Mt. Vernon Airport Authority
Regular Meeting of the Board of Commissioners
Held June 10th, 2025 at 6:00 PM

Present:	Mike Ancona	Chairman
	Gary Chesney	Vice Chairman
	Carey Lipps	Secretary
	Marty Cox	Commissioner
Absent:	Greg Martin	Treasurer
Staff:	Chris Collins	
	Sheila Jolly-Scrivner	
	Matt Colvin	

Guests: Steve Willis, Don Lewis, Sydney Tucker, and Matt Simmons

PUBLIC INPUT

Hearing none, Chairman Ancona moved forward with the agenda.

Mr. Collins introduced Ms. Sydney Tucker and Mr. Matt Simmons from Legence Bank. The pair distributed a multi-page brochure outlining the bank's business services. ACH, Positive Pay, and other non-paper accounting methods that would be less susceptible to fraud were discussed thoroughly.

REPORTS

Minutes

Minutes were presented for the May 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' Report

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 of the motion.

CORRESPONDENCE

Ms. Jolly Scrivner read a letter from Mr. Gary Bohlen thanking Mr. Collins for his work with the Hall of Honor and assisting veterans.

OLD BUSINESS

Project Update. Below is a snapshot of all projects as specified by Mr. Collins;

Air-Evac Lifeteam Joint Base Jefferson – Although the base is operational, there are three items to discuss. First, I approved and had a stairway system constructed so that maintenance could safely access the storage mezzanine. Airframe & Powerplant Technicians were fearful of an upcoming company/OSHA Inspection, so we put a plan into action. See the photo pages in your booklet. Second, the Simultaneous Aircraft Operations Plan (ramp extension vs in-ground fuel cabinet project) is up for immediate action. Inside your booklet are a few pages from Hanson's design and an estimate from Bevis Construction to construct a large concrete ramp expansion. The total cost without Hanson's input is $173,000. Also included is an estimate from Hinderlighter Construction to install a ground fuel cabinet placed on the north side of the existing ramp. Fuel would be pumped directly from our tank, metered, and dispensed through this centrally located cabinet. The cost to do this is $187,900. The price also includes a 12'x 12' concrete extension squaring off the section of concrete north of the portable fuel trailer and removal of its protective bollards. Either one of these costs will be directly paid for by Air Evac. I personally prefer the fuel cabinet plan as it cleans up the helicopter approach and hovering obstacles. The existing fuel cart is prone to malfunctions leading to 2:00 a.m. call outs for our line service technicians. QA/QC has been a problem too, mostly due to condensation from temperature fluctuations. Just when I thought we would move forward (with your blessing), I received a call from Air Evac Officials requesting another 280 square feet of concrete is needed to satisfy aircraft parking distances. And, the company has no more capital funds to spend at Air Evac Joint Base Jefferson. With 280 square feet of concrete (roughly $6000) preventing forward movement, I told them "we will find the money". They were happy and they trust me to make it happen. It is possible the funds can be found in the fabrication of the stainless steel cabinet as I understand that vendor just provided a "wild guess". Hinderlighter also believes this is the case and pledged to do the project for $187,900 So, with your approval, I would like to move forward with the fuel cabinet solution for $187,900. Discussion ensued. Motion was made by Commissioner Chesney and seconded by Commissioner Cox to approve the fuel cabinet plan at Air Evac Joint Base Jefferson as presented. Upon roll call vote, all were in favor. As for Hanson's concrete design plan, I am afraid to admit we will have to fund that effort. I am told to expect a bill somewhere shy of $4000. Third, please see Solar Energy #3 below.

New ARFF Truck – Still nothing new on this project.

Replace Runway & Taxiway Guidance Signs – We are in the design phase with hopes to make the January, 2026 Letting. Included in your booklet is a drawing depicting a layout of new taxiway naming. It just makes more sense having the parallel taxiway to Runway 5/23 named "A" and the taxiway to Runway 15/33 named “B” along their entire lengths. As it stands currently, we have a confusing “A”, “B”, “C”, and “D” nomenclature.

ZEV Grant – I am happy to report that I, along with Andrew Fearn at Coles County, have been working with consultant Charlie Riordan, the FAA, and IDOT, IDA on the grant that places two (2) Ford F-150 “Lightnings” and one (1) dual plug charger at each airport! Included in your booklet is the initial approval letter from the FAA and the IDOT, IDA Program Letter. Our local cost - $4151! This project broke loose shortly after our last meeting.

