

**GRAND COUNTY AIRPORT BOARD
REGULAR MEETING
AGENDA**

**September 18, 2023 @ 5:00 p.m.
Grand County Commission Chambers, 125 E. Center Street
Moab, UT 84532**

Join Zoom Meeting

<https://us02web.zoom.us/j/85853116757?pwd=WmpYU0tYN0xPNS9ibEgyM1liR21UQT09>

To join by phone: Dial (669) 900-6833 Meeting ID: 858 5311 6757 Passcode: 528365

- A. Call to Order
- B. General Business
 - 1. Approve minutes of August 21, 2023 (Regular meeting)
 - 2. Safety Report / Director's Report - August 2023
 - 3. Airport Monthly Data Report - August 2023 & Virtower Data
- C. Citizens to be Heard
- D. Discussion Items:
 - 1. Project Reports
 - a. SRE Building – Punch list items
 - b. ALP Update – Under review for final approval from FAA.
 - c. 2023 Fencing project – Contract awarded to Custom Fence out of Kaysville UT. Grant received.
 - d. Scope of Work (signed, attached)- Task Order U- Design Only- Grant 46-4 projects: (Twy A1 Relocation, Apron Expansion & Reconstruction, Taxilanes E, F, G expansion)
 - e. Lot 118 Hangar – in permitting phase.
 - 2. AEAS – still under review by DOT.
 - 3. 139 Fire LLC: Live fire training was August 29, 30, 31.
 - 4. Garage discussion. Bill Prather submitted map of options.
Review any maps of options brought in by Board members.
 - 5. Parking lot exhibits.
 - 6. SITLA land swap – for County property by the motocross track.
 - 7. Water Rights – request more from County.
 - 8. Tenants selling their hangars – Do we want to amend old leases to new (extended) terms?
- E. Action Items: Discussion and Consideration (some for Recommendation to County Commission with approvals subject to limitation)
 - 1. Rent Study: Decide on rent changes for Fee Schedule updates. \$0.30 for airside ground lease? what changes to landside lease rate, terminal space.
 - 2. Fee Schedule: shuttle fees, parking fee, parking violation fee, landing fees, etc. Changes Due by Oct. 11th.
 - 3. Discuss and Approve CIP list (Capital Improvement Projects).

F. Reports:

1. County Commission
2. City of Moab
3. Travel Council
4. Solar Committee
5. Other reports for Airport Board

G. Future Considerations

CIB request for parking lot funding

EV charger grant – Bill Winfield

H. Closed Session, if necessary

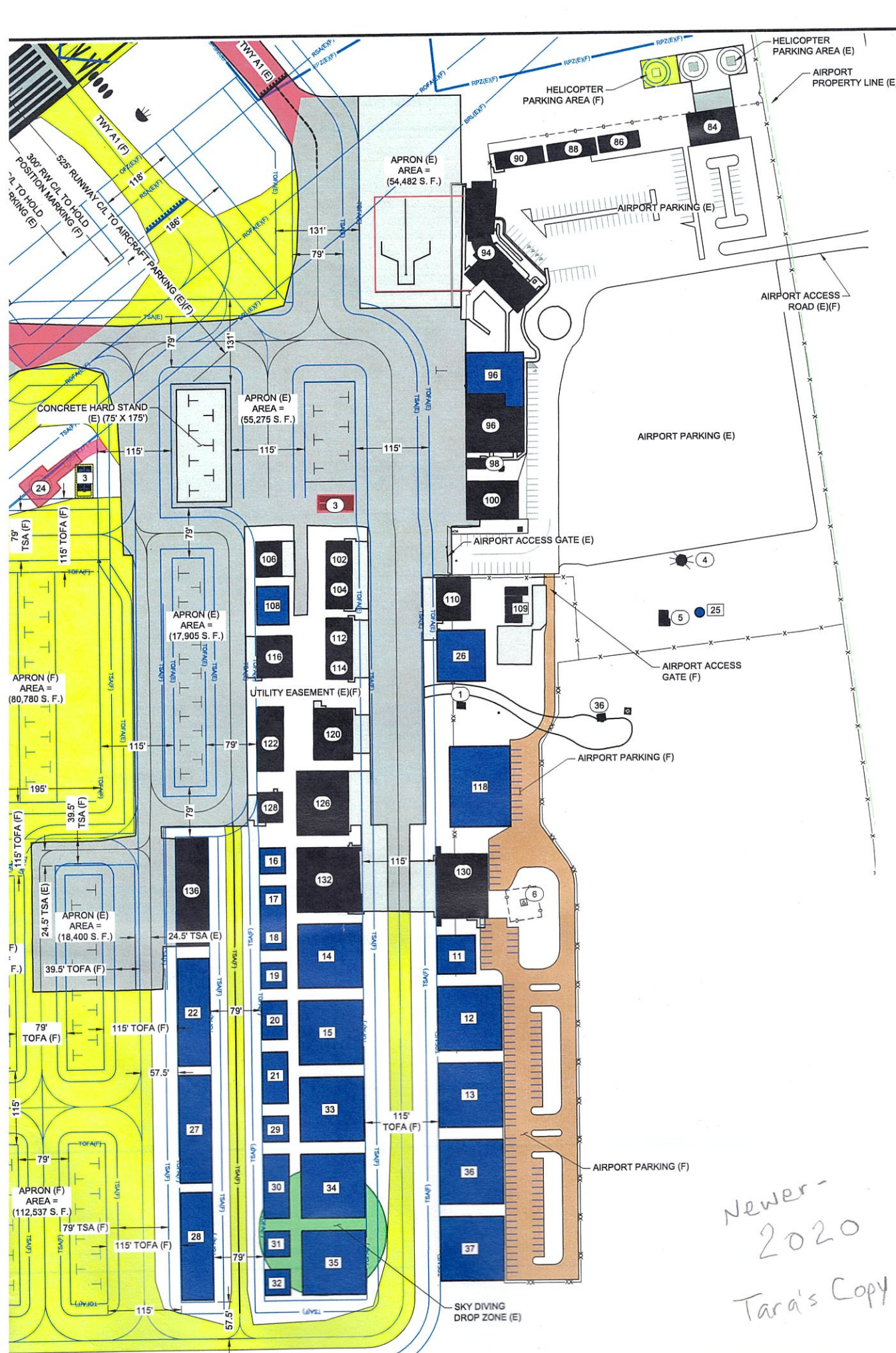
I. Adjourn

Those with special needs requests wishing to attend Airport Board meetings are encouraged to contact the County two (2) days in advance of these events. Specific accommodations necessary to allow participation of disabled persons will be provided to the maximum extent possible. Requests, or any questions or comments can be communicated to: (435) 259-1346.

Posted by: Tara Collins

at the Grand County Commission Chambers

_____ Date _____ Time



Newer-
2020
Tara's Copy

CANYONLANDS FIELD
GRAND COUNTY, UTAH
AIRPORT LAYOUT PLAN

No.	Project No.	Date	Revision / Description	File	Drwn.	Chkd.	Apprvd.
2	196524	09/2020	AS-BUILT AIP 032	6524503	GWK	JZP	JZP
1	186398	05/2019	AS-BUILT - AIP's 030 & 031	6393503	LKB	JZP	JZP
0	146251	09/2015	ORIGINAL ISSUE	8251503	GWK	JMR	JZP

TERMINAL
AREA
DRAWING

**GRAND COUNTY AIRPORT BOARD
REGULAR MEETING
MINUTES**

**August 21, 2023 @ 5:00 p.m.
Grand County Commission Chambers, 125 E. Center Street
Moab, UT 84532**

A. Call to Order

1. The meeting was called to order at 5:05 p.m.
2. Members present: Bill Winfield (County Rep.) and Jason Taylor (Moab City Rep.). On Zoom were: Jody Patterson, Laurel Catto, and Bill Hawley. Airport Director Tammy Howland was also present.
3. Members not present: Jenny Gleason (Travel Council Rep.), Norm Knapp, Shalee Bryant.
4. Others present: Director's Assistant Tara Collins, Eric Rivera of Armstrong Consultants, Bill Prather of Airport Garage Company, Keith MacBeth of Skydive Moab, and Randy Martin of Redtail Air.

B. General Business

5. Approve minutes of July 17, 2023 (Regular meeting)
Motion by Jason to approve the minutes, seconded by Bill H., approved 4-0.
6. Safety Report / Director's Report – July 2023
They did a re-test of the foam on the fire truck, and the most important components passed. They started new training through the County (Kantola). Some employees damaged the new truck, they bent the tail gate on the dump bed. They were counseled on using it correctly. We have a preemptive ICA with a company out of Grand Junction (HRL Compliance Solutions), for spill / hazmat cleanups. This is in addition to Redtail's planned response, it's a backup plan. On July 18, we had a windstorm with wind squalls of 55 mph. Someone left the doors open on the tuff shed we got for SkyWest, and the wind ripped it apart.

The State did their annual pavement inspection, with a drone, for more accuracy than just a guy walking around. Our 139 Inspection went well. We had to correct one checklist item on the PAPI monitoring. We bought a refrigerator for the pilot's lounge (on clearance). Hangar B door broke again; Tammy will put into the 2024 budget to upgrade that door to a strap system. We got vending machines repaired in the terminal. We are also upgrading to newer machines. Tammy reviewed the flight schedule for August & September.

Tammy said we're still in limbo with switching to Contour Airlines. SkyWest is on a 'holdover', not an extension. They will continue offering flights until our new AEAS is approved. She and Bill W. have been in contact with some Utah federal legislators to try to nudge it along. It's generally a 90-day wait after the contract is signed, before the new carrier can start operating. Jason noticed that the airport is busier this year than last year.

7. Airport Monthly Data Report - July 2023 & Virtower Data.
Tammy said enplanements are higher than last year. We had 2,870 skydivers jumping. Tammy introduced Turo Car-Sharing on the chart, as a new source of revenue. Regarding Virtower, we got 4 additional sensors for free, which we can put in strategic places around the County. This would have helped that recent DWR helicopter accident on the La Sal mountains.
- C. Citizens to be Heard – Keith talked about the lack of timely permitting for his special event, this year and last year. He isn't given enough time to advertise. He submitted his application for his September event in February, and he still does not know if he is granted permission. Jody expressed sympathy for his plight, and suggested the Board write a letter of concern about the Special Event process.
- D. Discussion Items:
 1. Invitation to Dedication of Operations Hangar to Bill Groff, with plaque.
Thursday Sept. 14, 4:00-6:00 pm.
 2. Garage discussion.
Bill Prather told the board about his project. He owns the existing 3 garage buildings. He has a significant waiting list, so lots of demand. He offered to make the garages more visually pleasing, either with color, or by hiring artists to paint aircraft-related murals on the backside of the garages. Tammy said she's always looking for revenue generating enterprises. Bill H. thought the garages should be perpendicular to the highway, not parallel, for aesthetic reasons. Also he thought they should be placed past the pump house. Jason wondered whether we would have to level the hill by the pump house.
 3. When a Tenant sells their hangar, is the incoming Tenant's term the remainder of the original lease term, or does it start over at 30 years.
Tammy said this is moot, as it is spelled out in the contract, but maybe they should discuss this at a future meeting. Reversion to the airport is important, but we do want to make it fair and equitable for the hangar owners.

The Board moved to Action items, then came back to these Discussion items.

4. Project Reports
 - a. SRE Building – Received CO from building department. Waiting on contractor to fix flaws in the floor, waiting on garage doors to be operational.
 - b. ALP Update – Open house August 23rd. Tammy said they will need to change the date on that.
 - c. 2023 Fencing project – Bid accepted, but it came in way over the estimated cost. Because of that, they were able to work with the fencing company, and get the price lowered. This went through County Commission.
 - d. Lot 118 Hangar – in permitting phase.

5. AEAS – still under review by DOT, SkyWest extension. This was covered earlier.
 6. Voodoo Air – subtenant of Moab Heli X.
They were operating out at the airport, and they did not have approval to do that. They lost their tenancy in Hangar 84, so we can deal with them later.
 7. Update on SITLA Land Swap: Bill W. said that Chris Baird was to pursue that, but now Baird has left the County. Bill W. has a meeting with SITLA soon.
 8. Dominion Energy installing new high-pressure gas line.
Tammy is still working with Dominion on estimates and info.
 9. 139 Fire Live fire burn training August 29, 30, 31. This will involve Vernal, Cedar City, and St. George airport personnel as well.
- E. Action Items: Discussion and Consideration (some for Recommendation to County Commission with approvals subject to limitation)
1. Approving the Operating Agreement with Moab Heli X.
There was discussion about the lease, in addition to the operating agreement. The terms of both should match. Right now, the OA is worded so that they can operate indefinitely. We will change the wording of the “Term” in the OA, so that it runs concurrently with the lease, and if the lease ends, the OA ends.
 2. Rent Study: Clarify zone chart in AMCG report, discuss edits drawn on zone map by AB members, and decide on rent/fee changes for Fee Schedule updates. \$0.30 for airside ground lease, what changes to landside lease rate, terminal space, and shuttle fees?
The board members are good with the first part (zones), no more clarification needed. On the second part they decided to address the fee schedule items at a later meeting.
 3. Move forward with drafting a lease agreement for digital (screen) advertising on 2 terminal walls, for Lions Back Resort (Curtis Wells requesting).
Tammy explained that Curtis wants to do electronic advertising, and his company will provide their own monitors. The board wants to see the draft lease.
 4. Approve scope of work for design work for Grant 46 AIP projects (4: Apron Expansion & Reconstruction, Taxiway Relocation, Taxilane Expansion).
Motion by Bill H., seconded by Jason, approved 4-0.
- F. Reports:
1. County Commission – Bill talked earlier about the SITLA land.
 2. City of Moab – Jason now gone.
 3. Travel Council – Jenny absent.
 4. Solar Committee – Bill H. has nothing on that.
 5. Tenant Updates – None.
 6. Other reports for Airport Board

G. Future Considerations

Bill H. said that we should keep the Garage Co. on the hot plate. Jody said some submissions of drawings of locations would be helpful. Tammy said that where we eventually put new garages does not have to be reflected on the ALP. The ALP is not set in stone. Landside locations (especially non-aeronautical) are much more flexible than Airside.

Tammy and Keith discussed Taxiway expansion and infrastructure. Tammy encouraged Keith to write a letter of intent for the Board.

H. Closed Session, if necessary

I. Adjourn – The meeting was adjourned at 6:43 p.m.

3
2023 Stats Report

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC TOTAL

Canyonlands Regional Airport

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
100LL - Gallons Used/Sold													
2023 Monthly Total	1673.00	4312.00	3364.00	3611.00	4933.00	7077.00	3359.00	3116.00	0.00	0.00	0.00	0.00	31445.00
2022 Total	2541.95	2353.25	3223.18	4483.00	4532.00	3977.00	2909.00	6678.00	6504.00	4981.00	3135.00	1158.00	46475.38
2021 Total	2073.00	1777.00	4161.00	6222.00	6504.00	4826.00	4471.00	3551.00	4924.00	5603.00	4568.00	3814.00	52494.00
YOY Percent Change	-52%	45%	4%	-24%	8%	44%	13%	-114%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-48%
CNY SS - \$6.90													
CNY Truck - \$7.40													
Jet A - Gallons Used/Sold													
2023 Monthly Total	13474.00	34329	32861.00	46425.00	51497.00	42731.00	31464.00	30626.00					283407.00
2022 Total	16324.55	15082.03	26866.05	46211.00	44065.00	39332.00	36332.00	40785.00	56422.00	51108.00	34239.00	13422.00	420188.63
2021 Total	17847.00	17426.00	33379.00	54021.00	61037.00	73155.00	41476.00	45579.00	51232.00	55905.00	31766.00	13553.00	496376.00
YOY Percent Change	-21%	56%	18%	0%	14%	8%	-15%	-33%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-48%
CNY SS - \$9.40													
CNY Truck - \$9.90													
FBO @ .08 gal	\$1,211.76	\$3,091.28	\$2,898.00	\$4,002.88	\$4,514.40	\$3,984.64	\$2,785.84	\$2,699.36	\$0.00	\$0.00	\$0.00	\$0.00	\$25,188.16
ENPLANEMENTS													
SkyWest Airlines (UA) - Rev	681	752	1,286	1383	1434	974	725	864					8099
SkyWest Airlines (DL) - Rev	0	0	416	807	1038	681	543	547					4032
SkyWest - NonRev (Total)	15	22	19	25	43	11	41						176
Redtail Air*	70	72	175	200	544	676	474	303					2514
Redtail Helicopters (Part 135)	6	7	64	121	153	172	117	126					766
Moab Heli X (Part 135)	7	6	22	32		15							82
2023 Enplanements	779	859	1982	2568	3212	2529	1900	1840	0	0	0	0	15669
2022 Enplanements	595	754	1,590	2221	2646	2051	1828	1882	3007	3,680	2059	994	23307
2021 Enplanements	352	446	1128	1978	2946	3188	2413	2497	3087	3382	2349	982	24748
2020 Enplanements	556	625	569	30	245	750	876	1169	1757	1948	1005	400	9930
Skydive Moab	1503	0	1355	2946	3938	2629	2870	0	0	0.00	0		15241
LANDING FEES \$0.75/1,000 lb													
SkyWest Airlines Actual	28	28	55	55	77	52	52	31					378
SkyWest Scheduled	31	28	55	55	79	52	52	21					373
SkyWest Landing Fees	\$987.00	\$987.00	\$1,938.75	\$1,833.00	\$2,714.25	\$1,833.00	\$1,903.50	\$1,833.00					\$14,029.50
Redtail Air													
C-172 @ 2550#	8	59	45	46	35	12	13	10					228
C-207 @ 3800#	6	1	12	45	64	62	56	59					305
Airvan @ 4000#	2	11	0	7	42	38	52	38					190
Waco @ 2650#	0	0	0	0	0	0	0	0					0
Kodiak @ 7255#	0	3	28	25	55	103	66	35					315
Redtail Total	16	4	85	123	196	215	187	142	0	0	0	0	1038
Redtail Landing Fees	\$38.40	\$165.01	\$272.62	\$373.26	\$674.61	\$874.10	\$699.59	\$491.72	\$0.00	\$0.00	\$0.00	\$0.00	\$3,589.29
Skydive Moab													
C-182	0	0	0	0	0	0	0						0
King Air 350	0	0	0	0	0	0	0						0
Caravan	0	0	101	201	258	185	192						937
SKM Monthly Total	\$0.00	\$0.00	\$568.13	\$1,130.63	\$1,451.25	\$1,040.63	\$1,080.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,270.63
Redtail Helicopters	3	4	35	55	72	80	58	60					367
Moab Heli X	4	3	11	15	21	7							61
Monthly Total	\$13.13	\$13.13	\$86.25	\$131.25	\$174.38	\$163.13	\$108.75	\$112.50	\$0.00	\$0.00	\$0.00	\$0.00	\$802.50
Mo. Land. Fee Total	\$1,038.53	\$1,165.14	\$2,865.74	\$3,468.13	\$5,014.48	\$3,910.85	\$3,791.84	\$2,437.22	\$0.00	\$0.00	\$0.00	\$0.00	\$23,691.92
REDTAIL Collections													
Acft Over 6K# @ \$25	1	1	4	11	12	13	2	5					49
Acft Over 10k # @ \$65	6	6	9	29	25	29	11	18					133
Acft Over 25K# @ \$190	1	2	12	30	18	13	7	13					96
Total Flights	8	9	25	70	55	55	20	36	0	0	0	0	278
Total \$ Collected & Paid	\$605.00	\$795.00	\$1,645.00	\$4,725.00	\$4,355.00	\$4,680.00	\$1,270.00	\$3,765.00	\$0.00	\$0.00	\$0.00	\$0.00	\$21,840.00
Page 1 Total	\$2,855.29	\$5,051.42	\$5,788.74	\$7,541.01	\$9,583.88	\$7,950.49	\$6,597.68	\$5,172.58	\$0.00	\$0.00	\$0.00	\$0.00	\$50,541.08
Skydive Landing Area													
Skydive Moab	\$ -	\$ -	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 100.00						\$500.00

