Appendix D

Public Involvement Material

"Prestige and economic development through careful planning."
-- chiexec.com

Welcome

Joint Board Meeting
June 27, 2018

CMT + Images

Agenda

- Airport background and Project Information Briefing
- Next steps for Phase 3
  - *Master Plan process overview*
  - *Stakeholder Involvement Group*
  - *Public Involvement*
- Project Timeline
- Trustees, Council & Board Member questions
- Closing remarks

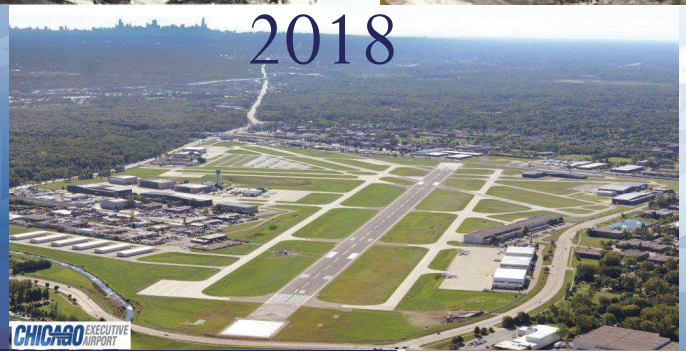
CHICAGO EXECUTIVE AIRPORT

Community Asset

1929

1965

2018



CEA plays a strategic aviation role in linking Wheeling and Prospect Heights to *regional, national* and *global economies.*

33RD BUSIEST AIRPORT
Itinerant Operations

10TH BUSIEST AIRPORT
Instrument Flight Rules (IFR) Operations

CEA Functions as the
BUSIEST RELIEVER
in the Chicago Metropolitan Area

$330M
Regional Economic Benefit

EXISTING CONDITIONS

800,000 - 1.0 M SF
Existing Hangar Building Space at CEA

TAX REVENUE
APPROX **$1.3M**

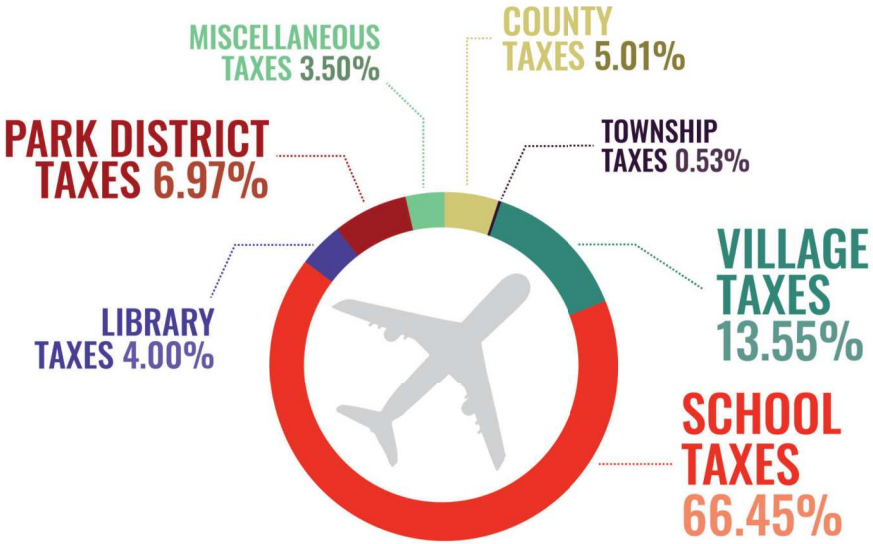
FUTURE CONDITIONS

1.3 M - 1.7 M SF
Future Hangar Building Space at CEA

TAX REVENUE [APPROX **$1M**]
ESTIMATED **$2.3M**

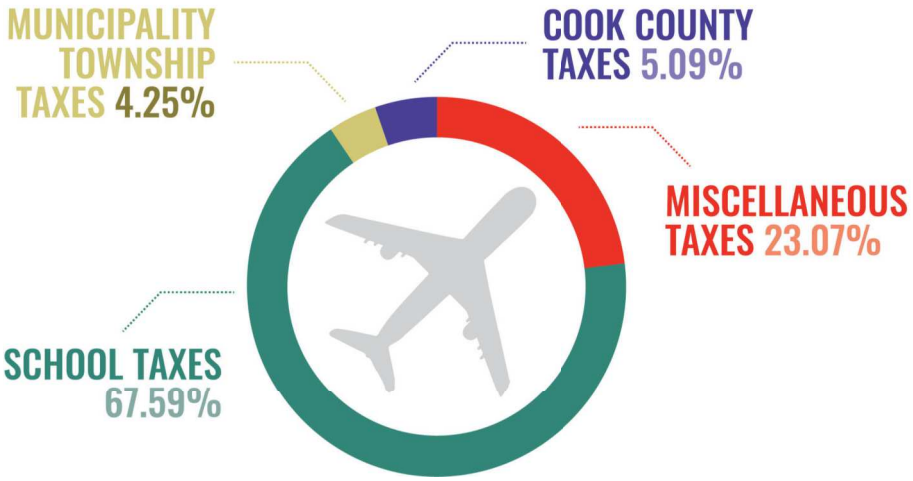
Village of Wheeling

BENEFITS



City of Prospect Heights

BENEFITS



- Current plan is **over 30 years old**
- ***Duty*** to Manage Assets
- FAA and IDOT compliance

Need for a *New Master Plan*

- ✓ **Continued airport development**
- ✓ **Future aeronautical demands**
- ✓ **Remain economically viable**

CHICAGO EXECUTIVE AIRPORT

CEA is a Municipal Asset

- Mutual duty and responsibility to Manage Assets
- View the Master Plan as a Comprehensive Plan for the Airport
- Blueprint for the future
- Challenges and Opportunities

Summary *Phase I*

- ✓ **Summer 2014 – planning effort began**

GUIDING PRINCIPLES WERE DEVELOPED TO SERVE AS A ROAD MAP FOR FUTURE PLANNING

- Integrate the airport within the community
- Fulfill the airport's role of aviation
- Enhance airport safety and compatibility
- Maintain community financial viability

Summary Phase I

Hosts **497 jobs**, generating **$35m in payroll**

$2.3m in sales and real estate tax revenues Metropolitan area

Closest reliever airport to 23 of the 29 Fortune 500 companies located in Chicago Metropolitan area

Business aviation projected to be rising force within general aviation

Status of *Phase 2*

***Phase 2* Master Plan Components**

- In depth user study/interviews
- Inventory of property
- Forecast of aviation demand
- Determine necessary future facility requirements

Master Plan

Phase 3

Master Plan

Phase 3 Components

CHICAGO EXECUTIVE AIRPORT

COMMUNITY ASSET, SELF-SUFFICIENCY, ECONOMIC BENEFIT, ECONOMIC VIABILITY

- Alternatives Development and Evaluation
- Implementation Plan
- Environmental Overview
- Airspace Analysis (Jeppesen)
- Public Involvement and Outreach (Images, Inc.)
- Aerial Mapping (Quantum Spatial)
- Airport Layout Plan

NEM and Noise Compatibility Program Projects – Separate Study by Others

Master Plan
Did You Know?

NO MUNICIPAL FUNDS

ELIGIBLE FOR FEDERAL & STATE REIMBURSEMENT @95%

NO PROPERTY TAX INCREASES DUE TO CEA

CHICAGO EXECUTIVE AIRPORT

Master Plan

Phase 3 Process

- ☑ Completed — **Forecast and Data Collection**
- **Alternatives Development**
- **Evaluation and Screening Criteria**
- **Preferred Alternatives**
- **Airport Layout Plan Approval**

