

100% TSA BADGE AUDIT STATUS & CONSTRUCTION UPDATE



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TSA 100% OGD ANNUAL BADGE AUDIT

As of last Friday, August 14th, 2020, there were 721 that had completed the audit and 513 that had not. This is 41% that have not completed the audit. We cannot have more than 5% of the OGD Badge-holders that have not completed the audit or the Airport will be forced to terminate all badges and re-issue new badges to all affected users. Big costs and time consuming. It benefits us all to avoid this from happening.

If you cannot come to the OGD Airport to complete the audit, I ask that you simply put your badge in an envelope and mail it back to us. Mail it to: Airport Manager, 3909 Airport Road, Ogden Utah 84405.

If you mail your badge in before August 31st, 2020, there is no fine for not

completing the audit. Please call or email to ensure that we did receive your badge in the mail.

Unfortunately, if you do not return your badge and if you do not complete the audit by using your badge & PIN at any of the OGD Airport badge card reader locations, there will be a \$100 fine penalty. The penalty will be above the normal cost to replace your badge.

Keep in mind, we do not want your money ... we want your compliance and cooperation.

NORTH TIE-DOWN APRON CONSTRUCTION UPDATE

Because this project will demolish and replace every tie down on the north apron, we will be without approximately 40 aircraft tie-downs for the duration of the Phase One construction, which is scheduled to be complete in mid-October. This means that I have to find other tie-down locations for the dislocated tie-down customers.

CB Aviation has graciously agreed to give up 10 of their tie-downs that are not involved in Phase One. These tie-downs are just north of Phase One and will be used for VOCl (Mosquito Abatement) and Cornerstone Aviation. Hill Flying Club's aircraft will be moving over to CB Aviation's other 25 tie-downs.

I asked Granite Construction to begin the project by reconstructing & enlarging the tie-down locations on the south end of the airfield. There were about four or five old tie-downs, but they were unevenly spaced and did not meet FAA criteria. The new tie-downs will number seven and will be split up between Cornerstone and Axiom.

The reconstruction of the north tie-down apron will begin tomorrow, August 17th, 2020. The project will begin on the furthest southwest portion of Phase One and then will move north and east.

All aircraft must be moved off of the Phase One area, from the Terminal Building concrete apron to Hangar 850 (the old offices for Cornerstone) tomorrow. If anyone does not have somewhere to move to, please call me first thing tomorrow morning.

As a repeat from my last e-mail, there are five east-west running taxilanes that attach to the north tie-down apron. These taxilanes will be referred to as Row #1 (closest to the terminal building) through Row #5 (next to VOCl - mosquito abatement).

Rows #1 and Row #2 are dead end rows. If you are on either of these rows, it is important that you understand that **once the construction tears up the pavement on the west end of these taxilanes, it will not be possible to get your aircraft from your hangar to the taxiways / runways.** You must decide if you want to remove your aircraft from your hangar before the apron is torn up or else it will be stuck in the hangar for up to eight weeks. I only have a couple of tie-downs available, but if you are on one of these rows, I will try to provide a tie-down for you, but you need to call me tomorrow to make arrangements.

Construction is always somewhat invasive and usually an inconvenience, but the completed project will last 20-30 years. Please be patient and let me know what I can do to help get us all through this.

bwg

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