

amount of those expense would be possible through the sale or reuse of the property purchased. Funding for this project would be scheduled over a five year period to provide for the acquisition in manageable increments and allow for any recovery of funds.

Approved.

LU-9b The city of Prospect Heights, as part of this redevelopment program for the area south of the airport, would also include the following elements: redevelop the properties that have seriously deteriorated structures through the use of tax increment financing or other public initiated program and the land use would be converted to office-commercial or other noise-compatible development; improve internal traffic circulation by building an east-west road linking Wolf Road and Milwaukee Avenue and north-south road linking Palatine and Old Willow Roads; develop the open space south of Piper Lane/Apple Drive as a public park; create a high-quality commercial center by expanding and improving the retail uses along Milwaukee Avenue, between Palatine Road and Willow River Garden Apartments; redevelop the thin tract of land between Old and New Palatine Roads for office-industrial uses; maintain and improve airport-related commercial uses north of the airport administration building on Milwaukee Avenue; and gradually phase out commercial uses unrelated to the airport along Wolf Road at the southwest corner of the airport as suggested in approved Airport Master Plan.

Approved. This measure is approved to the extent redevelopment replaces noncompatible land uses with compatible land uses (i.e., conversion of residential to office or other compatible use). Other measures are beyond the scope of the Part 150 program which local government retains full discretion to implement, consistent with ensuring that any redevelopment is compatible with aircraft noise levels.

OTHER IMPLEMENTATION MEASURES

OM-1. Establish a Noise Abatement Committee (NCP Page 8-34, and Table 8I on Page 8-37). The Municipal Airport Commission plans on establishing a Noise Abatement Committee, which would be a continuation of the Planning Advisory Committee. The Committee is envisioned as having two principal areas of concern in the continuing process of noise abatement. The first of these is review of the implementation of the Aviation Noise Abatement Plan. The second principal role of the committee or individual committee members would be to monitor and assist in the implementation of the recommendations of the Land Use Management Plan. Airport staff would be used as staff for the Noise Abatement Committee. In addition to monitoring the implementation of the Noise Abatement and Land Use Management Plans, the committee may be charged with the periodic review of noise complaints, monitoring

information and major changes to operating characteristics so as to refine the recommendations of the plan.

Approved. Any revision to the NCP will be subject to the same FAR Part 150 requirements as the original study.

- OM-2. Noise Monitoring and Contour Updating (NCP Pages 8-34 and 8-35, and hTable 8I on Page 8-37). The Municipal Airport Commission plans on retaining, as needed, a consultant to conduct noise measurements in the field to monitor the noise abatement plan. Pal-Waukee Municipal Airport does not require a continuous field noise monitoring program with control by ordinance and/or civil penalties. However, situations will often arise in which noise complaints are received from a particular area or questions may arise about the ability of specific aircraft to meet the nighttime noise limitations. In such cases, the airport would retain a consultant to conduct field measurement for period of one or two days. Field observations would be conducted to identify aircraft single event noise levels for future comparisons and to identify the source of the complaint and request the use of quiet flying techniques, if necessary. The employment of a full-time noise abatement specialist is not envisioned as necessary at this time, but the option would remain open as additional concerns about area noise levels are encountered in future years and as the land use management program comes into full implementation. It is recommended that the DNL contours be updated every five years or more often if equivalent operation levels change by more than 17% from existing or anticipated conditions.

Approved. Any revision to the NCP will be subject to the same FAR Part 150 requirements as the original study.

- OM-3. Noise Complaint Response (NCP Pages 5-34, 5-37, and 8-35, and Table 8I on Page 8-37). The Municipal Airport Commission plans to establish and maintain a noise complaint response function. The noise complaint response function of the airport staff refers to those activities which record and analyze noise complaints. They include compilation of a noise complaint file, initial response to those complaining, follow up actions/evaluation of individual complaints, where possible, and recurrent reports. The latter, recurrent reports, would outline any trends which may require refinements to the NCP. Sample forms are contained in Appendix E of the NCP.

