

**APPROVED MINUTES OF THE MARCH 12, 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, March 12, 2013 at the Mount Prospect Village Hall, 50 South Emerson, Mount Prospect, IL.

ONCC Technical Committee Vice-Chairperson Dennis Ryan 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
Mayor Arlene Jezierny, Member, Village of Harwood Heights
Trustee Michael Latoria, Alternate, Village of Itasca
Mr. David Strahl, Alternate, Village of Mount Prospect
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. Barry Krumstok, Alternate, City of Rolling Meadows
Ms. June Johnson, Alternate, Village of Schaumburg
Alderman Art Woods, Alternate, City of Wood Dale

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

Village of Hoffman Estates
Village of Niles
School District 59

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 following guest were present:

Mary Ann Levar – Congressman Mike Quigley; Ann Limjoco – Congresswoman Jan Schakowsky and Amy Hanson – FAA.

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

APPROVAL OF MEETING MINUTES – JANUARY 8, 2013

Mr. Sak moved and **Clerk Bernardi** seconded a motion that the minutes of the January 8, 2013 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. Village of Harwood Heights Request for Review of NEIU Noise Study

Mr. Ryan reported that following up on a request by Mayor Jezierny at a recent ONCC meeting, the ONCC Technical Committee agreed to review a report by a student at Northeastern Illinois University (NEIU) entitled “Tranquility for All.”

Mr. Ryan said that report was located in the meeting packets and encouraged everyone to review it prior to the next ONCC Technical Committee meeting.

Ms. Dunlap asked who were individuals involved in writing the report.

Mayor Jezierny responded that they are students from NEIU under the supervision of Professor Therese Schuepfer.

Mayor Jezierny mentioned that Harwood Heights consistently registers over 65 DNL in the AMNS reports. She said that based on the data from the ANMS report, the students found that the noise levels were louder than the noise contour indicates. She would like for Harwood Heights to be included in the sound insulation program. She said that the residents from Harwood Heights are concerned about the new runway scheduled to open on October 17, 2013. She said that the residents do not want to wait until the projected full build-out date of 2020 for a new noise contour map to be developed.

Ms. Camacho noted that later in the agenda, there will be a discussion about the different noise contours that were analyzed during the EIS process.

B. Itasca Long-Term Portable Noise Monitor Data – January 2013

Mr. Jackson reported that the Itasca long-term portable noise data had a reading of 62.1 for the month of January 2013. The average DNL for the year is 57.0.

Trustee Latoria said that he appreciates the continued support and partnership with the CDA and ONCC.

C. Updates to the Fly Quiet Manual

Mr. Jackson reported that the airport layout diagram in the Fly Quiet Manual will continue to be updated as projects are completed on the airfield.

Mr. Jackson explained that the aeronautical manuals are updated in a 56-day cycle. The chart provided showed the updated taxiway name changes that occurred in January 2013. Other updates will be provided as they occur. He noted that Runway 10/28 will be renamed 10L/28R and will be reflected on the next update.

Mr. Strahl asked if more noise abatement signs will be added.

Mr. Jackson replied no. He mentioned that when Runway 32L was shortened, signage was relocated.

Mr. Krumstok asked if the noise abatement sign will be moved as runways are decommissioned.

Mr. Jackson replied that as the Fly Quiet Program evolves or changes are made the noise abatement signs can be relocated. He said when OMP is completed discussion will occur to either to re-evaluate the Fly Quiet Program or to make any necessary changes.

Trustee Ridder asked if all airports have noise abatement signs on the runways.

Mr. Jackson replied no.

Trustee Ridder asked if the noise abatement signs are effective on the airfield.

Mr. Jackson said that the ATIS, a pre-recorded recording, notifies the pilot of different circumstances to be aware of including noise abatement procedures that are then reiterated by the air traffic control tower. He noted that many airports don't have noise abatement signs.

Mr. Ginocchio explained the procedures at John Wayne Airport.

D. Review of FAA Record of Decision Regarding Fly Quiet Program

Mr. Frame reviewed and explained the 5 Contours provided in the EIS. The 5 contours provided were: Baseline Conditions; Construction Phase I; Construction Phase II; Build Out Phase Alternative C; and Build out +5 years.

Alderman Walsten asked about the utilization of Runway 4L/22R. He said that he is under the assumption that this Runway will be utilized during adverse weather conditions and for emergency landings.

Mr. Frame referenced a handout which shows estimated runway utilization upon OMP build out. The handout shows 0.8 departures during the daytime and 1.2 during the nighttime on Runway 4L/22R. Arrivals are estimated to be 0.3 during the daytime and 0.3 during the nighttime.

Ms. Dunlap noted that upon build out Runway 27L/9R will handle approximately 59.8% of all nighttime arrivals. She asked what the percentage is estimated during interim conditions.

Mr. Frame referenced a handout which showed estimated runway utilization when Runway 10C/28C is commissioned on October 17, 2013. He said that it is estimated that Runway 27L/9R will receive 58.1 in nighttime arrivals.

