

JOINT WORKSHOP MEETING MINUTES
Wednesday, June 28, 2017

Chicago Executive Airport Board
City of Prospect Heights City Council
Village of Wheeling Board of Trustees

Saranello's Grand Salon
601 N Milwaukee Avenue
Wheeling, IL 60090

I. Open Workshop – At 7 PM, Chairman Katz called the meeting to order at 601 N Milwaukee Avenue, Wheeling, IL 60090.

The Boards and audience rose to recite the Pledge of Allegiance

ROLL CALL FOR QUORUM

Chicago Executive Airport Roll Call – Scott Campbell, William Kearns, David Kolssak, Elizabeth Cloud, Jennifer Pfeiffer, Neal Katz, Lang.

Village of Wheeling Roll Call – President Horcher, Clerk Simpson, Trustee Krueger, Trustee Lang, Trustee Papantos, Trustee Vito, Trustee Vogel, Village Attorney Milluzzi, Deputy Police Chief Wolff, Finance Director Mondschain, Economic Development Manager Melaniphy, Fire Chief MacIsaac, Asst. Manager Crotty, Village Planner Jones, Public Works Director Janeck
ABSENT - Trustee Brady (prior notification submitted)

City of Prospect Heights Roll Call – Mayor Helmer, Alderman Williamson, Alderman Dolick, Alderman Rosenthal, Alderman Ludvigsen, Deputy Clerk Schultheis, Treasurer Tibbits, City Administrator Wade
ABSENT - Alderman Messer (prior notification submitted); City Clerk Morgan-Adams (prior notification submitted)

Executive Director Abbott made opening remarks and gave introductions

Mayor Helmer made opening remarks; followed by President Horcher making opening remarks.

CITIZENS COMMENTS AND CONCERNS –

Steve Neff – is on the Airport Noise Committee said that he feels that there is a double standard as it allows the airport to stay open for take offs and landings 24/7 while every other business in the area must maintain a 7 AM – 7 PM noise schedule. He said that in 1991 and again in 2010, the FAA did a noise control study but the airport did not implement anything. He added that the FAA was willing to grant \$9.5 million for noise soundproofing but the Airport failed to approve the 2.5% match. It was noted that the Airport bought a runway safety area for \$4.5 million in

2006, which has a \$200,000 annual debt service; but that the Airport has no funding for noise abatement

Philip Mader – 85 Center Avenue, Wheeling – Said that he was in the flight plan. He also said that the meetings should be televised. He said that he had been told that the airport would be expanded. He said that he had recorded many planes flying over with 100 decibel sound level. He noted that there were no dollars in the Budget for noise abatement.

Miljevic – 1917 East Seneca Lane, Mount Prospect – Said she was directly in the flight path. She said that the airport has made no attempt to contact the Mount Prospect residents about the meetings being held regarding noise abatement. She wants the airport to reimburse her for the declining home value due to noise levels of flights, and she wants reimbursement for the loss of quality of life.

Rich Millia – Wheeling – Said that noise levels are over 90 decibels. He said that he had called the FAA in Washington and they had said that noise abatement was 100% the responsibility of the airport.

YEAR IN REVIEW:

It was noted that all Board members are appointed and not elected. All are residents of Wheeling and Prospect Heights.

Board Member Cloud – Discussed Fiscal 2017 Improvements –

a) EMAS – 90% paid by federal government 5% - paid by State and 5% paid by FAA

The north and south end of runway 16/34 were completed. The total cost was \$11,000,000 and the CEA's portion was \$547,000.

There were two accidents resulting in two lives saved and all repairs paid by insurance

b) East Quad Apron – the total cost was \$1,100,000 and the CEA portion was \$55,000.

c) the 16/34 resurfacing was \$4,200,000 with the CEA portion being \$210,000.

d) The snow broom was not a split, having been paid for by the CEA for \$600,000 which came from the reserves.

There were other items and projects that were mentioned.

Representative Cloud said that there had been an advertising campaign regarding the dangers of drones. She said that the City of Prospect Heights Audio/Visual Department had helped put together a PSA.

Because of the need for a Customs Office relocated to a more convenient spot, the project for a new sign has been put on hold. The new, monument sign will only be renewed as a project when monies become available through grants or other sources.

On July 10, 2017 - there will be a joint CEA and District 214 conference highlighting different careers in aviation.

The Collings Foundation will be visiting from July 26-30 – devoted to the history of aviation.

Board Member Kiefer – Said that the LIMA 1 bypass project was completed – adding asphalt links to the main runway. It was 90% funded federally, 5% funded by the State and 5% funded by the CEA. It was a \$760,000 contract.

The lighting was rehabilitated with the CEA contributing 5% share of \$75,000.

Runway 12/30 was rehabilitated

The East Quad General Aviation Apron had no federal grant but was a 75% State/15% CEA split.

There was mention of the Hawthorne FBO building/the proposed Customs Building site which had an RFP. There is the opportunity to move the Administration Building to piggyback off of the Customs building

The viewing area was beautified for pennies on the dollar

Board Member Lang – he is the Noise Committee Rep. he said that the Airport was looking into remediation efforts for the residents affected by the noise levels. There were noise exposure maps being updated. The maps were good for five years and they needed to be up to date in order

The Board was looking into which houses qualified for remediation. He said that the Board was following through with 310 Departure Procedures. He noted that the initiation of the update of the noise exposure maps has begun. The Maps will be valid for five years.

