

APPENDIX G

CMPO 2025 Long Range Transportation Plan

Excerpts from Airport Expansion Plan (1998)

LOGAN-CACHE AIRPORT

The Logan-Cache Airport is located in central Cache County, Utah, approximately five miles north of Logan City. Logan city is located approximately 80 miles north of Salt Lake City, Utah. Logan-Cache Airport serves as a major flight training facility, supports a moderate level of recreational flying, and has recently received a substantial increase in aviation demand for business jet operations. The Logan-Cache Airport is a non-towered facility.

Based Aircraft

There are currently eighty-eight aircraft based at Logan-Cache Airport. Based aircraft users fall into three primary categories: 1) Utah State University Flight Training Program, 2) Business aircraft, and 3) Private individuals.

Business growth within the Logan area has resulted in increased use of the airport by business jet aircraft. The six business jets based at the airport account for 6.8% of the based aircraft fleet mix, exceeding the national fleet average of 2.4%. More than eighty transient business jets have been logged at the airport. Eleven other aircraft are registered to local businesses and are used primarily for itinerant flights to other airports.

Utah State University provides an extensive flight training program for fixed wing airplanes and helicopters. The program has over 120 students enrolled, eight single-engine aircraft, two-twin engine aircraft, and six helicopters. Utah State University flights are primarily local training, practice approaches, and touch-and-goes.

The local fixed base operator, Logan Air Services, has nine registered aircraft which are available for rental or charter flights. The remaining aircraft are registered to private individuals. Most of these aircraft are stored in the 37 clear span hangars located south of the main parking apron. Table T-??? on shows the existing and projected based aircraft by type located at the Logan- Cache Airport.

TABLE T-??? EXISTING AND PROJECTED BASED AIRCRAFT BY TYPE

Aircraft	1990	1996	2001	2006	2011	2016
Single Eng.	na	65	74	82	90	98
Multi Eng Piston	na	4	4	5	5	6
Multi Eng	na	1	2	2	2	2
Turbine	na	6	7	7	8	9
Jet	na	8	6	6	7	7
Helicopter	na	4	4	4	5	5
Other						
Total	57	88	96	106	117	127

Source: Logan-Cache Airport Layout Plan, 1997

Aviation Activity

Since 1990 there has been a surge in business jet operations at the airport. As a result, itinerant operations at Logan-Cache Airport have trended towards the regional average. Table T-?? below shows the existing and projected aircraft Annual Operations.

TABLE T-??? EXISTING AND PROJECTED AIRCRAFT ANNUAL OPERATIONS

Operations	1990	1996	2001	2006	2011	2016
Local	29,390	23,650	26,100	28,900	31,800	34,400
Itinerant	3,204	18,480	20,500	22,700	22,700	27,100
Instrument	0	8,800	9,600	10,600	11,700	12,700
Total	32,594	42,130	46,600	51,600	56,800	61,500

Source: Logan-Cache Airport Layout Plan, 1997

Total operations per based aircraft at extensive training airports in the region range from 1200 to over 3700. It is estimated that total operations per based training and chartered aircraft at Logan are in the 850 to 950 range. Total operations per based private aircraft at Logan are estimated at 360. The based aircraft fleet mix will continue to exceed national percentages for business jet aircraft, and will trend towards national averages for all other aircraft types.

Current Land Use Plans and Zoning

The Logan-Cache Airport is currently located entirely within Logan City Boundaries. Logan City current General Plan, adopted in 1995 and official Zoning map, adopted March 1996 identifies the airport and recommends the following land development guidelines.

Land Development Guidelines

- C Future airport property: Acquire sufficient land to construct airfield improvements, secure runway protection zones and contain the extent possible noise impacts of 65 Ldn or greater.
- C Runway protection zones: Contain within airport property boundaries, no structures permitted.
- C Approach areas: Permit only compatible development compliance with the City of Logan and Cache County permit system and airport safety zone policies and structure height limitations to conform to Federal Aviation Regulation (FAR) Part 77 criteria.
- C Noise contours (65 Ldn or greater): Preclude noise sensitive uses i.e. schools, churches, hospitals and single family homes.

- C Airport influence area/traffic pattern airspace: Review all Development projects for compatibility and compliance with Federal Aviation Regulation (FAR) Part 77 and county land use policies which may exist. Permitted development will require public disclosure to prospective buyers and noted on all plats regarding airport activity, and granting of aviation easements with restrictive provisions.

The proposed extension of Runway 17/35 will extend the airport boundary beyond the current municipal boundary of Logan City . This new area of the Logan-Cache Airport will fall under the jurisdiction of Cache County's Land Use Ordinance. The current zoning for the extension will fall within area zoned as Agriculture. The Cache County Land Use Ordinance also has a Airport Hazard Zone (AH) that covers the airport. Below is the purpose of the Airport Hazard Zone:

9-1 Purpose: To prevent or minimize airport hazards by providing a clear and unobstructed area around the existing airport facility as designated in the Logan-Cache Airport Master Plan.

