

**APPROVED MINUTES OF THE APRIL 27, 2010, MEETING  
O'HARE NOISE COMPATIBILITY COMMISSION  
TECHNICAL COMMITTEE**

The meeting of the O'Hare Noise Compatibility Commission (ONCC) Technical Committee was held on Tuesday, April 27, 2010, at the Mount Prospect Village Hall, 50 South Emerson, Mount Prospect, IL.

ONCC Technical Committee Chairperson Rita Mullins called the meeting to order at 9:00 a.m. ONCC staff took the meeting minutes.

The following members of the Committee were **PRESENT**:

Mayor Arlene J. Mulder, Member, Village of Arlington Heights  
Clerk JoEllen Ridder, Alternate, Village of Bensenville  
Alderman Mark Walsten, Alternate, City of Des Plaines  
Trustee Lester Szlendak, Designee, Village of Harwood Heights  
Trustee Michael Latoria, Designee, Village of Itasca  
Mr. Steve Zehner, Alternate, Village of Itasca  
Mr. Joseph Annunzio, Alternate, Village of Nilus  
Clerk Judith Dunne Bernardi, Designee, Village of Norridge  
Ms. Rita Mullins, Designee, Village of Palatine  
Mr. Dennis Ryan, Alternate, Village of River Grove  
Mr. Barry Krumstok, Alternate, City of Rolling Meadows  
Mayor Al Larson, Member, Village of Schaumburg  
Mr. Brian Gilligan, Alternate, School District 59

The following members of the Committee were **ABSENT**:

Village of Hoffman Estates  
Village of Mount Prospect  
City of Park Ridge  
Village of Rosemont

There being a majority of Committee members in attendance, a quorum was present for the transaction of business.

The following ONCC, Chicago Department of Aviation, and Federal Aviation Administration (FAA) staff were present:

Brendan McLaughlin – O'Hare Noise Compatibility Commission; Jeanette Camacho – O'Hare Noise Compatibility Commission; Aaron Frame – Chicago Department of Aviation; Maria Gutierrez – Chicago Department of Aviation; Jeffrey Jackson – Landrum & Brown; and Amy Hanson – Federal Aviation Administration.

The Pledge of Allegiance was said before the start of the meeting.

## **APPROVAL OF MEETING MINUTES – FEBRUARY 23, 2010**

A motion was made by **Mr. Krumstok** to approve the minutes of the February 23, 2010, meeting. The motion was seconded by **Ms. Bernardi**. The motion passed by unanimous voice vote.

### **ONCC TECHNICAL COMMITTEE DISCUSSION ITEMS**

#### **A. O'Hare Permanent Noise Monitor History Fact Sheet**

Mr. Frame presented a handout entitled O'Hare Permanent Noise Monitor History Fact Sheet to the Committee for review, discussion and approval.

Mr. Frame explained that in 1996, the Airport Noise Management System (ANMS) was installed to monitor the amount of aircraft noise being generated over the communities surrounding O'Hare International Airport by the aircraft operating at the Airport.

The handout included a map which outlines where permanent noise monitors are located and a chart showing the annual Day/Night Sound Level (DNL) for each monitor since 1996.

Alderman Walsten asked why monitor site #9 was removed.

Mr. Frame explained that Site 9 was removed in 2005 at the request of the homeowner.

Trustee Szlendak expressed his concern over projection data. He said that he distrusts the models.

Mr. Frame explained that it is the FAA's model for predicting future aircraft noise and it is used all over the country.

Trustee Szlendak pointed out that the level of noise on Site 17 continues to increase.

Mr. Frame explained that over time, as new runways come online, aircraft noise levels will decrease in the area near Site 17.

Trustee Szlendak asked if it was possible to get the data that supports Mr. Frame's position.

Mr. Frame explained that the data is located in the FAA's Environmental Impact Statement (EIS) which contains an entire chapter on noise. He said that he will work with the ONCC to get Trustee Szlendak the data he requested.

Ms. Mullins asked if all of the noise contours were developed by the FAA.

Mr. Jackson explained that the only noise contour that the FAA created at O'Hare Airport is the O'Hare Modernization Program (OMP) future contour highlighted in off-white on the

map. He explained that, previously, the City of Chicago developed the contours and then they were verified by an independent consultant which the ONCC hired.

Trustee Latoria said that the model contour is not showing that, when winds are out of the East, Itasca will get more aircraft activity.

Mr. Jackson explained that the noise contour is composed of annual average data projected at OMP full build-out.

Trustee Latoria asked if it was possible to run a model to show what traffic pattern will be if winds are from the East.

Mr. Frame explained that until full OMP build-out, no new noise map will be created. The FAA has mandated that at the completion of full OMP build-out, the City of Chicago will develop a new noise contour showing current conditions and 5 years into the future.

A motion was made by **Mr. Krumstok** to approve the O'Hare Permanent Noise Monitor History Fact Sheet. The motion was seconded by **Mr. Ryan**. The motion was passed by unanimous voice vote.

## **B. Placement Criteria for Permanent Noise Monitors**

Mr. Frame presented a handout entitled "O'Hare Permanent Noise Monitor Siting Criteria" to members for their review, discussion, and approval.

Mr. Frame explained the purpose for the criteria is to guide the ONCC and the Chicago Department of Aviation (CDA) in their decision-making regarding requests for additional noise monitors. He said that the criteria is consistent with and expands upon the criteria in the "History of the Permanent Noise Monitor" handout.

Ms. Mullins said that it is important to inform the community when a noise monitor is being relocated or being taken out of service.

Mr. Frame acknowledged Ms. Mullins request and said that CDA will follow this approach in the future.

