

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held November 8, 2016 at 6:00 PM

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| Present: Michael Ancona | Chairman |
| Eddie Lee | Vice Chairman |
| Joe Bob Pierce | Secretary |
| Gary Chesney | Treasurer |
| Ryan Wellmaker | Commissioner |

Staff: Chris Collins
Sheila Jolly-Scrivner

Guests: Greg Peterson, Travis Morse, Tyson Rush, Steve Willis, Tom Champion, & Don Lewis.

PUBLIC INPUT

Hearing none, Chairman Ancona moved forward with the meeting.

REPORTS

Minutes

Minutes were presented for the October 11th, 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

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

Mr. Collins reminded the Commissioners of the TIP (Transportation Improvement Program) Meeting. The Meeting is scheduled for Monday, October 24th at 1:30 p.m. at IDOT, Division of Aeronautics in Springfield, Illinois.

OLD BUSINESS

Health Insurance

This line item was moved forward due to the time constraints of a guest. Mr. Collins introduced the airport's new health insurance agent Mr. Tom Champion from Dimond Brothers Insurance. Mr. Champion recently replaced long time agent Diana Thomas

upon her retirement. Mr. Champion presented the 2017 renewal numbers. Health Alliance, the current provider, and Blue Cross Blue Shield (the lone company in the ballpark) had similar plans with similar numbers. The Health Alliance total premium was \$39,036 – an increase of 12.4% over the 2016 premium. Mr. Champion stated the increase could have been much worse. In fact, when everyone has to be on a “Metallic Plan”, in 2018, be ready for a 25% - 35% increase! The Blue Cross Blue Shield premium was \$37,824 - a \$1212 annual savings. However, the copay amounts were higher with the Blue Cross Blue Shield plan. Discussion ensued. Mr. Collins mentioned that he and Ms. Scrivner have also reached out to the State of Illinois Local Government Health Plan for a quotation. That quotation is forthcoming. Mr. Collins asked Mr. Champion what the timelines were for renewal. If the incumbent provider Health Alliance is selected, January 1st, 2017 would be the date. If Blue Cross, Blue Shield is chosen, then the submittal would need to be in on December 14th, 2016 so that coverage would not lapse on January 1st. Mr. Collins noted that since numbers from the Local Government Health Plan were not available and the December Meeting was inside the selection timeline, he recommended tabling the issue. The Commissioners agreed and the line item was tabled until the December Meeting.

Cash Farm Lease

Mr. Collins presented the bids for the 2017 – 2019 Cash Farm Lease that were opened at 1:00 p.m. today. Incumbent farmer Kent Donoho submitted the highest bid at \$33,526.44. Alan and Kim Bowers submitted the second highest bid at \$30,931.26. Tony Hall submitted the third highest bid at \$29,000. Mr. Collins recommended the high bid be accepted. Motion was made by Commissioner Pierce and seconded by Commissioner Chesney to approve the bid submitted by Kent Donoho. Upon roll call vote, all were in favor.

NEW BUSINESS

Health Insurance

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

Nav aids

Mr. Collins provided an update on three FAA owned and/or administered projects currently underway or proposed at the airport. All three are perceived “upgrades”. Mr. Collins noted he received a letter from the FAA recently of their intention to decommission the Runway 23 ILS Outer Marker. The Outer Marker is essentially a “radio homing beacon” located approximately 6.1 miles from the end of the runway. It also doubles as an official charted “Fix” known as FAMTA. During instrument weather, when planes are coming from the west, they are routed to FAMTA to initiate the approach (an Initial Approach Fix). Planes fly to FAMTA, continue northeast, complete a charted and timed turn southeast, complete a 180 turn inbound, intercept the Localizer Beam, and track back to FAMTA. FAMTA then becomes the Final Approach Fix and the ILS is flown (Localizer and Glideslope signals are followed) to touchdown or a missed approach is executed. Aircraft approaching from the East are routed to other initial approach fixes northeast of FAMTA, track the Localizer to FAMTA, then execute the ILS to touchdown. The FAA wants to decommission the Outer Marker (radio

homing beacon) portion of this description. FAMTA will remain as a charted Fix. This action is due to cost saving measures as the FAA wants to relieve themselves of a ground lease, utilities, and the cost of maintaining the NAVAID. The FAA's upgrade is to install a DME (Distance Measuring Equipment) at the Localizer Shack south of Runway 05. The DME would provide charted, accurate "mileage" along the approach. Currently, FAMTA is identified from the Centralia VOR at 19.1 miles. This is somewhat inaccurate over that distance. As proposed, FAMTA will be identified at approximately 7.1 miles from the airport. Mr. Collins noted there is a downside. In order to shoot ILS 23, the aircraft will be required to receive DME or have an IFR certified GPS receiver. Most aircraft these days have one or the other. Mr. Collins stated the FAA is soliciting comments but according to his sources, this is a done deal. Mr. Collins believes this is a good for the airport as the ILS 23 approach will be accurately identified by a NAVAID on the airport with "mileage" charted. Mr. Collins provided a copy of the approach as it stands now as well as a sample approach from John C. Tune Airport in Nashville, TN. He noted the DME references (circled/boxed numbers) on the attached Approaches.

The second NAVAID related item is the Automated Weather Observation System (AWOS). FAA technicians recently completed an upgrade of the airport's system. Old components were replaced with modern technology components at the AWOS site and inside the terminal security room. The broadcast will now include "Present Weather" reporting (rain, drizzle, snow, freezing rain, etc). Another upgrade is the installation of reporting stations inside the terminal. Mr. Collins noted he had to supply one computer and two monitors for this to happen. The FAA technicians installed the cabling and shelves and got things working. Monitors now display KMVN's current conditions in both AIRGO Suites. Mr. Collins has already begun conversations with the FAA for broadcasting the AWOS information via a discrete VHF radio broadcast. Currently, the AWOS is broadcast over the VOR (Vertical Omni Range) system. With the VOR on the list for decommissioning in the next ten years, the FAA is receptive to a discrete frequency. This will be an ongoing project.

The third NAVAID item is not really a NAVAID but a NOTAM (Notice to Airman) upgrade. Mt. Vernon Outland Airport recently joined nearly 900 other airports across the country when it entered an MOA with the FAA to participate in the new NOTAM Manager System. Because of KMVN's 14 CFR Part 139 Certificate, the FAA mandated KMVN be subscribed to and participate in NOTAM Manager. Previously, NOTAMS were called in to Flight Service and then disseminated to the users. This third party involvement, and their checking "what the manual says to issue" really slowed things down. To speed things up, NOTAM Manager was tailored to each airport. An FAA specialist designed and built the software so that each airport's infrastructure is included. After logging in to NOTAM Manager, pull down menus for each runway, taxiway, and ramp surface appear. NOTAM Manager allows the airport to upload NOTAMS to airport users instantaneously. Mr. Collins stated this is a huge benefit during winter operations when things can change by the minute. Another benefit is allowing users to subscribe to the system electronically. Anytime a NOTAM is issued at KMVN, those that are signed up receive an e-mail. So far, Mr. Collins has approximately 15 area pilots signed on.

NOTAM Manager will take several tries to master, but once he is comfortable using it, it will be a benefit.

OTHER BUSINESS

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