On-going Technical and Environmental Overview

PUBLIC INVOLVEMENT

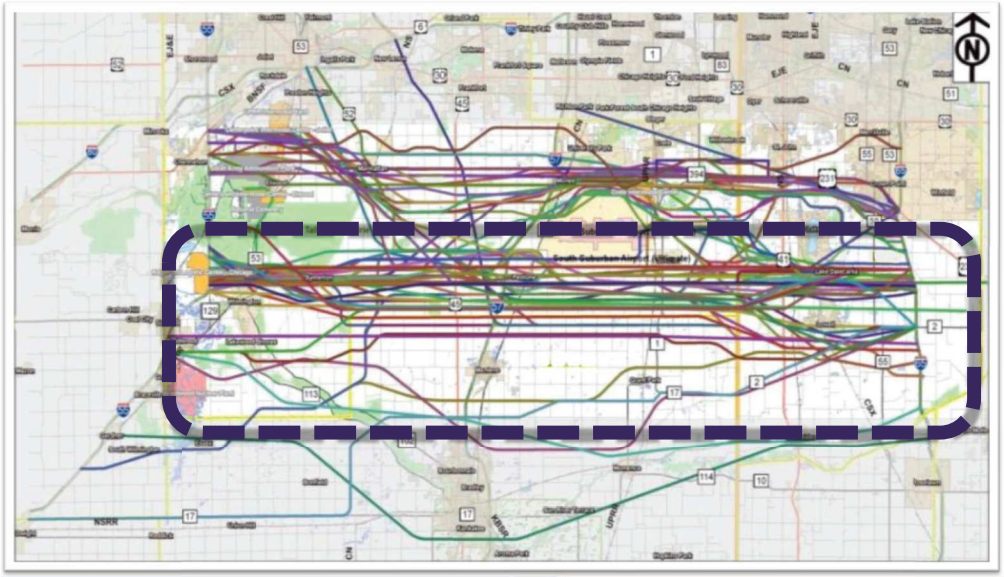
Master Plan

Alternatives Development and Evaluation

- Robust, equitable and inclusive public involvement program
- Twenty-year framework
- Alternatives will be evaluated
- FAA mandate "no limitations" approach

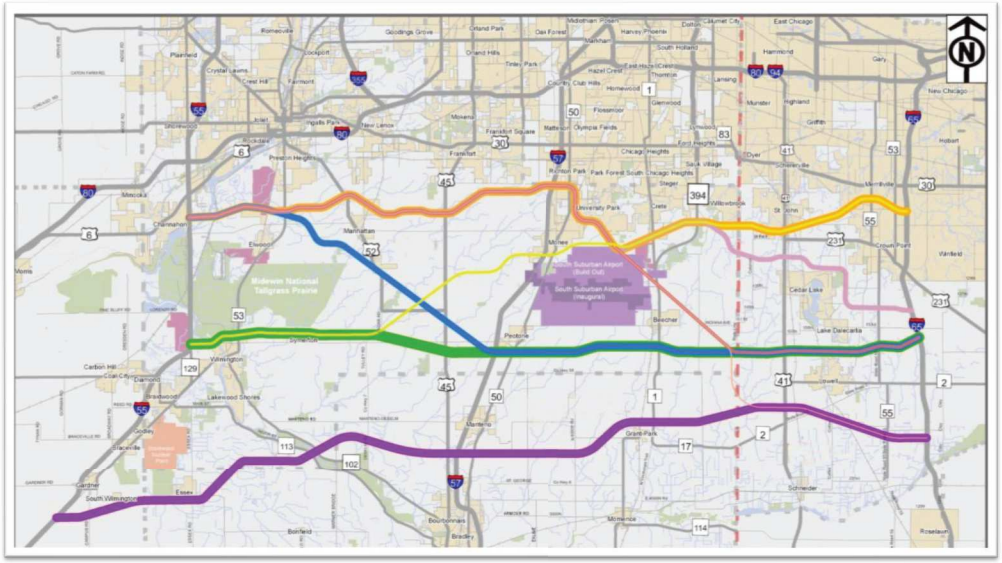
No Limitations Approach

Illustrative Example



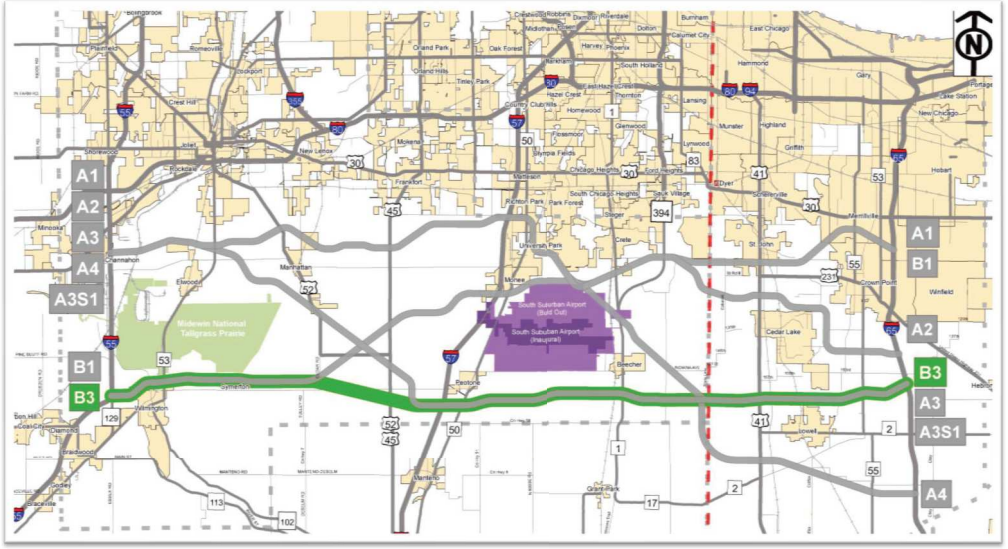
No Limitations Approach

Illustrative Example



No Limitations Approach

Illustrative Example



Finding the **BALANCE**

Master Plan

Public Involvement

Stakeholder Involvement Group (SIG)

Balanced Representation

- Elected Officials
- Community Leaders
- Neighborhood Organizations
- Special Interest Groups
- Business and Industry
- Residents/General Public
- Airport Users
  - General Aviation (GA)
  - Corporate
- EMS
- Chamber of Commerce

Tools
for Master Plan Communications

- Public meetings
- Newsletters
- Municipal briefings
- Comment management
- Website content
- Today's technology
- Press releases

Open Transparent Communication Builds Trust

Working together to achieve the ***GOALS*** *of the Master Plan*

BUILDING SUPPORT
BRIDGING THE GAP
BUILDING RESPECT
ROBUST, EQUITABLE, AND INCLUSIVE
UNDERSTANDING

Master Plan
Project Timeline

CHICAGO EXECUTIVE AIRPORT

Airport Layout Plan Concludes Project

Master Plan
Immediate Next Steps

- Formation of SIG Group
- Kick-Off Public Information Meeting

Questions from Council, Board Members and Trustees

CMT + Images

Thank You

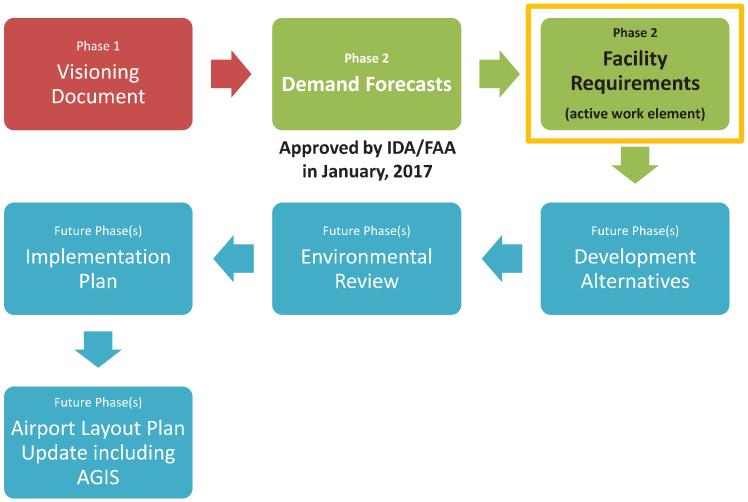
Airport Master Plan Update – Project Status Report

Chicago Executive Airport

June 28, 2017

Where Are We In The Process?

- Master Plan Process Flow



What Are Facility Requirements?

- FAA Definition:

  "Planners should determine what, if any, additional facilities will be required to accommodate forecast activity. This task begins with an assessment of the ability of existing facilities to meet current and future demand."

