEW

## Per Capita Regression for Based Aircraft



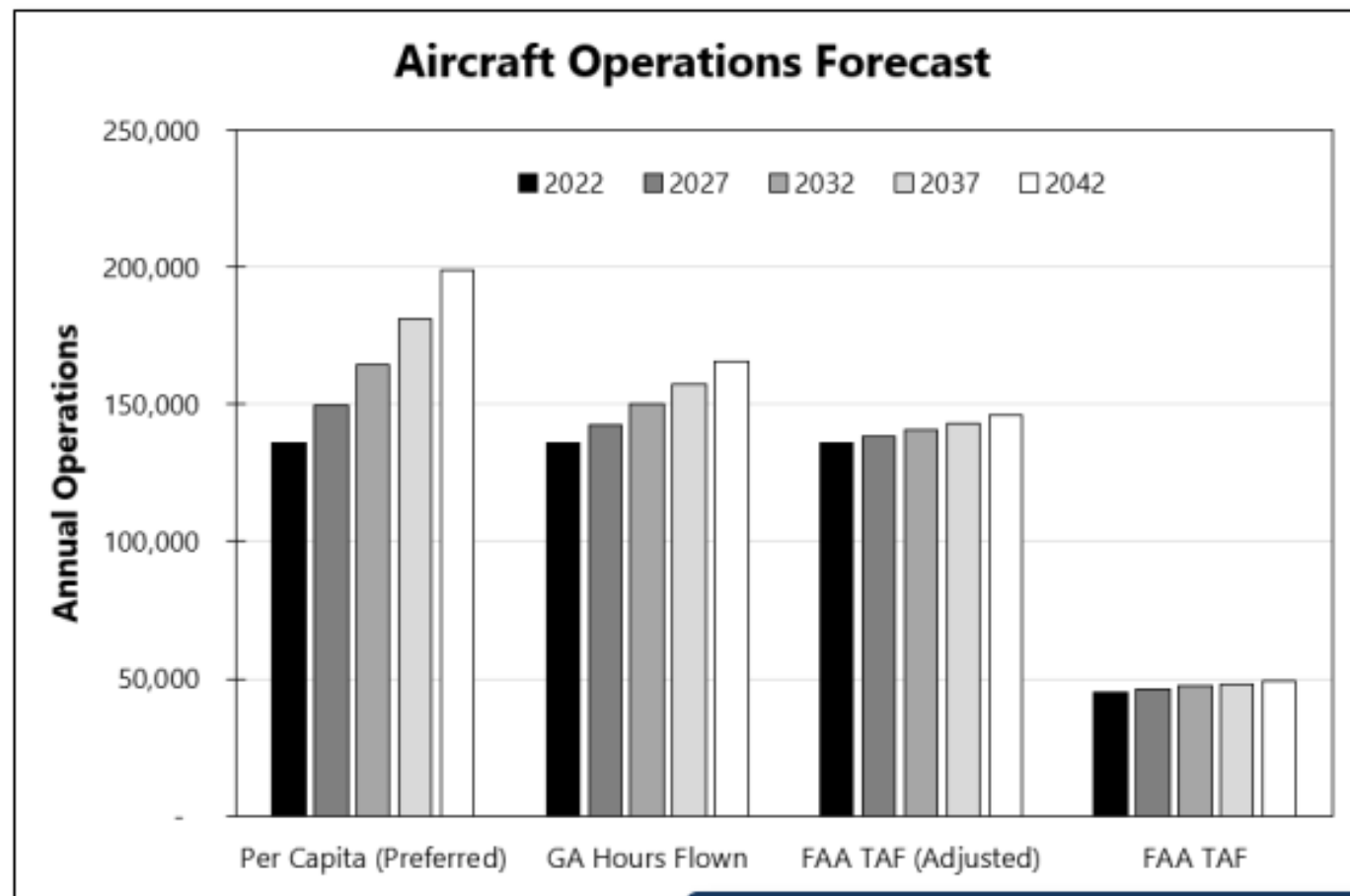
Source: Federal Aviation Administration, Armstrong Consultants, Inc. 2022.