Discussion of the Noise Compatibility Study which takes a year to complete.

Board Member Kolssak -he said that the IGA was the bible for governing the airport; and the primary guiding document. He said that the Board was appointed and not elected. Mr. Kolssak noted that the Board had gone through four chairmen in 12 years. He said that it is a recommending Board. He noted that Wheeling President Horcher wanted an odd number on the Board. he said that the role of the Chairman was not clearly defined nor understood and was not necessary in the IGA. He said that it was proven by experience that the Chairman was not a position on the Board that was necessary. He said that the Chairman often had conflated opinions because the role had no clarity.

Board Treasurer Kearns – he said that the status of the financial health of the CEA had never been better. He said that most reliever airports around America had to be funded by the cities but that the CEA was run by revenue generated from the airport.

He noted that the CEA had \$4,182,000 in revenue – 68% of revenue as from ground leases; fuel sales were 22%; and customs fees were 9%. Expenses were \$2,567,000 – which was under budget.

He noted that the revenue stream was in a good place – posting \$700,000 in excess cash.

Fuel sales are growing 5% per year. There has been a shift from piston driven planes to corporate aircraft.

Executive Director Abbott said that the CEA had been chosen as the number one airport of the year in the state of Illinois – for excellence in safety , relationships, etc.

He noted that July 1 would be Rock the Runway and Run the Runway.

He said that a new website for the CEA would be launched in a few months.

The 310 departure procedures were being worked on with the FAA.

He thanked Representative Cloud and Prospect Heights Treasurer Rich Tibbits for their assistance in putting together material regarding drones.

The Master Plan is in Phase II – and is being handled by Crawford, Murphy & Tilly. Representatives from Crawford, Murphy & Tilly gave an update on the master plan. They discussed facility requirements to meet the demand of what had been forecasted. The FAA, it was noted, approves the forecast.

Each set of alternative approaches includes a “Do Nothing” option. There is a Constrained and Unconstrained element. In the unconstrained option, the CEA could expand. The FAA does not approve that but does allow it.

Large business jets are growing the fastest in landing and takeoffs at the airport. 94% of all arrivals use runway 16. 56% of all departures use runway 34. Because of the need of more runway length for jets – 5700 – 6700 feet is recommended. The current length is 5000 feet. This means that jets could bypass the airport if they do not feel comfortable with the runway length. The longer runways would be able to accommodate 98% of the flights. It was noted that 7% of the time weather diverted flights to other airports because the runway space was too short.

There was discussion of the need for more hangar space. The assumption is that all aircraft will be stored. It is estimated that one million square feet more hangar space will be needed.

It was noted that the speed of the airplanes taking off did not equate to runway length options.

There was discussion regarding existing EMAS in the event of expansion. It was noted that by the time the project would be started, the existing EMAS would have used up the length of its shelf life. What was useable could be moved to the end of the runway if expanded – this would be 90% covered by the federal government.

Mead and Hunt report –

There was discussion regarding noise exposure maps. The study would identify noise exposure and future noise exposure and the number of people affected by noise. FAA accepts NEM but does not approve. If, at any time, the airport exceeds by 15% what their projections were, the forecast would be reviewed automatically.

There is a NEM open house on June 29, 2017 – the aircraft noise model has been changed to be more comprehensive and accurate.

The FAA will not grant funds for noise abatement unless a NEM is current. He noted that the five year projection did not show an increase in the contours of the map regarding noise exposure.

Their study also took into consideration the duration of the noise, as well as the level. It was noted that any sound that added ten decibels doubled the loudness to people. The information was based upon radar.

The representative said that 10 PM – 7 AM was the most critical time as it affected sleep.

Mayor Helmer and President Horcher presented the newly appointed Chairman of the Board of the Chicago Executive Airport who will take office on July 5, 2017 – Court Harris.

Mayor Helmer discussed the new appointment Court Harris. President Horcher agreed that the appointee was extremely qualified. It was noted that the appointment to the CEA would be made at the next meeting on July 19, 2017.

At 9:26 PM, CEA Representative Cloud moved to adjourn; seconded by Representative Kieffer.

VOICE VOTE: All ayes, no nays

Motion carried 6 – 0

At 9:26 PM, Trustee Papantos moved to adjourn; seconded by Trustee Krueger.

VOICE VOTE: All ayes, no nays

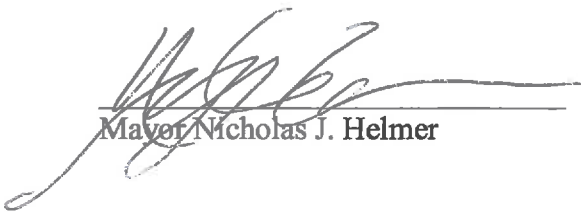
Motion carried 5– 0; one absent

At 9:26 PM, Alderman Rosenthal moved to adjourn; seconded by Alderman Ludvigsen. There was unanimous approval.

VOICE VOTE: All ayes, no nays

Motion carried 5 – 0

Approved by the City Council of the City of Prospect Heights on this the 10th day of July, 2017


Mayor Nicholas J. Helmer


City Clerk Morgan-Adams