Airside
- Lighting
- Signage
- Marking
- Airspace
- NAVAIDS
- Runway System
- Taxiway System

Landside
- Aircraft Parking & Storage
- Auto Parking
- Local & Regional Transportation Network
- On-Airport Roadways

Aviation Support Facilities
- Airport Maintenance
- Deicing
- Fuel Storage
- SRE Building
- US Customs
- Utilities

Facility Requirements vs. Alternatives

- Facility Requirements
  - Current Work Element
  - Calculation-based exercise to determine airport needs based on forecasted demand
  - Prescribed process per FAA
  - Statement of facts
  - No exhibits developed
  - Additional Master Plan steps required to determine Preferred Development Concept and Future ALP
- Alternatives
  - Future Work Element
  - Graphic depiction of options for facility development
  - "Do Nothing" alternative included in each set
  - Alternative evaluation is subject to stakeholder and community input
  - Preferred Development Concept is shown on the Future ALP

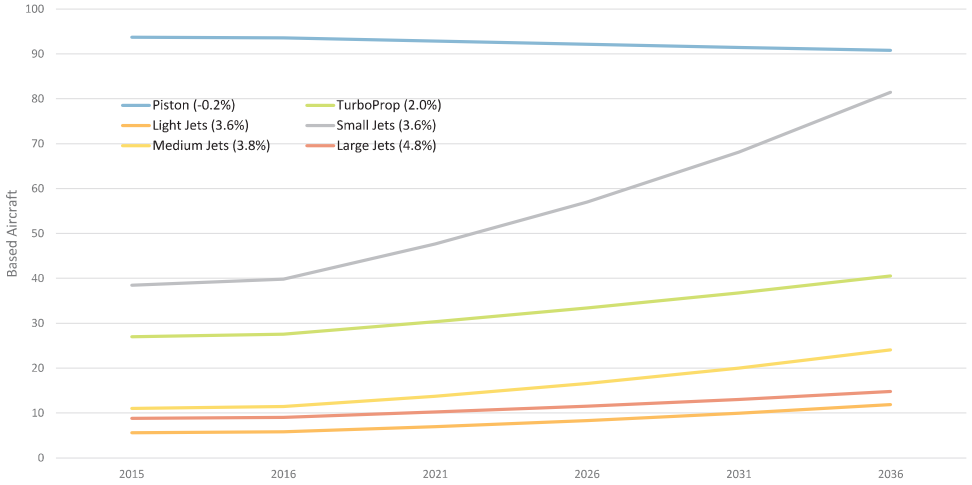
Types of Aviation Demand Forecasts

- Constrained Forecast
  - Based Aircraft and Aircraft Operations
  - Assumes the Airport remains within its current boundary
  - FAA approves the constrained forecast
  - Subsequent slides depict the FAA-approved, constrained forecast
- Unconstrained Forecast
  - Based Aircraft and Aircraft Operations
  - Assumes the Airport can expand beyond its existing boundary
  - FAA allows Airports to plan for unconstrained scenarios
  - CEA Forecast document developed both constrained and unconstrained scenarios

Based Aircraft Forecast

Based Aircraft

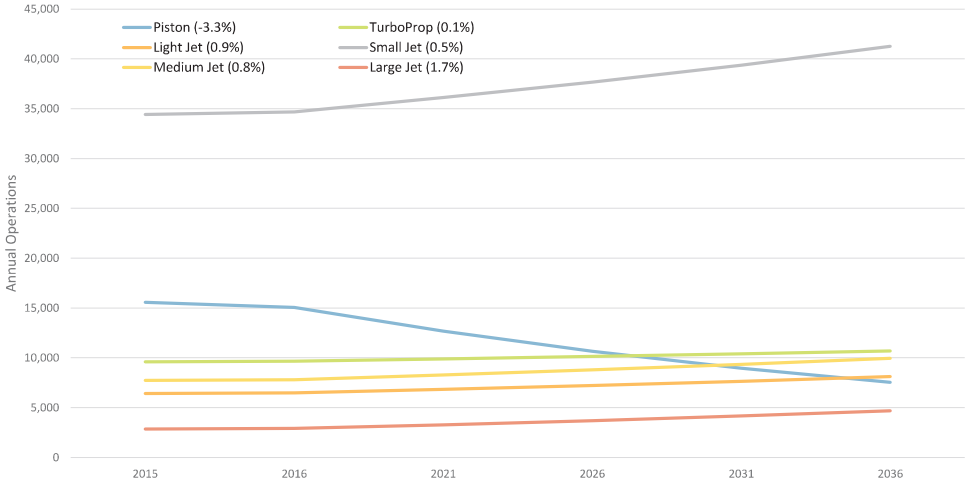
The chosen forecast that will be used for facility planning is the **constrained, high growth scenario**. This forecast has a CAGR of 1.7% for based aircraft over the planning period.



Aircraft Operations Forecast

Aircraft Operations

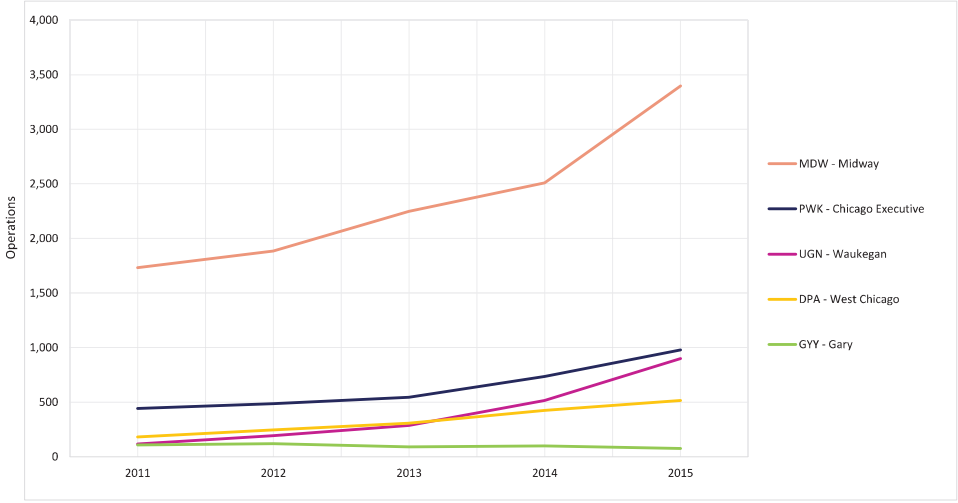
The chosen forecast that will be used for facility planning is the **constrained, medium growth scenario**. This forecast has a CAGR of .4% for aircraft operations over the planning period.



Chicagoland Large Business Jet Operations

March, 2016

- 2011-2015 Annual Average Operations (PASSUR Data)



Airside Facility Requirements Highlights

- Critical Aircraft
- Runway Requirements
  - Runway Utilization at CEA
  - Runway Length Calculations
- Aircraft Storage Requirements
- US Customs and Border Protection (CBP) Requirements
- Snow Removal Equipment Storage Building Requirements

Airside Facility Requirements Highlights

Critical Aircraft

- FAA Definition:

  "The most demanding aircraft with at least 500 annual operations that operates, or is expected to operate, at the airport."
- Runway 16/34 – D-III - No Change
  - Gulfstream G550
  - From 2011-2015, Approx. 500 Avg. Annual Operations by D-III Aircraft
- Runway 6/24 – B-I - No Change
- Runway 12/30
  - Upgrade from B-II (Small) to B-II (Large)
  - From 2011-2015, Over 700 Average Annual Operations by B-II (Large) or Larger Aircraft
  - King Air B200 to Cessna Citation Sovereign (or equivalent)
  - Minimal Airfield Impacts

Airside Facility Requirements Highlights

Critical Aircraft

- Runway 16/34 – Gulfstream G550

- Runway 12/30 – Cessna Citation Sovereign

- Runway 6/24 – Cessna 421

Airside Facility Requirements Highlights

Runway Requirements

Arrivals by Runway

Runway	Aircraft Size						Total
	Piston	TurboProp	Light Jet	Small Jet	Medium Jet	Large Jet	
16	18.8%	11.3%	8.2%	43.4%	9.0%	3.4%	**94.1%**
34	1.0%	0.2%	0.2%	0.9%	0.2%	0.1%	**2.6%**
12	0.5%	0.1%	0.0%	0.1%	0.0%	0.0%	**0.9%**
30	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	**1.3%**
6	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.2%**
24	0.5%	0.1%	0.0%	0.2%	0.0%	0.0%	**0.9%**
Total	22%	12%	8%	45%	9%	4%	**100%**

Departures by Runway

Runway	Aircraft Size						Total
	Piston	TurboProp	Light Jet	Small Jet	Medium Jet	Large Jet	
16	4.6%	3.9%	2.5%	12.9%	2.7%	1.0%	**27.6%**
34	8.5%	6.6%	5.1%	27.5%	5.9%	2.2%	**55.8%**
12	3.3%	1.8%	1.1%	5.8%	1.2%	0.4%	**13.6%**
30	0.7%	0.3%	0.1%	0.2%	0.0%	0.0%	**1.3%**
6	0.8%	0.2%	0.0%	0.1%	0.0%	0.0%	**1.1%**
24	0.4%	0.1%	0.0%	0.1%	0.0%	0.0%	**0.6%**
Total	18%	13%	9%	47%	10%	4%	**100%**

- Runway Utilization Observations
  - Just Over 94% of All Arrivals Use Runway 16
  - Nearly 56% of Departures Use Runway 34
  - Nearly 28% of Departures Use Runway 16
  - Nearly 14% of Departures Use Runway 12
  - 1.2% of All Arrivals and 1.7% of All Departures Use Runway 6/24