Concessions

Vending Machines	\$	181.00	\$	300.05	\$	390.85	\$	500.00	\$	673.50	\$	657.60	\$	716.70	\$	1,141.02								\$4,560.72	
Parking Revenue	\$	2,980.00	\$	2,099.50	\$	2,059.00	\$	2,502.00	\$	4,908.00	\$	2,790.00	\$	2,878.00	\$	2,478.00								\$22,694.50	
Enterprise Car Rental		4531.88		4,050.78		13,317.59		20,462.32		17,106.31														\$59,468.88	
Canyonlands Car Rental		212.20		242.70		2,052.40				1,983.30		1,625.50		840.30										\$6,956.40	
Turo	\$	-	\$	-	\$	-	\$	-	\$	642.78	\$	510.87	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ 1,133.65
TOTAL	\$	7,905.08	\$	6,693.03	\$	17,819.84	\$	23,464.32	\$	25,313.89	\$	5,583.97	\$	4,435.00	\$	3,619.02	\$	-	\$	-	\$	-	\$	-	\$94,834.15

Page 2 Total	\$7,905.08	\$6,693.03	\$17,919.84	\$23,564.32	\$25,413.89	\$5,683.97	\$4,535.00	\$3,619.02	\$0.00	\$0.00	\$0.00	\$0.00	\$95,334.15
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Page 1 Total	\$2,855.29	\$5,051.42	\$5,788.74	\$7,541.01	\$9,583.88	\$7,950.49	\$6,597.68	\$5,172.58	\$0.00	\$0.00	\$0.00	\$0.00	\$50,541.08
Page 2 Total	\$7,905.08	\$6,693.03	\$17,919.84	\$23,564.32	\$25,413.89	\$5,683.97	\$4,535.00	\$3,619.02	\$0.00	\$0.00	\$0.00	\$0.00	\$95,334.15
Total Revenue	\$10,760.37	\$11,744.45	\$23,708.58	\$31,105.33	\$34,997.77	\$13,634.46	\$11,132.68	\$8,791.60	\$0.00	\$0.00	\$0.00	\$0.00	\$145,875.23

Airport Operations

Snapshot Local Time

Start Date 08/01/2023 00:00 LT

End Date 08/31/2023 23:59 LT

Creation

09/14/2023 14:46

User

OPSARFF

Customer ID

KCNY

Summary

Landings		Take-Offs		Totals	
Single Engine	278	Single Engine	277	Single Engine	555
Single Engine Turbine	150	Single Engine Turbine	157	Single Engine Turbine	307
Multi Engine	12	Multi Engine	13	Multi Engine	25
Multi Engine Turbine	9	Multi Engine Turbine	9	Multi Engine Turbine	18
Business Jet	30	Business Jet	29	Business Jet	59
Jet 2	51	Jet 2	52	Jet 2	103
Helicopter	3	Helicopter	9	Helicopter	12
Military	7	Military	9	Military	16
TOTAL	540	TOTAL	555	TOTAL	1095

FAA AAC/ADG Summary

Landings		Take-Offs		Totals	
A1	320	A1	320	A1	640
A2	107	A2	112	A2	219
B1	5	B1	7	B1	12
B2	25	B2	23	B2	48
C1	2	C1	2	C1	4
C2	54	C2	55	C2	109
D3	1	D3	1	D3	2
HEL	2	HEL	8	HEL	10
UKN	24	UKN	27	UKN	51
TOTAL	540	TOTAL	555	TOTAL	1095

Operations by Aircraft Type

Single Engine		Single Engine Turbine		Multi Engine		Multi Engine Turbine		Business Jet		Jet 2	Jet NB		Jet 4	Jet WB		Helicopter	
B24	2	C208	193	B55	3	B350	2	BE40	2	CRJ2	103					AS350	2
B35	3	KODI	84	B58	1	BE20	8	C25B	7							AS50	1
B36	7	PC12	9	BN2P	13	BE99	4	C25C	2							CDUS	2
BE9T	2	TBM8	18	C310	4	DHC6	4	C25M	2							EC30	1
C150	2	TBM9	3	C414	2			C501	1							R44	5
C172	84			PA34	2			C550	1							Others	1
C180	4							C560	2								

Virtower										VirTower LLC 13721 Jetport Commerce Pkwy, Suite 2 Fort Myers FL 33913 Phone +1 888 317 0147 virtower.com info@virtower.com									
C187 Single Engine C15	32	Single Engine Turbine	3	Multi Engine	Multi Engine Turbine	C56X Business Jet C680	2 2	Jet 2	Jet NB	Jet 4	Jet 4	Jet 4	Helicopter						
AC206 Operations	17	Tracking				C68A	4												
C207	117					C750	2												
AC210 Operations	6					CL30	2							Creation		09/14/2023 14:46			
Snapshot Local Time						CL65	2							User:		OPSARFF			
Start Date		08/01/2023 00:00:LT				E55P	6							Customer ID		KCNY			
End Date	2	08/31/2023 23:59:LT																	
D11S	2					EA50	4												
D40	2					EMB505	2												
DA20	6					G150	2												
DA40	23					H25B	2												
GA8	71					H900	6												
Lancair	1					LJ45	4												
M20	9					Others	2												
MUSTANG II	2																		
PA28	68																		
PA32	2																		
PA46	8																		
RANS S-21	1																		
RV6	2																		
RV8	1																		
Sportcruiser	4																		
SR20	12																		
SR22	34																		
Others	2																		

Military	Military Helicopter	Light Sport Aircraft	Glider	UAV	Blimp	Balloon	GND Emergency	GND Vehicle A	Other
Others	16								

Activity Summary

ALPHA 1	410
ALPHA 2	158
ALPHA 3	196
ALPHA 4	123
ALPHA 5	27
ALPHA 6	21
ALPHA 7	51
BRAVO	6
LANDING RWY 03	282
LANDING RWY 15	5
LANDING RWY 21	253
SELF FUEL	4
TAKEOFF RWY 03	68
TAKEOFF RWY 15	1
TAKEOFF RWY 21	484
TAKEOFF RWY 33	2



Airport Operations Tracking

VirTower LLC

13721 Jetport Commerce Pkwy, Suite 2
Fort Myers FL 33913
Phone +1 888 31 70 747
virtower.com | info@virtower.com

Airport Operations

Snapshot Local Time

Start Date 08/01/2023 00:00 LT
End Date 08/31/2023 23:59 LT

Creation

09/14/2023 14:46

User

OPSARFF

Customer ID

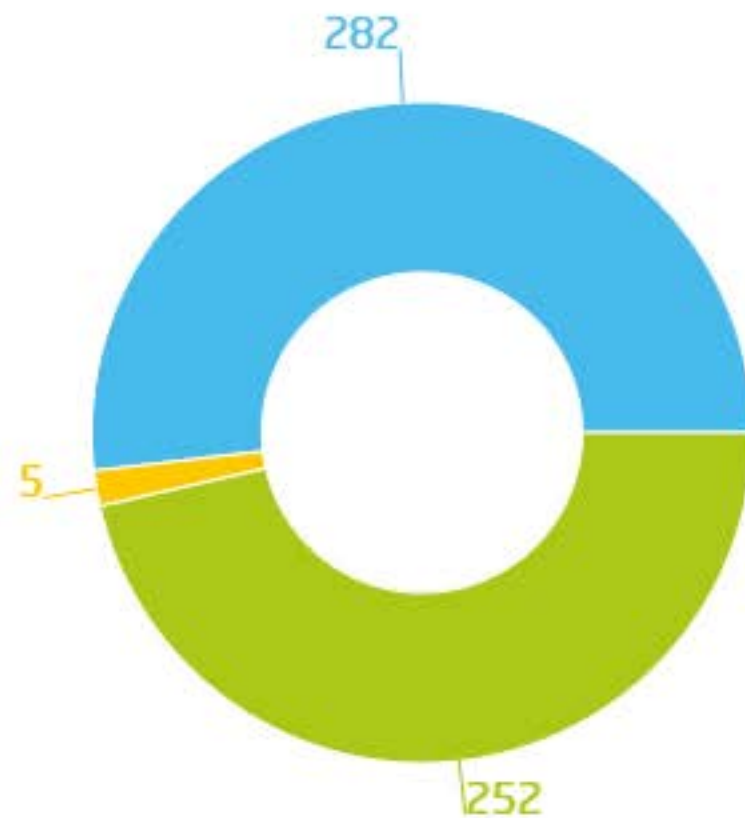
KCNY

TERMINAL	81
T&G RWY 03	13
T&G RWY 21	23
TOTAL	2208

This report was generated using sensors monitoring aircraft operations at the selected airport and may not contain aircraft that do not have ADS-B. Airports that have multiple sensors deployed will also feature aircraft fitted with transponders only. The information presented is correct to the best of our knowledge from available sensors at the time: Les Goldsmith, President VirTower LLC

Landings per Runway

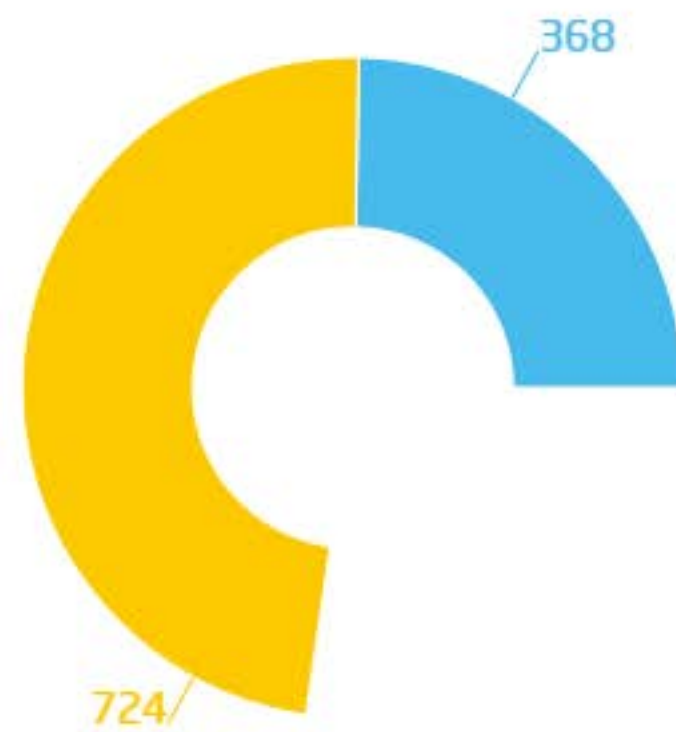
KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT



■ KCNY LDG RWY 03
■ KCNY LDG RWY 15
■ KCNY LDG RWY 21

Operations Based vs Visiting

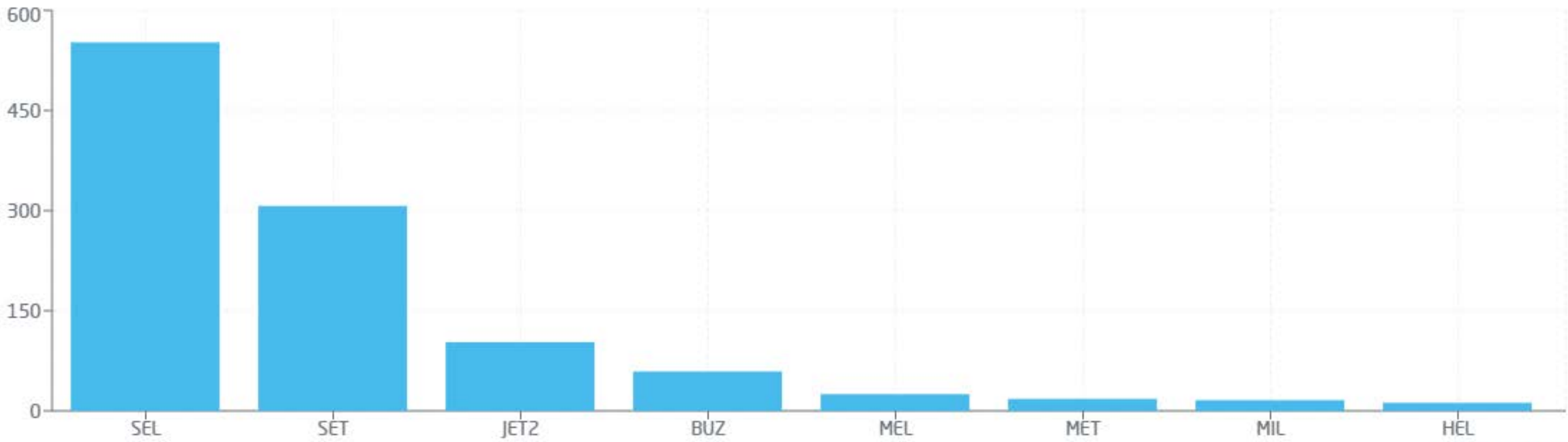
KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT



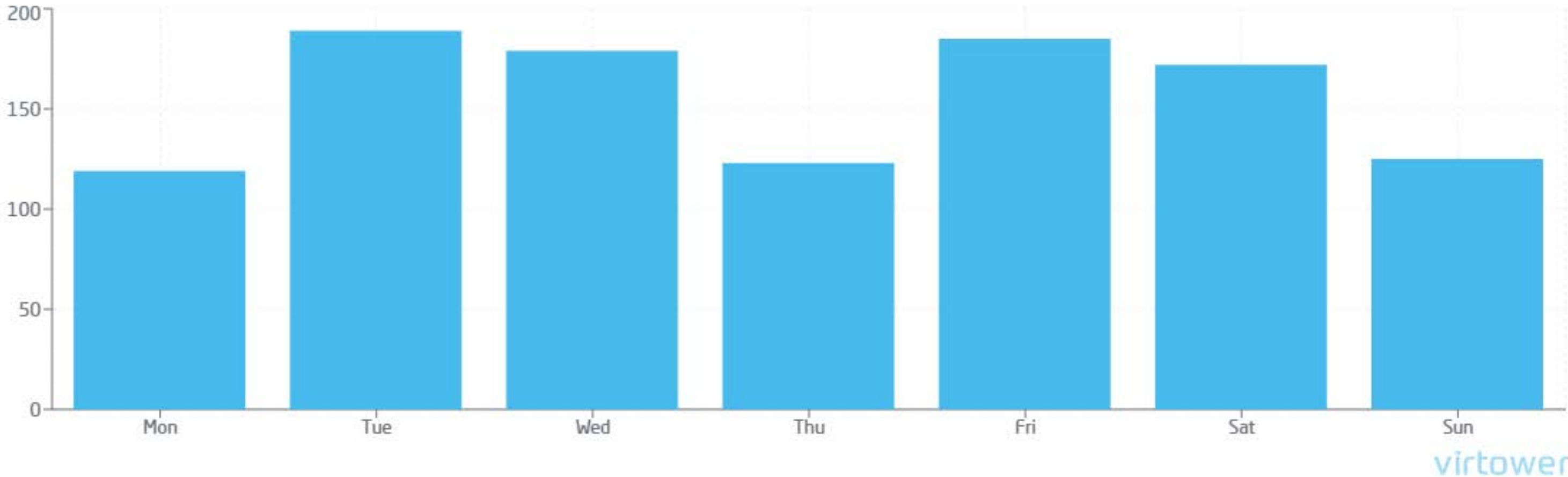
■ Based
■ Visiting

Operations by Aircraft Category

KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT

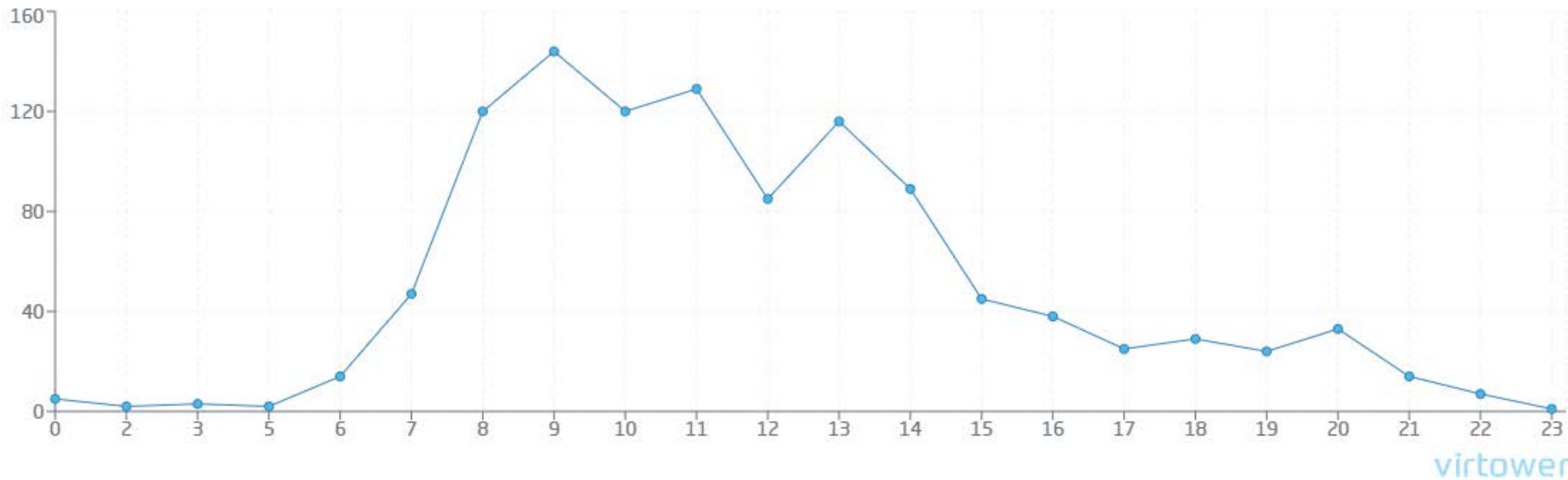


Operations by Day of Week
KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT



