

**APPROVED MINUTES OF THE JANUARY 8, 2013
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The meeting of the O'Hare Noise Compatibility Commission (ONCC) Technical Committee was held on Tuesday, January 8, 2013 at the Mount Prospect Village Hall, 50 South Emerson, Mount Prospect, IL.

ONCC Technical Committee Chairperson Joseph Annunzio called the meeting to order at 9:02 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
Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Ron Sak, Designee, City of Chicago, 36th Ward
Mr. Andrew Ginocchio, Designee, City of Chicago, 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Alderman Mark Walsten, Alternate, City of Des Plaines
Trustee Lester Szlendak, Alternate, Village of Harwood Heights
Mr. Joseph Annunzio, Chairperson, Village of Niles
Clerk Judith Dunne Bernardi, Designee, Village of Norridge
Mr. Tim Millar, Alternate, Village of Palatine
Vice-Chairperson Dennis Ryan, Alternate, Village of River Grove
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Alternate, City of Wood Dale

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

City of Des Plaines
Village of Hoffman Estates
Village of Itasca
Village of Mount Prospect
City of Rolling Meadows
Village of Schaumburg

The following ONCC and Chicago Department of Aviation (CDA) and staff were present:

Jeanette Camacho – O'Hare Noise Compatibility Commission; Aaron Frame – Chicago Department of Aviation; Jeffrey Jackson – Landrum & Brown; Fran Guziel – ONCC Consultant and Kay Coyne – ONCC Consultant.

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

APPROVAL OF MEETING MINUTES – NOVEMBER 13, 2012

Trustee Ridder moved and **Clerk Bernardi** seconded a motion that the minutes of the November 13, 2012 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. Itasca Long-Term Portable Noise Monitor Data – October 2012

Mr. Jackson reported that the Itasca long-term portable noise data had a reading of 62.1 for the month of October 2012. The average DNL for the year is 63.2.

Mayor Mulder stated that the Itasca long-term portable noise monitor is valuable and will provide comparison data before and after runways open.

B. 3rd Quarter 2012 GRE Usage

Mr. Jackson of Landrum & Brown reviewed the 2012 3rd Quarter GRE Usage that was contained in the 2012 3rd Quarter Fly Quiet Report. He noted that GRE usage was down in the 3rd quarter and ONCC requested that the GRE usage be analyzed. Staff did an analysis for United and American Airlines and provided a detailed report showing every GRE at O'Hare International Airport. The report detailed the specific aircraft type and reasons for not utilizing the GRE.

Mr. Frame said that the GRE usage was lower than 80%. One reason stated in the GRE report is that the aircraft will not fit. Mr. Frame He noted that the GRE can accommodate larger aircraft. Wind heading is a valid reason for not using the GRE.

Mr. Frame suggested reaching out to the airlines to remind them of the importance of utilizing the GRE.

Trustee Ridder said that GRE usage is really important to the residents in Bensenville.

Mr. Gilligan said there may be a pattern with personal shift changes that result in higher usage during the daytime hours.

Ms. Dunlap said was fair to say that ONCC is constantly communicating and seeking cooperation with ATC and the Aircraft Maintenance Mangers to communicate the importance of noise abatement. She said as a result of meeting with both of these groups, ONCC members can go back to their perspective communities to report that they are actively looking at ways to mitigate noise.

Mr. Frame said consistent use of GREs is about trying to prevent the aircraft noise before it happens.

Mr. Sak asked if weather affects the utilization of the GRE. He noted that on the report it showed one airline using the GRE on the same day as another airline noted that due to weather the GRE was not utilized.

Mr. Frame responded yes. He said the wind conditions could change during any time of the day.

C. Runway 14R/32L Dimensions

Mr. Jackson said that at a previous ONCC Technical Committee meeting, members asked for the dimensions of Runway 32L. He said that Runway 32L is not a group 6 runway: however, it can accommodate large aircraft on that runway. He noted that Runway 10C will be 200 feet wide when completed. Runway 10C will be able to accommodate group 6 aircraft, the largest aircraft is in use.

Mr. Ginocchio said that when the Northeast Cargo project is complete Runway 32L/14R is nearby that facility and would seem to indicate that larger aircraft with cargo would like to use that runway.

D. Delta Airlines Aircraft Fleet at O'Hare International Airport

Ms. Camacho said that Mayor Mulder contacted her regarding rumors that Delta Airlines was purchasing older model aircraft from other airlines.

Ms. Camacho contacted Mr. Chris Diaferio of Delta Airlines to discuss their fleet upgrade. Mr. Diaferio indicated that Delta is buying newer aircraft and has no intention on buying older models.

Ms. Jackson reviewed Delta's aircraft type usage at O'Hare International Airport.