Approved. Any revision to the NCP will be subject to the same FAR Part 150 requirements as the original study.

-
- OM-4. Plan Review and Evaluation (NCP Page 8-35 (revised by Page 8 of A&E), Table 8I on Page 8-37). The Municipal Airport Commission plans to establish a process for the continuing review and evaluation of the

NCP for making refinements. The process would include the following: periodic review of the plan and any procedural changes suggested by the airport staff, the aviation or local planning industry or the general public, including preparation of technical descriptions of the proposal and its feasibility and cost; when appropriate, review of its proposed changes by the Noise Abatement Committee at its next regularly scheduled meeting; review by the FAA to determine feasibility and impact on the air traffic system; review and written response by affected operators, including the number of operations impacted and its anticipated costs or savings; and development of a supplemental technical report, or updating of the Plan document which at a minimum should be conducted every five years beginning in 1992 or 1993.

Approved. Any revision to the NCP will be subject to the same FAR Part 150 requirements as the original study.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Transmittal of the Approved Part 150 Program for Palwaukee Municipal Airport, Wheeling/Prospect Heights, Illinois
Date: **31 MAY 1991**

From: Manager, Community and Environmental Needs Division, APP-600
Reply to
Attn. of:

To: Manager, Airports Division, AGL-600

Attached is the approval package for the subject Noise Compatibility Program.

Please send us a copy of your signed letter to the sponsor for our records.

Lynne Sparks Pickard
Lynne S. Pickard

Attachment

cc: AEE-300 (info)



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** FAR Part 150 Noise Compatibility Program for Palwaukee Municipal Airport, Wheeling/Prospect Heights, Illinois

Date:

From: Director, Office of Airport Planning and Programming, APP-1

Reply to
Attn. of:

To: Assistant Administrator for Airports, ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for Palwaukee Municipal Airport (PWK) under FAR Part 150. The Great Lakes Region, in conjunction with FAA headquarters, has evaluated the program and recommends action as set forth below.

On March 23, 1990, the FAA determined that the Noise Exposure Maps (NEM's) for PWK are in compliance with the requirements of section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and Title 14, CFR Part 150. On November 30, 1990, the FAA made notification in the Federal Register of the formal 180-day review period for PWK's proposed program under the provisions of section 104(a) of ASNA and FAR Part 150. The 180-day formal review period ends May 29, 1991. If the program is not acted on by the FAA by that date, it will be automatically approved by law, with the exception of flight procedures.

The PWK program describes the current and future noncompatible land uses. With implementation of the approved measures, numbers of people impacted by noise within the 65 DNL is reduced from 7,966 to 4,995.

The Assistant Administrator for Policy, Planning and International Aviation and the Chief Counsel have concurred with the recommendations of the Great Lakes Region. If you agree with the recommended FAA determinations, you should sign the "approve" line on the attached signature page. I recommend your approval.


Paul L. Galis

Attachments



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Approval of Noise Compatibility
Program for Pal-Waukee Municipal Airport,
Wheeling/Prospect Heights, Illinois

Date: **APR 19 1991**

From: Manager, Chicago Airports District
Office, CHI-ADO-600

Reply to
Attn. of: **Horst: X7524**

To: Assistant Administrator for Airports
ARP-1
ATTN: APP-600
THRU: AGL-611.1 JS

On July 26, 1988, the FAA determined that the Noise Exposure Maps (NEM's) for the Pal-Waukee Municipal Airport in Wheeling/Prospect Heights, Illinois, are in compliance with applicable requirements of Section 103 (c) of the Aviation Safety and Noise Abatement Act of 1979 ("The Act"). On November 30, 1990, FAA determined that the Noise Compatibility Program conforms to the requirements of FAR Part 150 and is acceptable for detailed review. Therefore, November 30, 1990 marked the start of the formal 180-day review period for Pal-Waukee Municipal Airport's proposed Noise Compatibility Program (NCP) under Section 104(a) of the Act. According to the Act, the NCP must be approved or disapproved by FAA within 180 days or it shall be deemed approved. The last date for such approval or disapproval is May 29, 1991.