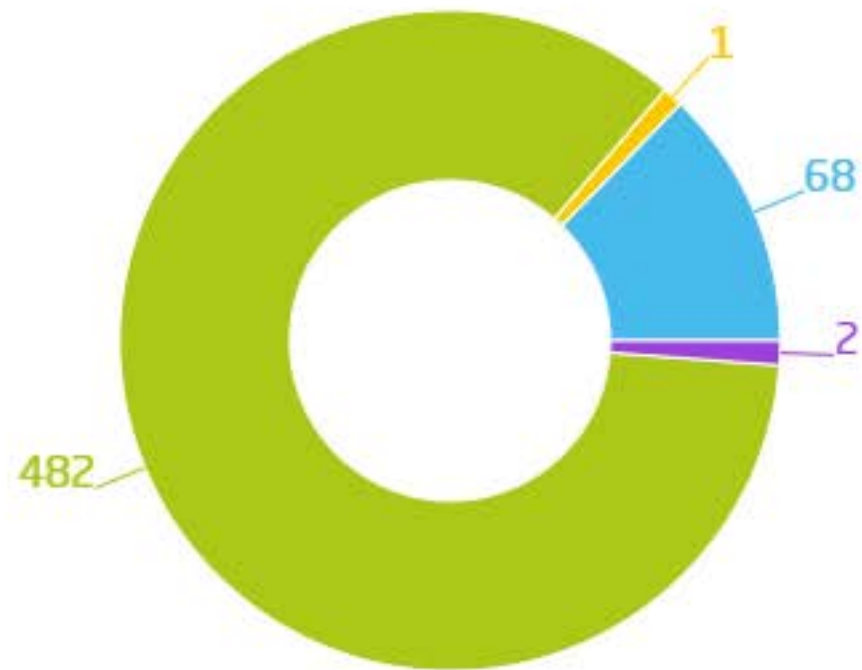
Operations per Hour (Landings & Takeoffs)

KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT



Takeoffs per Runway

KCNY 08/01/2023 0:00 > 08/31/2023 23:59 LT



- KCNY TO RWY 03
- KCNY TO RWY 15
- KCNY TO RWY 21
- KCNY TO RWY 33

TASK ORDER U
ATTACHMENT TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN SPONSOR AND ENGINEER,
DATED 9/11/2023 | 7:39 PM PDT, 2023

FURTHER DESCRIPTION OF SERVICES OF ENGINEER

1. This Attachment is made a part of and incorporated by reference into the Professional Services Agreement made on December 19, 2019, between **GRAND COUNTY, UTAH (Sponsor)** and **ARMSTRONG CONSULTANTS, INC., (Engineer)** providing for professional engineering services. The Services of Engineer as described in Section 1 of the Agreement are amended or supplemented as indicated below and the time periods for the performance of certain services are stipulated as indicated below.

2. **LOCATION** – Canyonlands Regional Airport, Moab, Utah

3. **WORK PROGRAM** – Attached

Element 1 – Relocate Taxiway A1 (400' x 35') (Design Only)

Element 2 – Expand Apron (600' x 350') (Design Only)

Element 3 – Reconstruct Apron (200' x 250') (Design Only)

Element 4 – Expand Taxiways E, F, and G (1,000' x 35', 800' x 25', 200' x 500') (Design Only)

4. **FEES** - The fees will be as noted below. (All lump sums unless noted otherwise)

Elements 1, 2, 3, and 4 – Project Development	\$26,710.00
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Elements 1, 2, 3, and 4 – Design

Preliminary Design	\$336,160.00
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Final Design	\$250,870.00
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Elements 1 and 2 – Bidding Services	\$21,040.00
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Elements 1, 2, 3, and 4 – Project Closeout	\$18,190.00
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Elements 1, 2, 3, and 4 – Special Services

Categorical Exclusion Form	\$12,800.00
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Geotechnical Investigation	\$49,860.00
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Topographical Survey	\$19,900.00
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Electrical Engineering	\$14,500.00
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Utility Investigation	\$17,500.00
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AGIS Survey	\$95,168.00
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Engineering Total	\$862,698.00
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5. **ATTACHMENTS** - Required Contract Provisions for A/E Contracts Under Airport Improvement Program

SPONSOR:
GRAND COUNTY, UT



County Council Chair

ENGINEER:
ARMSTRONG CONSULTANTS, INC.



Christopher S. Nocks, Western Division Lead

**SCOPE OF WORK
CANYONLANDS REGIONAL AIRPORT
AIP NO. 3-49-0020-046-2023**

ELEMENT #1 RELOCATE TAXIWAY A1

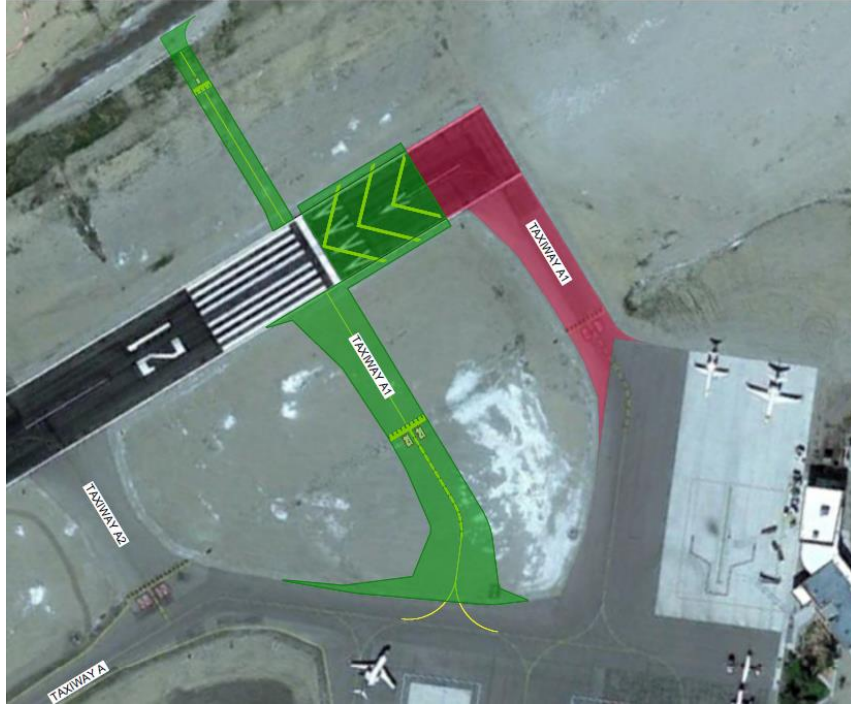
1. This project consists of a third phase of construction associated with the C-II ARC upgrade of Runway 3/21 at Canyonlands Regional Airport. Work in this phase will eliminate the displaced threshold on the approach end of Runway 21. The Runway 21 threshold will remain in the existing location on the runway, while Taxiway A1 will be relocated to the threshold of Runway 21 to eliminate the lead-in taxiway configuration. The construction includes removal of existing Taxiway A1, construction of relocated Taxiway A1, removal of the excess runway pavement, construction of a blast pad for Runway 21, reconfiguring the runway lights and signs as necessary as a result of removing the displaced threshold and new taxiway geometry, relocating the Runway 21 REIL system, and pavement markings. The project will also include the construction of Taxiway B1 which is directly across the runway from Taxiway A1.

The included project sketch depicts the general layout for the project.

- 1.1. Taxiway A1 will be 50 feet wide and approximately 400 feet in total length. Based on the approved Airport Layout Plan (ALP), the appropriate Runway Design Code (RDC) for the adjacent Runway 3/21 is C-II. Based on the ALP, the Taxiway Design Group (TDG) for Taxiway A1 in the proposed configuration is TDG-3. The pavement geometry design will be in accordance with FAA AC 150/5300-13B. Specifically, Tables 3-1, 4-1 and 4-2 will be utilized to determine appropriate pavement geometry and required separations.
- 1.2. Taxiway B1 will be 25 feet wide and approximately 300 feet in total length. Based on the approved ALP, the Taxiway Design Group (TDG) for Taxiway B1 in the proposed configuration is TDG-1A. The pavement geometry design will be in accordance with FAA AC 150/5300-13A. Specifically, Tables 3-5, 4-1 and 4-2 will be utilized to determine appropriate pavement geometry and required separations.
- 1.3. The pavement section will be designed to accommodate the anticipated aircraft fleet mix, which is assumed to include aircraft weighing up to 85,000 lbs DWG for Taxiway A1 and 30,000 lbs SWG for Taxiway B1. FAA FAARFIELD software will be utilized during the design of the pavement sections. Subgrade stabilization such as a geosynthetic stabilization fabric may be included if recommended by the geotechnical investigation report.
- 1.4. The existing asphalt pavement and base section of Taxiway A1 and runway end (110 feet) will be removed to full depth. Asphalt surface course will be rototilled and salvaged and may be used on this project as erosion control material. The existing cold mix asphalt base course in the runway pavement will be excavated and disposed of.
- 1.5. The project will include the construction of a 150 foot wide by 120 foot long blast pad per the approved ALP (C-II standards). The existing runway pavement in the footprint of the proposed blast pad (100' x 150') will be preserved as practical and will be widened with new asphalt pavement including base courses as required. The existing underdrain system will be modified as necessary to accommodate the new pavement geometry of the blast pad pavement.

- 1.6. Pavement underdrains will be installed along the edges of the new taxiway pavement sections. These underdrains will be tied into the runway underdrain system with the outlets releasing into the infield or into the existing drainage structures as practical.
- 1.7. Existing drainage patterns will be maintained as practical. Storm drain culverts and inlets that run underneath existing Taxiway A1 will be removed and replaced. The locations of new culverts and inlets will be adjusted as necessary.
- 1.8. New pavement markings will be designed to meet FAA AC 150/5340-1M. Type III glass beads will be specified for the painted surfaces. Taxiway shoulder markings will be used to delineate the edge of the full-strength pavement due to the placement of millings or gravel along the pavement edge of the new taxiway.
- 1.9. Taxiway A1 is currently equipped with a medium intensity taxiway lighting system. The taxiway lights and associated lighted signage will be preserved and relocated as practical. Some new lighted signs and lights will be required for the new taxiway geometry. Existing electrical duct banks located in areas of Taxiway A1 will be removed and replaced as practical.
- 1.10. The shoulders and earth adjacent to Taxiway A1 and Taxiway B1 pavement will be graded to the edge of the taxiway safety area as needed to meet current FAA standards. Millings from the pavement removal may be used to dress the taxiway shoulders to a width of 10 feet.
- 1.11. The new RSA formed beyond the Runway 21 end will be graded in accordance with AC 150/5300-13B, Section 3.10d.
- 1.12. The existing displaced threshold markings on the Runway 21 end will be removed only as required to relocate Taxiway A1. Existing runway markings that do not require change will not be removed. The pavement markings will be designed to meet FAA AC 150/5340-1M. Type III glass beads will be specified for the painted surfaces.
- 1.13. The existing outboard threshold lights on Runway 21 will be relocated to the new runway end, and the existing runway edge lights will be reconfigured as necessary to accommodate the new threshold location.
- 1.14. The existing REIL on Runway 21 will be removed and relocated as necessary to accommodate the new threshold location and blast pad. The work will include relocating the REIL units and installing necessary circuit cabling and conduit to reconnect the REIL to the MIRL circuit.
- 1.15. The project will be phased to reduce the impact to airport operations. Phases may include construction sequencing and night closures.

Estimated Construction Cost (Element 1) is: \$1,500,000



ELEMENT #2 EXPAND APRON

2. The purpose of this project is to construct an aircraft parking apron for Group II sized aircraft. With the completion of the Airport Reference Code (ARC) Upgrade project in 2018, the ARC has been upgraded from B-II to a C-II and the amount of large commercial and corporate jet aircraft has increased and is anticipated to continue to increase. The parking aprons are becoming increasingly congested and the risk damage to the pavement has become greater with the increase in large jet aircraft visiting the airport. To reduce congestion on the ramp and reduce the risk of further damage to the apron pavement due to the increase in large aircraft activity, the apron will be expanded. The apron expansion will consist of the expansion of the existing asphalt apron pavement with subbase course, base course, and asphalt surface course in the taxiing areas, and P-501 Portland Cement Concrete Pavement with stabilized base for heavy commercial airliner parking. The included project sketch depicts the general layout for the project.
 - 2.1. The newly constructed portion of the apron will be approximately 350 feet by 600 feet in total. The portion of the apron constructed with concrete pavement will be approximately 200 feet by 500 feet. The pavement geometry design will be in accordance with FAA AC 150/5300-13B. Specifically, Tables 3-1, 4-1 and 4-2 will be utilized to determine appropriate pavement geometry and required separations.
 - 2.2. Existing apron pavement will be preserved.
 - 2.3. The pavement section will be designed to accommodate the anticipated aircraft fleet mix, which is assumed to include aircraft weighing up to 85,000 lbs DWG. FAA FAARFIELD software will be utilized during the design of the pavement section for both the asphalt pavement section and the concrete pavement section. Subgrade stabilization such as a geosynthetic stabilization fabric may be included if recommended by the geotechnical investigation report.
 - 2.4. New pavement markings will be designed meet FAA AC 150/5340-1M. Type III glass beads will be specified for the painted surfaces. Commercial parking markings will be included in this project and may include parking T's, restricted area markings, and lead-in lines as required.
 - 2.5. Existing drainage patterns will be maintained and existing drainage infrastructure will be preserved if practical.
 - 2.6. Pavement underdrains will be installed along the edges as well as underneath the new apron pavement section. These underdrains will be tied into the existing apron underdrain system and existing storm drainage structures as practical.
 - 2.7. The taxiway lights and signs adjacent to the apron will be preserved in their existing location or be relocated as practical. Some new lighted signage and lighting will be required. The new signs and lights installed in the project will be connected to the existing electrical circuits.
 - 2.8. An existing electrical handhole that is in the footprint of the project area will be relocated along with the associated electrical lines, conduit, and infrastructure.
 - 2.9. An existing sewage septic tank that is with the footprint of the project will be removed and the sewer lines will be connected to the adjacent sewer main that runs adjacent to the existing aprons to the sewage lagoons on the south side of the airfield. Any work and design involving

expansion or improvement of the airport sewer system, other than what is needed to reestablish the sewer system, will be completed and funded locally outside the scope of this project and this task order.

- 2.10. The shoulders and earth adjacent to apron pavement will be graded to meet current FAA standards. Millings from the pavement removal will be used to dress the apron shoulders to a width of 10 feet in areas susceptible to erosion.

Estimated Construction Cost (Element 1) is: \$6,000,000



ELEMENT #3 RECONSTRUCT APRON (200' x 250')

3. The purpose of this project is to reconstruct the pavement section of the existing general aviation (GA) apron. The existing pavement is in poor condition and has exceeded the intended service life. The pavement is showing significant signs of distress including alligator cracking, rutting, and subsurface movement. This project will consist of the removal of the existing asphalt pavement section, and the full depth reconstruction of pavement section to include base course and asphalt pavement. Existing aircraft tie-downs will be removed and reconstructed per the approved ALP.

The included project sketch depicts the general layout for the project.

- 3.1. The reconstructed apron will be adjacent to the existing apron and will be sized to accommodate ADG II aircraft. The aircraft parking will be marked along with the taxiway centerlines. The pavement geometry design will be in accordance with FAA AC 150/5300-13B. Specifically, Tables 3-1, 4-1 and 4-2 will be utilized to determine appropriate pavement geometry and required separations.
- 3.2. The pavement section will be designed to accommodate the anticipated aircraft fleet mix, which is assumed to include aircraft weighing up to 85,000 lbs DWG. FAA FAARFIELD software will be utilized during the design of the pavement section. Subgrade stabilization such as a geosynthetic stabilization fabric may be included if recommended by the geotechnical investigation report.
- 3.3. Millings from the pavement removal will be salvaged and become airport property.
- 3.4. New pavement markings will be designed meet FAA AC 150/5340-1M. Type III reflective media will be specified for the painted surfaces.
- 3.5. Existing drainage patterns will be maintained as practical.
- 3.6. Pavement underdrains will be installed along the edges as well as underneath the new apron pavement section. These underdrains will be tied into the existing apron underdrain system and existing storm drainage structures as practical.
- 3.7. No airfield electrical systems will be impacted by the project.
- 3.8. Pavement adjacent (within 50 ft) to existing hangar structures will be constructed using local funding or alternate funding as allowed by the FAA.
- 3.9. An existing self-serve Avgas and Jet-A fuel system are located within the project footprint. The system will be relocated and reconfigured within the project footprint. FAA eligibility is limited to the demolition of the existing system. All work and design involving expansion or improvement of the airport fuel system, other than demolition, will be completed and funded locally outside the scope of this project and task order.

