

**APPROVED MINUTES OF THE FEBRUARY 23, 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, February 23, 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 9:05 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
Ms. JoEllen Ridder, Alternate, Village of Bensenville
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 Niles
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Ms. Rita Mullins, Alternate, Village of Palatine
Alderman Donald Bach, Alternate, City of Park Ridge
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
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:

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 – January 26, 2010

A motion was made by **Alderman Bach** to approve the minutes of the January 26, 2010, meeting. The motion was seconded by **Trustee Latoria**. The motion passed by unanimous voice vote.

ONCC Technical Committee Discussion Items

A. 3rd Quarter 2009 O'Hare Fly Quiet Report

Mr. Jackson reported that the most-used departure runway was Runway 32L with 49%; this was an increase of 3% for nighttime departures from 2nd Quarter 2009. Usage on Runway 4L showed 2%, which was a decrease of 4% for nighttime departures from 2nd Quarter 2009.

The arrivals on Runway 14R showed 20%, which was an increase of 8 %for nighttime arrivals from 2nd Quarter 2009. Runway 9R showed 1% usage which was a decrease of 1% for nighttime arrivals from 2nd Quarter 2009.

Mr. Jackson pointed out that the numbers include the shoulder hours, which get more flights than the standard nighttime hours of 10pm to 7am. Flights are heavy at 6am because of the airlines' schedules.

Mr. Jackson explained that the Nighttime Flight Track Report reflects the hours of 11pm to 6am. The chart illustrated that flight tracks with greater than one nautical mile deviations were as high as 67% on Runway 4R, 54% on Runway 28, and 50% on Runway 4L.

The total number of complaints by community was 1,603, with the largest numbers of complaints coming from Park Ridge, Chicago and Des Plaines residents.

For the Fly Quiet Report, the Aircraft Noise Report uses Leq (Equivalent Sound Level), which is the average sound measured during a stated period of time (i.e. 8 hours), rather than the 24-hour DNL. Monitors 13 and 14 in Elk Grove showed increases from the previous quarter.

B. 4th Quarter 2009 O'Hare Fly Quiet Report

Mr. Jackson reported on the 4th Quarter 2009 O'Hare Fly Quiet Report. The report showed the most-used departure runway being 32L with 46%, which was a decrease of 3 %for nighttime departures from 3rd Quarter 2009. Usage of Runway 28 was 5%, which was an increase of 4 % for nighttime departures from 3rd Quarter 2009.

The most-used arrival runway was Runway 28 with 21%, which was an increase of 6 % for nighttime arrivals from 3rd Quarter 2009. Runway 32L with 10% had a decrease of 9 % for nighttime arrivals from 3rd Quarter 2009.

The Nighttime Hourly Operations Report showed an increase of departures at 10 pm with 24.4% and 6 am with 46.6%. The largest number of arrivals was at 6 am with 40.4%; 10pm had 17.8% and 5 am had 16%.

Nighttime Flight Track Report uses the hours of 11pm to 6am. The chart illustrated that flight tracks with greater than one nautical mile deviations were as high as 60% on Runway 4R, 52% on Runway 9R, and 40% on Runway 22L.

The total number of complaints by community was 1,003, with the largest numbers of complaints coming from Park Ridge, Chicago and Des Plaines residents.

Trustee Szlendak said that the air traffic controllers give directions to the pilots and they should be notified of deviations.

Mayor Larson suggested that ONCC talk to air traffic controllers because they tell pilots what flight paths to take.

Mr. Jackson said ONCC needs to make pilots as well as air traffic controllers aware of the Fly Quiet parameters.

Alderman Bach noted it is not clear who is responsible for observance of the Fly Quiet program. He suggested ONCC initiate a Fly Quiet "information campaign."

Mayor Mulder explained that in one of the studies she observed at the QLAir Conference in Amsterdam in December, pilots have five points they must observe and one is to avoid highly sensitive, populated areas.

Chairperson Mullin suggested identifying the air carriers that do not observe Fly Quiet preferences and contacting the airline representatives.

Trustee Latoria noted that the Fly Quiet Program is voluntary, so there is no accountability to any agency/organization.

Mr. Frame said that the Fly Quiet program has been in place for 13 years and it is not unreasonable to ask for adherence through dialogue between the FAA and airline carriers.

Mr. Frame explained that the 18-step process to formalize RNAV will put individual aeronautical charts into pilot chart manuals. These are not mandatory. RNAV is a voluntary option for pilots. Fly Quiet preferential routes will be included in RNAV aeronautical plates.

Mayor Larson asked if there is an acceptable deviation.

Mr. Frame replied that ideally it would have to be within ½ mile from the preferred flight track. He said that this would be a great discussion for the Fly Quiet Subcommittee.