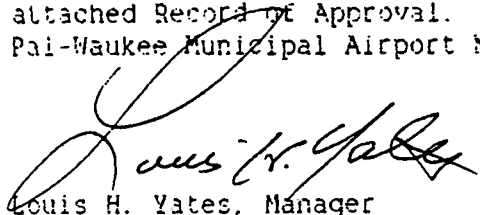
The proposed NCP has been reviewed and evaluated by the Chicago Airports District Office; Flight Standards, Airway Facilities, Air Traffic, and Airports Divisions; the Regional Planning Specialist; and Assistant Chief Counsel. Their comments were consolidated with those of APP-600 and AEE-100 and sent to the airport sponsor on July 11, 1990. In a letter dated October 26, 1990, the sponsor through its agent, the Illinois Division of Aeronautics addressed these comments, and produced errata sheets for Part II of the Pal-Waukee Municipal Airport Part 150 Study submittal. Copies of all of these are being submitted with this memorandum to ARP-1 to be consolidated with previous submittals of the NEM and NCP, and the NEM checklist.

We have concluded that the NCP is consistent with the intent of the Act and that it meets the standards set forth in FAR Part 150 for such programs. The standard Part 150 noise compatibility program checklist was reviewed to ensure that all required items were included in the proposed program. That checklist is attached.

During the 60-day opportunity for public comment as part of the formal 180-day review, FAA received several written public comments. An addendum to Appendix D, dated March 5, 1991, was prepared and submitted to FAA by the airport sponsor responding to the issues and question raised by these commentors.

Also, as part of the formal 180-day review, each proposed action in the NCP has undergone further review and evaluation on the basis of effectiveness and potential conflict with Federal policy and prerogatives. These include safe and efficient use of the nation's airspace, undue burden on interstate commerce, unjust discrimination, and interference with a Federal regulatory compliance schedule (i.e., FAR Part 91, Subpart E). As part of this review and evaluation, FAA requested clarification of two proposed measures, Land Use Measures LU-8 and LU-9. The airport sponsor provided that clarification in a letter dated March 8, 1991.

Our recommendation on each of the proposed actions is described in the attached Record of Approval. Each measure is described in detail in the Pai-Waukee Municipal Airport NCP.

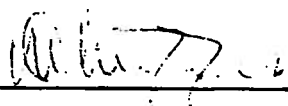
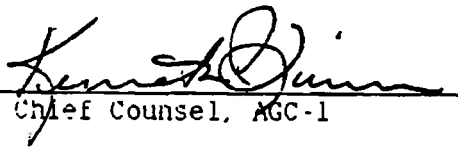
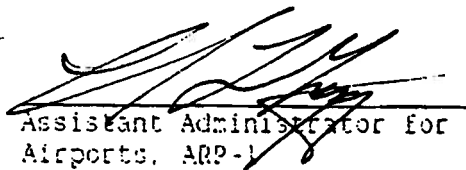


Louis H. Yates, Manager
Chicago Airports District Office
FAA Great Lakes Region

Attachments

Errata and Addenda (October 26, 1990)
March 5, 1991 Addendum to Appendix D
March 8, 1991 Letter Clarifying NCP Measures LU-8 and LU-9
NEM and NCP, Including Sponsor's October 26, 1990, Response to FAA Comments
NEM and NCP Acceptance Letters, Federal Register Notices
Record of Approval, NCP and NEM Checklist

RECORD OF APPROVAL
PAL-WAUKEE MUNICIPAL AIRPORT
NOISE COMPATIBILITY PROGRAM

Concur	<input checked="" type="checkbox"/>	<u></u>	<u>5/22/91</u>
Non concur	<input type="checkbox"/>	Assistant Administrator for Policy, Planning and International Aviation, API-1	(date)
Concur	<input checked="" type="checkbox"/>	<u></u>	<u>5/23/91</u>
Non concur	<input type="checkbox"/>	Chief Counsel, AGC-1	(date)
Approve	<input checked="" type="checkbox"/>	<u></u>	<u>5/29/91</u>
Disapprove	<input type="checkbox"/>	Assistant Administrator for Airports, ARP-1	(date)

Appendix C Hearing Transcript

FAR PART 150 NOISE COMPATIBILITY STUDY PROGRAM

PUBLIC HEARING

CHICAGO EXECUTIVE AIRPORT

WHEELING, ILLINOIS

TUESDAY, DECEMBER 4, 2007

4:00 - 7:00 P.M.