Airside Facility Requirements Highlights

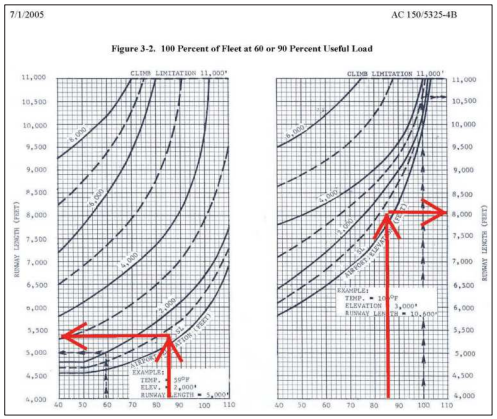
Runway Requirements

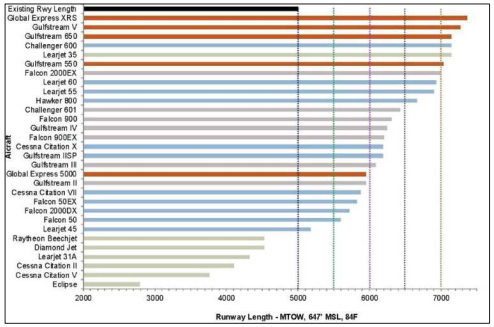
- FAA Advisory Circular 150/5325-4B *Runway Length Requirements for Airport Design*
  - Generalized Aircraft Fleet
  - Uses Standard Nomographs for Length Determinations
  - No Environmental or Operational Factors Considered
- Standard Aircraft Operating Charts
  - Takeoff Length Requirements Primarily Considered
  - Statement of Ideal Aircraft Capability
- Aircraft Performance Modeling
  - Engineering Analysis Identical to those by Corporate and Fractional Operators under FAR Part 91, 91-K and 135 Rules
  - Both Landing and Takeoff

Airside Facility Requirements Highlights

Runway Requirements

- Runway Length Results
  - FAA Advisory Circular 150/5325-4B = 5,400 Feet - 8,100 Feet
  - Standard Aircraft Operating Charts = 6,000 Feet - 7,400 Feet





Airside Facility Requirements Highlights

Runway Requirements

- Subconsultant: DragonFly Aeronautics, LLC
- Aircraft Performance-Based Optimal Runway Length Assessment Identical to Processes Used by FAR Part 91 (Fractionals, such as NetJets) and Part 135 Operators (Charter Operators)
- Three Common Aircraft Models Operated at CEA
  - Cessna Citation 560 XLS
  - Hawker 800 XP
  - Global Express 6000

Airside Facility Requirements Highlights

Runway Requirements

- Aircraft Performance Modeling Factors Considered
  - Runway Surface (Dry, Wet, Compacted Snow, 1" Snow)
  - Temperature/Pressure
  - Wind (Headwind /Tailwind)
  - Anti-Ice Settings
  - Flap Settings
  - Brake Energy

Likelihood of Wet or Contaminated Conditions

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
0:00	8.7%	8.8%	7.9%	10.6%	14.5%	10.4%	11.2%	10.3%	14.4%	13.9%	6.5%	18.1%
1:00	8.0%	7.0%	7.6%	14.9%	16.5%	12.0%	14.7%	12.2%	10.8%	12.0%	6.7%	16.6%
2:00	10.3%	6.4%	9.5%	9.9%	16.8%	15.9%	8.9%	17.6%	6.5%	6.9%	7.0%	18.7%
3:00	5.1%	10.2%	11.9%	14.7%	16.5%	26.9%	14.3%	17.3%	7.8%	11.5%	10.4%	11.9%
4:00	4.2%	8.9%	13.3%	11.0%	13.9%	17.2%	13.8%	13.5%	6.8%	12.1%	9.0%	14.5%
5:00	3.5%	10.3%	12.4%	9.0%	14.6%	14.0%	10.8%	19.4%	12.1%	11.7%	8.1%	8.9%
6:00	3.3%	9.8%	10.7%	9.6%	11.3%	11.8%	14.8%	20.7%	9.2%	8.7%	5.5%	10.2%
7:00	3.8%	9.8%	11.7%	11.6%	10.5%	18.0%	11.8%	14.7%	11.2%	8.0%	5.7%	10.0%
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9:00	3.9%	6.8%	9.2%	9.9%	14.3%	13.1%	8.3%	7.1%	11.0%	11.4%	6.0%	10.9%
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12:00	6.9%	13.1%	12.7%	8.6%	11.0%	16.5%	3.2%	10.2%	11.0%	14.2%	10.1%	15.9%
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16:00	9.9%	8.5%	14.6%	9.6%	11.9%	9.2%	9.2%	17.5%	10.1%	16.0%	10.0%	12.1%
17:00	9.0%	7.0%	16.8%	7.6%	11.8%	14.9%	7.9%	8.8%	14.9%	16.9%	11.6%	13.9%
18:00	7.1%	15.0%	9.3%	13.2%	16.0%	17.3%	10.6%	10.3%	13.1%	12.9%	12.4%	12.9%
19:00	7.7%	14.4%	7.6%	14.9%	9.3%	11.4%	9.7%	9.1%	7.8%	14.7%	9.1%	14.7%
20:00	7.7%	11.8%	8.3%	14.1%	10.8%	10.9%	10.3%	8.9%	9.9%	17.6%	11.1%	11.0%
21:00	7.9%	11.4%	7.2%	13.7%	14.7%	12.7%	12.0%	9.7%	13.0%	15.0%	8.7%	16.2%
22:00	6.1%	10.8%	8.1%	15.6%	11.9%	10.2%	13.5%	12.1%	7.9%	12.9%	13.0%	12.7%
23:00	8.4%	7.5%	9.1%	9.0%	16.0%	10.2%	12.6%	10.9%	9.5%	10.5%	11.6%	12.5%

85% Temperature (C)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
0:00	1.1	1.7	7.8	12.2	19.4	23.3	23.6	23.9	21.1	15.6	10.0	3.9
1:00	1.6	1.1	8.3	12.2	18.9	22.8	24.4	23.3	20.6	15.0	9.5	3.6
2:00	0.6	0.6	7.8	11.7	18.9	22.2	24.4	22.9	20.0	15.0	9.4	2.8
3:00	0.6	0.6	7.8	10.9	18.3	21.9	23.9	22.2	20.0	13.9	9.4	2.8
4:00	0.0	0.6	7.6	10.7	18.2	21.7	23.3	22.2	19.6	13.9	8.9	3.3
5:00	0.5	0.6	6.8	10.4	18.3	21.1	23.3	22.0	20.0	13.9	8.9	2.8
6:00	0.8	0.6	6.7	10.6	19.4	22.2	23.9	22.8	19.4	13.4	8.3	2.8
7:00	-0.1	1.1	7.8	12.2	20.6	23.3	25.6	23.3	20.6	14.4	8.9	2.8
8:00	1.7	2.2	8.9	13.9	22.2	25.6	27.2	25.6	22.4	16.1	11.1	3.3
9:00	2.2	3.3	11.1	15.6	23.9	26.7	28.9	26.7	23.3	18.3	12.2	4.4
10:00	3.8	3.9	12.2	17.6	25.0	27.8	30.0	28.3	25.0	20.0	13.9	6.1
11:00	3.9	5.0	12.8	18.9	26.1	28.3	30.6	29.4	26.7	21.1	14.9	6.1
12:00	5.0	6.4	14.4	20.0	26.7	29.4	31.1	30.0	27.2	21.7	15.3	6.7
13:00	4.4	6.7	15.0	20.6	27.2	30.0	31.7	30.6	27.8	22.2	15.6	7.2
14:00	4.4	6.4	15.5	21.1	27.2	30.0	31.7	30.6	28.3	22.8	15.6	7.2
15:00	4.4	5.6	16.1	21.1	27.2	30.6	31.7	30.6	28.3	22.8	15.0	6.7
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17:00	2.7	3.6	14.4	20.6	26.1	29.4	31.1	29.4	27.2	20.6	13.3	4.4
18:00	2.2	2.8	13.0	19.4	25.2	28.9	30.6	28.3	26.1	19.4	11.7	5.0
19:00	2.2	2.9	10.9	17.2	23.3	27.8	29.4	27.2	24.4	17.8	11.1	5.0
20:00	1.7	2.8	10.0	16.1	22.2	26.1	28.3	26.1	23.3	17.2	10.9	4.4
21:00	1.1	2.2	9.4	15.0	21.1	25.0	27.2	25.0	22.8	16.7	10.6	4.4
22:00	1.7	2.2	9.4	13.8	19.4	24.4	26.1	24.4	22.2	16.2	10.0	3.9
23:00	1.1	2.2	8.6	12.9	19.4	23.9	26.1	24.4	21.1	15.8	9.4	3.9