Figure 3-7 Regression Analysis of Per Capita Method

**Table 3-9 Total Annual Operations Forecast Summary**

Year	Per Capita (Preferred)	GA Hours Flown	FAA TAF Adjusted	FAA TAF
2022	135,818	135,818	135,818	45,178
2027	149,440	142,746	138,280	46,288
2032	164,429	150,028	140,787	47,113
2037	180,920	157,680	143,340	47,968
2042	199,066	165,724	145,939	48,862

Source: Armstrong Consultants, Inc., Federal Aviation Administration 2022



Source: Armstrong Consultants, Inc.  
Federal Aviation Administration, 2022.

Figure 3-9 Current & Forecasted Aircraft Operations

**Table 3-10 Theoretical Enplanement Forecast**

<b>Year</b>	<b>Aircraft Mix (80 percent load factor)</b>	<b>Theoretical Enplanement</b>	<b>FAA TAF Adjusted</b>	<b>FAA TAF</b>
2022	Current Enplanements	1,460	1,460	1,305
2027	70-seat CRJ 700: 1 flight per day	20,384	1,460	1,305
2032	70-seat CRJ 700: 2 flights per day	40,768	1,460	1,305
2037	164-seat A320: 1 flight per day	47,757	1,460	1,305
2042	164-seat A320: 2 flights per day	95,514	1,460	1,305

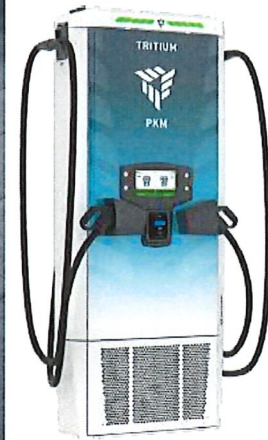
Source: Armstrong Consultants, Inc., Federal Aviation Administration 2022

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
APRIL 6, 2023

# ATTACHMENT D

---

## Logan Cache Airport (KLGU)



## Zero Emissions, Electric Aviation Charging Infrastructure

FAA Airport Zero Emissions Vehicle and Infrastructure Pilot Program

Contains Confidential Information

---

To Whom It May Concern:

Logan-Cache Airport is pleased to provide the following proposal for the Airport Zero Emissions Vehicle and Infrastructure Pilot Program by offering a zero-emissions, environmentally aware charging infrastructure solution to power electric aviation.

**Project Title:**Zero Emissions, Electric Aviation Charging Infrastructure

**Location:**Logan, Utah

**Logan-Cache Airport:** The Logan-Cache Airport is located near the center of Cache Valley in the city of Logan Utah. The airport is home to flight schools and operators who are interested in and participating in zero emission vehicle efforts for both vehicle as well as aircraft programs in Utah. Of note, Utah State University conducts professional flight instruction (Part 141) and A&P training at their facilities located at Logan-Cache airport. The electric ground support charging vehicle and electric aviation charging infrastructure proposed in this application are planned to facilitate Logan-Cache Airport incorporating all-electric vehicles and provide charging solutions for this and future electric vehicles.

Logan Cache Airport proposes the installation of a zero emissions truck (ZEV) to facilitate maintenance and servicing of the Logan Cache Airport. The vehicle will replace two existing internal combustion engine vehicles currently being used by the airport listed below.

Vehicle #1

2000 GMC – 4 X 4 pickup truck

Vin # 1GTEK19V7YE388864

Mileage - 192,624 or approximately 8,375 per year

Vehicle #2

1998 Jeep - CHKSPC-SW

Vin # 1J4FJ68SWL108996

Mileage – 93,303 or approximately 3,732 per year

The vehicle will be “airport-dedicated” and will be stored and maintained within the airport boundary.

The vehicle to be purchased is a Ford F-150 Lightning XLT with towing capability and the 312-equipment group.

Base MSRP \$59,474

Options + \$11,775

Destination charges + \$1,795

TotalMSRP= \$73,044



To charge the truck a Tritium PKM150kW DC fast charger(or similar 150kW charger) will be installed. This charger will have a CCS1 interface to charge the F-150 Lightning as well as future vehicles that may be used on the airport.

