

Mt. Vernon Airport Authority  
Regular Meeting of the Board of Commissioners  
Held December 12, 2017 at 6:00 PM

Present: Michael Ancona	Chairman
Gary Chesney	Treasurer
Ryan Wellmaker	Commissioner
Marty Cox	Commissioner

Absent: Eddie Lee Vice Chairman

Staff: Chris Collins  
Sheila Jolly-Scrivner

Guests: Travis Morse, Josh Jones, Don Lewis, Ruth Anne Strawn, Steve Willis, Colin Grever, Travis Guerrant, and Mitch Oswald

**PUBLIC INPUT**

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

**REPORTS**

**Minutes**

Minutes were presented for the November 14th, 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 Agenda.

**OLD BUSINESS**

**New Sign**

Mr. Collins stated he and Commissioner Chesney met with Ameren's Brent Bartley about metering at the new sign location. Mr. Collins noted he also met with Todd Ham and his staff to solidify the design and establish an estimated total cost. Team MVN members recently relocated the SW21 Jet to SRT Aviation to do a structural analysis on the aircraft. Bad news was discovered. Based on the professional opinion of everyone in

attendance (Mr. Collins and four Airframe and Powerplant Mechanics), the airplane does not have the structural integrity to be on static display high above the new sign in an area that could see significant winds. Mr. Collins explained the only significant structure in the airplane is a single steel wing spar along its lateral axis. The fuselage is essentially foam/composite construction. Addison and Brad Sharp of AS Fabrication visited and provided an estimated cost of \$8000 to harden the aircraft for static display as envisioned. This would require splitting the aircraft in halves along its longitudinal axis, remove some foam, and fabricate an internal steel structure. With this additional cost, those gathered at SRT determined the SW21 Jet could still provide an affordable static display near the ground and closer to the buildings. Mr. Collins noted he is currently working on a design for a steel cradle that would interface between the few hard points on the SW21 Jet and a mounting pole. As for the sign, Mr. Collins informed T. Ham Signs the SW21 Jet would be removed from the project. Mr. Collins asked the Commissioners if they desire to pursue mounting the SW21 Jet above the new sign as originally conceived but with an additional \$8000 expenditure to harden the structure. Discussion ensued. Although disappointed, the Commissioners agreed with Mr. Collins to remove the SW21 Jet from the new sign. Mr. Collins told the Commissioner to expect a cost somewhere near \$20,000 for the new sign. Mr. Collins also explained another significant factor from his meeting with T. Ham Signs. Since T. Ham Signs designed the sign, and the airport is using his plans, there will be an additional financial component to the project if T. Ham Signs does not win the project. T. Ham Signs charges a flat \$1000 for such circumstances. Mr. Collins noted he will draft bid specifications and seek bids from area sign companies if the Commissioners are in approval of the design. The Commissioners instructed Mr. Collins to move forward with the project.

## **NEW BUSINESS**

### **Wildlife Program**

Mr. Collins stated IDOT, IDA provided a gift to the three southern Illinois airports (Mt. Vernon, Marion, and Carbondale) in 2017. Funding for a United States Department of Agriculture Wildlife Services “Routine Presence” Pilot Program was secured and visits to the airports were begun. Mr. Collins explained Wildlife Service’s Mr. Mitch Oswald has been visiting KMVN, KMWA, and KMDH since January. The program was intended to last five years and was to expand to other airports in 2018. IDOT, IDA cut the program and it will end on December 31<sup>st</sup>, 2017. Mr. Collins presented a quotation for the continuance of the Routine Presence at KMVN for 2018. He also presented the original IDOT, IDA Agreement and the e-mail from IDOT, IDA’s Terry Schaddel cancelling the program. Mr. Collins noted Veterans Airport of southern Illinois has decided to continue the Routine Presence. The southern Illinois Airport has decided to go it alone. Mr. Collins recommended continuing the program at KMVN. KMVN would be working with its neighbors in Marion and take advantage of some shared travel expenses. The total cost to each airport would be \$11,000 (a savings of \$1000). Mr. Collins mentioned this is a very large expense but it is worth it in the long run. He explained his reasoning: *“First, having Mitch on site one to three days per month has made and will continue to make thing safer for our flying customers. Mitch oversees our wildlife program, performs the lethal enforcement we don’t really want to do, and trains our guys in what needs to be done on a daily basis. He assists me with the management of the program*