Airside Facility Requirements Highlights

Runway Requirements

- Runway Length Assessment Recommends 5,700 feet – 6,700 feet, with 6,200 feet Considered Optimal
- CEA's Current Longest Runway = 5,001 feet (Runway 16/34)

Runway Length (Feet)	% Predicted Takeoffs >1,500 NM Accommodated	% Predicted Landings Accommodated
5,001	61.0	92.8
5,700	96.5	95.0
6,700	99.9	99.8

- 1,500 NM Will Reach West Coast Destinations Such As Los Angeles or Seattle
- The Existing Condition of 92.8% Landings Accommodated is Low Enough for Aircraft Operators to Choose an Alternate Airport

Airside Facility Requirements Highlights

Aircraft Storage Requirements

- Amount of Additional Hangar Space Required to House the Forecasted Based Aircraft (185 up to 264)
- Aprons, Office Space, Vehicle Parking, etc. are Additional Space Requirements
- Assumes All Aircraft are Stored in Hangars

Hangar 18 at CEA

Constrained Based Aircraft Forecast						
Year	Piston	Turbo -Prop	Light	Small	Medium	Large
2015	94	27	6	38	11	9
2036	91	41	12	81	24	15

Unconstrained Based Aircraft Forecast						
Year	Piston	Turbo -Prop	Light	Small	Medium	Large
2015	94	27	6	38	11	9
2036	85	39	11	77	25	31

Airside Facility Requirements Highlights

Aircraft Storage Requirements

- Existing Condition
  - Approximately 730,000 SF (17 Acres) Aircraft Storage Space
  - Approximately 2,000,000 SF (46 Acres) Total Developed Area
  - Approximately 750,000 SF (25 Acres) "Green Grass"
- Constrained Forecast
  - Approximately 380,000 SF (9 Acres) Additional Aircraft Storage Space Required
  - Approximately 1,000,000 SF (23 Acres) Additional Total Development Area Required
- Unconstrained Forecast
  - Approximately 490,000 SF (11 Acres) Additional Aircraft Storage Space Required
  - Approximately 1,300,000 (30 Acres) SF Additional Total Development Area Required

Airside Facility Requirements Highlights

US Customs Facility and SRE Storage Building

- US Customs and Border Protection (CBP)
  - Currently Located at Atlantic Aviation
  - Changes in CBP Regulations Require Development of a New Facility
  - Approximately 5,000 SF Required
  - Ideally Located Separately from Existing FBO Facilities
- Snow Removal Equipment (SRE) Storage Building
  - Existing Facility Co-Located with Airport Offices
  - Existing Facility Is Not Large Enough to House SRE Fleet
  - Approximately 20,000 SF Required
  - Ideally Located Adjacent to the Airfield

Other Facility Requirements

- Airfield Compliance with FAA Standards
- Vehicle Parking
- Fueling (Quantity, Not Governance)
- Instrument Approaches
- Navigational Aids
- Utilities

Schedule and Next Steps

- Facility Requirements Schedule
  - Final Facility Requirements Report Submission to FAA in July, 2017
  - FAA Acceptance Anticipated in Late Fall, 2017
- Next Steps
  - Alternatives
  - Implementation Plan
  - Environmental Overview
  - Aerial Mapping
  - AGIS Development
  - Airport Layout Plan (ALP)

Questions?

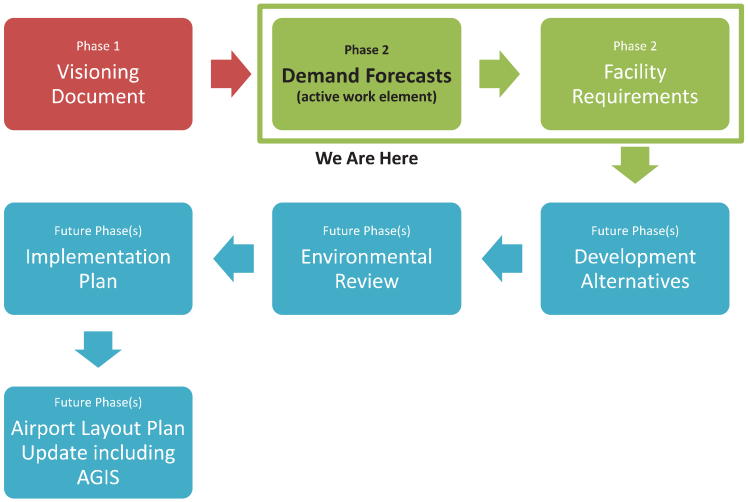
Airport Master Plan Update – Project Status Report

Chicago Executive Airport

January 25, 2016

Where Are We In The Process?

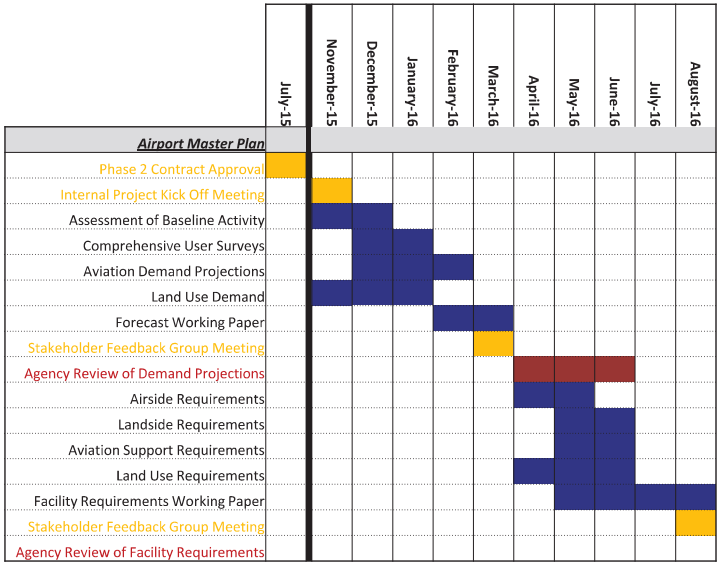
- Master Plan Process Flow



Guiding Principles

- Integrating The Airport Within The Local Communities
- Fulfilling The Airport's Role
- Enhancing Airport Safety And Compatibility
- Maintaining Financial Viability

Project Schedule



Demand Forecast Ongoing Work Items

- Assessment of Baseline Activity
  - Based Aircraft, Fleet Mix, Stage Length, Annual Operations, etc.
  - Initial Examples of Operations Data
- Comprehensive User Surveys
  - FBO Interviews Complete
  - Online Survey Complete this Week
  - Board of Directors Interviews Complete
  - Additional Interviews Ongoing
- Development of Aviation Demand Projections
- Land Use Demand
  - Retail, Commercial, Hotel, etc.
  - Preliminary Impressions
- Stakeholder Feedback Group

Baseline Activity (June 2013 – June 2015)

- All Destinations by All Aircraft (IFR Data)

Chicago Executive Departures		Waukegan Departures		DuPage Departures	
Ohio State University, OH	1,607	Chicago Midway Intl, IL	489	Rochester Intl, NY	557
Teterboro, NY	1,166	Teterboro, NY	412	Chicago Midway Intl, IL	540
Chicago Midway Intl, IL	831	Washington Dulles Intl, VA	315	Spirit of St Louis, MO	513
Spirit of St Louis, MO	576	Chicago Executive, IL	268	New Century Aircenter, KS	499
Oakland County Intl, MI	482	Port Columbus Intl, OH	246	Gary/Chicago Intl, IN	484
Chicago/Rockford Intl, IL	473	Lakeland/Lee Field, WI	189	Chippewa Valley Rgnl, WI	458
Gerald R Ford Intl, MI	441	Gary/Chicago Intl, IN	189	Chicago Executive, IL	422
General Mitchell Intl, WI	426	Palm Beach Intl, FL	170	Outagamie County Rgnl, WI	389
Capital Region Intl, MI	412	Oakland County Intl, MI	156	Waukesha County, WI	323
Washington Dulles Intl, VA	368	Ohio State University, OH	135	Chicago/Rockford Intl, IL	318
Kenosha Rgnl, WI	361	General Mitchell Intl, WI	131	Aurora Muni, IL	316
Indianapolis Intl, IN	343	Dupage, IL	129	Dane Co Rgnl, WI	316
Aspen-Pitkin County, CO	342	Kenosha Rgnl, WI	127	Teterboro, NY	288
Naples Muni, FL	341	Boca Raton, FL	126	Willow Run, MI	247
Westchester County, NY	339	Naples Muni, FL	115	Southern Wisconsin Rgnl, WI	245
Dupage, IL	331	Southern Wisconsin Rgnl, WI	112	Keokuk Muni, IA	224
Southern Wisconsin Rgnl, WI	320	Aspen-Pitkin County, CO	110	Naples Muni, FL	203
Dane Co Rgnl, WI	317	Minneapolis/St Paul Intl, MN	103	Indianapolis Intl, IN	197
Lakeland/Lee Field, WI	309	Samuels Field, KY	101	Oakland County Intl, MI	192
Waukegan Rgnl, IL	271	Dane Co Rgnl, WI	98	Central Illinois Rgnl, IL	189
Total	**10,056**	**Total**	**3,721**	**Total**	**6,920**

