

**APPROVED MINUTES OF THE AUGUST 13, 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, August 13, 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 9:01 a.m. ONCC staff recorded the meeting minutes.

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

Arlene J. Mulder, Designee, Village of Arlington Heights
Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Ron Sak, Designee, City of Chicago, 36th 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
Mayor Arlene Juracek, Member, Village of Mount Prospect
Mr. Tim Millar, Alternate, Village of Palatine
Vice-Chairperson Dennis Ryan, Alternate, Village of River Grove
Mr. Zach Creer, Alternate, Rolling Meadows
Mr. Richard Boscomb, Alternate, Village of Schaumburg
Alderman Art Woods, Designee, City of Wood Dale

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

Village of Hoffman Estates
Village of Itasca
Village of Niles
Village of Norridge
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 guests were present:

Mary Ann Levar for Congressman Mike Quigley and Amy Hanson, FAA.

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

APPROVAL OF MEETING MINUTES – May 14, 2013

Mayor Juracek moved and **Alderman Walsten** seconded a motion that the minutes of the May 14, 2013 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

Special Presentation “Reducing Aircraft Noise Through Innovation – A Boeing Perspective”- Mangala Lonkar, Boeing Commercial Airplane Manager-Noise & Emissions

Ms. Lonkar described Boeing’s efforts to work with air traffic control, airlines, airports and community groups to develop sustainable solutions for quieter and cleaner skies. The 737-800 has a 50 percent smaller noise footprint and a 27 percent lower CO2 footprint per seat than the MD-80s. She told the group that the 787 is 28 percent below the 2008 industry standard for noise and has a 60 percent smaller footprint than the MD-80s.

Mr. Sak asked if paint on an aircraft has any effect on the noise the plane distributes.

Ms. Lonkar said that it does not. She said that airlines make their aircraft unique with paint color. She mentioned that there is a coating that is on the aircraft for protection.

Trustee Szlendak thanked Ms. Lonkar for Boeing’s efforts to reduce aircraft noise. He asked if landing gear noise has decreased.

Ms. Lonkar responded that the landing gear is needed for safe landing and is always a challenge.

A. Itasca Long-Term Portable Noise Monitor Data

Mr. Frame reported on the Itasca Long-Term Portable Noise Monitor Data for the month of June 2013 which read 64.2 decibels. He said that the contract for the noise monitors is out for re-bid. He mentioned that the future of the Itasca Portable Noise Monitor will be discussed further at a future meeting.

B. 2nd Quarter 2013 Fly Quiet Report

Mr. Jackson reviewed the 2nd Quarter 2013 Fly Quiet Report. The report showed that the most used departure runway was 32L at 39%. The most used arrival runway was 10L at 27%. There were a total of 195 GRE run-ups for the 2nd Quarter 2013. The total number of nighttime complaint calls was 1,747 from 643 callers.

Ms. Dunlap mentioned that the deviations only reflect departures and not arrivals.

Alderman Woods noted that arrivals are the biggest issue for Wood Dale and his community will continue to see an increase.

Mr. Jackson said that Wood Dale will see more activity once Runway 10C/28C is

commissioned.

Ms. Dunlap strongly suggested that the discussion regarding arrivals needs to be addressed more as new runways come online.

Alderman Woods asked why a different metric is used to report nighttime noise.

Mr. Jackson responded that the DNL metric is used for a 24-hour period. Since the Fly Quiet Report only reports nighttime hours there is a different metric used to report the activity. There are different noise metrics such as Leq, DNL or LMax. During the nighttime there is less aircraft activity.

C. INM Noise Footprints for B767 and B787

Mr. Jackson reported the FAA uses an Integrated Noise Model to develop noise contours. The FAA often updates the INM for various reasons such as an update for a new aircraft profile or the addition of a new model or aircraft. He reported that there are 33 average daily operations of the B767 with a noise footprint of 33.4 square miles versus a B787 which operates about 7 aircraft daily at O'Hare with a footprint of 19.5 square miles.

Mr. Frame said that the noise contour has reduced over the years due to aircraft engines getting better and more efficient.

Ms., Dunlap stated that the airlines and manufacturers need to get their message out to the public about the newer quieter aircraft so that the message is clear.

Trustee Ridder said that it is important to let residents know that as new aircraft come online, the bigger aircraft aren't always louder.

D. Introduction to Noise and Glossary of Terms and Acronyms

Mr. Frame introduced CDA's updated version of the Introduction to Noise and Glossary of Terms and Acronyms. He mentioned that the document is available on the ONCC website.

E. Changing the ANMS Report Format (Runway Utilization)

Mr. Frame suggested changing the format of the Airport Noise Management System Report. He recommended that instead of reporting all hours on page 3, the report would show daytime hours on page 3 and continue to report the nighttime hours, beginning with the next report.

Alderman Woods said that changes at this time might affect how people read the data. They would not be able to compare today's numbers with statistics after Runway 10C/28C opens.

Ms. Mulder said that it will be good to report daytime hours as well as continuing to report all hours and nighttime hours.

Alderman Walsten agreed that now is not the time to change the report especially since there will be a new runway on October 17, 2013.

Mayor Juracek agreed with reporting daytime hours and nighttime hours.

Ms. Dunlap said that consistency is very important and she would like the report to remain consistent. The timing of a change is very important.

Alderman Walsten suggested not making any changes until the new year.

Mr. Frame said that he will prepare the January 2014 ANMS report with the added page showing the daytime hours. He suggested that the committee discuss the matter again at the November ONCC Technical Committee Meeting.

Trustee Szlendak said that he would like to see the daytime hours because his community is being affected by the daytime aircraft activity. He said that he would like to see the page added to the report.

F. Chicago Air Route Traffic Control “Center” Tour – August 29, 2013

Ms. Camacho informed committee members that there is a scheduled tour of the Chicago Air Route Traffic Control Center on August 29, 2013. She mentioned that space is limited and anyone interested should contact her.

OTHER BUSINESS

A. Next ONCC Technical Committee Meeting – September 10, 2013

Mr. Ryan reported that the ONCC Technical Committee will meet again on September 10, 2013 at the Mount Prospect Village Hall.

COMMENTS FROM THE MEMBERS/AUDIENCE

Ms. Judi Simpson, a Chicago resident, complained of aircraft noise over her community. She thanked everyone on the ONCC for all their efforts to help mitigate noise; however, she said that her community will experience more nighttime aircraft noise, particularly arrivals. She suggested that another noise monitor be placed in the City of Chicago. She said that the Fly Quiet Program hours do not reflect the shoulder hours. She suggested that the Fly Quiet Program be reviewed further.

Ms. Mulder said that many have lived under the most frequently used runway for years. The City of Chicago has had decades of no noise while the surrounding suburbs have endured constant noise over their communities and will continue to endure aircraft noise. She said noise affects everyone just not one community.

Ms. Dunlap said that everyone experiences noise. She said that the noise monitors give a snapshot of noise; however, it does not determine sound insulation. She mentioned that there has been a tremendous amount of sound insulation. She said that her community will be greatly impacted by aircraft noise.

MEETING ADJOURNMENT

Trustee Ridder moved and **Mr. Millar** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:53 a.m.

Approved ONCC Technical Committee Meeting Minutes_August 13, 2013