*and completes and oversees annual permit applications with the USDA, U.S Fish and Wildlife, and the Illinois Department of Natural Resources. Perhaps the biggest advantage is the optics with the FAA. Routine presence has been a regular staple at the larger airports providing a proven track record for safety. Since the FAA and the USDA have a Memorandum of Understanding, the FAA allows the USDA to intercede for the airport during 14 CFR Part 139 Inspections. I observed this during KMVN's February, 2017 Part 139 Inspection. I realize the program is incredibly expensive but there is a large financial and managerial component to not continuing. It is this – a USDA Wildlife Services Routine Presence Program negates the FAA requirement for five year Wildlife Hazard Assessment Studies. The FAA requires that each 14 CFR Part 139 certificate holder must have a Wildlife Hazard Assessment (WHA) completed by an authorized consultant every five years or after a triggering incident (such as a wildlife strike). KMVN's last WHA was completed by the USDA in 2010 (also a gift from IDOT, IDA) so we are definitely due. What kept the FAA Inspector from requiring the airport to do one when he visited in February – the ongoing routine presence. Mitch sat next to me during the wildlife portion of the inspection. Wildlife Hazard Assessments can cost from \$45,000 and above depending upon the consultant. After a WHA is conducted, a new Wildlife Management Plan referencing the WHA and also approved by the FAA must be drafted. This new plan could also add more dollars to the program (approximately \$5000). Assuming no triggering incidents have occurred, an annual cost of non-routine presence program at KMVN could be close to \$10,000. A triggering incident or two over this period would increase costs drastically. I recommend staying with the routine presence for an extra \$1000 as that amount is worth having Mitch around the facility.”* Mr. Collins introduced USDA Wildlife Services Assistant State Director Travis Guarrant and USDA Wildlife Service's Mr. Mitch Oswald. Mr. Guarrant agreed with the statements and figures provided by Mr. Collins and added that the Routine Presence shows the airport is being proactive with wildlife management – a very positive aspect on annual FAA Inspections. The focus then shifted to cost. Mr. Collins noted Annual Routine Presence has to be tied to capital projects. A Wildlife Hazard Assessment (WHA) and Wildlife Management Plan (WMP) constructed by the USDA or a specialty consultant certainly would qualify. Annual Routine Presence could be equivalent to the WHA and WMP completed on a five year basis or after a triggering circumstance. Mr. Collins recommended proceeding with the Routine Presence for 2018 at a cost of \$11,000. Motion was made by Commissioner Wellmaker and seconded by Commissioner Cox to approve the Routine Presence program for 2018 as presented. Upon roll call vote, all were in favor.

### **OTHER BUSINESS**

Mr. Collins introduced Mr. Colin Grever. Colin graduates from SIUC on Friday, December 15<sup>th</sup> with a degree in Aviation Management. During the Fall 2017 Semester, Colin assisted the airport with the development and refinement of the new ARFF Training Curriculum. He personally created an electronic and easily navigable emergency rescue “Crash Chart” database that includes all aircraft serving a small to mid-size general aviation airport. Colin demonstrated this resource to the Commissioners. Mr. Collins noted he intends to distribute this resource to all State and neighboring airports that are interested. Such technology is only available through the

ARFF Working Group at a cost of \$100 per year. Mr. Collins stated many airports are going to have this important information at no cost thanks to Colin! Chairman Ancona and Mr. Collins presented Mr. Grever with a Certificate and airport shirt.

There being no Executive Session items, no additional Other Business items, 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.