REPORT OF PROCEEDINGS had at the public hearing on the Far Part 150 Noise Compatibility Study Program for the Chicago Executive Airport, reported by Joanne M. Brogan, a Certified Shorthand Reporter and a Notary Public in and for the County of Cook and State of Illinois, held at Chicago Executive Airport, 1020 South Plant Road, Wheeling, Illinois, on Tuesday, December 4, 2007, at the hour of 4:00 o'clock p.m., moderated by Mr. Thomas J. Lester, Hinshaw & Culbertson, LLP, The Hearing Officer.

1 THE HEARING OFFICER: Good evening. It is 4:00
2 o'clock in the afternoon on December 4, 2007, and the
3 hearing is now convened. My name is Tom Lester. I am
4 the hearing officer for the public hearing being held
5 this evening on the FAR Part 150 Noise Compatibility
6 Study Program for Chicago Executive Airport.

7 The purpose of the hearing is to insure that
8 the public has an opportunity to view and make comments
9 on the study.

10 The Part 150 Study has been available to the
11 community for public viewing since November 1st, 2007, as
12 indicated in the Daily Herald published on November 1st,
13 2007. It is my function to insure that everyone who
14 wishes to testify has that opportunity and that the
15 testimony will be free from disruption or discrimination
16 in the course of the hearing. It is specifically not my
17 job to weigh the testimony. I have no decision-making
18 capacity in regards to this at all. The decision of
19 whether or not this document is to be approved is that of
20 the Federal Aviation Administration.

21 The public hearing is an open house format, and
22 no formal presentation will be given. I cannot give you
23 any factual information or data concerning any of the
24 matters relating to the Part 150 Study. Any questions

1 you may have on this project can be directed to those
2 individuals in the room representing the airport,
3 Crawford Murphy & Tilly, and Barnard Dunkelberg and
4 Company. Please note that all oral testimony including
5 those questions an individual may wish to place on the
6 record must be directed towards the court reporter and
7 myself.

8 We ask anyone attending the hearing please sign
9 in at the registration table. If you wish to give oral
10 testimony here today, you should please indicate so on
11 the registration form. In order to accommodate all
12 persons interested in speaking, speaking times will be
13 limited to three minutes. During your testimony status
14 of your available time will be indicated with a yellow
15 sheet when one minute remains and a red sheet when your
16 time is complete. Should anyone wish to have more time
17 for testimony, they may be granted additional time if
18 available during the hearing period or they may submit
19 the remainder of their comments in writing. It is the
20 desire to provide an opportunity for all who wish to
21 testify to be able to testify.

22 You can also give testimony in writing. The
23 written comments can be delivered here today by placing
24 them in the appropriate box provided, or you can mail the

1 written testimony. All written comments must be received
2 no later than the close of business 4:30 p.m. on
3 December 18, 2007, and should be sent to Mr. Dennis
4 Rouleau, Airport Manager, Chicago Executive Airport, 1020
5 South Plant Road, Wheeling, Illinois 60090.

6 Any written testimony that is submitted has the
7 same effect as the oral testimony given here today.
8 There is no differentiation between the two.

9 When I call your name, please come forward,
10 give your testimony -- give your name, I'm sorry, spell
11 it for clarity and provide your address. If you are
12 testifying on behalf of a group, organization or company,
13 please state that affiliation and your official title in
14 connection with that organization, if you have one.

15 When you are testifying, please direct your
16 comments to the court reporter and myself and speak as
17 clearly as possible so the court reporter can take down
18 your testimony. A verbatim transcript will be made of
19 the testimony and will become part of the document
20 forwarded to the Federal Aviation Administration.

