



Airport Development Recommendations

- 1) The development of a light aircraft aviation community on the airport to include:
 - 100 T-hangars for Piston, VLJ and Light Aircraft
 - 10 Box-hangars for Piston, VLJ and Light Aircraft and light airframe maintenance
 - Self-fueling for 100LL & Jet-A fuel
 - Development of a light aircraft maintenance facility
 - Wash bay for Piston, VLJ and Light Aircraft
 - Pilots lounge for flight planning, aviation weather, phone, meeting room and washrooms
 - All of the above rents and services to be offered at competitive rates

We believe that the Piston, VLJ and Light Aircraft Community will be able to support itself and become an additional revenue source to the airport, FBO's and the communities.

- 2) Development of a multi-level, multi-use aviation structure in the southeast corner of the airport to include a terminal, office space for airport business such as flight schools, an air museum and a restaurant.
- 3) Provide Jet-A & 100LL fuel and hangars at a competitive price. Creating competitive pricing for fuel and aircraft storage will help to maintain current tenants, attract more itinerant and based users and create more revenue for the FBO's and airport.
- 4) Creation of a special real estate taxing district for Illinois airports will help in the development of Chicago Executive Municipal Airport and attract more business to be based on the airport and in our surrounding communities.
- 5) Establishment of a Chicago Executive Municipal Airport Development Committee to include the aviation community that will maintain open communication with the airport board, airport management and local communities and make recommendations for future development of the airport.
- 6) Lengthening of runway 16/34 to include safety stop-ways. Over the years, we have lost runway *safety stop-ways*. During certain months of the year, many of the aircraft cannot meet the accelerate-stop distance requirements of their aircraft and are forced to fly to surrounding airports to fuel before proceeding on their flight. The lengthening and adding of *safety stop-ways* would greatly enhance the safety for the airport and the surrounding communities. *(It will increase fuel sales and increase revenue to the FBO's and airport, eliminate inconvenience to travelers, help attract and maintain current based tenants, help to increase traffic flow & help to increase safety during summer and winter operations).*
- 7) Rehabbing of runway 6/24. The removal of the trees at the approach end of runway 24 and the widening & raising of the runway will help reduce the need for displaced thresholds and improve the safety and use of the runway.
- 8) Develop an arrival procedure from the south to include transitions from Boiler (BVT) and Bradford (BDF) to cross ORD to OBK then as published. And instrument approaches to include *LPV GPS approaches* to the existing runways to add safety for arriving aircraft and the surrounding communities. *(GPS approaches are less expensive to install and maintain, will allow more options to enter the airport in IMC, and will help to increase traffic flow).*