

**CHICAGO EXECUTIVE AIRPORT
AIRPORT NOISE COMMITTEE
REGULAR MEETING MINUTES
WEDNESDAY, SEPTEMBER 6, 2017
1020 S. PLANT ROAD
WHEELING, IL 60090
6:00 PM**

I. Call to Order and Roll Call

Committee Chair Jamie Abbott called the meeting to order at 6:02 p.m. Roll call confirmed the following present: Ray Lang, Rob Mark, Steve Neff, Richard Rogers and Larry Rosenthal.

Absent: Bill Zyrkowski

Also in Attendance: Jamie Abbott – Executive Director
 Scott Campbell - CFO
 Jennifer Pfeifer - Recording Secretary

II. Approval of Minutes

A motion to approve the June 7, 2017 Noise Committee minutes was made by Ray Lang and seconded by Steve Neff. The motion was approved by a voice vote. Absent: Bill Zyrkowski

III. Changes to the Agenda

Remove Item VI from the agenda.

IV. Committee Chair Report

Jamie Abbott spoke on the following topics:

- NEM Update
 - Gave a summary of the project.
 - Mead & Hunt, the NEM Update consultants, have received comments from the FAA, they will make changes and resubmit. After the FAA accepts the changes, Mead and Hunt will schedule a public hearing. After the public hearing, the NEM Update is complete and then the Airport can seek funding for NCPs which would include insulating homes, windows, updating the NCPs and possible new programs. Steve Neff suggested that the prior noise contour maps be displayed at the public hearing next to the current noise contour maps. Ray suggested putting together a list of complaints, rank them and come up with either solutions or determine that nothing can be done. The FAA should be consulted for solutions.

The public hearing will be within the next couple of months and in a question/answer format.

- 310-departure procedure
 - The FAA needs time to review what has been submitted to them.
 - Mead and Hunt submitted a scope of services to the FAA and will receive comments in the next couple of weeks. Legal advice will follow. Rob Mark asked how close approval is. The FAA says the scope of services is finalized. The FAA has 60 days and then ATC has up to 30 days to train controllers on the new procedure. A good estimate for the start date of the 310-departure would be the first of the year. Ray Lang asked if the test period could be extended. The test period is six months. There was discussion about the goals and definition of success of the test. After the test the noise shift will be determined and evaluated and if the 310-procedure should be permanent.

Larry Rosenthal asked when the term “success” will be defined. Jamie said before the test begins.

Ray Lang asked if the noise complaints will be put on a map? Yes, the test will ask for information so that complaints can be tracked. The public will be notified when the test begins.

Jim Kiefer asked if aircraft altitudes can be graphed.

Steve Neff discussed noise monitoring equipment and the percentages of arrivals and departures on each runway.

Jamie commented that the purpose of the 310-departure is to move the departing traffic over the industrial park.

The test hours of 22:00-07:00 were discussed and all aircraft will be given the 310-departure heading. False complaints would be found using FlightAware software and the test consultant will verify that the aircraft took the 310 heading.

Steve Berman spoke about windows being open/closed and thinks the test should start in February.

V. Committee Member Comments

Larry Rosenthal asked if federal legislators have been involved with the noise issues?

Steve Neff spoke about NBAA departures and questioned the difference between close in and standard. Rob Mark explained the NBAA departure procedure asks that pilots climb as quickly as possible. Steve asked if the widening of runway 12/30 can be discussed by the noise committee. The Master Plan will address this and CMT is already looking into this. Steve Neff motioned that the Noise Committee recommend to the Board of Directors

to widen runway 12/30. Larry Rosenthal seconded, and all were in attendance were in favor by voice vote.

Richard Rogers would like the test to start in February.

Ray Lang spoke about a ticket that was issued by the Wheeling Police Department for aircraft noise, however, he could not find details on the incident. He wondered if there is a way to pass a night time noise ordinance. Federal law would override any local ordinance and any curfew would have to be voluntary. Steve Neff mentioned Jackson Hole airport as an example, but Jamie pointed out that it is voluntary. Jim Kiefer asked about the new tower manager and if he would be useful. The new tower manager will be invited to the next meeting.

Rob Mark had no further comments.

VI. Public Comments

Phil Mader spoke about the noise, red tape and that the airport has changed. He suggested contacting the FAA. He spoke about ideas he has given Rob Mark and would like to see the culture at the airport changed and a formal fly quiet program. He would like runway 12/30 widened.

VII. Adjournment

A motion was made by Larry Rosenthal and seconded by Steve Neff to adjourn the meeting. The motion was approved by voice vote. Absent: Bill Zyrkowski. The meeting was adjourned at 6:59 p.m.

Respectfully submitted,

Jennifer Pfeifer
Executive Secretary