Estimated Construction Cost (Element 1) is: \$1,000,000



ELEMENT #4 EXPAND TAXILANES E, F, and G

4. CNY is anticipating an increase in hangar development and transient GA type aircraft operations. In order to facilitate the development of hangars and accommodate the parking needs of the GA aircraft operations, taxilanes will need to be constructed and the parking apron expanded. The project is to expand existing Taxilanes E, F, and G to include ADG I and ADG II aircraft as well and expand the parking apron for ADG I sized aircraft. The taxilanes and apron will include markings for taxilanes and parking tie downs. Aircraft tiedowns will be constructed into the apron pavement at each parking space. Taxilanes E and G will be designed to meet ADG II separation requirements. Taxilane F will be constructed to meet ADG I separation requirements. The included project sketch depicts the general layout for the project.
 - 4.1. Based on the approved Airport Layout Plan, the appropriate Taxiway Design Group (TDG) is TDG 1 (25 feet wide) for Taxilane F and TDG 2a (35 feet wide) for Taxilanes E and G. The pavement geometry design will be in accordance with FAA AC 150/5300-13B. Specifically, Tables 3-1, 4-1 and 4-2 will be utilized to determine appropriate pavement geometry and required separations.
 - 4.2. The pavement section will be designed to accommodate the anticipated aircraft fleet mix, which is assumed to include aircraft weighing up to 30,000 lbs SWG for Taxilane F and 60,000 lbs DWG for Taxilanes E and G. FAA FAARFIELD software will be utilized during the design of the pavement section.
 - 4.3. New pavement markings will be designed meet FAA AC 150/5340-1M. Type I, Gradation A glass beads will be specified for the painted surfaces.
 - 4.4. Pavement underdrains will be included in the design.
 - 4.5. The taxilane grading and drainage will be included in the design. This may include storm water inlets, drainage structures, and culverts as appropriate. Surface drainage patterns will be evaluated and incorporated into the design.
 - 4.6. Conceptual hangar elevations will be determined and included in the design. This will be used to guide the future elevation of hangars as they are developed.
 - 4.7. No taxiway/taxilane lighting nor airfield electrical will be included in this project. However, electrical duct banks will be included for future use.
 - 4.8. The design will take into consideration that the taxilanes may be developed in phases in accordance with available funding sources.
 - 4.9. General aviation aircraft tiedowns will be installed on the proposed apron.
 - 4.10. The project will be divided into bid schedules so that alternative funding sources may be used to fund the taxilane construction as needed.

Estimated Construction Cost (Element 1) is: \$3,500,000



I. PROJECT DEVELOPMENT

The project development phase is intended to complete the necessary preliminary actions required to initiate the project in accordance with established Federal, State and Local policies and procedures.

Activities include:

1. Conduct a pre-design meeting/scoping conference with the Sponsor, and FAA to establish parameters for the project definition and work areas, budget, schedule, and needs for topographic survey and geotechnical investigations.
2. Develop preliminary cost estimates for the proposed work.
3. Develop a draft Scope of Work narrative for review and approval. The Sponsor may be required to have an independent fee estimate (IFE) performed to validate the proposed engineering fees. The Engineer will assist the Sponsor in getting reimbursed for the cost of this IFE as part of the grant by preparing a request for reimbursement. Upon receiving approval of the scope of work narrative, engineering fees will be calculated and provided with the final Scope of Work. The Engineer will assist the Sponsor with the submittal of a Record of Negotiations to document the fee negotiation performed for the project.
4. Prepare final Scope of Work and Contract.
5. Prepare Preliminary FAA Grant Application. Preparation of the application will include the following:
 - a. Prepare the following forms: SF424 and FAA Form 5100-100.
 - b. Prepare Project Narrative and Sketch.
 - c. Prepare Preliminary Estimate.
 - d. Prepare the Sponsor's Certifications.

The Engineer will submit the application to the Sponsor for approval and signatures.

II. PRELIMINARY DESIGN

The preliminary design phase is intended to identify and evaluate cost effective and practical solutions for the work items identified. The designer will complete its evaluation of alternatives through contacts with local authorities, field investigations, and a practical design approach. The design will take advantage of local knowledge and experience and utilize expertise from recent construction projects to design a cost-effective project. Cost efficiencies will be realized in a lower initial cost and in lower long-term maintenance costs.

Activities include:

1. Prepare requirements for the design topographical survey. Work includes establishing the limits of the work area and developing survey criteria in accordance with FAA design guidance. A surveyor subconsultant will be employed to conduct the topographical survey in accordance with the requirements developed. Coordinate the subconsultant's work schedule with airport staff.
2. Prepare requirements for the design geotechnical investigation. Work includes developing a subsurface boring layout and soil testing regimen in accordance with FAA AC 150/5320-6F. A geotechnical engineering subconsultant will be employed to conduct the geotechnical investigation in accordance with the requirements developed. An Engineer's representative will be on-site with the subconsultant for three (3) days during the investigation. The Engineer will coordinate the subconsultant's work schedule with airport staff. Based on preliminary information available for this project, the following is an estimate of the effort required to complete the investigation and associated testing:
 - a. Subsurface Investigation: Obtain 30 subsurface borings, 25 will be drilled to a depth of 15 feet, and 5 will be drilled to a depth of 6.5 feet. Pavement cores will be taken at 8 locations. Pavement cores will be used to establish existing structural information, photographed and preserved for reference during construction.
 - b. Laboratory Soil Testing: Perform the following tests on the samples collected from the subsurface borings:

Test	Test Standard	No. of Tests
Soil Gradation (Dry)	ASTM C117/C136	90 each
Soil Gradation (Hydrometer)	ASTM D 422	5 each
Atterburg Limits	ASTM D 4318	5 each
Moisture-Density Relationship	ASTM D 1557	5 each
In-Place Density/Moisture	AASHTO T204/ AASHTO T265	60 each
CBR Testing	ASTM D 1883	8 each
Consolidation Testing	ASTM D 2435	30 each
Soluble Sulfate Content	ASTM C 1580	5 each

3. Prepare an overall Construction Safety and Phasing Plan (CSPP) in order to maximize project constructability and operational safety for each element. A draft CSPP will be submitted to the FAA for review and comment when the design is approximately 25-35% complete. This final CSPP will be submitted to the FAA when plans are 95% completed. The final CSPP will be coordinated, by the

FAA Program Manager, with other FAA Lines of Business (LOBs). Comments received by the FAA LOBs will be incorporated into the CSPP prior to submitting the bid advertisement for the project.

4. Assist in the preparation of State Aeronautics grant application.
5. Analyze and process topographical survey data. Input raw survey data into computer aided drafting program, develop TIN surface model of existing ground contours, pavement edges, electrical system components, utilities, and any other miscellaneous items. Generate 3D contour model and prepare and process data for spot elevations, grading, drainage and pavement cross sections.
6. Analyze and process geotechnical investigation data. Develop design conclusions based on the data presented and establish input values for pavement design software.
7. Prepare pavement section designs (6 distinct pavement sections will be developed for the various pavement areas included in this project).
8. Review and evaluate project layout.
 - a. Determine aircraft usage through coordination with Sponsor and FAA
 - b. Verify existing ALP dimensions and data.
9. Evaluate local conditions:
 - a. Inventory local material suppliers, sources and capabilities.
 - b. Evaluate drainage conditions/requirements.
 - c. Evaluate existing septic tank and associated sewer lines.
 - d. Review existing Pavement Strength Survey data.
 - e. Review existing electrical system layouts and determine system requirements.
 - f. Review available record drawings of the project site.
 - g. Conduct two (2) design site visits by the Senior Project Manager and Project Engineer for familiarity with the site.
10. Prepare preliminary construction plans. Construction plans will be prepared depicting all of the work involved for Elements 1, 2, 3 and 4. Separate plan sets will be developed for Elements 1 and 2 and Elements 3 and 4 as these elements are anticipated to be bid through two different bidding efforts. The following list of drawings will be used as a guideline.

DESCRIPTION		ELEMENTS 1 & 2	ELEMENTS 3 & 4
a	Cover Sheet	1 Sheet	1 Sheet
b	General Notes, Legend and Survey Control	1 Sheet	1 Sheet
c	Removals Plan	5 Sheets	5 Sheets
d	Plan, Profile and Grading Plan	8 Sheets	10 Sheets
e	Typical Sections and Details	8 Sheets	4 Sheets
f	Marking Layout and Details	4 Sheets	4 Sheets
g	Lighting and Electrical Layout and Details	4 Sheets	3 Sheets
h	Cross Sections (50 ft Stations)	8 Sheets	14 Sheets
i	Construction Safety and Phasing Plan	6 Sheets	4 Sheets
TOTAL SHEET COUNT		45 Sheets	46 Sheets

Drawings may be added or deleted during the design phase if required.

11. Prepare preliminary contract documents. Bidding documents will be prepared separately for Elements 1 and 2 and Elements 3 and 4. The Engineer will prepare the contract documents including invitation for bids, instructions to bidders, proposal, equal employment opportunity clauses and applicable wage rates, construction contract agreement, performance bond, payment bond, general and special provisions. Preparation will include establishing the location for the bid opening and description of the work schedule. Contract documents will be prepared early during the design phase and submitted to the FAA and Sponsor for review. Sponsor is ultimately responsible for reviewing and ensuring construction contract terms comply with local law and requirements.
12. Prepare preliminary technical specifications. Technical Specifications will be prepared separately for Elements 1 and 2 and Elements 3 and 4. The Engineer will assemble the technical specifications necessary for the intended work. Standard FAA specifications will be utilized where possible. Additional specifications will be prepared to address work items or material that is not covered by the FAA specifications.

The standard specifications to be utilized for Elements 1, 2, 3, and 4 may include the following items:

Item C-100	Contractor Quality Control Program
Item C-105	Mobilization
Item C-110	PWL Calculation
Item P-101	Preparation/Removal of Existing Pavements
Item P-152	Excavation and Embankment
Item P-153	Controlled Low Strength Material
Item P-154	Subbase Course
Item P-209	Crushed Aggregate Base Course
Item P-304	Cement Treated Aggregate Base Course
Item P-401	Asphalt Mix Pavement
Item P-501	Cement Concrete Pavement
Item P-602	Emulsified Asphalt Prime Coat
Item P-603	Emulsified Asphalt Tack Coat
Item P-605	Joint Sealants for Pavements
Item P-608	Emulsified Asphalt Seal Coat
Item P-610	Structural Portland Cement Concrete
Item P-620	Runway and Taxiway Marking
Item D-701	Pipe for Storm Drains and Culverts
Item D-705	Manholes and Inlets
Item L-108	Underground Power Cable for Airports
Item L-110	Underground Electrical Duct Banks and Conduits
Item L-125	Airport Lighting Systems, Guidance Systems and Edge Markers
Item L-135	Runway End Identifier Lights (REIL)

13. Prepare preliminary special provisions to address conditions that require additional clarification and/or definition beyond what is described in the standard general provisions or technical specifications. Items may include:
 - a. Project Location Information
 - b. Insurance Requirements
 - c. Contract Period and Work Schedule and Phasing

- d. Pre-Construction Conference
 - e. Utilities
 - f. Permits, Taxes and Compliance with Laws
 - g. Field Office Requirements
 - h. Haul Roads
 - i. Testing and Staking
 - j. Airport Security, Closure of Air Operations Areas
 - k. Accident Prevention
 - l. Warranty
 - m. Construction Management Plan
14. Prepare and submit FAA design Modifications to Standards, if necessary.
15. Conduct preliminary review of the construction plans, technical specifications, contract documents and special provisions by submitting copies of the preliminary documents to the FAA and Sponsor and solicit preliminary design review comments.
16. Conduct preliminary review of the construction plans with Part 139 Inspector by submitting copies of the preliminary documents to the FAA and Sponsor and solicit preliminary design review comments.

III. FINAL DESIGN

In the final design phase, the designer will provide well-defined construction requirements, with selected bid alternatives as appropriate to solicit competitive construction bids. Construction schedules will be coordinated around good weather conditions and as little as practical interference with airport operations. Final design packets will be prepared separately for Elements 1 and 2, and for Elements 3 and 4.

Activities include:

Final Design

1. Incorporate preliminary design comments and respond as necessary to requests for additional information.
2. Calculate Estimated Quantities. The Engineer will calculate all necessary quantities for the various work items in each Element.
3. Prepare Estimate of Probable Construction Cost for each Element. Using the final quantities calculated following the completion of the plans and specifications, the Engineer will prepare the construction cost estimate. The estimate will be based on information obtained from previous projects, contractors, material suppliers and other databases available.
4. Prepare Engineer's Design Report. During the preparation of the construction plans and specifications, an engineer design report will be prepared. The report will include the summary of the project, pavement, drainage design, schedule and cost estimate for the completion of the project. The design report will follow the current FAA Airports guidance where applicable. The design report will be submitted for Sponsor and FAA review. Review comments will be incorporated in the final revised report.
5. Develop work schedules for construction. This task involves dividing the construction work into schedules to allow for maximum contract award flexibility in cases of limited available funds, and allow the project to be executed in a manner that minimizes the disruption of the airport aircraft operations.
6. Submit final CSPP by uploading it to the OE/AAA website. Alternatively, at the request of the FAA PM, the CSPP may be submitted directly to the FAA PM.
7. Prepare 95% design construction plans, technical specifications, contract documents and special provisions.
8. Submit 95% design review package to the FAA, and Sponsor and solicit design review comments.
9. Incorporate 95% design review comments and respond as necessary to requests for additional information.
10. Conduct final internal review of all design documents and incorporate any necessary changes. Final review will include two (2) site visits by the Senior Project Manager and Project Engineer to field verify project plans and specifications and to attend an airport user meeting to discuss the project.

11. Prepare and submit final plans and specifications. Copies will be submitted to the FAA, State, and Sponsor. A final set of plans, specifications and contract documents will be prepared which incorporates revisions, modifications and corrections determined during the FAA and Sponsor's review. After final plan acceptance, plan sets will be provided to the FAA and Sponsor.
12. Prepare and/or assist with necessary forms:
 - a. Sponsor Quarterly Report
 - b. Strategic Event Coordination Form
 - c. Standard Form 271
 - d. Standard Form 425

IV. BIDDING SERVICES (Elements 1 and 2)

During the bidding phase of the project, the Engineer will assist the Airport in advertising and letting the project for bid for Elements 1 and 2. Engineer will assist in dialogue with potential bidders to quantify bidder questions assist Sponsor in attaining economic bids. Activities outlined below and the fees listed on pages 1-2 cover one iteration of the bidding process. Preparing multiple bid processes, packages, or re-bidding may incur additional or repeated services.

Activities include:

1. Assist the Sponsor with advertising and interpretation of the project requirements. Plans and specifications will be available via the web site of Armstrong Consultants. The Sponsor, State, and FAA will be given a digital copy of the final plans, specifications and contract documents.
2. Provide technical assistance and recommendations to the Airport during construction bidding.
3. Attend and assist with pre-bid conference. Answer Contractor questions and issue necessary clarifications and addenda. The pre-bid conference will be held on-site by the Senior Project Manager and Project Engineer.
4. Provide an on-line bidding platform and read the bids aloud via online video conference at the date, and time agreed by the Sponsor.
5. Prepare an abstract of bids, perform necessary review of the bids to determine responsiveness, and prepare award recommendation letter.
6. Update preliminary Federal Grant Application prepared during Project Development phase based on bids. The Engineer will submit the application to the Sponsor for approval and signatures.
7. Assist in award notification to successful bidder and notify and return bid bonds to the unsuccessful bidders. The DBE goal and all bidding requirements will be reviewed for responsiveness. Any issues or concerns that arise from the bidding documents will be brought to the attention of the Sponsor for clarification.

V. PROJECT CLOSEOUT

During the project closeout phase of the project, the Engineer will assist the Sponsor with compiling all of the reports, documents, and other items necessary to successfully close out the associated grant and provide an accurate historical record for the project.

Activities include:

1. Assist the Sponsor with completing all necessary grant closeout certifications and forms, including final SF425, SF271, draft grant closeout request letter.
2. Prepare Final Engineers Report. The final report will follow the current FAA AIP Final Report guidance.

VI. SPECIAL SERVICES

Special Services are those services that aren't considered "basic" services such as those listed above. When a Special Service is needed that we do not provide in-house, we will contract with other firms that provide those services. The following are activities that are included in this project that fall under Special Service tasks.

Activities include:

1. Prepare and submit a Categorical Exclusion (CatEx) package.
2. Geotechnical investigations, including core sampling, laboratory tests, related analyses, pavement design and reports.
3. Land surveys, design surveys, and topographic maps.
4. Electrical Engineering associated with airfield lighting and vault construction or rehabilitation.
5. Airfield utility investigations to collect data associated with identifying the location(s) of water and sewer lines, airfield circuits, etc.
6. AGIS Survey

The geospatial information collected during this project will be utilized to assist in the development of runway vertically guided (18B VG) design as built for runways 03/21 and further imagery coverage for gravel runway 15/33 at the CANYONLANDS REGIONAL AIRPORT. For this process to be completed, the Consultant understands the necessity for completing a survey that meets the current specifications and accuracy requirements outlined in the reference materials.

