

JOINT WORKSHOP MEETING MINUTES
Thursday, June 9, 2016, 7:00 PM

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

Location: The Westin Chicago North Shore
Lake Michigan Room
601 N Milwaukee Avenue
Wheeling, IL 60090

1. Open Workshop – Meeting opened at 7:10 PM

Pledge of Allegiance

ROLL CALL:

Chicago Executive Airport Board Secretary Jennifer Pfelfer called roll.

Present – James Kiefer - Director; Neal Katz – Director, John Tourtelot – Chairman, Jamie Abbott – Executive Director, Tom Lester – Attorney, Betty Cloud – Director, David Kolssak – Director, William Kearns - Director, and Scott Campbell – CFO.

Quorum present

City of Prospect Heights Deputy Clerk called roll.

Present – Nicholas Helmer – Mayor, Pat Ludvigsen – Alderman, Lora Messer – Alderman , Larry Rosenthal – Alderman, Scott Williamson – Alderman, Joe Wade – City Administrator

Absent – Treasurer Tibbits

Quorum present.

Village of Wheeling Clerk Simpson called roll.

Present – Ken Brady – Trustee, Mary Krueger – Trustee, Jon Sfondilis – Village Manager, Dean Argiris – President, Joe Vito – Trustee, Mary Papantos – Trustee, Ray Lang – Trustee, Mark Janeck – Keith MacIssac – Fire Chief, John Melaniphy – Economic Development Director, Jamie Dunne – Police Chief, and Andrew Jennings – Community Development Director

Absent – Dave Vogel – Trustee

A quorum was present.

CEA Chairman Tourtelot gave opening remarks and introduction for the Meeting

Mayor Helmer gave his opening remarks

President Argiris gave his opening remarks.

CITIZENS COMMENTS AND CONCERNS:

Resident #1 from Wheeling - Spoke regarding noise concerns. He thanked Trustee Lang for his assistance, as well as Director Katz for listening to his concerns. He also said that Executive Director Abbott had been very helpful. He wanted to make certain that the Board did not let the FAA become too heavy-handed in its control over the CEA plans.

Laurel Didier – Has lived by the airport for 16 years, and in the last three years the jet frequency and the noise level has increased. It disrupts her lifestyle and her business. She is worried that the runways will

get longer – if they expand people will be displaced as well as businesses. The Joint Group must decide whether the expansion is worth the cost to the residents. She thanked President Argiris for going on the record as being against the runway expansion. She said that she is also in favor of noise monitoring and suggested that the Airport look into what John Wayne Orange County Airport had done to alleviate noise pollution.

Steve Neff – The Wheeling Representative on the Chicago Airport Noise Committee – Argued that increasing gas sales would not increase revenue because the laws did not allow municipalities to have a gas tax.

Tom Lester replied that the 1987 Airport Expansion Act did not affect Prospect Heights and Wheeling because their sales tax was effective prior to that date. So the sales tax for the municipalities was exempt from regulation.

