

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held November 10, 2015 at 6:00 PM

Present: Michael Ancona	Chairman
Eddie Lee	Secretary
Gary Chesney	Treasurer
Joe Bob Pierce	Commissioner

Absent: Greg Martin Vice Chairman

Staff: Chris Collins
Sheila Jolly-Scrivner

Guests: Jonathan Halburg, Emily Roth, Phil Hamerski, Rich Carney, Steve Willis, Ruth Anne Strawn, & Don Lewis

PUBLIC INPUT

There being none, Chairman Ancona moved forward with the meeting.

REPORTS

Minutes

Minutes were presented for the September 8, Meeting for approval. There being no changes to the minutes, motion was made and seconded to approve the minutes as presented. Upon roll call vote, all were in favor.

Treasurers' Reports

There being no concerns with the Treasurer's Reports, motion was made and seconded to approve the Treasurer's Reports as presented. Upon roll call vote, all were in favor of the motion.

Bills for Approval

There being no questions or concerns with the Bills for Approval, motion was made and seconded to approve the bills as presented. Upon roll call vote, all were in favor.

CORRESPONDENCE

Mr. Collins read a letter from Lyle Endicott praising the airport for hosting an FM2 "Wildcat" at the recent Balloons Over Mt. Vernon Fly-In. The addition of the aircraft Mr. Endicott flew back in the World War Two Pacific allowed him to relate history to his grandchildren and all present at the event.

Mr. Collins presented the annual IDOT Program Letter for 2016. Maintenance and re-marking of Runway 5/23 will be funded at a total cost of \$330,000 of which the airport's local share is \$16,500.

Mr. Collins presented invitations to the annual Hanson Professional Services Open House. The event is scheduled from 5:00 p.m. to 7:00 p.m. on Thursday, November 17th at Hanson's Springfield, IL Office.

Due to time constraints for guests, Mr. Collins introduced Mr. Jonathan Halburg, Executive Director of the Jefferson County Development Corporation. Mr. Halburg defined the existing Enterprise Zone that will soon expire and the proposed new zone that is one of 41 already approved at the State level. The City of Mt. Vernon, JCDC, Village of Dix, Village of Waltonville and all local taxing districts included in the zone must pass a resolution favoring the zone to gain official approval. Enterprise Zone benefits include tax abatements and other incentives for developments inside the zone. The new enterprise zone will be good for fifteen years with a ten year extension based on success. Mr. Collins noted the zone is beneficial to the airport. One example would be for private development in the Innovation Park initiative. Mr. Collins recommended approval. Motion was made by Commissioner Lee and seconded by Commissioner Chesney to approve a Resolution favoring the new Enterprise Zone. Upon roll call vote, all were in favor.

OLD BUSINESS

FBO Hangar Door

Mr. Collins noted the project is nearly complete and looks great. However, several costly upgrades were necessary and will be ready for consideration at next month's meeting. Mating a modern, state of the art door to a 65 year old building necessitated several structural changes. Clearance issues were solved by removing old unneeded structure. With structure removed, it was determined the existing end wall currently had no bracing/support. Obstruction removal and structural additions such as bracing the existing end wall will be the bulk of the upgrades. Mr. Collins presented a timeline and a description of the work for the Commissioners to research.

NEW BUSINESS

Enterprise Zone

This line item was moved forward on the Agenda due to time constraints of guests.

Obstruction Removal Project

Mr. Collins informed the Commissioners that he received a letter from the FAA several weeks ago alerting the airport that obstructions to various Runway 15/33 approach surfaces need to be mitigated. The FAA recently began identifying basic visual obstructions to non-precision runways at all airports nationwide. The local obstructions, mostly trees, are along the visual and IFR circling (Instrument Flight Rules conditions) approaches to Runway 15/33 – the small, crosswind runway. The letter identifies one spot on Stinson Road northwest of Runway 15 and the Norfolk & Southern Railroad along the approach to Runway 33 as penetrations to IFR Circling Minimums also. Mr. Collins pointed out the FAA uses 13'6" tractor trailer and 20 feet intermodal container trains parked statically on the surfaces to gauge obstruction clearances.

