

**CHICAGO EXECUTIVE AIRPORT
AIRPORT NOISE COMMITTEE
REGULAR MEETING MINUTES
WEDNESDAY, DECEMBER 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, and Richard Rogers.

Absent: Larry Rosenthal

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

II. Approval of Minutes

A motion to approve the September 6, 2017 Noise Committee minutes was made by Ray Lang and seconded by Rob Mark. The motion was approved by a roll call. Ayes: Ray Lang, Rob Mark, Steve Neff and Richard Rogers. Absent: Larry Rosenthal

III. Committee Chair Report

Jamie Abbott spoke on the following topics:

- NEM Update – a summary was given about what the NEMs are, how often they are updated and their purpose. Jamie spoke about the NEM Open House that took place on November 28th. Public comments were taken at the open house and are still being accepted until December 8th. All comments will be included in the final NEM report. The next step in the process is the Board of Directors approval and then FAA final approval.
- Updates on Noise Compatibility Program projects
 - 310-departure project – the Board of Directors voted against going ahead with the test run. The factors they considered included:
 - Prioritizing funds.
 - The noise shift would take people out of noise attenuation qualification and future programs.
 - If the test was successful, then an environmental assessment would have to be done which would cost \$200,000-\$300,000 additional.

Ray Lang commented that the 310-departure procedure test involved spending a lot of money and was not a good business decision because the FAA could not guarantee that this would be approved. The noise would be shifted to other areas which it seemed like

the FAA did not want to do. The funds will now be used for noise remediation. This is the first time ever that this airport has funding approved for this.

- Sound attenuation – the FAA funds part of this extensive program to replace windows in qualifying homes, etc. Very few GA airports are in this kind of program. Extra dollars are on the TIPS program submitted to the state and for the next five years a dollar amount is committed. Twelve or thirteen years ago the airport was not able to afford the program. The new program will be a scaled back version. An eligibility boundary map will be built by a consultant to determine sound attenuation eligible homes. This will have to be approved by the FAA.

Ray Lang said that so far \$350,000 has been committed by CEA which will translate into \$3.5million from the FAA. He also commented that the exclusion of homes built after 1990 is being looked into.

Richard Rogers wants to make sure that Mt. Prospect is included in the eligibility map for sound attenuation and he asked what exactly will be done in homes. Jamie answered that the consultants will make that determination.

- Met with the control tower manager and one air traffic control regarding engine run-ups on the 16 pad which causes noise for Plum Creek Condos. Other locations were looked at and starting immediately run-ups will be done on Taxiway Charlie with the aircraft pointed west. Another location option would be on Taxiway Zulu.

Ray Lang asked if the tower will control run-up locations? Yes, ground control will direct aircraft to those locations for run-ups.

- Widening Runway 12/30 – this is a safety related project that may help with noise reduction. This runway is approved to be resurfaced in Summer 2018. If widening cannot be approved before then, it will be done in a future project if approved by the FAA.
- A “fly quiet” program was discussed with Mead & Hunt who has handled this program at other airports. The program must be voluntary and professionally advertised. The consensus of the committee was to take this suggestion to the Board of Directors for consideration. There was discussion about researching implementing the program without a consultant. Ray Lang asked if a voluntary curfew could be studied as well and Jamie said he will find out.

IV. Committee Member Comments

Rob Mark said he is in favor of the voluntary programs that were discussed.

Ray Lang agreed with voluntary programs and this shows pilots that the airport wants to be a good neighbor to the homes surrounding the airport.

Richard Rosenthal said that perhaps pilots could be encouraged to not fly at night or minimize the number of night flights.

Steve Neff asked for clarification on matching funds percentages from the FAA and state. He also spoke about the 2011 TIPS sheet, the costs per household for sound attenuation and the 310-departure. He said the people in his neighborhood want the noise to shift away from them. They want to be out of the 65 dnl. He spoke about the possibility of the 310-departure procedure being resurrected in the future and southbound departure procedures. He commented that the airport should impose landing fees to fund noise abatement and any other projects. He asked what the control tower's opinion is and commented about the online noise complaint form.

V. Public Comments

Jean Shriber, a Mt. Prospect resident to the south of the airport, said she wants to make certain that landings are considered in the noise contours. She commented how close the landing aircraft appear to her home and that when she moved in the airplanes flying over her house were smaller. Rob Mark commented that the fleet mix has changed over the years and about how low aircraft would be when they passed over her house. She and her family enjoy seeing the WWII airplanes when they visit.

Phil Mader commented about a "fly quiet" program and the letter that was sent to tenants about being aware of the surrounding homes. He is mainly concerned about night flights and non-tenants. He would like a letter to go to non-tenants, he appreciates the efforts of the airport, Mead & Hunt are nice people and the culture at the airport needs to change.

Mary Papantos commented that people would like the noise to be spread out and she thought widening runway 12/30, the 310-departure and a fly quiet program are good ways to achieve this. She asked if the comments that were collected by Mead & Hunt will be available for the public to read and Jamie said yes, they will be part of the final report.

VI. Adjournment

A motion was made by Ray Lang and seconded by Steve Neff to adjourn the meeting. The motion was approved by voice vote. Absent: Larry Rosenthal. The meeting was adjourned at 7:02 p.m.

Respectfully submitted,

Jennifer Pfeifer
Executive Secretary