AIRPORT UPDATE FROM EXECUTIVE DIRECTOR ABBOTT

Executive Director Abbott introduced the new CEA Secretary Jennifer Pfeifer

- He noted that the trend in airport usage was upward, following the national trend. He said that there was an uptick in fuel consumed, and that the biggest upswing was in JET A fuel suggesting larger aircraft.
- He noted that the Customs Operations traffic indicated that the CEA was being used for international travel.
- Construction on Runway 1634 will receive a fresh coating of asphalt that will last 20 years. It will take 13 weeks. It is a \$15,000,000 project that is 90% federally funded, 5% state funded and 5% funded by the CEA.
- East Quad Apron - \$451,333 will take a month
- Lima Bypass - \$800,000 and will give additional taxiway so planes can get around other planes that are blocking the runway. The CEA will only pay 5% of that project.
- Airport signage
- Pavement Maintenance
- Airfield Marking
- Police and EMAS and Airfield training – 70 personnel from Wheeling were trained on airport safety.
- July 3, 2016 – Rock the Runway starts at 8 AM and ends in fireworks
- Noise Abatement – next meeting is September 27, 2016 at 6:30 PM
- Noise Exposure Map Update and Part 150 Study – Environment and noise. Mead and Hunt were selected to conduct the update and work with on FAA on scope of study. The maps must be updated every five years, and the CEA must get the update. The FAA will pay 90% of the cost.
- 310 Departure Procedure – The CEA has 6 months to see if this program will work. It is a voluntary request to the pilots to alter departure procedures and take off at a 310 heading to lessen the noise to neighborhoods
- Self-Serve Avgas – CEPA (Chicago Executive Airport Pilots want reduced gas costs. They want to be able to pump the gas into the aircraft themselves. This would require a capital outlay of a few hundred thousand dollars to build it, ROI, competing with FBO's, adhering to the CEA's own minimum standards, and the issue that if the price was too high, would pilots pay for the best gas or the cheapest.

AIRPORT MASTER PLAN UPDATE BY CRAWFORD, MURPHY AND TILLY

- It was noted that this is the heavy data phase – Phase II

- Demand Forecasts were submitted to the IDA/FAA

Next Facility requirements –

Surveys and interviews

Who is flying/where are they going

National trends

Development of 20 year forecast

Business jet departures - the most common destination is the smaller route. In general, CEA customers do not fly the longer distances.

Repositioning – why are aircraft flying from CEA to Midway? They are trying to get to the bigger runways of Midway, Dupage and Waukegan. These are the second hop destinations of CEA aircraft

The local and national trends - top 25 busiest corporate airports shows that the trend is toward larger aircraft. In terms of size the CEA is second to Midway.

FORECAST –

Economic Outlook

Aviation Trends

Industry Forecasts

Factors affecting demand (like location)

Currently – CEA is 1/3 propeller and 2/3 jets

Using and Inside the current boundaries forecast (that is, runways and plane size do not change) – CEA can expect a 1.7% yearly growth rate

Operations – using constrained medium level forecast – would show .4% growth rate. The single piston aircraft slow down operations and growth.

There has been a strong trend toward turbo prop planes and a decline in single engine. This has been validated by fuel sales.

It was noted that the constrained forecast does not invalidate the unconstrained.

SB FRIEDMAN –

Jeff Dickinson gave an overview of possible non-aviation uses in the area to help increase growth and revenue. He said that there were the possibilities of hotels/offices/retail. He then listed the negatives of having any them as the location, size and competition would not support them. He said that they would be challenging.

He noted that a possibility would be an aviation-focused restaurant like Pilot Pete's in Schaumburg) – where there would not be a lot of competing restaurants and where there would be optimal viewing of the airport.

Industrial Lane – diverse ownership would preclude redevelopment . It would be difficult to relocate existing businesses.

Another possibility would be an MRO – Major Overhaul Service. The CEA does not have an MRO

Another possibility would be PPP = Public/Private Partnership for airport development

Director Katz said that the CEA does have MRO satellite offices, and that the CEA did not have enough space for an MRO. He noted that there would be a cost to have an MRO in Cook County.

Director Kearns asked about the number of flights greater than 3000 miles

ANS: To the extent that the CMT talked to users and potential users it was noted that CEA passengers were not going that far. He added that the features in smaller planes were not conducive to long haul flights.

Director Kolssak chided the CMT and SB Friedman for not delving into any alternatives. He wanted to know how long it would be until the CEA would hear back from the FAA.

ANS – 4 months though it could be as short as 3 months and as long as 6-12 months. The next step would be the facility requirements. It would be less data intensive.

Mayor Helmer – Asked about the 310 fan out.

ANS: Executive Director Abbott said that VFR (visual flight only) aircraft will be asked but it was the IFR (Instrument Flight) that would be expected to use the 310 route

Mayor Helmer Why is the signage only being put in on the south side?

