

Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held December 11, 2018 at 6:00 PM

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

Absent: Eddie Lee Vice Chairman

Staff: Chris Collins
 Sheila Jolly-Scrivner

Guests: Don Lewis, Ruth Anne Strawn, Josh Jones, Tesa Glass, Steve & Kathy Willis

PUBLIC INPUT

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

REPORTS

Minutes

Minutes were presented for the November 13th, 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 Chesney moved forward with the meeting.

OLD BUSINESS

Hangar A-800 Revitalization

Mr. Collins provided an update on the project. 100% of the doors, west side, and south side have been sheeted. A large portion of the west side roof has been sheeted. KT Electric has some of the electrical rough in completed. Mr. Collins indicated the project has been slowed due to changes that had to be made to the roof line above the new aircraft doors. Since the new door columns were welded on the exterior sides of the existing door structure- the new doors increased the width of the building approximately

eight inches on each side. Mr. Collins said without these changes, there would have been no way to permanently secure the contents from the weather or wildlife. He presented Change Order #1. Change Order #1 covers the removal of the roof end “C” channels, structural additions to all trusses (steel extensions), and re-installation of the “C” channels. Change Order #1 is for Not to Exceed \$9300 with Bevis Construction. Motion was made by Commissioner Cox and seconded by Commissioner Wellmaker to approve Change Order #1 as presented. Upon roll call vote, all were in favor. Mr. Collins noted another change order may be coming related to a customized soffit/fascia addition. The new custom bent metal structure will not only seal the modified area under the roof edges but make the hangar more visually appealing. Bevis Construction indicates they should finish their work by the end of the year.

NEW BUSINESS

Wildlife Program

Mr. Collins explained in December, 2017, the airport approved an Agreement to continue the “Routine Presence” wildlife monitoring through the USDA for the calendar year 2018. It is time to renew or discontinue the program for 2019. To better explain the program, Mr. Collins supplied the following to the Commissioners:

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. 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 31st, 2017. Veterans Airport of southern Illinois has decided to continue the routine presence. The southern Illinois Airport has decided to go it alone. I would like to continue the program at KMVN. We would be working with our neighbors in Marion and take advantage of shared travel expenses. The total cost to each airport would be \$11,000 (going it alone would have been \$12,000). This is a very large expense but it is worth it in the long run and I would like to explain my 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. I recommend staying with the routine presence for an extra \$1000 as that amount is worth having Mitch around the facility. Now, how do we pay for it? This expense has to be tied to capital projects. A Wildlife Hazard Assessment and Wildlife Management Plan constructed by a consultant certainly would qualify. Think of it as a “living study” conducted by the same consultant. The next capital development plan “Momentum 2023” and all those thereafter could have a line item titled Wildlife Program. Included in your booklet is the quotation by the USDA's Assistant State Director Travis Guarrant for the routine presence as well as his positives for the program. Also included is the original IDOT, IDA Agreement and the e-mail from Terry Schaddel cancelling the program.

Mr. Collins noted the airport approved the program on an annual basis at the December, 2017 Meeting. He recommended continuing with the program for 2019 as it is the same price and structure as the previous year. Motion was made by Commissioner Ancona and seconded by Commissioner Wellmaker to approve the Agreement with the USDA for the 2019 Routine Presence. Upon roll call vote, all were in favor.

Restaurant

Mr. Collins stated a very experienced and qualified restaurant operator met with him and Mrs. Scrivner last week. The operator was very interested and excited. A proposal was expected ahead of the meeting. Mr. Collins noted, once again, he has no proposal or recommendation at this time. Calls to the interested operator were not returned. Mr. Collins indicated he will keep trying to find an operator.

OTHER BUSINESS

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.