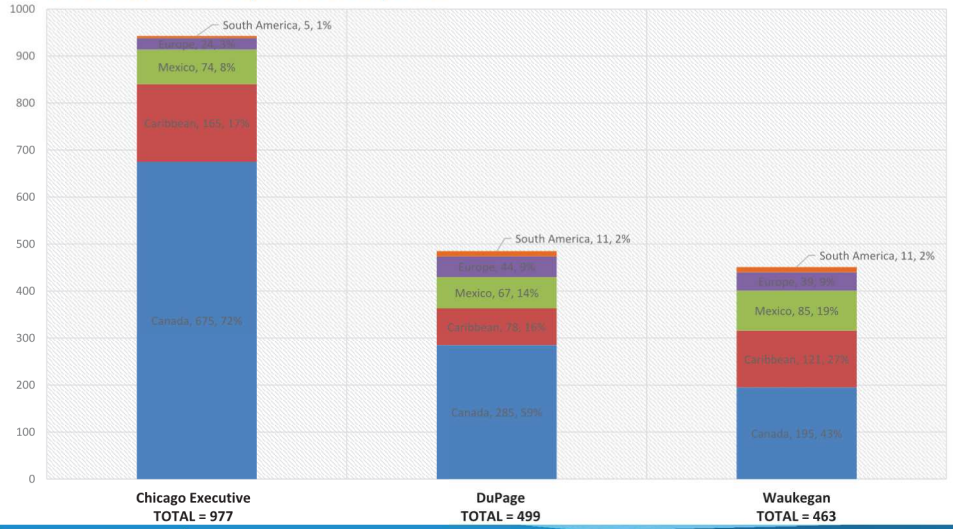
Baseline Activity (June 2013 – June 2015)

- International Destinations by All Aircraft (IFR Data)

Chicago Executive Departures		Waukegan Departures		DuPage Departures	
Toronto Pearson Int'l, Canada	256	Toronto Pearson Int'l, Canada	88	London Int'l, Canada	81
Saskatoon Int'l, Canada	124	Montreal-Trudeau, Canada	27	Toronto Pearson Int'l, Canada	71
Calgary Int'l, Canada	63	Turin Int'l, Italy	18	Hamilton/John C. Munro Int'l, Canada	23
Lynden Pindling Int'l Nassau, Bahamas	51	Providenciales Int'l, Turks & Caicos	17	Montreal-Trudeau, Canada	22
Montreal-Trudeau, Canada	37	Gore Bay-Manitoulin, Canada	13	Owen Roberts Int'l, Cayman Islands	22
Winnipeg Int'l, Canada	27	London Luton, United Kingdom	13	Florenceville, Canada	22
Los Cabos Int'l, Mexico	19	Lynden Pindling Int'l Nassau, Bahamas	12	Toronto City Centre, Canada	18
Toronto/Buttonville Mun, Canada	19	Calgary Int'l, Canada	12	Waterloo Regional, Canada	17
Hamilton/John C. Munro Int'l, Canada	18	Luis Munoz Marin Intl, Puerto Rico	12	Lynden Pindling Int'l Nassau, Bahamas	17
Ottawa Macdonald-Cartier Int'l, Canada	17	Paris Le Bourget, France	11	Los Cabos Int'l, Mexico	16
Providenciales Int'l, Turks & Caicos	17	Lic. Adolfo Lopez Mateos Int'l, Mexico	11	Winnipeg Int'l, Canada	14
Owen Roberts Int'l, Cayman Islands	16	Rock Sound Int'l, Bahamas	10	London Luton, United Kingdom	11
London Int'l, Canada	15	General Mariano Escobedo Int'l, Mexico	8	Del Norte Int'l, Mexico	9
Toronto City Centre, Canada	14	North Eleuthera, Bahamas	8	Gander Int'l, Canada	8
Waterloo Regional, Canada	14	Vancouver Int'l, Canada	7	Calgary Int'l, Canada	8
Vancouver Int'l, Canada	14	Edmonton Int'l, Canada	7	Ponciano Arriaga Int'l, Mexico	8
Luis Munoz Marin Intl, Puerto Rico	13	La Romana Int'l, Dominican Republic	6	Lic. Gustavo Diaz Ordaz Int'l, Mexico	7
Quebec/Jean Lesage Int'l, Canada	12	Southampton, United Kingdom	6	Vancouver Int'l, Canada	7
Windsor, Canada	11	Grantley Adams Int'l, Barbados	6	Kenora, Canada	7
Kenora, Canada	10	Princess Juliana Int'l, St. Martin	6	CFB Goose Bay, Canada	6
Total	**785**	**Total**	**305**	**Total**	**394**

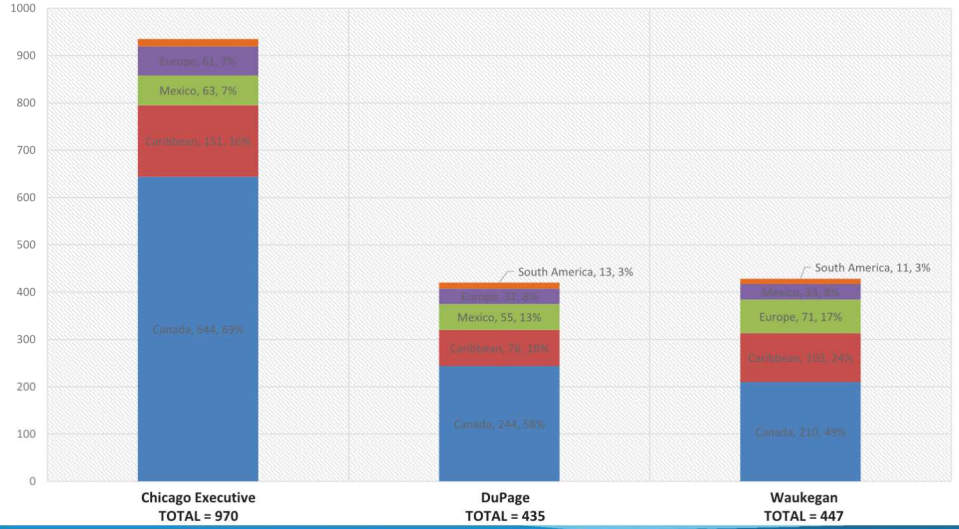
Baseline Activity (June 2013 – June 2015)

- International Departures by Jets & Medium/Large TurboProps (IFR Data)



Baseline Activity (June 2013 – June 2015)

- International Arrivals by Jet & Medium/Large TurboProp (IFR Data)



