

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held January 10, 2012 at 6:00 PM

Present: Greg Martin	Chairman
Michael Ancona	Vice Chairman
Gary Chesney	Treasurer
Joe Bob Pierce	Commissioner

Absent: Paul Dickerson Secretary

Staff: Chris Collins
Mary Barnett-Johnson

Guests: See Attached

PUBLIC COMMENTS

Prior to beginning the meeting, Chairman Martin asked for a moment of silence in remembrance of Mr. Max Firebaugh. Mr. Firebaugh passed away on December 31, 2011 after suffering a stroke followed by short stays at St. Mary's Good Samaritan Hospital and Mt. Vernon Countryside Manor.

Don Lewis commented that Max was among the greats of the airport. Max can now take his place with Earl Outland and Stan Koziara.

Mr. Collins agreed with Mr. Lewis and stated that something needed to be done to honor Max. The airport is named for Earl and the Terminal is named for Stan. Mr. Collins recommended naming Aviation Drive in memory of Max Firebaugh. He noted that he has been in contact with the Mt. Vernon Public Works Director regarding a potential change in names. If Aviation Drive is public property, the airport would be free to rename the drive with only a change in addresses. If Aviation Drive is City of Mt. Vernon property, then someone would have to ask permission from the City Council. Mr. Collins noted that he would be honored to approach the City Council if it would be required. Discussion ensued and Commissioner Chesney motioned to rename Aviation Drive to Max Firebaugh Drive pending the decision by the City of Mt. Vernon. The motion was seconded by Commissioner Pierce. Upon roll call vote, all were in order.

REPORTS

Minutes

Minutes were presented for the December 13, 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 Martin moved forward with the meeting.

OLD BUSINESS

Perimeter Fence Project

Mr. Collins provided an update on the Perimeter Fence Project. The project was officially suspended due to wet conditions shortly after the December Meeting. Since dry conditions have prevailed over the last several weeks, the project will officially restart on January 16, 2012. The electrical contractor will re-start on Monday, January 9, 2012.

Mr. Collins explained that the fence portion of the project lacks removal of old 6' fence around buildings, removal of the 4' fencing south of the "T" Hangars, installation of 10' fencing in these two areas, and installation of new fencing in the bottom ground southeast of Runway 23. All electrical work remains as well.

Runway Project

Mr. Collins presented a draft copy of the final report received on December 23, 2011. He stated that before diving into the discussion, it is worth mentioning that a proposed aircraft will be able to operate at any airport as long as the Aircraft Classification Number (ACN) is equal to or less than the Pavement Classification Number (PCN) for that airport. A PCN of 32.7 will be published for KMVN in the future as a result of the project. Mr. Collins noted that this PCN is adequate for the proposed aircraft, but this PCN was calculated at the aircraft's Maximum Take-Off Weight (MTOW). Applied Research Associates back-calculated for this PCN using a specified amount of operations. That number of annual operations is one hundred. Mr. Collins forwarded corrections, some observations, and many questions to be considered in the final report. The biggest question is how many annual operations of the aircraft can the airport infrastructure sustain at the Proposed Operating Weight (POW) of 120,000 lbs? He argued that since the aircraft should never operate at KMVN fully fueled and fully loaded, basing the report on the MTOW seemed illogical. Mr. Collins presented an ACN Curve for the proposed aircraft. The ACN at the POW of 120,000 lbs. is approximately 24" which is the equivalent thicknesses for KMVN's infrastructure listed in Table #1 of the draft report. If the Equivalent Thickness is larger than or equal to the ACN, the proposed aircraft can operate on the pavement for a significant amount of annual operations. Mr. Collins noted that he, Commissioner Ancona, and Hanson's Rob Waller participated in a conference call with Bill Weiss and Brian Aho of Applied Research Associates (ARA) on Friday morning, January 6, 2011. All points were addressed. The final report is being

constructed and a PCN as well as new S (Single), D (Dual), 2S (Single Tandem), and DT (Dual Tandem) Weight Bearing Capacities will be included.

Mr. Collins presented two drawings he constructed illustrating the findings of the analysis and how the airport can use the data moving forward into the RSA Correction Project and beyond. Starting at the 05 end, the runway is very strong. The weakest section of the runway is the 23 end (the newest section). The parallel taxiway is good throughout as well as the “B2” taxiway at mid-ramp. The weakest section of the entire airport is the center taxiway section, Taxiway “C”, at mid-field. Mr. Collins noted this information is depicted on the first drawing. The second drawing is his attempt to convey how the airport could use the data from the report (construction of the thicker sections) to design the new elements in the RSA Correction Project. Doing so would yield very strong entry and exits to the runway – the areas most prone to damage due to excessive use/weight. Taxiway “C” is due for rehabilitation in the near future. Mr. Collins noted that using the data available through ARA’s report for the design of these elements should make the Runway Capacity Evaluation Project eligible for reimbursement once the designs are utilized.

Koziara Terminal Suite “A”

Mr. Collins noted the Hertz Corporation intends to be up and running by February 1, 2012. Personnel changes are the reason for the delay.

NEW BUSINESS

Aviation Report

Mr. Collins presented the Annual Aviation Report. The Annual Operations Log for the calendar year lists 22,928 total operations. This was an increase of 7.8%, or 1674 operations over the 2010 count (21,254). There was a 42% increase in the amount of U.S. Military Operations over the same time period (80 to 56). The greatest increase was from the Turbojet Aircraft Category. Mr. Collins stated that Turbojet operations represent economic development, job retention, and job creation. 2011 saw a 53% increase in operations of pure jet aircraft. There were 308 total operations, up from 144 in 2010. Mr. Collins noted that he believes this is a sign of economic opportunity occurring in the region. The Annual Based Aircraft Report indicated there were 46 total aircraft registered at KMVN. This is up from 42 at the end of 2010. The increase includes two significant numbers – 9 multi-engine aircraft and 3 helicopters. Both of numbers are records. Mr. Collins stated that he attributes these increases to superior infrastructure, a great blend of service related tenants including a full service FBO with FAA Certified Repair Station, a quality restaurant with a respected name, and great attitudes!

General Liability & Worker’s Compensation Insurance

Mr. Collins noted that the airport’s General Liability and Worker’s Compensation Insurance Policies are due for renewal in February. Mr. Collins would like to seek bids for the two policies and asked the Commissioners for permission to begin bidding procedures. Since the policies renew prior to the February Meeting, Mr. Collins asked for permission to award the policies to the lowest bidder. Mr. Collins indicated he would

telephone each Commissioner with the results of the bidding. Motion was made by Commissioner Pierce and seconded by Commissioner Martin to allow Mr. Collins to seek bids for the two insurance policies and award to the lowest bidder. Upon roll call vote, all were in favor.

OTHER BUSINESS

There being no items to discuss in Other Business, Chairman Martin moved forward with the meeting.

EXECUTIVE SESSION

There being no items to discuss in Executive Session, Chairman Martin moved forward with the meeting.

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