ANS - Executive Director Abbott said that the north side is being considered for next year because of budget constraints.

Trustee Brady - “Stop beating around the bush” you are saying that the airport needs runway expansion.

ANS: Executive Director Abbott In the facility phase, runway expansion will come up. Both communities and residents will be able to weigh in on the decision.

Trustee Vito – Is 310 just for take off or landings too?

ANS: Executive Director Abbott said just take off as it is difficult to adjust arrivals with the current runway configuration

Trustee Vito: Are aircraft hopping to CEA as well as away during short flights

ANS - Executive Director Abbott said it was about 50/50

Trustee Vito: said that there was no appetite for runways over 5000 feet.

ANS - Executive Director Abbott said that the CEA was considering runway length requirements for the next 20 years.

Trustee Papantos: Wanted to know what the noise impact and environmental impact would be

ANS: Executive Director Abbott said that it would be minimal because it would be inside the airport, and is heavily regulated environmentally. FAA would require environmental procedures in order to get any grant money.

Trustee Papantos: Asked if an MRO would only service larger jets?

ANS: Executive Director Abbott replied that the MRO would be specific to the operation and aircraft.

Trustee Papantos: asked why there is a decline in the single engine aircraft?

ANS: Executive Director Abbott said that it had been declining for years because of the economics of a small plane. The cost is a discouragement to pilots.

Trustee Papantos – Would this affect gas pump

ANS: Executive Director Abbott said that is a piece to the puzzle. The CEA would have to consider less single engines that would use the gas, however the population of single engine planes can absorb the decline.

Trustee Papantos: Asked why there could not be viable retail on Milwaukee and Hintz? She noted that 2/3 of the population did not want longer runways.

ANS: Executive Director Abbott said that the view of the runway restricts the marketability of retail and restaurants.

Trustee Papantos: Asked how to get the FAA interested in noise control?

ANS: Executive Director Abbott noted that the FAA Representative to the CEA was receptive to the concerns regarding noise and open to ideas.

Trustee Papantos and Trustee Lang: said that there should be a demo of the 310 to see how effective it is.

ANS: Executive Director Abbott said that there should be a way to work with the tower manager and controller to stage a demo and let the residents see how it works. He noted that not every plane could enact this maneuver and that weather would be a factor.

Mayor Helmer: said that if the planes could climb over 500 feet, that would alleviate some of the noise issue.

Wheeling City Manager Sfondilis: said that there needed to be publicizing of the construction times so that residents would be aware, especially at night. And weekends.

ANS: Executive Director Abbott said that the construction repair would be Friday 10 PM until Monday 6 AM. The main traffic focus would be on Wolf Road, and that would be on weekends.

President Argiris: It would be very bad for the residents if the Airport was grinding on a Saturday night.

OLD BUSINESS

None

NEW BUSINESS

None

ADJOURNMENT

At 8:46 PM, Director Cloud moved to adjourn, seconded by Director Kearns. There was unanimous approval.

VOICE VOTE: All ayes, no nays

Motion carried 8 – 0

Alderman Williamson moved to adjourn, seconded by Alderman Rosenthal. There was unanimous approval.

VOICE VOTE: All ayes, no nays

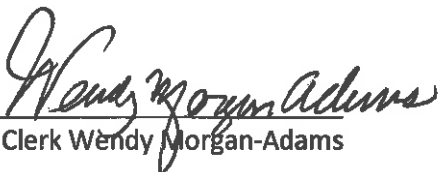
Motion carried 4 - 0

Trustee Brady moved to adjourn; seconded by Trustee Papantos.

VOICE VOTE: All ayes, no nays

Motion carried – 6 – 0 (one absent)

Approved by the Prospect Heights City Council on the 11th day of July, 2016.


City Clerk Wendy Morgan-Adams


Mayor Nicholas J. Helmer