The second item of Old Business is Solar Energy Projects: SE Phase #1, SE Phase #2, & SE Phase #3

SE Phase #1 (A-1100 and A-1200 Roofs) – All work is completed and we are awaiting the final inspection by Ameren. Once approved by Ameren, production will initiate.

SE Phase #2 (T Hangar A-800 Roof) – Like, S.E. Phase #1, all work is completed and we are awaiting the final inspection by Ameren. Once approved by Ameren, production will initiate.

SE Phase #3 (Air Evac Joint Base Jefferson) – AGE officials were at the May 21st Grand Opening and asked me why solar was not part of the new building. Included in your booklet is a plan developed by AGE for the Air Evac Joint Base Jefferson. The plan targets 87% usage, has a total cost of $90,000, and a net cost of just under $15,000. AGE has structured the plan to ensure all incentives are received at the end of one year. I should mention that Ameren currently bills the airport for Air Evac’s usage and the bills are simply passed through with the monthly payment. It’s only because of an error with the utility set up prior to construction that the airport is responsible for Air Evac’s Ameren Bill. This error places the airport in a position to move forward with a solar plan. Therefore, with your approval, the plan would be to finance everything in house, repay ourselves for the capital outlay, and possibly make a little money long term via Air Evac’s utility bill. The airport would structure an agreement to sell power long term at a rate below the current Ameren rate. I forwarded the plan to Air Evac via e-mail and I don’t see any opposition there. Legence Bank is on board with financing if we want to go that route. Since the funds are available in the airport’s capital projects fund, I would like to pay off the S.E. #2 loan and finance S.E. #3 in house so the only solar debt service would be for S.E. #1. Discussion ensued. Motion was made by Commissioner Lipps and seconded by Commissioner Cox to approve a solar project at Air Evac Joint Base Jefferson as presented. Upon roll call vote, all were in favor.

NEW BUSINESS

Tentative Annual Budget Ordinance 2025 – 01: Mr. Collins presented the tentative budget for FY2025/2026. He noted it was tough trying to combine both General

Operating and SRT Flightline but feels the airport has a document that is fairly accurate. The process will be a little easier next year (after one full year is finished). The new budget includes a 4.99% increase in the tax levy. There is no way of predicting what the Personal Property Replacement Tax will do but several other items continue to climb (insurance, utilities, property taxes, minimum wage, etc.). Rents were raised last year so he did not want to go back to that well this year. He and Ms. Jolly-Scrivner will continue to search for money saving measures over the next few weeks and the pair has some good ideas. The budget also includes pay increases for Maintenance Superintendent Matt Colvin, Administrative Assistant Sheila Jolly-Scrivner, Airframe/Powerplant Technician Nick Hall, and Airframe Powerplant Technician Matthew Suntrup. Mr. Collins explained Matt and Sheila are presently underpaid and the A/P increases are necessary to keep them on pre-agreed schedules. Discussion ensued. Motion was made by Commissioner Cox and seconded by Commissioner Chesney to approve the budget as presented. Upon roll call vote, all were in favor. Mr. Collins explained that since the budget is now passed in tentative form, it must be advertised and made available for public inspection for thirty days. Once the 30 days are up, the airport can conduct the Annual Budget Hearing. Once again, the calendar is unfavorable for a Budget Hearing ahead of the airport's regular July Meeting date of July 8, 2025. Therefore, the Budget Hearing will be conducted on August 12, 2025.

OTHER BUSINESS

Mrs. Jolly-Scrivner presented reports for SRT Flightline. As for the aircraft, April flight hours are the following: N737CZ, 38 hours; N24153, 33 hours; N638HB, 0 hours (down for maintenance); N675U, 14 hours; and N313U, 17 hours. For the month of May, 2025, SRT Flightline finished with a surplus of $42,278.95. YTD, the business posted the same surplus amount of $52,857 (one month into a new fiscal year).

Mr. Collins explained the airport and Aggressive Fire settled on an even trade for the surplus 1980 Dump/Plow. Several issues, including an inoperable dump bed hydraulic cylinder and rotted bed, prevented the full $5000 from being realized. In the end, the parties settled at $3604.

Steve Willis noted that EAA Ray Scholar Allie McKinney passed the PPL Written Examination today. EAA Ray Scholar Brayden Neely will begin his training in the next two weeks.

There being no items from Executive Session, no additional Other Business items, and no extra 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.