The Consultant understands that CNY is requesting data to support a Design As-Built Airspace Analysis for instrument approach and departure procedures into runway approaches for 03/21. The airspace analysis will be done for instrument procedures. The FAA requires aeronautical survey and mapping services that meets the standards outlined in the FAA Advisory Circulars 150/5300-16B, -17C and -18B, with further guidance from the FAA Northwest Mountain Region (ANM), and the Office of Airports Safety and Standards (AAS) in Washington, D.C. The survey requirements will be completed for:

- Instrument Procedure Design-As-Built Development – 18B VG design approach for runway 03/21
- Imagery collection for 15/33 airspace

The Consultant will provide the deliverables required for the survey type as identified in Table 2-1 of AC 150/5300-18B, shown below:

APPENDIX A – AC-18B, TABLE 2-1 TASKS

Intended End Use of the Data ➤	AC Reference	Instrument Procedure Development
Required Tasks ▼		
Provide a Survey and Quality Control Plan	150/5300-16/17/18	•
Establish or validate Airport Geodetic Control	150/5300-16	•
Perform, document and report the tie to National Spatial Reference System (NSRS)	150/5300-16	•
Survey runway end(s)/threshold(s)	150/5300-18	•
Monument runway end(s)/threshold(s)	150/5300-18	•
Document runway end(s)/threshold location(s)	150/5300-18	• ¹
Identify and survey any displaced threshold(s)	150/5300-18	•
Monument displaced threshold(s)	150/5300-18	•
Document displaced threshold(s) location	150/5300-18	•
Determine or validate runway length	150/5300-18	•
Determine or validate runway width	150/5300-18	•
Determine runway profile using 50-foot stations	150/5300-18	•
Determine runway profile using 10-foot stations	150/5300-18	•
Determine the touchdown zone elevation (TDZE)	150/5300-18	•
Determine and document the intersection point of all specially prepared hard surface (SPHS) runways	150/5300-18	
Determine and document the horizontal extents of any Stopways	150/5300-18	•
Determine any Stopway profiles	150/5300-18	•
Determine if the runway has an associated clearway	150/5300-18	
Survey clearway to determine objects penetrating the slope	150/5300-18	•
Determine and document the taxiway intersection to threshold distance	150/5300-18	
Determine runway true azimuth	150/5300-18	•
Determine or validate and document the position of navigational aids	150/5300-18	•
Determine or validate and document the position of runway abeam points of navigational aids	150/5300-18	•
Determine potential navigational aid screening objects	150/5300-18	
Collect and document VOR receiver checkpoint location and associated data	150/5300-18	
Perform or validate and document an airport airspace analysis	150/5300-18	•
Collect and document helicopter touchdown lift off area (TLOF)	150/5300-18	•
Collect and document helicopter final approach and takeoff area (FATO)	150/5300-18	•
Collect or validate and document airport planimetric data	150/5300-18	
Determine or validate the elevation of the Air Traffic Control Tower Cab Floor (if one is on the airport)	150/5300-18	
Perform or validate a topographic survey	150/5300-18	• ⁴
Collect and document runway and taxiway lighting	150/5300-18	
Collect and document parking stand coordinates	150/5300-18	
Collect cultural and natural features of landmark value	150/5300-18	
Determine elevation of roadways at the intersecting point of the Runway Protection Zone (RPZ) or the runway centerline extended	150/5300-18	

Determine all Land Use to 65 DNL contour	150/5300-18	
Document features requiring digital photographs	150/5300-18	•
Document features requiring sketches	150/5300-18	•
Collect position and type of runway markings	150/5300-18	
Collect position and type taxiway markings	150/5300-18	
Locate, collect, and document photo ID points	150/5300-17	
Identify collect, and document wetlands or environmentally sensitive areas	150/5300-18	
Collect imagery	150/5300-17	•
Provide a final Project Report	150/5300-16/18	•

• = Required Task

¹ Only when runway construction is involved.

² All 14 CFR Part 139 airports require 10-foot stations. At all other airports the distance between stations is between 10 and 50 feet to meet local requirements

³ Only required for the identified Category II and III special topographic survey

⁴ For Cat II and III radar altimeter area or if specifically requested



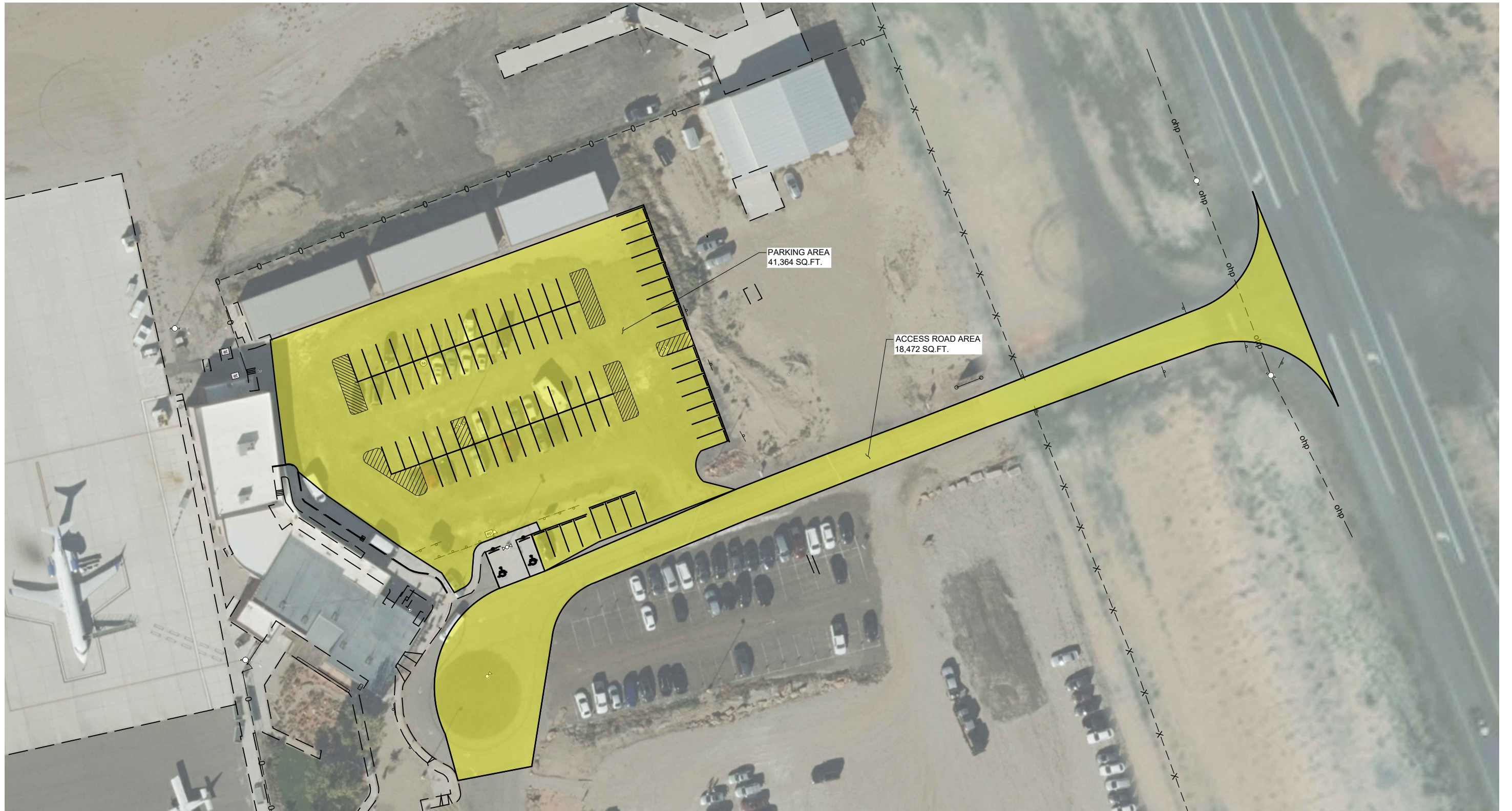
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nyonlands Field Airport
nyonlands Field Airport

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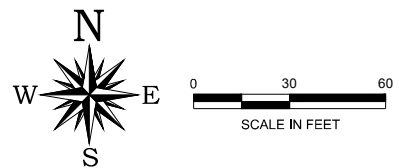
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CNY VEHICLAL PARKING AREA LAYOUT ALT. 1

PER BAR SCALE



CANYONLANDS REGIONAL AIRPORT
GRAND COUNTY, UTAH

ACCESS ROAD & PARKING EXHIBIT

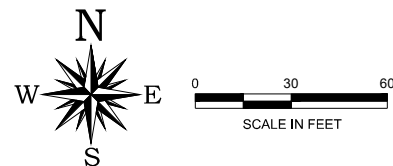
 **ARMSTRONG**
A LOCHNER COMPANY

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CNY VEHICLAL PARKING AREA LAYOUT ALT. 2

PER BAR SCALE



CANYONLANDS REGIONAL AIRPORT
GRAND COUNTY, UTAH

ACCESS ROAD & PARKING EXHIBIT

 **ARMSTRONG**
A LOCHNER COMPANY



Airport Rent Study

Grand County, Utah

Canyonlands Regional Airport

March 8, 2023



March 8, 2023

Tammy Howland
Airport Director
Canyonland Regional Airport
110 West Aviation Way
Moab, Utah 84532

RE: Airport Rent Study

Dear Tammy:

This summary report conveys Aviation Management Consulting Group (AMCG) and Decker Associates' (AMCG team's) opinion of market rent for certain aeronautical and non-aeronautical land located at Canyonlands Regional Airport which is currently leased or available for lease from Grand County.

The AMCG team is pleased to have been called on to conduct this study (which excluded a physical inspection of the Subject Properties) and provide an opinion of market rent. Please contact me if you have any questions pertaining to this analysis or the conclusions reached.

Helping your aviation management excellence,

A handwritten signature in blue ink, reading "David C. Benner".

David C. Benner, C.M.
Managing Consultant
Aviation Management Consulting Group

A handwritten signature in black ink, reading "Robert D. Decker".

Robert D. Decker, MAI
Appraiser
Decker Associates
Utah Temp License No. 5479949-TCGO

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I. EXECUTIVE SUMMARY

Airport:	Canyonlands Regional Airport 110 West Aviation Way Moab, Utah 84532
Scope of Work:	This summary report conveys Aviation Management Consulting Group (AMCG) and Decker Associates' (AMCG team's) opinion of market rent for aeronautical and non-aeronautical land (Subject Properties) located at Canyonlands Regional Airport which are currently leased or available for lease from Grand County.
Subject Properties:	The components of the Subject Properties include Aeronautical Improved Land, Aeronautical Unimproved Land, and Non-Aeronautical Land.
Date of Report:	March 8, 2023
Effective Date:	January 10, 2023
Methodology:	An opinion of market rent for the Aeronautical Land (Improved and Unimproved) was developed based on an analysis of the information and data obtained for similar properties from national, regional, comparable, resort/destination, and competitive airports (which is summarized in Section VI. Study Findings). An opinion of market rent for the Non-Aeronautical Land was developed based on an analysis of the information and data obtained for similar properties in the local area (used for non-aeronautical, off-airport purposes). This information is summarized in Section VI. Study Findings.
Rental Rate Conclusions:	Table 1 identifies the AMCG team's opinion of market rent for the Subject Properties.

Table 1 – Rental Rate Conclusions

Rental Rate Conclusions Summary			
Component	Identification	Size (SF)	Market Rent Opinion
Aeronautical Improved Land	Zone 1	Up to 49,999	\$0.40
		50,000 - 249,999	\$0.38
		250,000 - 999,999	\$0.42
		1,000,000 and greater	\$0.28
	Zone 2	Up to 49,999	\$0.38
		50,000 - 249,999	\$0.36
		250,000 - 999,999	\$0.40
		1,000,000 and greater	\$0.26
	Zone 3	Up to 49,999	\$0.36
		50,000 - 249,999	\$0.34
		250,000 - 999,999	\$0.38
		1,000,000 and greater	\$0.24
Aeronautical Unimproved Land	Zone 1	Up to 49,999	\$0.30
		50,000 - 249,999	\$0.29
		250,000 - 999,999	\$0.32
		1,000,000 and greater	\$0.21
	Zone 2	Up to 49,999	\$0.29
		50,000 - 249,999	\$0.27
		250,000 - 999,999	\$0.30
		1,000,000 and greater	\$0.20
	Zone 3	Up to 49,999	\$0.27
		50,000 - 249,999	\$0.26
		250,000 - 999,999	\$0.29
		1,000,000 and greater	\$0.18
Non-Aeronautical Land	Zone 4		\$0.70
	Zone 5		\$0.50
	Zone 6		\$0.30

All rental rates are “per square foot per year” (psf/yr)

II. INTRODUCTION

A. Scope of Work

This summary report conveys Aviation Management Consulting Group (AMCG) and Decker Associates' (the AMCG team) opinion of market rent for certain aeronautical and non-aeronautical land (Subject Properties) located at the Canyonlands Regional Airport (Airport) which is currently leased or available for lease from Grand County (County).

B. Market Rent Defined

Market rent is defined as the most probable rent which a property should bring in a competitive and open market (i.e., willing lessor and willing lessee) reflecting the terms and conditions of a specified lease agreement, including the rental adjustment mechanisms, permitted uses, use restrictions, expense obligations, term, renewal and purchase options, and tenant improvements.

C. Project Approach

To achieve the scope of work, AMCG completed the following work plan:

1. developed a profile of the Airport,
2. identified comparable and competitive airports utilizing the profile of the Airport,
3. obtained rental rates (and related information) for aeronautical uses from the Airport as well as comparable, resort/destination, and competitive airports identified,
4. analyzed the data obtained from the Airport as well as comparable, resort/destination, and competitive airports,
5. analyzed national and regional data,
6. obtained and analyzed data from off-airport, non-aeronautical land sales; and
7. developed an opinion of market rents for the Subject Properties based on the preceding analysis in conjunction with the Limiting Conditions outlined in the Appendix.

Due to the potential use of the Subject Properties (aeronautical vs. non-aeronautical), the AMCG team utilized two different approaches to derive an opinion of market rent. Consistent with the Federal Aviation Administration (FAA) Regulation Identifier Number (RIN) 2120-AF90, *Policy Regarding Airport Rates and Charges*, states that "rates, fees, rentals, landing fees, and other service charges ('fees') imposed on aeronautical users for the aeronautical use of the airport ('aeronautical fees') must be fair and reasonable." As such, the market rent opinions outlined in this *Airport Rent Study* are fair, reasonable, and can be consistently applied to the aeronautical-use land. Conversely, the FAA has generally interpreted the self-sustaining assurance to require airport sponsors to charge FMV [fair market value] for non-aeronautical uses of airport property as outlined in the FAA Order 5190.6B *Airport Compliance Manual*.

As such, the AMCG team analyzed land sales in the local area to determine a reasonable off-airport value as a basis for determining an opinion of market rent for Non-Aeronautical Land.

In drawing opinions of market rent for the Subject Properties, consideration was given to those factors that typically affect market rents for on-airport, aeronautical and non-aeronautical properties (e.g., property use, attributes, restrictions, limitations, etc.). Beyond this, the AMCG team's opinion of market rent for the aeronautical Subject Properties has been formed based on a comparative analysis of current rents for aeronautical-use properties at national, regional, comparable, resort/destination, and competitive airports. The rental rates currently charged for the Subject Properties by the County were not included in the national, regional, comparable, resort/destination, or competitive analysis. As such, those rates were not utilized to develop the opinion of market rent.

Market rents for off-airport properties were not utilized to determine market rent for aeronautical properties as this approach is highly problematic due to the different types of use. Off-airport properties and on-airport, aeronautical properties do not exhibit the same bundle of rights. It is very difficult, if not impossible, to determine the adjustment applied to unencumbered off-airport rental rates to reflect the constraints imposed by the FAA, the airport sponsor, and others pertaining to the development and/or use of on-airport, aeronautical properties. Conversely, on-airport, aeronautical properties provide access and use of the Airport infrastructure. The adjustment would need to reflect the fact that on-airport, aeronautical properties do not exhibit the same bundle of rights as off-airport properties.

When rendering an opinion of market rent for on-airport, aeronautical properties, the cost of the real property (land and/or improvements) and desired rates of return are not typically considered. While these factors may be considered when rendering an opinion of market rents for off-airport properties or may be considered by real estate investors, these factors are generally not consistent with the realities of the prevailing market for on-airport, aeronautical properties. Therefore, the AMCG team's opinion of on-airport, aeronautical market rents were not derived based on the cost of real property or desired rates of return for the aeronautical Subject Properties.

D. Key Underlying Assumptions

The market rent opinions conveyed in this summary report are based on the lessee having full and continued access to the Airport's airside (aeronautical Subject Properties only) and landside infrastructure.

Market rents are driven by the amount a willing buyer (lessee) pays to a willing seller (lessor) to rent or lease a property. To the extent that local economic factors affect rental rates at the national, regional, comparable, resort/destination, and competitive airports, these economic factors will be reflected in the rental rate conclusions. As such, AMCG has identified and analyzed (on a comparative basis) the rents charged and paid for similar aeronautical properties (by component) at a cross-section of airports to derive the market rent opinions for the Subject Properties.

AMCG recognizes that there are differences between the Airport and the comparable airports. Some of the comparable airports exhibit superior characteristics and some exhibit inferior characteristics. To identify airports that were considered most comparable to the Airport and draw conclusions that reflect the conditions at the Airport, the comparable airports were compared with the Airport using aeronautical activity and infrastructure indicators.

The following report summarizes the AMCG team's findings and opinions.

III. COMMUNITY OVERVIEW

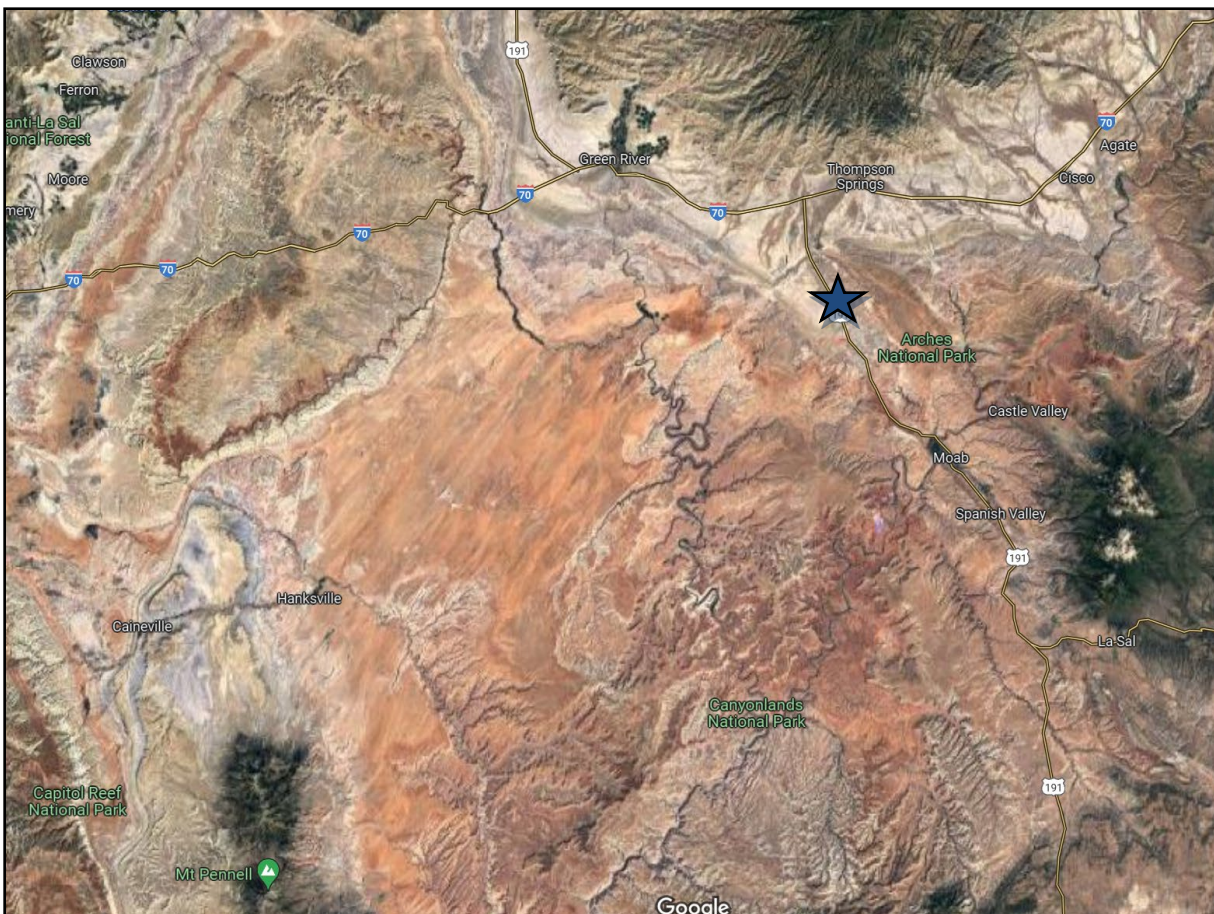
A. Airport Sponsor

The Airport is owned and operated by the County with an Airport Advisory Board consisting of seven voting members and one non-voting member. The purpose of the Airport Advisory Board is to advise and make recommendations to the County and the Board of Commissioners on policy matters as it relates to operation and management of the Airport.