Ms. Ginocchio said that Delta Airlines recently purchased a fleet of 7-717's, which is much like a DC9. He said that Delta purchased them from Continental Airlines to upgrade, meaning that the regional jets in place now are too small for traffic. He suggested that rather than adding flights, Delta is adding bigger aircraft.

Mr. Ginocchio asked if that type of aircraft will operate at O'Hare International Airport.

Mr. Frame said that he was not sure and that Delta would be best at answering his question. He said that the more relevant question is if their fleet upgrade will be utilized at O'Hare International Airport.

Mayor Mulder requested a chart which shows aircraft type being used at O'Hare from the loudest to the most quiet.

Mr. Frame said that there is a similar chart showing aircraft noise footprints at O'Hare International Airport and he can sequence them from loudest to least.

E. O'Hare Airfield Runway Utilization October 17, 2013

Mr. Frame mentioned that the airfield utilization will change on October 17, 2013. The goal is to make everyone aware that Runway 10C will be commissioned on that date. He said that 10C/28C outreach materials will be shared as they are developed.

Mr. Frame shared a handout which showed the percentage of approximate runway

utilization on October 17, 2013. He said that the airport will operate in East/West Flow upon commissioning Runway 10C/28C.

Mr. Ryan noted that runway utilization is very minimal on Runway 32L and 32R as there are no arrivals.

Mr. Frame said that the ATC does not plan to utilize Runways 32L/14R and 32R/14L as much beginning October 17, 2013. They will still be used but very seldom.

Mr. Jackson said that the way the entire airport utilizes runways will change on October 7, 2013.

Mr. Gilligan asked if the 70/30 runway use percentages will occur immediately.

Mr. Jackson said that the 70/30 percentages are based on years of weather conditions at O'Hare International Airport.

Mr. Ginocchio asked why the daytime runways are being treated the same as nighttime runways.

Mr. Jackson explained West flow versus East flow. He noted that the majority of arrivals during the daytime will occur on three runways versus during the nighttime when there are mainly one or two runways being used.

Mr. Ginocchio said that it doesn't make sense to have aircraft go an extra 40 miles over Lake Michigan when aircraft are coming from the West. He said that it isn't efficient to do so. He said that airlines are wasting fuel by doing so.

Mr. Jackson explained that aircraft are always going to land into the wind.

Mr. Frame said that the FAA number one concern is safety first. He said that if it requires an aircraft to go out an extra 40 miles, the FAA will do so for safety purposes.

Mr. Ginocchio said if there is a south or southwest wind, aircraft are able to land on Runway 14R. He said that the FAA should look at landing on Runway 14R from an efficiency standpoint.

Mr. Annunzio said that it is important to keep the meetings informational and refer questions directly to the FAA.

Ms. Dunlap pointed out there is an urgency for the ONCC Residential Sound Insulation Committee to sound insulate homes that fall within the 65 full build out contour.

OTHER BUSINESS

A. Boeing Presentation at Future ONCC Meeting

Ms. Camacho said that Boeing will be doing a presentation for the ONCC Technical Committee on Tuesday, March 12, 2013.

B. ONCC Meeting with Air Traffic Control Tower Regarding Fly Quiet Program

Mr. Annunzio mentioned that the ONCC will meet with Air Traffic Control Tower managers to discuss the deviations from the voluntary Fly Quiet Program.

C. Next ONCC Technical Committee Meeting – March 12, 2013

Mr. Annunzio said that the next ONCC Technical Committee Meeting will be held on March 12, 2013.

COMMENTS FROM THE MEMBERS/AUDIENCE

Mr. Ryan said that he was impressed with the level of cooperation between FAA and other stakeholders.

COMMENTS FROM THE AUDIENCE

Mr. Gene Spanos a resident of Park Ridge, asked if the plan is to eliminate Runways 32L/14R and 32R/14L.

Mr. Jackson responded that the OMP calls for decommissioning Runways 32L/14R and 32R/14L, but he is not sure when they will be decommissioned.

Mr. Spanos mentioned the chart “Projected Noise Changes at OMP Build-out” should be changed from blue to green shading to reflect that noise will not decrease but will increase over his community.

Mr. Frame noted that the blue shading on the chart is at full OMP build-out. He said that the chart was developed as approved in the FAA’s EIS and represents what will occur at full build-out.

Mr. Spanos said that he believes noise will not decrease but will increase when Runways 32L and 32R are decommissioned.

Mr. Frame reported the northern part of Park Ridge is showing a decrease in noise and the southern will notice an increase in noise.

MEETING ADJOURNMENT

Mr. Ryan moved and **Clerk Bernardi** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:04 a.m.