Mr. Frame reminded everyone that the percentages are based on a yearly average.

Ms. Dunlap clarified that the noise contour extends out far east over her community because nighttime operations are weighted higher in the contour.

Mr. Frame replied that sound insulation will occur in her community based on the 65DNL full build out contour.

Ms. Dunlap said that she is appreciative of staff working on sound insulation in her community to mitigate the impact.

Ms. Dunlap said that as runways are commissioned, it is important to speak from the same play book. She said that if there are any questions from members, questions should be answered by aviation experts and not draw conclusions without facts.

Mayor Mulder asked the estimated date for full build out.

Mr. Frame said that the City of Chicago and the airlines are in the process of discussing the completion date for full OMP build out.

Mr. Strahl asked if the re-evaluation of the EIS being conducted will look at noise conditions.

Mr. Frame said that there are numerous factors that will be looked at in the re-evaluation of the EIS and noise is one of the categories that will be analyzed.

Mr. Strahl asked if there will be an interim contour that will be used until full build out.

Mr. Frame replied no.

Mr. Frame explained that the re-evaluation of the EIS is for analysis purposes. Noise mitigation requirements are for full build out conditions. Because build out is not changing there is no new contour. Only the interim conditions will be analyzed.

Mr. Frame stated that one of the goals for the re-evaluation of the EIS is to look at the interim construction conditions.

Mayor Jezierny noted that the nighttime arrivals currently on Runway 10L/28R will go to 9R/27L. She wondered about the daytime hours of operations on 10L/28R.

Mr. Jackson replied that there will be very few arrivals on Runway 10L/28R. Runway 10L/28R will be used more for departures. Arrivals will occur on Runway 10C/28C.

Mr. Frame read an excerpt from the FAA's ROD which stated the following regarding the Fly Quiet Program "At this point is not reasonable to either assume that there would be a new Fly Quiet Program or speculate about what a new Fly Quiet Program would be. FAA will, however, give consideration to suggestions for changes in the Fly Quiet Program developed by the ONCC and requested of the FAA by the City of Chicago. It is FAA's understanding that it is the City Chicago's intent to continue the existing Fly Quiet Program, except as affected by runway decommissioning. The Fly Quiet Program will be

modified by ONCC in the future only if needed; such modification would be done in consultation with the FAA and the City of Chicago Department of Aviation. Modification requiring FAA action would be subsequent to its prior approval, and any necessary environmental review.”

Ms. Dunlap asked to whether modification is defined in the Fly Quiet Program. She asked what can and can't be changed.

Mr. Frame responded that changing any procedure or a preferential runway is a modification. Any changes would require air traffic control to change airspace and air traffic patterns in addition to runways used. Wording can be clarified regarding the Fly Quiet Manual.

Mr. Jackson noted that the FAA would require additional environmental review or analysis to any modifications made to the Fly Quiet Program.

Mr. Frame stated the City of Chicago has no plans to modify or make any changes to the existing Fly Quiet Program. The goal is to complete OMP.

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

Mr. Frame presented a document “Frequently Asked Questions” for Runway 10C/28C. He encouraged members to share with their constituents.

OTHER BUSINESS

A. ONCC Roles and Responsibilities

Mr. Ryan reported that the ONCC Executive Committee met and discussed numerous times ONCC's position on OMP and the ONCC's roles as mandated in the ROD. He mentioned that there are several misconceptions being reported and it is important the ONCC members remain consistent for the good of all members.

B Recap of O'Hare Maintenance Managers Meeting - February 5, 2013

Ms. Camacho reported that she and Mayor Mulder met with the O'Hare Maintenance Managers on February 5, 2013. She noted that Trustee Ridder's concerns were expressed at the meeting regarding to GRE usage. Mayor Mulder stressed the importance of the neighboring communities when ground run-ups are not being conducted in the GRE. The maintenance managers have invited ONCC to their quarterly meetings to follow up on these types of issues.

Trustee Ridder noted that one of her concerns is the fact that Bensenville has lost over 600 homes and businesses in the area making the noise from run-ups more of a nuisance. She asked is the loss of landscape was taken into consideration during the EIS process. Ms. Hanson responded that Appendix F of the EIS addresses those concerns.

Mr. Frame reminded members that the 10Hold Pad is used for run-ups. He said that at the next meeting of the maintenance managers the questions should be asked why they

are using the 10Hold Pad and not the GRE.

C. Recap of ONCC Meeting with Air Traffic Control Tower Regarding Fly quiet Program – February 8, 2013

Mr. Ryan reported that ONCC met with Air Traffic Control officials to discuss adhering to the voluntary Fly Quiet Program procedures. He indicated that the air traffic control tower continues to make progress and ONCC appreciates their efforts. Another meeting will be scheduled in June 2013.

COMMENTS FROM THE MEMBERS/AUDIENCE

No comments were made.

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.

Approved ONCC Technical Committee Meeting Minutes_March12, 2013