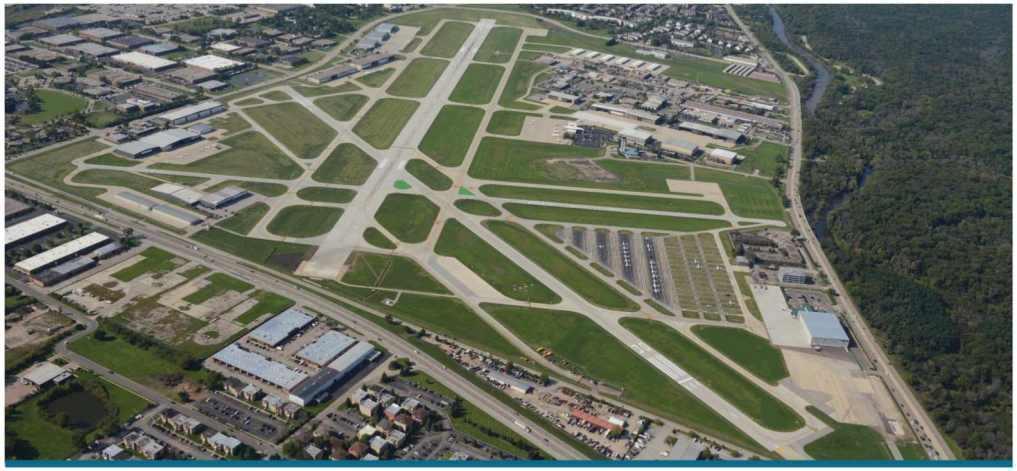
CHICAGO EXECUTIVE AIRPORT CMT

DRAFT

Chicago Executive Airport

Preliminary Non-Aviation Market Conditions: Check-In

January 25, 2016



SB Friedman Development Advisors

VISION | ECONOMICS | STRATEGY | FINANCE | IMPLEMENTATION

Site Context

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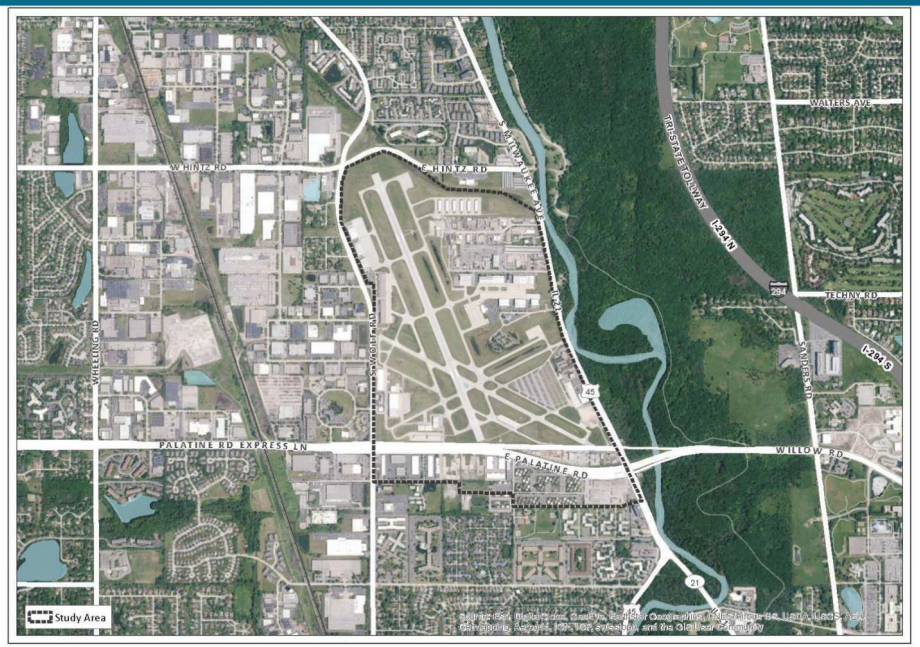

Context Map

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Taxpayer of Record – Industrial Lane Area

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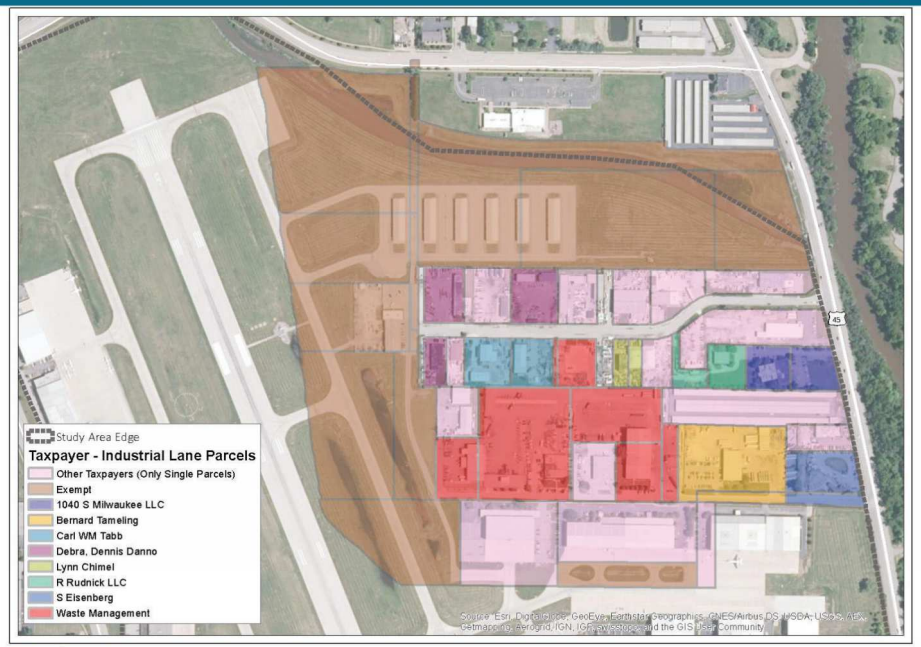

CMT - Chicago Executive Taxpayer of Record

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Competitive Supply Analysis - Retail

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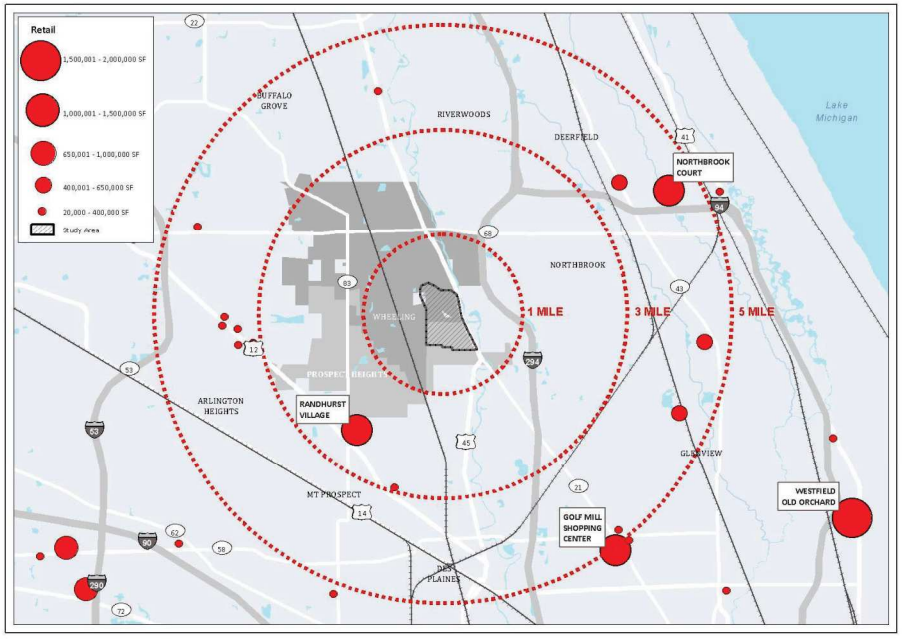

Retail - Shopping Centers

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Competitive Supply Analysis - Retail

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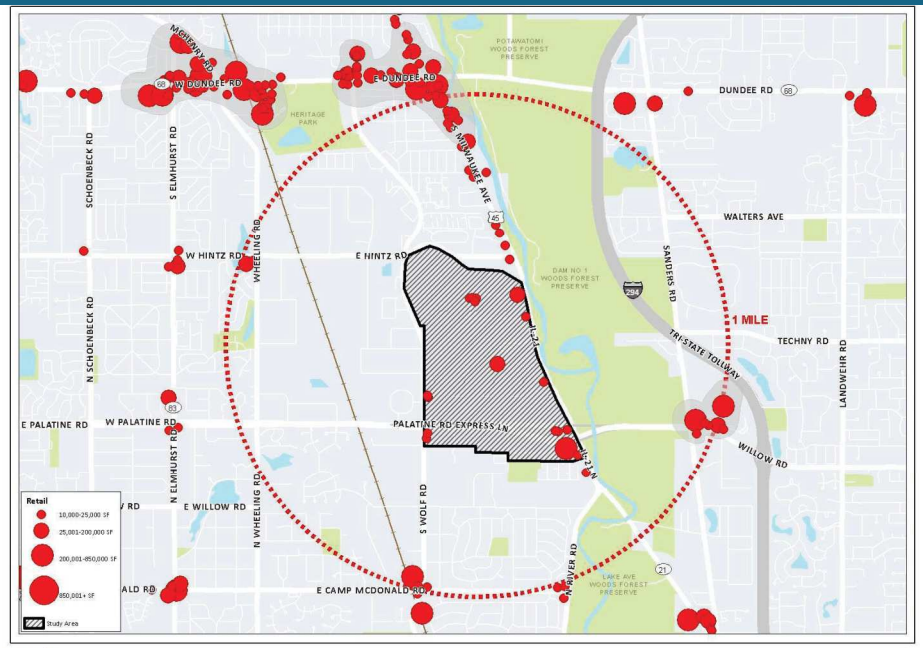

Retail

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Competitive Supply Analysis - Hotel