21 Finally I would also ask that all remain quiet
22 while others are testifying so the testimony can be heard
23 by the court reporter. Thank you.

24

1 Ms. Rickee Skenandore
816 East Old Willow Road
2 Prospect Hts., Illinois 60070

3

4 THE HEARING OFFICER: This is part of the
5 public meeting where you can provide oral testimony which
6 will be taken down and be made part of the report that's
7 submitted to the FAA. We'd ask your name.

8 MS. SKENANDORE: Rickee, Rickee Skendore
9 S-k-e-n-d-o-r-e.

10 THE HEARING OFFICER: Mrs. Skendore, the court
11 reporter will take down your testimony. If you'd say
12 your name again and spell it for the court reporter and
13 your address and then provide your testimony.

14 MS. SKENANDORE: Rickee Skenandore, 816 East
15 Old Willow Road, Prospect Heights, Illinois 60070.

16 All I want to say is that I'm in favor of the
17 sound insulation program. I think it would be great if
18 we could get our condo soundproofed to lower the noise
19 issues. That's it. Thank you.

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1 THE HEARING OFFICER:. It is now 7:00 p.m., and
2 everyone who was registered to testify has now had the
3 opportunity to do so. Thank you for coming today. The
4 written testimony period will remain open until December
5 18, 2007. I now deem this public hearing adjourned.

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STATE OF ILLINOIS)
) SS.
COUNTY OF C O O K)

I, JOANNE M. BROGAN, CSR, RPR, being first
duly sworn, on oath says that she is the court reporter
who reported in shorthand the proceedings had at the
Public Hearing on the Noise Compatibility Study Program
for Chicago Executive Airport on December 4, 2007, and
that the foregoing is a true, complete and accurate
transcript of my stenographic notes so taken and
transcribed by me on this 5th day of December, 2007.

Certified Shorthand Reporter
Registered Professional Reporter
Notary Public, Cook County, Illinois
C.S.R. No. 084-002353

Appendix D Proof of Publication

Public Hearing
 Chicago Executive Airport
 FAR Part 150 Study
 HEARING LOCATION
 CHICAGO EXECUTIVE
 AIRPORT
 ADMINISTRATIVE
 OFFICE
 1020 SOUTH PLANT ROAD
 WHEELING, ILLINOIS
 60090

COPY

CERTIFICATE OF PUBLICATION
 Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the DAILY HERALD. That said DAILY HERALD is a secular newspaper and has been circulated daily in the Village(s) of

Algonquin, Antioch, Arlington Heights, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Campton Hills

County(ies) of Cook, Kane, Lake, McHenry and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published November 1, 2007 in said DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
 DAILY HERALD NEWSPAPERS

BY Holly Bratonick
 Authorized Agent

Control # T4001866

December 4, 2007
 4:00 - 7:00 p.m.
 Chicago Executive Airport is conducting an update to a FAR Part 150 Aircraft Noise and Land Use Compatibility Study (Study). The original study was completed in 1987. Since 1987, the Airport has seen significant changes in their operations, which has warranted this update to the Study. The Study is in its final stages and represents a planning process that included, but was not limited to, the City of Prospect Heights, the Village of Wheeling and the Chicago Executive Airport Board. These differing groups jointly participated in the formulation of specific proposals for noise abatement. Updated Noise Exposure Maps have been developed, along with additional recommendations as a result of the changes the Airport has experienced since 1987. The public is invited to attend a Public Hearing concerning the Study, including the forecasts, the existing and future Noise Exposure Maps and the recommendations of the Study. The Consultants preparing the Study will be available to answer questions in an Open House format, and both verbal and written comments will be accepted by a court reporter. No formal presentation will be made. General written materials provided at the hearing will be available in both English and Spanish. Additionally, a Spanish interpreter will be provided during the hearing for use by the general public. If other special assistance is necessary, please contact Dennis Rouleau, Airport Manager, with these requests by 4 p.m. Monday, November 26, 2007. Written comments will also be accepted for two weeks following the hearing, until December 19, 2007. Written comments should be addressed to Mr. Dennis Rouleau, Airport Manager, Chicago Executive Airport, 1020 South Plant Road, Wheeling, Illinois 60090. Any comments may also be faxed or emailed to Dennis Rouleau at 847-337-8183 or drouleau@pal.waukeg.org. A copy of the updated FAR Part 150 Aircraft Noise and Land Use Compatibility Study is available for public review at the following locations: Clerk's Office, City of Prospect Heights, 14 E Camp McDonald Road, Lower Level, Prospect Heights, IL; Clerk's Office, Village of Wheeling, 255 W. Dundee Road, Wheeling IL; and the Chicago Executive Airport's Administrative Office, 1020 South Plant Road, Wheeling, Illinois 60090.
 Published in Daily Herald
 Nov. 1, 2007 (4001866)N

