

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held January 13, 2015 at 6:00 PM

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

Absent: None

Staff: Chris Collins
Sheila Jolly-Scrivner

Guests: Rick Hayes, Emily Roth, Steve Willis, Rich Carney, & Brian Edmison.

Chairman Ancona opened the meeting with a moment of silence and prayer for the Gutzler and Wilder families. Mt. Vernon Outland Airport based pilot Marty Gutzler, his wife Kim daughter Piper, and niece Sierra Wilder perished when the Piper PA-34 Seneca Marty was operating went down near Kuttawa, Kentucky on January 2, 2015. The Gutzler family was returning to southern Illinois after vacationing in Key West, Florida. Marty's seven year old daughter Sailor survived the crash.

PUBLIC INPUT

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

REPORTS

Minutes

Minutes were presented for the December 9, 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 no items of correspondence, Chairman Ancona moved forward with the meeting.

OLD BUSINESS

Personnel Policy Guide

Mr. Collins explained that Whistle Blower's & Conflict of Interest Policies were recommended by the Airport's Auditor after the last audit. Rough drafts of these inserts along with a rough draft of a Drug Free Workplace Policy were submitted for approval at an earlier meeting. Although the Commissioners had no difficulties with the Whistle Blower's and Conflict of Interest Policies at that earlier meeting, there were some reservations with the Drug Free Work Place Policy. Mr. Collins presented for approval the three inserts to the airport's Personnel Policy Guide after changes were included. He also noted that a Drug Free Work Place Policy must be in process or approved to receive FAA AIP Grants beginning in January, 2015. Motion was made by Commissioner Lee and seconded by Commissioner Pierce to approve the three inserts. Upon roll call vote, all were in favor.

FBO Hangar Door

Mr. Collins and Mr. Edmison noted that two bids were received (for installation of a new Floating Door) on December 19, 2014. The low bid was \$38,000 – nearly double expectations. When including the \$20,800 Floating Door, the project swells to the \$60,000 range. Mr. Collins labeled this the Option #1 – the “Grandiose Plan”. Because of the high costs, Mr. Edmison went back to the drawing board provided additional options:

Option #2 - Demolition of the existing sliding door and replacement with a newer version. The new version would be more energy efficient and include electric motors to control the movement. A new version would take advantage of the existing upper rail structure and lower tracks. Essentially it is a plug and play option. Norco, the company that provided the sliding door for the Community Hangar, was contacted provided an estimate of \$47,000. This estimate does not include installation.

Option #3 - Utilize the existing structure that supported the original 1955 rolling fabric door. The new Floating Door would only require the horizontal header beam as the concrete block vertical structures on both sides of the door opening are sufficient to carry the vertical loads. The plan would require some demolition work as part of the rolling door truss system and hardware would need to be removed. The existing sliding door could be left in place and stored in its door pocket. This plan would essentially provide a double door for the building protecting it from extreme temperatures and wind. Mr. Edmison contacted Bevis Construction to obtain an estimate of the contracting costs for Option #3. Bevis Construction submitted an estimate of \$23,700.

Option #4: Products from Schwiess Door. Prices for Bi-fold and Hydraulic Doors that could be installed with little to no additional structure were received. Both Schweiss doors were higher than the Floating Door.

Discussion ensued as to how best proceed. Mr. Collins noted he favored Option #1 but the funds to pursue currently do not exist. Mr. Edmison and the Commissioners agreed that if Option #1 was not to be pursued at this time, then Option #3 should be explored. Because of a large amount of work scope change, all agreed the project should be re-bid. The specification should include the removal of the old door, door pocket structure and a general dress-up of the frontal area around the door. Bevis' estimate did not include such scope. Mr. Edmison was directed to ready bidding documents for Option #3.

NEW BUSINESS

Annual Audit

Since Mr. Dave Kieffer of David Kieffer, CPA, was not in attendance, the item was tabled until the next meeting.

FBO Telephone System

Mr. Collins stated a problem with the FBO telephone system has plagued the airport since Air-Evac was running the FBO back in the early 2000's. Currently, the FBO is operating on one cell phone and it is unforwardable (it must be passed around to whoever is on duty). Until recently, all involved thought the problem was with the cabling running between the buildings. AT&T's Brian McPherson discovered the fault lies with the 25 year old Comdial phone system and the phones inside the building. When Brian bypassed the Comdial system (he ran the AT&T signal directly to the building jacks) he was able to get a strong dial tone on the lines. Mr. Collins noted the Comdial phones have been worked to death over there! He contacted AT&T Small Business and Hamilton County Telephone Cooperative only to be informed both companies sell and install VOIP (Voice Over Internet) systems only. Since the FBO has dedicated POS (credit card Point of Sale) and fax lines coupled with weak internet, a VOIP system is not adequate at this time. As far as internet options go, Charter Communications service parallels old Highway 15 on the north side. Although Clearwave Communications is on the property, the \$500 to \$750 per month fee prohibits connecting. Mr. Collins contacted a few industry friends and obtained some quotes for hybrid systems – systems that work with the old copper lines but can also be upgraded to VOIP for if and when that is all that is available (5 to 7 years away). Camden Communication provided a bid of \$2142. The second lowest bid was submitted by Mark Sheets of Sheets Communications at \$2449. The last bid was submitted by Evan Youngblood of Megabytes Communications at \$5935. All three bids cover four VOIP compatible telephones, installation hardware, and labor. Mr. Collins recommended the acceptance of the low bid ASAP. Motion was made by Commissioner Martin and seconded by Commissioner Chesney to approve the bid submitted by Camden Communications. Upon roll call vote, all were in favor. Mr. Collins mentioned that Barry Camden of Camden Communications installed the existing Comdial system back in the 1980's when he was with Hamilton County Telephone Cooperative.

OTHER BUSINESS

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