Mr. Zehner agreed that notifying the community is important and its officials can decide if there is a better location to relocate the noise monitor. He suggested adding language such as negotiations and coordination to the list of points on the document.

Mayor Mulder said communication is very important prior to removal of a monitor. The community, along with the ONCC, should have healthy discussions about relocations or decommissioning of any noise monitors.

Clerk Bernardi pointed out that the last section under "Criteria for De-Commissioning a Permanent Noise Monitor" under "b" should read "consistent decreases."

Trustee Latoria asked if the placement criteria for monitors are based on the actual noise contour.

Mr. Frame replied that it is based on the approved noise contour by the FAA.

Trustee Latoria said that Itasca has a problem with believing the projected noise contour.

Mayor Mulder explained that the temporary/permanent noise monitors are very important to maintain consistency when the new contour is developed. She said that different areas are impacted depending on weather conditions. Monitors that seem far away from the airport are still important because of certain types of weather changes that are not taken into account.

Trustee Latoria said that the distance should be part of the criteria regardless of the DNL model.

Mr. Jackson replied that the distance is taken into account.

Mr. Krumstok said that distance is not always what should be looked at when placing monitors. It also depends on where the aircraft is at its elevation.

Trustee Latoria noted that the monitor in Itasca had high readings and he does not believe that Fly Quiet Program exists in Itasca when winds are from the west.

Mr. McLaughlin said that staff should look into the incorporating verbiage to reflect these concerns.

Mr. Frame responded that he will go back to the criteria and incorporate some additional changes to the document.

Mr. McLaughlin said that it seemed that the Committee is looking to add additional criteria instead of editing the current criteria.

Ms. Mullins agreed with Mr. McLaughlin's assessment.

Mr. Gilligan suggested adding a legend to the document.

Trustee Latoria noted that Harwood Heights has the same amount of noise recorded by their permanent noise monitor as Itasca and Itasca's monitor is temporary.

Alderman Walsten asked if the portable noise monitor in Itasca will become permanent.

Mayor Mulder said that the monitors are important to support the changes with the OMP. She asked if noise monitors can be rented if it is a cost issue with purchasing new monitors.

### **C. Flight Operations by Hour**

Mr. Frame explained that, at the request of Mayor Mulder, a handout which outlines flight operations by hour was created and the day that chosen was February 19, 2010.

Mr. Jackson noted that arrivals on Runways 28, 27L and 27R are typical and they changed to Runway 10 and 4R in the mid-day hours due to wind pattern changes. Departures on Runway 32L did not change.

### **D. 2010 Summer Construction Awareness Program**

Ms. Gutierrez reviewed the 2010 Summer Construction Awareness Program at O'Hare International Airport.

The construction program will include the following:

- 1) Runway 10C-28C - new runway construction
- 2) Runway 22R - Approach Lighting System (ALS) replacement
- 3) Runway 10-28 - Runway Status Light (RWSL) installation
- 4) Runway 9R-27L - surface pavement removal and replacement
- 5) Runway 22R Glide Slope Replacement – ground navigational equipment replacement

Ms. Mullins stated that the Construction brochure is helpful to communities to explain changes that are occurring at O'Hare Airport.

### **E. Runway 14R/32L Permanently Shortened**

Mr. Frame announced that on May 6, 2010 Runway 14R/32L will be permanently shortened. Runway 10/28 will then be the longest runway at O'Hare Airport at 13,000 feet.

Ms. Mullins asked how the pilots are being informed about the change.

Mr. Frame said that there is a huge campaign to get the message out and the change will be incorporated into the Jeppesen manuals.

Ms. Mullins asked why the same effort is not being conducted for the Fly Quiet program.

Alderman Walsten asked when the next O'Hare Fly Quiet Subcommittee meeting will be take place.

Mr. Frame replied that his focus is on the noise monitors at the moment.

Ms. Mullins said that the pilots need to be made aware of the O'Hare Fly Quiet Program and suggested that the information be printed on the reverse side of the announcement about Runway 14R/32L.

Mr. Frame responded that he will continue to work on enhancing the O'Hare Fly Quiet Program in the near future.

Mr. Finley a consultant for Ricondo & Associates explained that there will be no more arrivals on Runway 32L as of May 6, 2010.

Mr. Gilligan noted that there were a couple of acronyms on the flier that the Committee was not familiar with.

Mr. Finley explained that "LDA" stands for Landing Distance Available and "ASDA" is Accelerated Stop Distance Available.

## **OTHER BUSINESS**

### **A. Next ONCC Technical Committee Meeting**

Ms. Mullins said that the next ONCC Technical Committee will be held on May 25, 2010.

Ms. Mullins also mentioned that Dr. Ganesh Raman was in the audience observing the meeting. Dr. Raman is a Professor from the Illinois Institute of Technology (IIT) and will be a speaker at a future Committee meeting to discuss his research on noise.

Dr. Raman thanked the Committee for inviting him and praised ONCC's efforts at reducing aircraft noise.

## **COMMENTS FROM THE MEMBERS/AUDIENCE**

Ms. Antonette a Park Ridge resident, asked if decommissioning of a runway means that the pavement will be removed.

Mr. Frame explained that decommissioning refers to the runway being out of service and it remains to be determined if the pavement will be removed.

Jennifer Perry, representing the Park Ridge O'Hare Commission, sympathized with Itasca officials. She suggested that staff give historical analysis of when there are certain changes in wind patterns so residents can be aware of these conditions and be better prepared for them.

## **MEETING ADJOURNMENT**

A motion was made by **Mr. Latoria** to adjourn the meeting and was seconded by **Mr. Ryan**. The motion was accepted by unanimous voice vote. The meeting adjourned at 10:55 a.m.