RECEIVED

NOV - 8 2007

CHICAGO EXECUTIVE AIRPORT

Appendix E Sponsor Approval Record

RECEIVED

JUN 14 2008

CHICAGO EXECUTIVE AIRPORT

RESOLUTION 08-81

**A RESOLUTION TO APPROVE THE FAR PART 150 AIRCRAFT NOISE AND
LAND USE COMPATIBILITY STUDY**

WHEREAS, the Palwaukee Municipal Airport Commission as predecessor to the Chicago Executive Airport Board of Directors commissioned a Part 150 Study; and,

WHEREAS, the Chicago Executive Airport Intergovernmental Agreement between the City of Prospect Heights and the Village of Wheeling states that the Municipalities shall be responsible for the development and implementation of noise abatement practices and procedures in order to decrease and maintain Airport generated noise below current levels; and,

WHEREAS, a Draft Part 150 Study has been completed in cooperation with the Federal Aviation Administration (FAA) and the Illinois Department of Transportation, Division of Aeronautics (IDOT-DOA); and,

WHEREAS, in conformance with FAA requirements, the Part 150 Study was available for public review for 30 days, from November 1, 2007 to December 7, 2007, at the Chicago Executive Airport Manager's office, the clerk's office of the Village of Wheeling and the clerk's office of the City of Prospect Heights; and,

WHEREAS, the Part 150 Study was presented at a public hearing held at Chicago Executive Airport on December 4, 2007; and,

WHEREAS, the public had the opportunity to comment on the Part 150 Study from November 1, 2007 to December 18, 2007; and,

WHEREAS, these comments as well as the responses have been incorporated into the final document; and,

WHEREAS, prior to final FAA approval it is necessary to obtain local concurrence before submitting the final document for final processing and adoption; and,

WHEREAS, upon receipt of FAA approval, implementation of recommendations contained within the approved study will be eligible for federal funding.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS, that the FAR Part 150 Aircraft Noise and Land Use Compatibility Study and the recommendations contained therein is hereby approved.

Trustee Brady moved, seconded by Trustee Argiris that Resolution No. 08-81 be passed.

Trustee Abruscato Aye

Trustee Heer Aye

Trustee Argiris Aye

Trustee M. Horcher Nay

Trustee Brady Aye

Trustee P. Horcher Nay

ADOPTED this 2nd day of June, 2008, by the President and Board of Trustees of the Village of Wheeling, Illinois.



Patrick Horcher
Patrick Horcher
Acting Village President

ATTEST:

Elaine E. Simpson
Elaine E. Simpson
Village Clerk

Appendix F Response to Comments

Resonse to Comments

Introduction

One verbal comment was presented at the public hearing and no written comments were submitted at the hearing. Written comments were accepted for two weeks following the hearing and none were submitted.

Verbal Comment at Hearing

Comment by Ms. Rickee Skendore. All I wasn't to say is that I'm in favor of the sound insulation program. I think it would be great if we could get our condo soundproofed to lower the noise issues.

Response to Ms. Rickee Skendore. Thank you for your comment.