B. Geographic Location

The Airport is located approximately 15 miles northwest of the central business district of the City of Moab (City).

Figure 1 – Geographic Location



C. Demographics

The population of the County has increased a total of 7.2% which results in a compounded annual increase of 0.6% from 8,987 in 2010 to 9,630 in 2021 (U.S. Census Bureau Estimate).

D. Business and Industry

The largest employment sectors of the County are (1) construction, (2) accommodation and food services, and (3) arts, entertainment, and recreation. These employment sectors account for 36.6% of employment in the County.

E. Economic Factors

The civilian labor force of the County has increase from 8,924 in 2010 to 9,718 in 2021 (U.S. Census Bureau Estimate), which represents a total increase of 8.9% or a compounded increase of 0.8%.

As identified by the U.S. Bureau of Labor Statistics, the unemployment rate of the County was estimated at 4.5% (December 2022) which was higher than the U.S. national unemployment rate which was approximately 3.5%.

IV. SUBJECT AIRPORT OVERVIEW

A. Airport Description

The Airport, which consists of approximately 985 acres of land, has 2 runways, as follows:

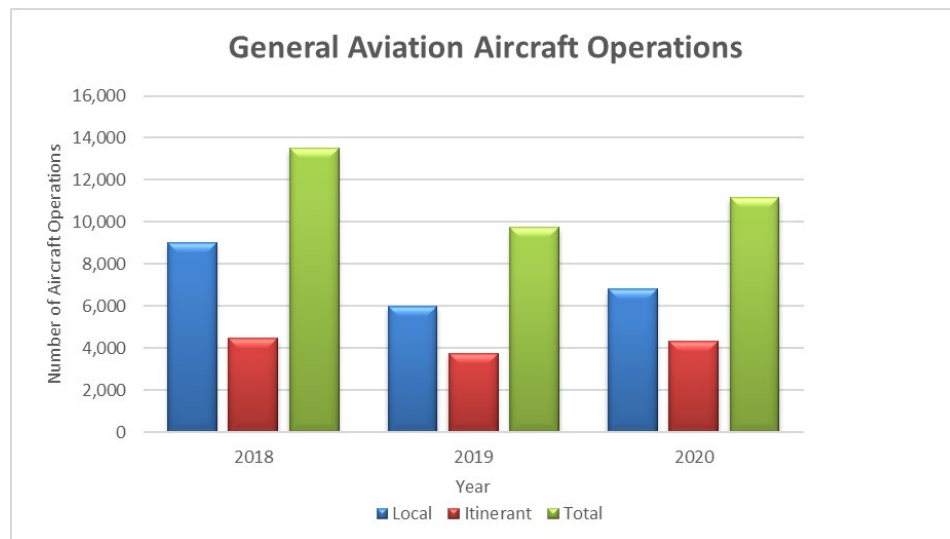
- Runway 03/21: 7,360 feet long and 100 feet wide, grooved asphalt in good condition.
- Runway 15/33: 2,121 feet long and 60 feet wide, dirt and unpaved.

The Airport does not have an Air Traffic Control Tower and is served by multiple non-precision approaches (LOC, RNAV – GPS, VOR/DME). The Airport is designated a Primary Commercial Service Nonhub Airport in the FAA *National Plan of Integrated Airports System (NPIAS)*.

B. Aircraft Operations

Figure 2 depicts the general aviation aircraft operations (by category – local, itinerant, and total) at the Airport from 2018 to 2021, as reported by FAA Master Record 5010.

Figure 2 – General Aviation Aircraft Operations



As shown in Table 2, total general aviation aircraft operations at the Airport have decreased from 13,500 in 2018 to 11,150 in 2020. This represents a total decrease of 17.4% and a compounded annual decrease of 9.1%.

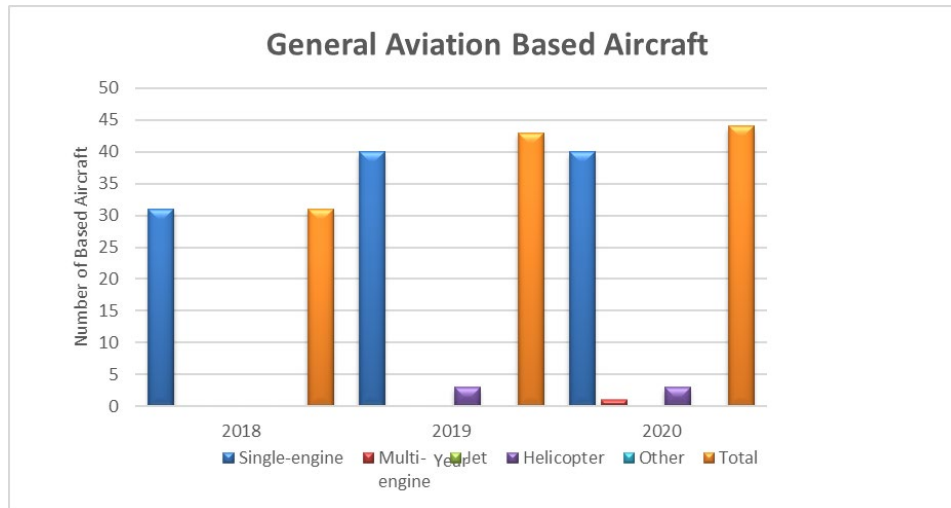
Table 2 – General Aviation Aircraft Operations

General Aviation Aircraft Operations				
Year	Local	Itinerant	Total	% Change
2018	9,000	4,500	13,500	N/A
2019	6,000	3,750	9,750	-27.8%
2020	6,800	4,350	11,150	14.4%

C. Based Aircraft

Figure 3 illustrates the number of based aircraft at the Airport from 2018 to 2020, as reported by the FAA Master Record 5010.

Figure 3 – General Aviation Based Aircraft



As shown in Table 3, 44 aircraft are currently based at the Airport. From 2018 to 2020, the number of total aircraft based at the Airport increased a total of 42.0%, or a compounded annual increase of 19.1%.

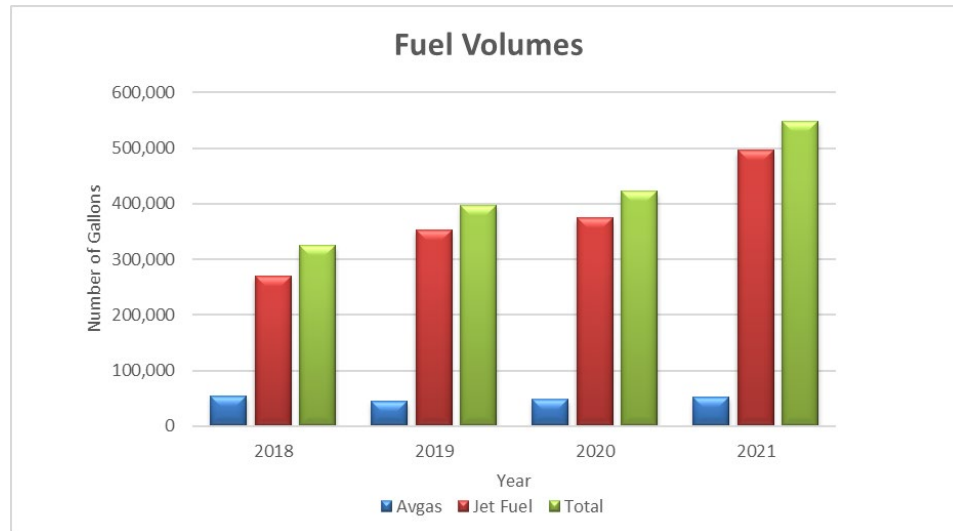
Table 3 – General Aviation Based Aircraft

General Aviation Based Aircraft						
Year	Single-engine	Multi-engine	Jet	Helicopter	Total	% Change
2018	31	0	0	0	31	N/A
2019	40	0	0	3	43	38.7%
2020	40	1	0	3	44	2.3%

D. Fuel Volumes

Figure 4 depicts total fuel volumes (by type – jet fuel and avgas) at the Airport from 2018 to 2021, as reported by Airport management.

Figure 4 – General Aviation Fuel Volumes



As depicted in Table 4 total fuel volumes increased from 324,292 gallons in 2018 to 548,870 gallons in 2021, which represents a total increase of 69.3% or a compounded annual increase of 19.2%. Additionally, approximately 87.8% of the fuel volume is jet fuel.

Table 4 – General Aviation Fuel Volumes

Fuel Volumes				
Year	Avgas	Jet Fuel	Total	% Change
2018	53,960	270,332	324,292	N/A
2019	44,460	352,763	397,223	22.5%
2020	47,616	374,628	422,244	6.3%
2021	52,494	496,376	548,870	30.0%

E. Commercial Operators

One fixed base operator (Redtail Air) provides fueling (jet and avgas), line services, aircraft parking (hangar and tiedown), and aircraft maintenance.

V. SUBJECT PROPERTIES OVERVIEW

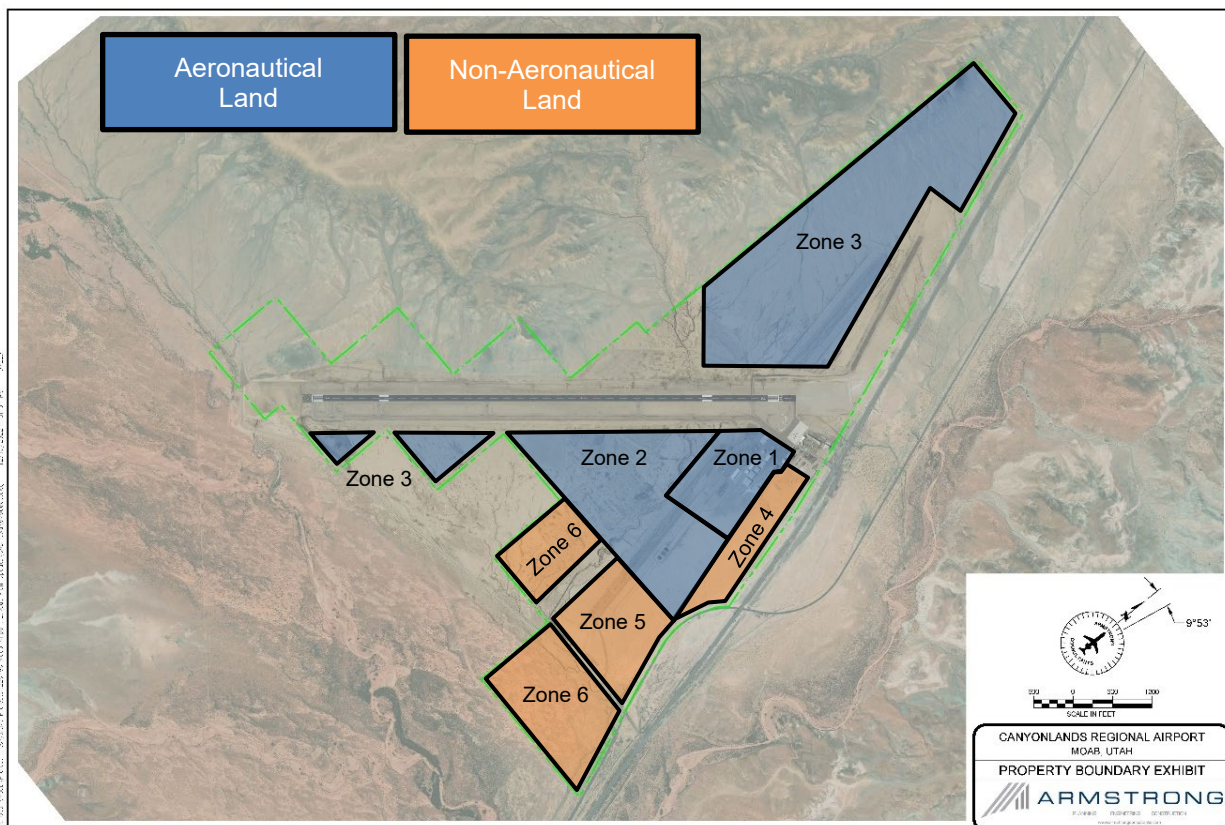
A. Subject Properties

The Subject Properties consists of Aeronautical Land (Improved and Unimproved) and Non-Aeronautical Land located at the Airport that is leased or available for lease from the County. The Subject Properties are summarized in Table 5 and Figure 5.

Table 5 – Subject Properties Overview

Subject Properties Overview			
Component	Identifiication	Size (SF)	Access
Aeronautical Land	Zone 1	Varies	Good
	Zone 2		Average
	Zone 3		Fair
Non-Aeronautical Land	Zone 4		Average
	Zone 5		Fair
	Zone 6		Poor

Figure 5 – Subject Properties Map



For reference purposes only

VI. STUDY FINDINGS

Information and data from similar properties at the Airport and national, regional, comparable, resort/destination, and competitive airports was analyzed to derive an opinion of market rent for the Aeronautical Land. The results of the analysis are summarized in this section. Definitions of the Minimum, Maximum, Mean, Standard Deviation, Median, and Range (utilized in the following tables) are provided in the Appendix.

A. National Data

Rents obtained over the last 10 years from more than 700 airports located throughout the United States were analyzed. A summary and statistical analysis of the findings for national airports is provided in Table 6.

Table 6 – National Airport Data Summary

National Airport Data Summary						
Component	Minimum	Maximum	Mean	Standard Deviation	Median	Range
Aeronautical Improved Land	\$0.04	\$1.69	\$0.36	\$0.26	\$0.30	\$1.65
Aeronautical Unimproved Land	\$0.01	\$1.06	\$0.30	\$0.20	\$0.25	\$1.05

All rental rates are “per square foot per year” (psf/yr)

B. Regional Data (FAA Northwest Mountain Region)

Rents obtained over the last 10 years from more than 110 airports in the FAA Northwest Mountain Region (consisting of Colorado, Idaho, Montana, Oregon, Utah, Washington, Wyoming) were analyzed. A summary and statistical analysis of the findings for regional airports is provided in Table 7.

Table 7 – Regional Airport Data Summary

Regional Airport Data Summary						
Component	Minimum	Maximum	Mean	Standard Deviation	Median	Range
Aeronautical Improved Land	\$0.05	\$1.10	\$0.33	\$0.22	\$0.25	\$1.05
Aeronautical Unimproved Land	\$0.05	\$0.90	\$0.41	\$0.21	\$0.38	\$0.85

All rental rates are “per square foot per year” (psf/yr)

C. Comparable Airport Data

The first step in identifying comparable airports is developing an accurate profile of the Airport. The profile was developed based on data available from various sources, including the FAA. The Airport profile provided the basis for establishing the criteria and parameters for identifying comparable airports.

The selection of comparable airports was based on aeronautical activity and infrastructure criteria including historic activity levels, total based aircraft, the absence of a control tower and precision instrument approach, runway length, total airport acreage, and FAA *National Plan of Integrated Airport Systems* (NPIAS) classification. Parameters were then established in each of these areas to facilitate the selection process.

While a total of 11 airports were considered comparable to the Airport, rental rates and useable information from 8 airports were obtained and analyzed, as shown in Table 8.

Table 8 – Comparable Airports

Comparable Airports		
Airport	Identifier	Location
Cortez Municipal Airport	CEZ	Cortez, Colorado
Grant County Airport	SVC	Hurley, New Mexico
Imperial County Airport	IPL	Imperial, California
Laramie Regional Airport	LAR	Laramie, Wyoming
Page Municipal Airport	PGA	Page, Arizona
Show Low Regional Airport	SOW	Show Low, Arizona
Sidney-Richland Airport	SDY	Sidney, Montana
Glasgow Valley County Airport	GGW	Glasgow, Montana

Table 9 provides a summary and statistical analysis of the findings for the comparable airports.

Table 9 – Comparable Airport Data Summary

Comparable Airport Data Summary						
Component	Minimum	Maximum	Mean	Standard Deviation	Median	Range
Aeronautical Improved Land	\$0.10	\$0.40	\$0.25	\$0.10	\$0.25	\$0.30
Aeronautical Unimproved Land	\$0.05	\$0.40	\$0.23	\$0.25	\$0.23	\$0.35

All rental rates are “per square foot per year” (psf/yr)

D. Resort/Destination Airports

The information and data collected from resort/destination airports will convey the rent structure and rental rates at airports serving similar markets catering to recreation, entertainment, and accommodations.

While a total of 12 airports have been identified as resort/destination airports, rental rates and useable information from 9 airports were obtained and analyzed as shown in Table 10.