Mr. Collins stated that he is working with Hanson Professional Services to identify the precise obstruction locations and penetration heights so that he may contact the land owners with little uncertainty. Depending upon Hanson's findings, the airport will have two options. Option #1 would be to cut or trim all trees (probably about 12) and erect light poles on Stinson Drive and near the Norfolk & Southern Railroad. This option would provide clear visual and IFR circling approaches to Runway 15/33. Mr. Collins showed the Commissioners an Instrument Flight Rules Approach Plate for the Runway 23 Instrument Landing System and the following note: "*Circling to Runway 15/33 NA at Night.*" This note has been listed on the approach plate since late 2008. Choosing Option #1 would remove this note. Option #2 would be to only cut or trim the trees that penetrate the 20:1 Surface (probably 8 -10). The airport would have to live with the "*Circling to Runway 15/33 NA at Night*" note for Runway 15/33. Mr. Collins noted that with Option #2 there would be no engineering or legal maneuvering to erect light poles. Hanson's survey report, received just ahead of the meeting revealed many more trees than originally perceived as well as one house that a portion of its roof was a bust to the visual surface. The report states "I think this answers the question on whether or not to keep the circling approach to this runway". Mr. Collins recommended choosing Option #2 as the best choice. As an instrument rated pilot, Mr. Collins noted that the only reason a pilot would circle to land on a shorter, narrower, lessor lighted runway would be for howling winds. With winds mostly dying off at night – this normally is not a concern. Mr. Collins stated he has never been asked about the note on the approach plate. The Commissioner agreed with Mr. Collins that Option #2 would be the best way to proceed.

FBO Equipment

Mr. Collins noted that Active Aero Charter, the contract broker for nearly all cargo operations at the airport, called and stated that they must know KMVN has de-ice services or they will utilize St. Louis Lambert International during the winter months. They simply won't make day to day or hour by hour weather decisions as they have done in the past. Mr. Collins and Rich Carney from SRT Aviation have been researching the best economical solution and believe they have come up with a plan utilizing the airport's existing bucket truck. The pair talked to Dragan Krecik (formally of Air Cargo Carriers) and were provided plans to build a system from components available online. But Mr. Carney eventually found the best solution. Hotsy, an industrial pressure washing company based in O'Fallon, Missouri designed and built several de-ice units for Air Choice One Airlines. Air Choice One is an EAS Airline operating in and out of several Midwest locations. Mr. Carney stated if it is good enough for a scheduled airline, it should be good enough for Mt. Vernon Outland Airport. Mr. Collins presented photos of the Hotsy system utilized by Air Choice One. He submitted a few specification changes to adapt the airport's bucket truck and is awaiting a reply. The biggest change is that KMVN would need a larger flow rate (to de-ice larger planes) and the KMVN system would spray directly out of the product tote (a tank would not be needed). Like the runway de-icer, aircraft de-icing would be a chargeable commodity. Mr. Collins noted training is available online via the National Airline Training Association (NATA) and is \$155 per person. Mr. Collins proposed two MVAA employees and two from SRT employees will enroll in the training. Mr. Collins asked permission to procure a system and expects the total price tag to be around \$14,000. He stated he would not order the

Hotsty system until he personally completed the NATA De-Icing Training Course. Discussion ensued, with the Commissioners asking about liability. Mr. Collins indicated the pilot in command is ultimately responsible for the flight. However, service liability would fall on the Fixed Base Operation – SRT Aviation. The Commissioners directed Mr. Carney to check with SRT's insurance carrier to see if aircraft de-icing is covered. Mr. Carney indicated he would make a phone call in the morning. Commissioner Lee made a motion to approve a Not-to-Exceed expenditure of \$15,000 for a total aircraft de-icing program (equipment/training) based upon SRT Aviation being covered and Mr. Collins successfully completing NATA De-Icing Training. The motion was seconded by Commissioner Chesney. Upon roll call vote, all were in favor.

OTHER BUSINESS

There being no additional business to discuss under Other Business, no further items for discussion on the Agenda, and no Executive Session items, motion was made and seconded to adjourn the meeting. Upon roll call vote, all were in favor and the meeting was adjourned.