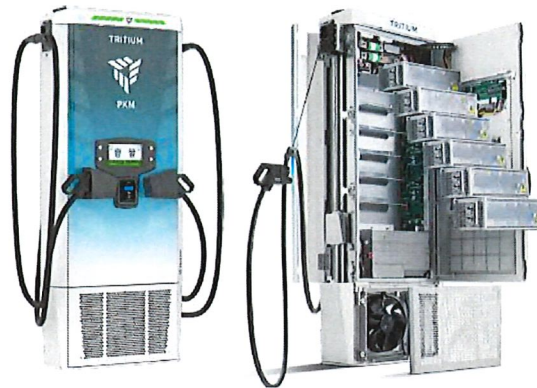


Figure 1 Tritium PKM 150 charging station

The charging station costs are as follows:

PKM150 --- 1 x Charging Station Site Configuration with 150kW Power Output:\$94k

Includes:

- 1x PKM 360kW Rectifier Unit
- 1x DC Connection Point
- 1x PKM 150 (150kW) Charging

The utility service will need to be upgraded to a 400 Amp service with the following costs detailed below.

- Equipment cost: \$20k
- Utility connection cost: \$12k
- Engineer cost: \$10K
- Install cost: \$22k

Total utility upgrade costs: \$64K

Logan-Cache airport will need to upgrade the electrical infrastructure on the airport with a new transformer and switching gear along with trenching for the installation of the fast charger on the ramp of the airport.

The funding required for the ZEV and associated charging infrastructure are summarized below.

Electric Truck: \$73k

DC Fast charger with rectifier and connection point: \$94k

Transformer and connection feeds \$64k

**Total Project Cost:\$231k**

In addition to reducing emissions from the existing gas trucks, the project would also facilitate the reduction of additional emissions in the future as new EVs are added as well as foreseen

---

electric charging mobile microgrids for the Utah State fleet as it incorporates electric DA40s into its flight program in the coming years.

It should be noted that all costs included in this proposal are associated with the capital improvement costs and do not include any operational or maintenance costs. The ZEV vehicle will also comply with Buy American requirements.

Sincerely,

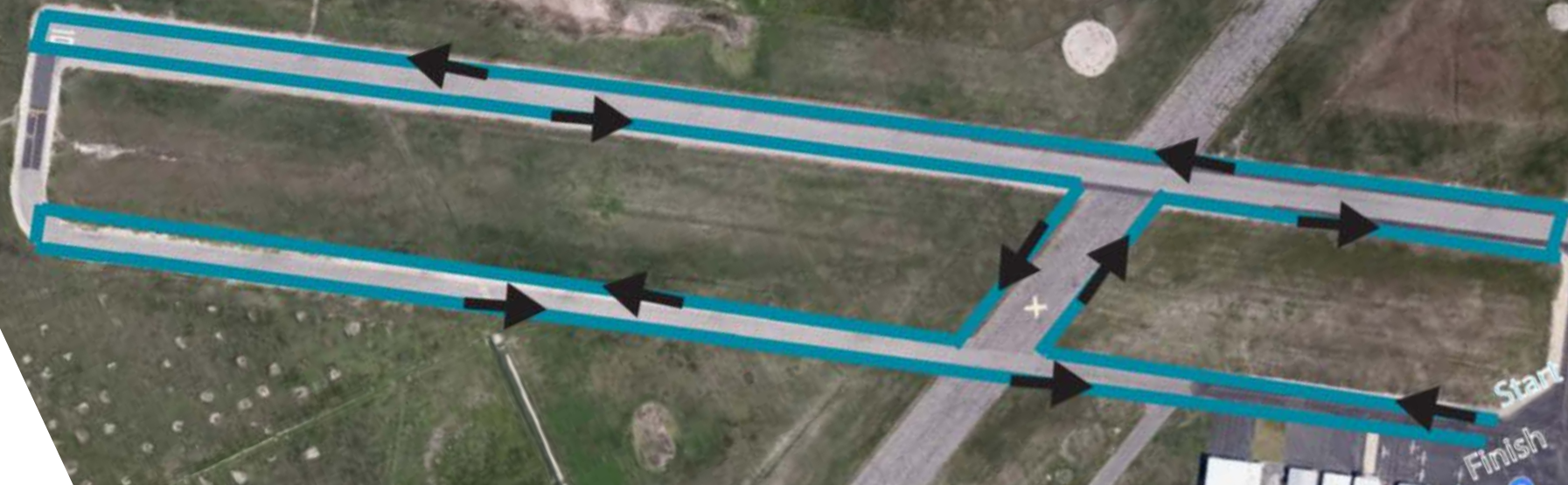
John Kerr  
Chairman  
Logan-Cache Airport, Authority Board

LOGAN – CACHE AIRPORT AUTHORITY BOARD  
APRIL 6, 2023

# ATTACHMENT E



RACE ROUTE





# Parking lot and entrance fore 5K