Table 10 – Comparable Airports

Resort/Destination Airports		
Airport	Identifier	Location
Cedar City Regional Airport	CDC	Cedar City, Utah
Glacier Park International	GPI	Kalispell, Montana
Jackson Hole Airport	JAC	Jackson, Wyoming
Lake Tahoe Airport	TVL	Lake Tahoe, California
Memorial Field Airport	HOT	Hot Springs, Arkansas
Rifle Garfield County Airport	RIL	Rifle, Colorado
St. George Regional Airport	SGU	St. George, Utah
Telluride Regional Airport	TEX	Telluride, Colorado
Yellowstone Airport	WYS	Yellowstone, Montana

Table 11 provides a summary and statistical analysis of the findings for the resort/destination airports.

Table 11 – Resort/Destination Airport Data Summary

Resort/Destination Airport Data Summary						
Component	Minimum	Maximum	Mean	Standard Deviation	Median	Range
Aeronautical Improved Land	\$0.09	\$0.62	\$0.32	\$0.18	\$0.29	\$0.53
Aeronautical Unimproved Land	\$0.20	\$0.32	\$0.26	\$0.05	\$0.25	\$0.12

All rental rates are “per square foot per year” (psf/yr)

E. Competitive Airport Data

Typically, an airport is considered competitive if located in proximity to the Airport and serves a similar market. Each airport identified is then compared to the Airport based on (1) infrastructure and (2) available products, services, and facilities.

For the purposes of this study, airports within 100 nautical miles of the Airport were identified as being potentially competitive airports. While a total of 11 airports were considered competitive to the Airport, rental rates and useable information from 4 airports were obtained and analyzed, as shown in Table 12:

Table 12 – Competitive Airports

Competitive Airports		
Airport	Identifier	Location
Blake Field	AJZ	Delta, Colorado
Grand Junction Regional Airport	GJT	Grand Junction, Colorado
Roosevelt Municipal Airport	74V	Roosevelt, Utah
Telluride Regional Airport	TEX	Telluride, Colorado

Table 13 provides a summary and statistical analysis of the findings for the competitive airports.

Table 13 – Competitive Airport Data Summary

Competitive Airport Data Summary						
Component	Minimum	Maximum	Mean	Standard Deviation	Median	Range
Aeronautical Improved Land	\$0.10	\$0.51	\$0.28	\$0.21	\$0.23	\$0.41
Aeronautical Unimproved Land	\$0.15	\$0.15	\$0.15	N/A	N/A	N/A

All rental rates are “per square foot per year” (psf/yr)

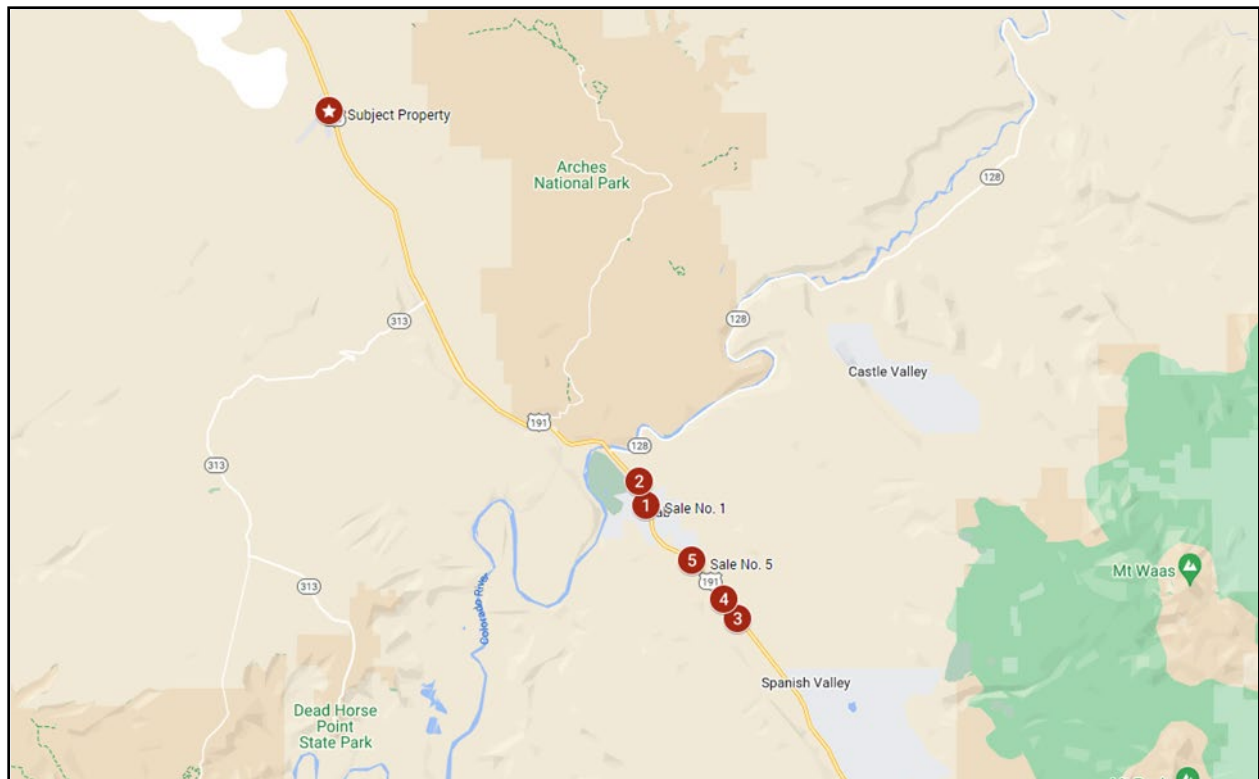
F. Non-Aeronautical Land

To derive conclusions for Non-Aeronautical Land, a survey of land sales in the Moab area was conducted. It is significant to note there is a limited number of larger land parcel sales that have occurred in recent years. As such, the AMCG team has included off-airport land sales with various zonings. A summary of the sales data is provided in Table 14.

Table 14 – Land Sales Summary

Land Sales Summary								
Sale Number	Location and Assessor Parcel Number	Sale Date	Zone Use	Size		Price		
				SF	Acres	Total	PSF	Per Acre
Subject Property	Non-Aeronautical Land at Canyonlands Regional Airport	N/A	Airport Conditional Use	Varies		N/A	N/A	N/A
1	2882 S. Hwy 191 Moab, Utah 84532	Dec-20	HC Salvage Yard	26,136	0.60	\$500,000	\$19.13	\$833,333
2	2690 S. Hwy 191 Moab, Utah 02-0020-0099	Feb-21	HC Medical Office Building	26,136	0.60	\$525,000	\$20.09	\$875,000
3	990 N. Main Street Moab, Utah 01-0036-0026	Mar-19	GC Motel	56,628	1.30	\$1,505,400	\$26.58	\$1,158,000
4	193 Walnut Lane Moab, Utah 01-0001-0106 / 01-0001-0229	Nov-18	R4 Mobile Home Park	128,502	2.95	\$1,800,000	\$14.01	\$610,169
5	1480 S. Hwy 191 Moab, Utah	May-21	HC Light Industrial	136,343	3.13	\$1,200,000	\$8.80	\$383,387

Figure 6 – Land Sales Location Map



VII. RENTAL RATE SUMMARY

A. Introduction

The rental rate conclusions (effective January 10, 2023 which is consistent with the date of final property information provided and agreement on the research airports) are based on the analysis of the Subject Properties and (1) the rents being charged for similar properties at national, regional, comparable, resort/destination, and competitive airports or (2) information and data for similar properties in the local area used for off-airport purposes. The market rental rate conclusions are conveyed on a “per square foot per year” (psf/yr) basis.

B. Aeronautical Land Rental Rate Conclusions

To derive an opinion of market rent for the Aeronautical Land, information and data from similar properties at national, regional, comparable, resort/destination, and competitive airports was analyzed.

Throughout the following analysis, more weight has been given to the comparable airports, resort/destination airports, and competitive airports as the amenities and attributes and/or location of these airports and similar properties align with the Airport and the Subject Properties. As such, the rental rates at these airports are more reflective of relevant and useable data to establish rental rate conclusions for the Airport.

The average national, regional, comparable, resort/destination, and competitive rental rates are representative of airport properties with average airside and landside access.

Each of these attributes is rated using the following descriptors: poor, fair, average, good, and excellent. Once a base rental rate was derived for the Airport, specific conclusions were estimated for each component of the Subject Properties based on size and access. For the purposes of this analysis, size adjustments were developed, where appropriate, based on an analysis of AMCG’s proprietary industry database (for all airports nationally). This process included an analysis of more than 4,500 data points correlating size ranges to existing rental rates compared to the national average rental rate.

1. *Aeronautical Improved Land*

The results of the study indicate that the average rental rates for Aeronautical Improved Land range from \$0.25 psf/yr at comparable airports to \$0.36 psf/yr at national airports. The average rental rate at competitive airports was \$0.28 psf/yr and \$0.33 psf/yr at regional airports. The average rental rate at resort/destination airports was \$0.32 psf/yr. It is significant to note the rental rates for Aeronautical Improved Land range from a minimum of \$0.09 psf/yr a maximum of \$0.62 psf/yr at resort/destination airports.

Based on analyzing all available data, a base rental rate of \$0.40 psf/yr was derived.

The average rental rate for Aeronautical Land exhibits the following size adjustments compared to the national average rental rate.

Table 15 – Aeronautical Land Rental Rate Size Adjustments

Rental Rate Size Adjustments	
Range (square feet)	Adjustment (based on size)
Up to 49,999	-5%
50,000 – 249,999	-10%
250,000 – 999,999	0%
Greater than 1,000,000	-35%

Utilizing the base rental rate and predicated on adjustments for size and access, the estimated rental rate conclusions are outlined in Table 16.

Table 16 – Aeronautical Improved Land Conclusions Summary

Aeronautical Improved Land Conclusions Summary					
Identification	Size (SF)	Base Rental Rate	Adjustments		Market Rent Opinion
			Size	Access	
Zone 1	Up to 49,999	\$0.40	-5%	5%	\$0.40
	50,000 - 249,999		-10%		\$0.38
	250,000 - 999,999		0%		\$0.42
	1,000,000 and greater		-35%		\$0.28
Zone 2	Up to 49,999		-5%	0%	\$0.38
	50,000 - 249,999		-10%		\$0.36
	250,000 - 999,999		0%		\$0.40
	1,000,000 and greater		-35%		\$0.26
Zone 3	Up to 49,999		-5%	-5%	\$0.36
	50,000 - 249,999		-10%		\$0.34
	250,000 - 999,999		0%		\$0.38
	1,000,000 and greater		-35%		\$0.24

All rental rates are “per square foot per year” (psf/yr)

2. Aeronautical Unimproved Land

The results of the study indicate that the average rental rates for Aeronautical Unimproved Land range from \$0.15 psf/yr at competitive airports to \$0.41 psf/yr at regional airports. The average rental rate at comparable airports was \$0.23 psf/yr and \$0.30 psf/yr at national airports. The average rental rate at resort/destination airports was \$0.26 psf/yr. It is significant to note the rental rates for Aeronautical Unimproved Land range from a minimum of \$0.05 psf/yr to maximum of \$0.40 psf/yr at comparable airports.

Based on analyzing all available data, a base rental rate of \$0.30 psf/yr was derived.

In addition to the above findings, a comparative analysis of data in the national airport database was conducted. This analysis included airports where Aeronautical Improved Land and Aeronautical Unimproved Land are both leased. Through this analysis, it was determined that an adjustment of -30% for Aeronautical Unimproved Land exists at such airports. Applying this adjustment to the Aeronautical Improved Land base rental rate (\$0.40 psf/yr) would yield an Aeronautical Unimproved Land rental rate of \$0.28 psf/yr.

The average rental rate for Aeronautical Land exhibits the following size adjustments compared to the national average rental rate.

Table 17 – Aeronautical Land Rental Rate Size Adjustments

Rental Rate Size Adjustments	
Range (square feet)	Adjustment (based on size)
Up to 49,999	-5%
50,000 – 249,999	-10%
250,000 – 999,999	0%
Greater than 1,000,000	-35%

Utilizing the base rental rate and predicated on adjustments for size and access, the estimated rental rate conclusions are outlined in Table 18.

Table 18 – Unimproved Land Conclusions Summary

Aeronautical Unimproved Land Conclusions Summary					
Identification	Size (SF)	Base Rental Rate	Adjustments		Market Rent Opinion
			Size	Access	
Zone 1	Up to 49,999	\$0.30	-5%	5%	\$0.30
	50,000 - 249,999		-10%		\$0.29
	250,000 - 999,999		0%		\$0.32
	1,000,000 and greater		-35%		\$0.21
Zone 2	Up to 49,999		-5%	0%	\$0.29
	50,000 - 249,999		-10%		\$0.27
	250,000 - 999,999		0%		\$0.30
	1,000,000 and greater		-35%		\$0.20
Zone 3	Up to 49,999		-5%	-5%	\$0.27
	50,000 - 249,999		-10%		\$0.26
	250,000 - 999,999		0%		\$0.29
	1,000,000 and greater		-35%		\$0.18

All rental rates are “per square foot per year” (psf/yr)

C. Non-Aeronautical Land Rental Rate Conclusions

To derive an opinion of market rent for the Non-Aeronautical Land, information and data from similar properties in the local area (used for off-airport purposes) was analyzed.

The result of the study indicates that the sale prices for off-Airport land range from \$8.80 psf to \$26.58 psf. It is significant to note that the Subject Properties used for non-aeronautical purposes have landside access but do not have airside access; however, the land is located within reasonable proximity to the Airport.

A “price per square foot” basis was used for this analysis which is the common unit of comparison utilized by buyers and sellers in the marketplace. Each of the land sales was compared to the Subject Properties and adjusted for dissimilarities. The specific elements of comparison considered are property rights conveyed, financing, conditions of sale, market conditions, location, and physical characteristics (i.e., configuration, topography, size, zoning, and utilities).

After adjusting the off-airport land sales for any dissimilarities (positively or negatively), a final value was determined by analyzing the off-Airport land sales providing the best indication of value. Each off-Airport land sale required adjustment since no land sale was identical to the Subject Properties. As such, the off-Airport land sales provide a range of value for the Subject Properties.

The AMCG team utilized quantitative adjustments to each of the off-airport land sales which are based on the AMCG team's experience determining market rent for similar on-airport properties. The quantitative adjustment process provides a more reasonable range of values for comparison with the on-Airport Non-Aeronautical Land as opposed to a precise quantification of adjustments.

The following provides an explanation of the comparison elements which were considered to determine the "as is" fee simple interest value of the Subject Properties which are further outlined in Table 19.

- Property Rights Conveyed – reflect all the rights of ownership in real estate.
- Financing – indicates whether the seller received all cash, or the seller carried a note which would typically require a discount.
- Conditions of Sale – reflect those unique conditions surrounding the land sale that require an adjustment.
- Market Conditions – represent those adjustments that are associated with the date of sale or unique circumstances surrounding the land sale.
- Location – accounts for the superiority/inferiority in terms of general location.
- Physical Characteristics – indicate those aspects which require specific physical comparison and include configuration, topography, size, zoning, and utilities.

Before adjustments the sale prices ranged from a price of \$8.80 psf to \$26.58 psf. After adjustments the adjusted sales ranged from \$8.32 psf to \$21.05 psf.

Table 19 – Land Sales Adjustment Grid

Land Sale Adjustment Grid						
Sale Number	Subject Property	Land Sale 1	Land Sale 2	Land Sale 3	Land Sale 4	Land Sale 5
Sale Price	N/A	\$500,000	\$525,000	\$1,505,400	\$1,800,000	\$1,200,000
Size (acres)	5.0 or less	0.60	0.60	1.30	2.95	3.13
Price (psf)		\$19.13	\$20.09	\$26.58	\$14.01	\$8.80
Property Rights Conveyed	Leased Fee	Fee Simple	Fee Simple	Fee Simple	Fee Simple	Fee Simple
		0%	0%	0%	0%	0%
		\$19.13	\$20.09	\$26.58	\$14.01	\$8.80
Financing	Cash or Equivalent	Cash to Sellar	Cash to Sellar	Cash to Sellar	Cash to Sellar	All Cash
		0%	0%	0%	0%	0%
		\$19.13	\$20.09	\$26.58	\$14.01	\$8.80
Conditions of Sale	Arms Length	Arm's Length	Arm's Length	Arm's Length	Arm's Length	Arm's Length
		0%	0%	0%	0%	0%
		\$19.13	\$20.09	\$26.58	\$14.01	\$8.80
Market Conditions	Jan-23	Dec 20	Feb-21	Mar 19	Nov-18	May-21
		5%	5%	10%	20%	5%
		\$20.09	\$21.09	\$29.24	\$16.81	\$9.24
Location Adjustment						
Location	Average	Good	Good	Good	Good	Average
		-20%	-20%	-20%	-20%	0%
		\$16.07	\$16.87	\$23.39	\$13.45	\$9.24
	Fair	Good	Good	Good	Good	Average
		-40%	-40%	-40%	-40%	-20%
		\$12.05	\$12.65	\$17.55	\$10.09	\$7.39
	Poor	Good	Good	Good	Good	Average
		-60%	-60%	-60%	-60%	-40%
		\$8.03	\$8.44	\$11.70	\$6.72	\$5.54
Physical Characteristics						
Configuration	Rectangular	Rectangular 0%	Rectangular 0%	Rectangular 0%	Rectangular 0%	Rectangular 0%
Topography	Level	Level 0%	Slope 5%	Level 0%	Level 0%	Level 0%
Size (acres)	5.0 or less	0.60 -10%	0.6 -10%	1.30 0%	2.95 0%	3.13 0%
Zoning	Airport Conditional Use	HC -10%	Commercial -10%	GC -10%	R4 -10%	HC -10%
Utilities	Existing	Existing 0%	Existing 0%	Existing 0%	Existing 0%	Existing 0%
Total Physical Adjustments	N/A	-20%	-15%	-10%	-10%	-10%
Total Adjusted Price (average)	N/A	\$12.86	\$14.34	\$21.05	\$12.10	\$8.32
Total Adjusted Price (fair)		\$9.64	\$10.76	\$15.79	\$9.08	\$6.65
Total Adjusted Price (poor)		\$6.43	\$7.17	\$10.53	\$6.05	\$4.99
Conclusion (Average Location): \$10.00						
Conclusion (Average Location): \$7.00						
Conclusion (Average Location): \$4.00						

Based on analyzing all available data, an “as is” fee simple value of \$10.00 psf (average location), \$7.00 psf (fair location), and \$4.00 psf (poor location) was determined.