The Land Use Element of Cache Countywide Comprehensive Plan, adopted Jan 1998, recognizes the airport as being an important facility to the County. The implementation policies of the Land Use Element makes the following recommendation for the Logan-Cache Airport

Follow Logan-cache Airport Master Plan:

The Logan-Cache Airport serves as a general aviation airport and is classified as a General Utility airport by the FAA. The Logan-Cache Airport is jointly owned and operated by Cache County and Logan City. The Logan-Cache Airport Authority supervises the operations of the airport. Members of the Logan-Cache Airport Authority are appointed by both Logan City and Cache County. The service area for the Logan-Cache airport consists of Utah's Cache and Rich Counties and portions of Utah's Box Elder County and Idaho's Franklin and Bear Lake Counties.

Implementation Recommendations:

- C Keep the Logan-Cache Airport Master Plan updated
- C Implement the recommendations of the Airport Layout Plan
- C Encourage compatible land use within close proximity to the airport.
- C Maintain and enlarge the Airport Hazard Zones and Runway Protection Zones as the Logan-Cache Airport expands for safety and

protection reasons.

Capital Improvement Plan

A program of recommended airport development for Logan-Cache Airport has been formulated to guide the sponsor in the systematic growth of the airport, and to aid the Federal Aviation Administration, State Department of Transportation, and Logan-Cache County Airport authority in allocating funding over the planning period. The airport development projects were broken down into three phases and programmed over a twenty year period. Phase I is short term development occurring through the year 2001. Phase II is airport development in the intermediate five year time frame from 2002 to 2006. Phase III is long term development from 2007 through 2016. This three phase program of airport development is known as the Capital Improvement Program (CIP), and TABLE T-?? on the following page outlined the CIP.

One of the primary capital improvement projects is the proposed extension of Runway 17/35 by 3,470 feet This extension will accommodate larger, faster aircraft now utilizing the airport. This extension will be located entirely within the unincorporated Cache County and require the County to development a set of land use development guidelines to deal with new development around the airport.

TABLE T-?? LOGAN-CACHE AIRPORT CAPITAL IMPROVEMENT PLAN

Year & Description		Total Cost	FAA	State	Local
Phase I					
1	Environmental Assessment	\$	\$ 63,658	\$ 3,171	\$
1	Land Acquisition for RWY 17/35 extension & Runway Protection Zones	70,000 257,000	233,716	11,642	3,171 11,642
2	Extend RWY 17/35 by 3,470 feet to the north (Inc. HIRLs, REILs, PAPIs, ODALs & signs)	2,000,000	1,818,800	90,600	90,600
2	Extend Parallel Taxiway B by 3,470 feet, add one exit taxiway	900,000	818,460	40,770	40,770
2	Overlay existing RWY 17/35		1,000,340	49,830	
2	Relocate Runway 17 threshold by 350 feet to the north	1,100,000 40,000	36,376	1,812	49,830 1,812
2	Upgrade RWY 17/35		113,675	5,663	
2	Install security fencing around Runway/taxiway extension	125,000 84,000	76,390	3,805	5,663 3,805
3	Install 500' sewer line to NW Executive Hanger Row	18,000	16,390	815	815
3	Repair Taxiway B failures & overlay Taxiway B		381,948	19,026	
3	Expand Aircraft parking Apron 2 by 7000 Sq Yards	420,000 300,000	272,820 377,401	13,590 18,800	19,026 13,590
3	Overlay aircraft parking Apron 1	415,000	70,933	3,533	18,800
3	Overlay Taxiway A	78,000	34,557	1,721	3,533
3	Construct 500' access road to NW Executive Hanger row	38,000			1,721
4	Establish Precision Instrument Approach (GPS)	\$TBD 140,000	\$TBD 25,463	0 1,268	0 6,342
4	Remark RWY 17/35 with Precision Instr. Markings	28,000 215,000	0	0	1,268 215,000
5	Extend taxi lanes within Clear Span Hanger area	135,000	122,769	6,116	
5	Install six Clear Span Hangers	38,000	34,557	1,721	6,116
	Phase II	640,000	0	320,000	1,721 320,000
6	Crack & Fog seal RWY 10/28		343,753	17,123	
6	Pave fuel farm access road	378,000	136,410	6,795	17,123
9	Crack & Fog seal airport pavements (except RWY10/28)	150,000			6,795
10	Overlay Taxiway C		195,521	9,740	
10	Develop Industrial Park Infrastructure (1000' road/water/sewer/electric)	215,000	42,742	2,129	9,740
	Phase III	47,000	0	0	2,129
12	Install RWY 10/28 lighting, Taxiway C retroreflectors, & signs	358,000 318,000	289,189 118,222	14,405 5,889	358,000 14,405
15	Extend taxi lanes with Clear Span Hanger area	130,000	0	387,500	5,889
15	Install ten Clear Span Hangers	775,000	1,054,904	52,548	387,500
15	Overlay Taxiway B	1,160,000	283,733	14,134	52,548
16	Expand aircraft Parking Apron 2 by 3000 sq yards	312,000 150,000	136,410	6,795	14,405 6,795
17	Crack & Fog seal airport pavements				
18	Overlay RWY 17/35				
19	Overlay aircraft aprons				
20	Develop industrial park infrastructure (1,000' road/water/sewer/electric)				
Total (20 Year Planning Period)		\$18,722,94 0	\$16,507,42 9	\$1,744,14 6	\$3,383,28 6

Source: Logan-Cache Airport Layout Plan (APL), 1997