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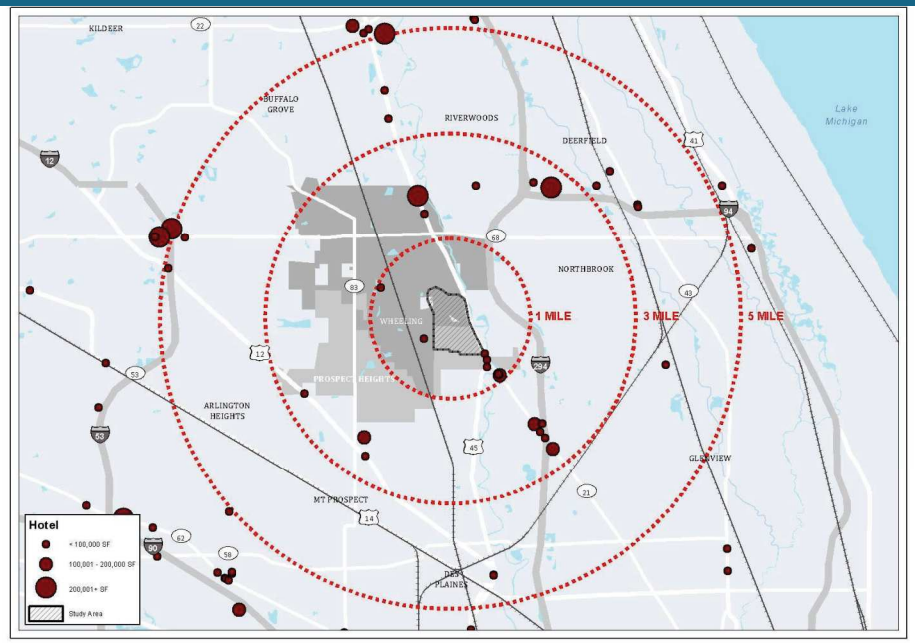

Hotel

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Competitive Supply Analysis - Office

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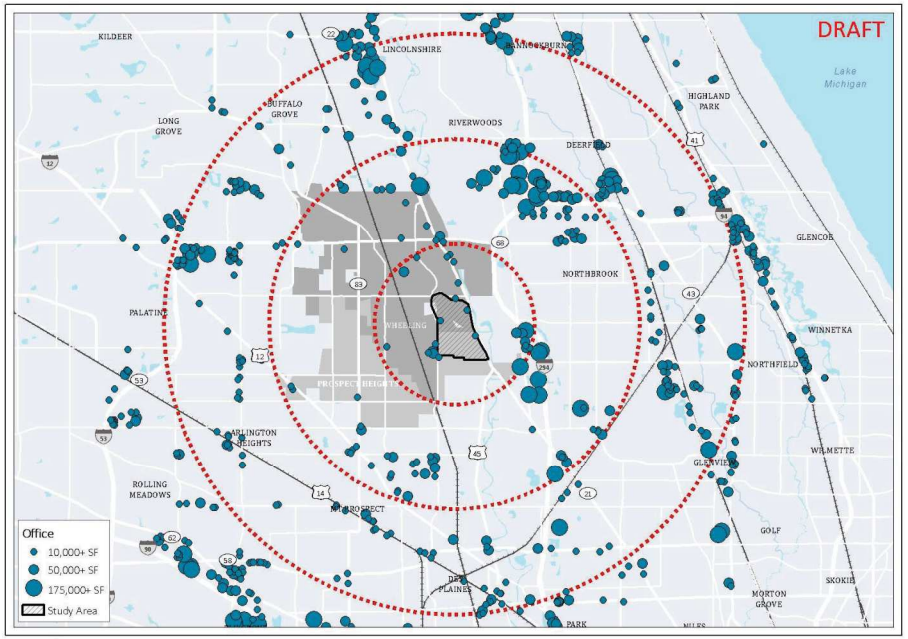

CMT - Chicago Executive Office

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Preliminary Impressions

- **Retail**
  - Limited sites for large-scale retail. Some assembly required
  - May have potential for convenience or possibly larger-scale retail
- **Hotel**
  - May have potential - dependent alternative sites and market conditions
- **Office**
  - May have potential - small medical office, office with airport affinity
  - Likely limited demand for corporate office west of river

Next Steps

- **Aviation Uses Market Study**
  - Survey
  - Case Studies
- **Non-Aviation Uses Additional Research**
  - Broker Interviews
  - Drill down market research
    - Occupancy / Rent Details (Office, Hotel, Retail)
  - Determine needs of office users with an affinity for airport (corporate partners, etc.)

Chicago Executive Airport, Master Plan Phase 2
Survey Response Analysis
Survey available 12/14/16 – 2/8/16
February 29, 2016

Introduction

In an effort to expand upon the survey effort from the 2014-2015 Phase 1 at Chicago Executive Airport (KPWK), a complimentary survey was created and published in December 2015 to capture additional user and general usage information. Below is a synopsis of the survey itself as well as the responses received.

Each respondent was asked for the following information:

- Q1: Pilot information
- Q2: Corporate/organization information (if possible)
- Q3: Primary reason for operations
- Q4: Aircraft usage information
- Q5: Aircraft performance information
- Q6 & Q7: Repositioning information
- Q8: Operations to Chicago Midway International Airport (KMDW)
- Q9: Operations to Teterboro Airport (KTEB)
- Q10 & Q11: Aircraft upgauge information
- Q12 & Q13: Aircraft relocation information
- Q14: Total fleet operations at PWK information
- Q15: Runway usage information
- Q16: International operations information
- Q17: Development priorities, and
- Q18: The need for additional airside or landside facilities.

Conclusions

Overall, the data reinforces the conclusions drawn in the Master Plan Phase 1 survey effort. Additional amenities and facility improvements will be necessary in the future to accommodate demand and continue to hold, or increase, its regional market share of traffic. Additional interviews will be utilized to gain additional knowledge pertaining to international operations and repositioning within the Chicago metropolitan area.

Highlights

Q3

65% of respondents stated that the primary purpose of their operations was business-related in nature, with 44% stating their operations were of a personal purpose.

Q5

This particular question contained many subparts. 14 of the 39 respondents to the question pertaining to maximum takeoff length required stated that over 5,000' is needed to accommodate the most demanding aircraft in the user's fleet.

Q6&Q7

One of the interesting phenomena the master plan has uncovered is the occurrence of repositioning from KPWK to other airports in the Chicago metropolitan area. Of 49 total respondents, 43 answered this particular question. There was a nearly 50/50 split (49% yes, 51% no) that the user did, in fact, reposition within the metro area. Of those respondents, 74% stated this was due to passenger location preference, 48% responded that greater stage length was the reason, and the remaining 9 respondents listed concerns such as the following: lack of suitable approaches from the north, fuel prices, and maintenance costs.

Q8

When asked specifically about repositioning to KMDW, 33 respondents replied that passenger location preference (58%), longer stage length (24%), and "other" (18%) reasons such as fuel, maintenance, etc. were the reason for repositioning.

Q9

Another question we attempted to find an answer to is what exactly is the primary reason for operations for KTEB. There was speculation that KTEB was being utilized as a stopover prior to flights to Europe in addition to being the main reliever for the New York City metropolitan area. Of the 40 respondents to this question, 55% stated that KTEB was the end destination, and only 3% stated that they utilized the airport as a European stopover. The remaining respondents stated that they did not operate at KTEB.

Q10&Q11

In order to appropriately plan for the future of KPWK, the planning team wanted to discern whether any respondents have plans to upgauge their aircraft. Of the 41 respondents, 61% stated they had plans to upgauge aircraft within their fleet. Of those, 52% stated that their upgauge would include a mid or large size corporate jet.

Q12&Q13

Given the existing constraints at KPWK, respondents were asked whether they were likely to relocate their aircraft from or to the Airport within the next 5-10 years. While over 73% replied "no," those who responded "yes" mentioned other metropolitan airports as potential relocation facilities and cited a lack of hangar space and fuel costs as reasons for potentially relocating from KPWK.

Q17

In an effort to identify development priorities for Airport-users, respondents were asked about development priorities related to their operations. 33 respondents answered this particular question, with many choosing to select multiple priorities:

- Runway length 91%
- Additional Instrument Approach 73%
- New or additional T-hangar storage 61%
- New or additional corporate hangar storage 55%
- New or additional corporate aircraft ramp 58%
- Amount of corporate/flight department office space 55%
- Additional apron tie-downs 36%
- Maintenance hangar & ramp 55%

Q18

The final question asked had to do with additional airside of landside facilities. This was an entirely free form answer. That being said, over 74% responded stating that self-service fuel and some sort of restaurant or caterer were desired.