Airport land, utilized for aeronautical or non-aeronautical purposes, demonstrate only partial rights of ownership as the lessee does not have fee simple rights. The lessor has the right to receive income during a certain period but gives up the right of the use of the land during the time of the lease. On a fee simple basis (i.e., for off-airport land), all property rights are included with the land.

Airport land is also restricted to certain types of uses, by 14 CFR Part 77 requirements, and subject to additional restrictions of the airport sponsor. Based on the AMCG team's experience analyzing non-aeronautical use of airport land, it is the AMCG team's opinion that a discount of 30% to 90% of fee simple value is appropriate for when comparing off-airport land and on-airport land depending on the impacts of zoning, 14 CFR Part 77, and airport design to the Subject Properties.

The Subject Properties are not impacted by certain 14 CFR Part 77 surfaces (i.e., primary surface, approach surface, transitional surface, or conical surface) and is not within certain airport design areas (i.e., Runway Safety Area, Runway Object Free Area, or Runway Protection Zone) which results in a discount on the lower end of the range.

As such, a discount of 30% was applied to the fee simple value.

To determine a rental rate from the concluded on-Airport value, the AMCG team obtained and considered rates of return for airport-based properties from a cross section of airports (ranging from General Aviation to Large Hub Primary Commercial Service airports). Airport sponsors indicated rate of return expectations range from 3.0% to 15.0%, with 10.0% identified as most common. Further, rates of return are also influenced by the size, complexity, historical practices, demand, and availability of property for development. It is also important to note the rate of return of expectations are based on typical lease terms of 20-30 years.

It is the AMCG team's opinion that a 10.0% rate of return is reasonable and appropriate for the Airport.

Predicated on the preceding criteria, the following conclusions were derived.

Table 20 – Non-Aeronautical Land Conclusions Summary

Non-Aeronautical Land Conclusions Summary					
Identification	Off-Airport Base Value	On-Airport Adjustment	Rate of Return	Calculated Result	Market Rent Opinion
Zone 4	\$10.00	-30%	10%	\$0.70	\$0.70
Zone 5	\$7.00			\$0.49	\$0.50
Zone 6	\$4.00			\$0.28	\$0.30

D. Rental Rate Summary (for the Subject Properties)

Table 21 identifies the AMCG team's opinion of market rent for the Subject Properties.

Table 21 – Rental Rate Conclusion Summary

Rental Rate Conclusions Summary			
Component	Identification	Size (SF)	Market Rent Opinion
Aeronautical Improved Land	Zone 1	Up to 49,999	\$0.40
		50,000 - 249,999	\$0.38
		250,000 - 999,999	\$0.42
		1,000,000 and greater	\$0.28
	Zone 2	Up to 49,999	\$0.38
		50,000 - 249,999	\$0.36
		250,000 - 999,999	\$0.40
		1,000,000 and greater	\$0.26
	Zone 3	Up to 49,999	\$0.36
		50,000 - 249,999	\$0.34
		250,000 - 999,999	\$0.38
		1,000,000 and greater	\$0.24
Aeronautical Unimproved Land	Zone 1	Up to 49,999	\$0.30
		50,000 - 249,999	\$0.29
		250,000 - 999,999	\$0.32
		1,000,000 and greater	\$0.21
	Zone 2	Up to 49,999	\$0.29
		50,000 - 249,999	\$0.27
		250,000 - 999,999	\$0.30
		1,000,000 and greater	\$0.20
	Zone 3	Up to 49,999	\$0.27
		50,000 - 249,999	\$0.26
		250,000 - 999,999	\$0.29
		1,000,000 and greater	\$0.18
Non-Aeronautical Land	Zone 4		\$0.70
	Zone 5		\$0.50
	Zone 6		\$0.30

All rental rates are "per square foot per year" (psf/yr)

VIII. APPENDIX

A. Limiting Conditions

This report is subject to the following conditions and to other specific and limiting conditions as described by Aviation Management Consulting Group, Inc. (AMCG) in this report.

1. AMCG assumes no responsibility for matters legal in nature affecting the Subject Properties, nor does AMCG render any opinion as to the title of the Subject Properties, which are assumed to be good and marketable. All existing liens and encumbrances, if any, have been designated and the Subject Properties have been analyzed as though free and clear and held under responsible ownership and competent management.
2. Information, estimates, and opinions furnished to AMCG and contained in this report were obtained from sources considered to be reliable and are believed to be true and correct. However, AMCG assumes no responsibility for their accuracy.
3. Although dimensions were taken from a source considered reliable, this should not be construed as a survey. The exact size of the Subject Properties and legal description (as appropriate) should be verified by a licensed engineer or surveyor.
4. Unless noted in this report, the conclusions do not include contributory value of any personal property, furniture, fixtures, equipment, or on-going business value.
5. It is assumed that the utilization of the Subject Properties is within the boundaries or property lines and that there is no encroachment or trespass unless noted in this report.
6. This report is prepared for the sole, exclusive use of the client. No third parties are authorized to rely on this report without the prior written consent of AMCG.
7. It is assumed that all applicable zoning and use regulations have been complied with unless a non-conformity was stated, defined, and considered in this report.
8. It is assumed that all required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or federal government or private entity or organization have been or can be obtained or renewed for any use on which the conclusions are based.
9. Full compliance with all applicable federal, state, and local environmental regulations and laws is assumed unless noncompliance is stated, defined, and considered in this report.
10. AMCG does not have any knowledge of the existence of potentially hazardous material, gases, toxic waste, or mold on or in the Subject Properties. To AMCG's knowledge, the presence of potentially hazardous waste, materials, or gases has not been detected, or if they have been detected, it has been determined that the amount or level is considered to be safe according to standards established by the Environmental Protection Agency (EPA). However, AMCG is not qualified to detect such substances and does not make any guarantees or warranties that the Subject Properties have been tested for the presence of potentially hazardous waste materials or gases, if tested, that the tests were conducted pursuant to EPA-approved procedures. The existence of any potentially hazardous materials, gases, toxic waste, or mold may have an effect on the conclusions. An expert in this field should be retained by the client if desired.
11. AMCG is not a property or environmental inspector. The AMCG team has provided an opinion of rent. This report does not guarantee that the Subject Properties are free of defects of environmental issues. AMCG is not qualified to determine the existence of mold, the cause of mold, the type of mold, or whether, if any, mold exists, the mold might pose any risk to the Subject Properties or its inhabitants. A professional property inspector or environmental inspection is recommended.

12. It is assumed the Subject Properties will have an adequate supply of energy in the future.
13. The American with Disabilities Act (ADA) became effective January 26, 1992. AMCG has not made a specific compliance survey and analysis of the Subject Properties to determine if the Subject Properties are in conformity with the various detailed analysis of the requirements of the ADA. It is possible that a compliance survey of the Subject Properties together with a detailed analysis of the requirements of the ADA could reveal that the Subject Properties are not in compliance with one or more of the requirements of the ADA. If so, this fact could have a negative impact on the conclusion. Since AMCG has no direct evidence relating to this issue, possible noncompliance with the requirements of the ADA was not considered in the analysis.
14. AMCG assumes there are no hidden or unapparent conditions of the Subject Properties, subsoil, or structures that would render the Subject Properties more or less valuable. AMCG assumes no responsibility for such conditions or for engineering that might be required to discover such factors.
15. No requirements shall be made of AMCG to give testimony or appear in court by reason of this report of the Subject Properties in question, unless arrangements have been made previously. If any courtroom or administrative testimony is required in connection with this report, additional fees and expenses shall be charged for those services.
16. Possession of this report, or copy hereof, does not carry with it the right of publication nor may it be used for any purpose whatsoever by any entity but the client without the prior written consent of AMCG and the client.
17. Neither all nor any part of the contents of this report shall be disseminated to the public through advertising media or public means of communication without the prior written consent of AMCG and the client.

B. Certifications

We certify that, to the best of our knowledge and belief...

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and represent our personal, impartial, unbiased professional analyses, opinions, and conclusions.
- We have no present or prospective interest in the Subject Properties and no personal interest with respect to the parties involved with this assignment.
- We have no bias with respect to the Subject Properties or to the parties involved with this assignment.
- This assignment was not contingent on developing or reporting predetermined results.
- Our compensation for completing this assignment is not contingent on the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this report.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the requirements of the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Institute.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the Uniform Standards of Professional Appraisal Practice.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- David Benner and Robert Decker did not make a personal inspection of the Subject Properties.
- As of the date of this report, I, Robert D. Decker, MAI, has completed the continuing education program of the Appraisal Institute.
- We have performed no services, as an appraiser or in any other capacity, regarding the Subject Properties within the three-year period immediately preceding acceptance of this assignment.
- The following opinion of market value has been derived for the Subject Properties as of June 28, 2022:

Market Rent Conclusions		
Component	Identification	Market Rent Opinion
Aeronautical Improved Land	Zone 1	\$0.28 - \$0.42
	Zone 2	\$0.26 - \$0.40
	Zone 3	\$0.24 - \$0.38
Aeronautical Unimproved Land	Zone 1	\$0.21 - \$0.32
	Zone 2	\$0.20 - \$0.30
	Zone 3	\$0.18 - \$0.29
Non-Aeronautical Land	Zone 4	\$0.70
	Zone 5	\$0.50
	Zone 6	\$0.30



David C. Benner, C.M.
Managing Consultant
Aviation Management Consulting Group.



Robert D. Decker, MAI
Appraiser
Decker Associates
Utah Temp License No. 5479949-TCGO

C. Definitions and Acronyms

- Aeronautical Improved Land – Airport land having access (airside and landside) and utilities to the property boundary.
- Aeronautical Unimproved Land – Airport land without airside and/or landside access and/or utilities to the property boundary.
- Commercial – An activity undertaken with the intent to generate and/or secure earnings, income, or compensation (including exchange or barter of goods or services), and/or profit, whether or not such objectives are accomplished.
- GPS – Global positioning system.
- Itinerant – Aircraft operations terminated at an airport which (1) arrive from outside the airport area or (2) depart the airport and leave the airport area.
- Local – Aircraft operations which (1) remain in the local traffic pattern, (2) execute simulated instrument approaches or low passes at an airport, or (3) operate to or from an airport and a designated practice area within a 20-mile radius of the Air Traffic Control Tower.
- ILS – Instrument Landing System.
- Maximum – Maximum value present in the data range.
- Mean – Arithmetic average of all data in the data range.
- Median – Value wherein half of the data points in the number series are below while half of the data points in the number series are above.
- Minimum – Minimum value present in the data range.
- Non-Aeronautical Land – Airport land having landside access but no airside access.
- Non-Commercial – Not for the purpose of securing earnings, income, compensation (including exchange or barter of goods and services), and/or profit.
- Range – Mathematical difference between the maximum and minimum values of the data range.
- RNAV – GPS – Area navigation-global positioning system.
- Standard Deviation – Statistical method designed to mathematically measure the variability in a set of data points. The calculated figure for standard deviation is indicative of the relative distance between the mean and every data point. For a normally distributed data range, approximately 68% of the data points would fall within one standard deviation of the mean, as illustrated by a normal bell curve. Similarly, approximately 95% of the data points would fall within two standard deviations, while approximately 99.7% of the data points would fall within three standard deviations of the mean. Assuming the data points from the airports are representative of the population and the population follows a normal bell curve, the calculated standard deviation values would illustrate the relative variability in data points (i.e., how close these data points are to the mean).
- VOR – Very high frequency omnidirectional range.
- VOR/DME – Very high frequency omnidirectional range/distance measuring equipment.

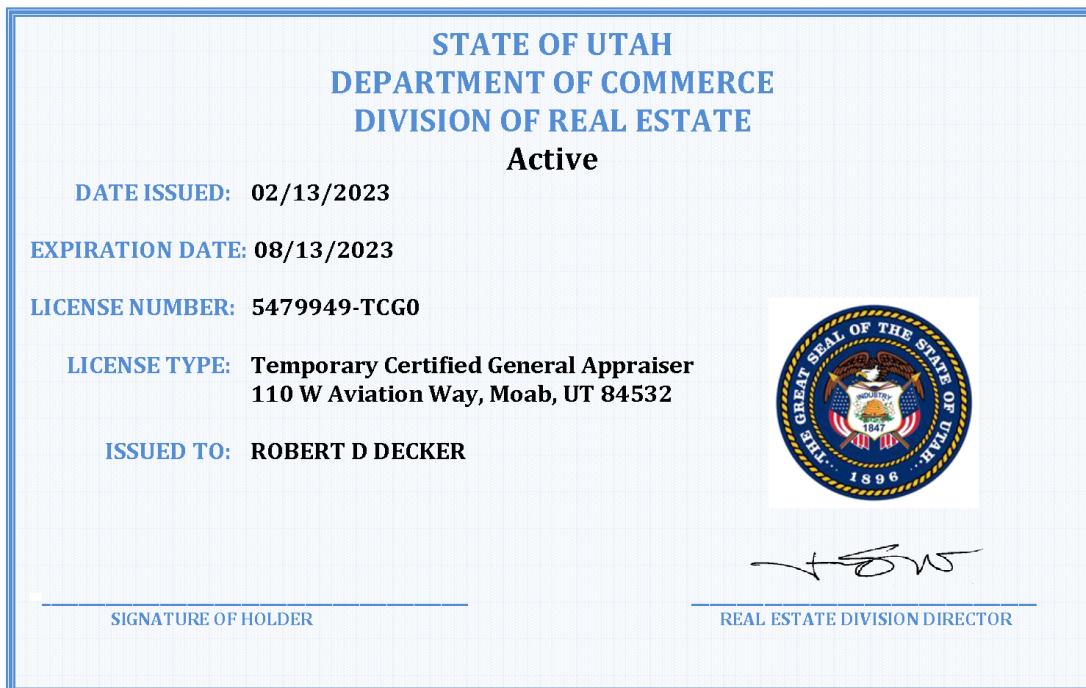
D. Appraiser Temporary License



ROBERT D DECKER
7800 S Elati St STE 108
Littleton CO 80120

- Your license is valid until the expiration date listed on your license.
- Above is your public address of record for the Division. All correspondence will be mailed to this address. It is your responsibility to notify us directly if your address changes
- Please visit our website at www.realestate.utah.gov should you have any questions in the future.

✂



3.06.250 Fees of Canyonlands Regional Airport.

A. The following fees and charges are approved and shall be assessed and collected by the Canyonlands Regional Airport:

Services	Fees
Landing Fee: Commercial Operations	\$0.75/1,000 lbs MTOW
Landing Fee: 6,000 lbs. – 10,000 lbs. MTOW	\$25
Landing Fee: 10,000 lbs. – 25,000 lbs. MTOW	\$65
Landing Fee over 25,000 lbs. MTOW	\$190
Fuel Flowage	\$0.08/gallon
Aircraft Parking / Tie-Down: Long Term 6 Redtail Tie Down spaces: flat rate	\$15/ Month per space \$90/month
Public Parking - Overnight - Vehicles	\$6.00/night
Public Parking Monthly - Vehicles	\$150/month or \$120/month with minimum 3 months
Parking Violation Fine	In addition to the balance due for the regular parking fee, there is a \$6.00 per day fine assessed for the failure to pay for parking, for each day of violation.
Terminal Advertising	\$3.25/sq. ft.
Terminal Advertising - Electronic Board	\$20/week or \$60/month
Billboard	\$1.50/sq. ft. /month (1 year min.)
Single Service Operator Permit	\$100 year
Lease Agreement	\$100 application/amendment/renewal
Airport Cleanup (Runway/Taxiway/Ramp/etc.)	\$100/hr. + \$25 equipment charge
Parachute Landing Area Maintenance	\$100/month/request
Weed Maintenance	\$55/hour (includes chemical)

Commercial TV / Filming at Airport	\$1,000/day + Insurance naming Grand County as additional insured
After Hours ARFF Coverage - Requested	\$100/hr. first 2 hours then \$50/hour
Special Event Staffing Fees	\$35/hour
Pipeline Utility	\$100/month/company
Rental Base Rates:	
Ground Lease - Airside	\$0.25/sq. ft./year
Ground lease - Landside	\$0.50/sq. ft./year
Hangar "A" 60'x80' = 4,800 sq. ft.	\$0.27/sq. ft./month
Hangar "B" 70'x90' + 20'x60' = 7,500 sq. ft.	\$0.29/sq. ft./month
Terminal Bldg Retail Sales Office (2 years or more)	\$3.25/sq. ft. per month
Terminal Bldg Retail Sales Office (23 months or less)	\$4.25/sq. ft. per month
Rental Car Parking with Leasehold	Lease rent, fees and charges OR 10% of on-airport gross sales, whichever is greater
Rental Car: Non-Airport	\$15/day for single days, \$125/month, \$1,250/year <i>or</i> 10% gross airport sales
Transportation Network Company (i.e Lyft, Uber). Must have an Airport Operating agreement.	1 to 9 standard vehicle passenger seating capacity \$1.50 per vehicle per trip
Peer to Peer Agreement / Rideshare Must have an Airport Operating Agreement	\$15/day for single days, \$125/month, \$1,250/year <i>or</i> 10% gross airport sales
Ground Transportation: Single Vehicle	\$240/year/company <i>or</i> \$20/month/company
Ground Transportation: Each Additional	\$20/vehicle
Ground Transportation: Single Trip	\$25/vehicle
Electrical Rates	Tenant Metered or shared cost among facility tenants based on square footage.
Water Rates No fees charged for buildings without sewer or water.	Base Rate, (1 toilet, 1 sink) \$20.00/month Mid-Rate, (2 toilets, 2 sinks) \$30.00/month Any of the above + 1 or more of the following: hose spigo ts, showers, dishwasher, clothes washer, etc. \$40.00/month
Sewer Rate	Base Rate, (1 toilet, 1 sink) \$20.00/month Mid-Rate, (2 toilets, 2 sinks) \$30.00/month Any of the above + 1 or more of the following: hose spigots, showers, dishwasher, clothes washer etc. \$40.00/month
Garbage Rate	Shared by estimated percentage of use to cover annual cost.