Mayor Mulder suggested meeting with the pilots. She said: “We need to be sensitive in how we ask/request the meeting. Safety governs everything. They don’t have to dialogue with ONCC. Notice that deviation in preferential routes was less in past years.

As we improve the charts, we need to work together with the airlines and air traffic controllers to achieve the ONCC mission of noise abatement.”

Mr. Zehner said the Committee needs to look at weighting; frequency of variances is most important.

Alderman Bach ranked the following elements in importance: 1) departures; 2) deviation; and 3) low departures.

Mr. Frame said the CDA is going to re-do the flight procedures manual.

Mayor Mulder pointed out ONCC has no current communication with small (regional) carriers. More regional flights will be coming to O’Hare International Airport.

C. July – December 2009 “Average Day Aircraft Noise Events” (85/65 dB events)

Mr. Jackson gave a brief overview on the July – December 2009 “Average Day Aircraft Noise Events”.

In reviewing the last six months of 2009 on the Average Day Aircraft Noise Events map, Alderman Bach said the document provides more evidence that the Fly Quiet program is not working, nor is noise abatement during daytime hours. He repeated his request for a more aggressive Fly Quiet program.

D. Noise Monitor Deployment

Mr. Jackson reviewed a draft document that highlights the history of noise-monitor activity at O’Hare International Airport. The document entitled “O’Hare Permanent Noise Monitoring Program” included: 1) Summary of the Airport Noise Management System; 2) History, by monitor number, of monitor installations, locations, removals; 3) Historical map of noise contours from 1993, 1997, 2000 and projected OMP full build out and 4) Historic Aircraft Noise Report noting DNL averages for years 1996 through 2009 by community.

Mr. Frame welcomed comments from the Technical Committee and expects to issue the final document at the April Technical Committee meeting before disseminating it to the general ONCC membership.

Mr. Gilligan suggested that another column be inserted to include the projected DNL noise monitor values that correspond to the O’Hare Modernization Program (OMP) Full Build-out Noise Contour.

Mr. Annunzio said that he was not notified when the long-term portable noise monitor located in Niles was removed. He said that the monitor is important to compare data of before and after runways come online.

Mr. Annunzio requested that the long-term portable noise monitor be re-deployed in Niles.

Ms. Mullins explained she had been out of town and was unaware that the CDA pulled noise monitors from Niles and Schiller Park in her absence. The Niles monitor was pulled in December without notification to Mr. Annunzio, who represents the Village of Niles.

Mr. Frame explained the Niles resident on whose property the monitor was located made the request to have the long-term portable noise monitor removed. The monitor in Itasca remains in place, at the request of Itasca officials and ONCC.

Mr. Frame said that staff will prepare a plan that outlines the technical basis for how many monitors are in use and the rationale for their placement.

Alderman Donald Bach would like to know how monitors function.

OTHER BUSINESS

A. 2010 Technical Committee Revised Work Plan

Ms. Mullins asked for a motion and a second to adopt the 2010 ONCC Technical Committee Work Plan as submitted.

Mayor Mulder made a motion to adopt the 2010 ONCC Technical Committee Work Plan. The motion was seconded by **Trustee Szelindak**. The motion was carried by unanimous voice vote.

B. Next ONCC Technical Committee Meeting

Ms. Mullins said that the next ONCC Technical Committee will be held on April 27, 2010.

COMMENTS FROM THE MEMBERS/AUDIENCE

Jennifer Perry, representing a Park Ridge citizens' group, noted international carriers, in particular Asian flights, which show noticeably low deviations. She asked ONCC to establish benchmarks. She said adherence is better by Asian airlines and wants ONCC to find out why and what these airlines are doing within their organizations to encourage observance of the voluntary Fly Quiet procedures.

Ms. Perry also pointed out that Fly Quiet departures are recorded for the 11 pm to 6 am timeframe. She said these hours exclude 73 percent of flights in the Fly Quiet program—those occurring between 10 and 11 pm and between 5 and 6 am. She said 65 flights in these timeframes compared to 19 flights between the 11pm and 6 am period.

Mayor Mulder requested a one month report by Mr. Frame regarding the number of flights per hour per runway.

Ms. Mullins asked Mr. Frame to contact Asian airlines representatives to learn how they communicate/encourage their pilots to adhere to Fly Quiet Program preferential runways and to provide the Technical Committee with feedback from these contacts.

MEETING ADJOURNMENT

A motion was made by **Alderman Bach** to adjourn the meeting and was seconded by **Mayor Larson**. The motion was accepted by unanimous voice vote. The meeting adjourned at 11:00 a.m.

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