

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

ONCC Technical Committee Vice Chairman 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**:

Ms. Arlene J. Mulder, Alternate, Village of Arlington Heights
Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Ron Sak, Designee, City of Chicago, 36th Ward
Mr. Peter Bialek, 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
Trustee Michael Latoria, Designee, Village of Itasca
Mayor Arlene Juracek, Member, Village of Mount Prospect
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Mr. Tim Millar, Alternate, Village of Palatine
Vice-Chairman Dennis Ryan, Alternate, Village of River Grove
Mr. Zach Creer, Alternate, Rolling Meadows
Ms. June Johnson, Alternate, Village of Schaumburg
Alderman Art Woods, Designee, City of Wood Dale
Mr. Brian Gilligan, Alternate, School District 59

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

Village of Hoffman Estates
Village of Niles

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 and Kay Coyne – ONCC Consultants.

The following guests were present:

Mary Ann Levar for Congressman Mike Quigley, Ann Limjoco for Congresswoman Schakowsky, Mr. Dan Gadow, Air France and Amy Hanson, FAA.

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

APPROVAL OF MEETING MINUTES – SEPTEMBER 10, 2013

Ms. Bernardi moved and **Alderman Walsten** seconded a motion that the minutes of the September 10, 2013 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. Itasca Long-Term Portable Noise Monitor Data

Mr. Jackson reported on the Itasca Long-Term Portable Noise Monitor Data for the month of September 2013 that read 63.1 decibels.

Mr. Frame reported the 39th Ward in Chicago requested a long-term portable monitor. A long-term portable noise monitor will be deployed and named Site D.

Ms. Camacho asked whether Site D will be displayed in the current handout.

Mr. Frame replied that the map will accommodate Site D.

Ms. Mulder said that it was important to address constituents from newly impacted areas.

Ms. Dunlap pointed out that noise monitoring dates back to 1979.

Mr. Frame acknowledged that the noise contours have decreased by 80% since 1979.

Ms. Johnson said it is important for everyone to give constituents the same, consistent message.

Mr. Frame replied that the FAQs provided to ONCC and others regarding the opening of Runway 10C/28C is a great tool to answer specific questions.

Mayor Juracek suggested having a common link that has the FAQs for everyone to access.

Trustee Szlendak asked about the timing for lengthening Runway 9L/27R.

Mr. Frame reminded members that the City of Chicago is currently negotiating the remaining construction for OMP. The projected date for completion is 2020.

B. 3rd Quarter 2013 Fly Quiet Report

Mr. Jackson reviewed the 3rd Quarter 2013 Fly Quiet Report.

Mr. Jackson explained that the flight deviations reflect exceptional good headings.

Mr. Gilligan recognized the improvements in deviations and asked if the improvements

have been made by pilots or the equipment in the aircraft.

Mr. Jackson responded that the improvement with fewer deviations is attributed to the communication between ONCC, CDA and the Air Traffic Control tower manager. ONCC meets quarterly with the control tower manager and reviews deviations not related to weather factors. Numerous factors are discussed in the meetings such as shift changes and also reminding air traffic controllers of the Fly Quiet Program and posting poster size Fly Quiet preferential runways in the break areas to help educate and remind controllers of the Fly Quiet Program. The control tower manager also reviews non- weather related deviations with controllers to better adhere to the fly quiet hours.

Ms. Mulder said that the communication with the control tower has been instrumental in the improvements in the Fly Quiet Program.

Mr. Frame pointed out the Ground Run Up Enclosure usage has decreased and suggested the commission address it with the airlines. He asked that ONCC set up a meeting with United airlines to discuss GRE Usage.

Mr. Jackson said that he has met with the Chicago Department of Aviation Operations staff and reviewed the GRE procedures.

Ms. Johnson asked when the airline calls operations to request the GRE, can they be directed there instead of the 10L Hold Pad.

Mr. Jackson replied that the airline communicates with the Chicago Department of Aviation Operations staff requesting the GRE or the 10L Hold Pad and the operation is logged. If airlines ask for the 10L Hold Pad, they provide a reason for using it instead of the GRE.

Ms. Dunlap said that the deviation map can be produced to show non-weather related deviations.

Mr. Jackson responded that discussions about creating such a map would have to be discussed with the control tower manager.

Mayor Juracek was concerned about deviations over Mount Prospect in particular with Runway 32R.

Mr. Jackson replied that since 32L was shortened, there has been an increase in Runway 32R departures.

Ms. Dunlap stated that the length of runways plays a big factor in runway utilization.

Trustee Szlendak asked about information regarding the 65DNL noise study by the FAA.

Ms. Camacho responded that ONCC initiated the request to FAA regarding re-evaluating the 65DNL noise level. Recently, ONCC sent a letter to FAA requesting an update on the 65DNL noise study. She said that she would share the FAA's response with members.

Trustee Ridder asked if there is a way to distinguish the type of noise the residents are

calling about whether it's aircraft, helicopter or television signals not working.

Mr. Frame said that there are about 10 choices that a resident can choose from when making a complaint online. He said that he would provide a copy of the choices. The committee can discuss adding fields to the current options.

C. Itasca Request for Gate Analysis

Mr. Frame referenced a gate analysis that was done at Trustee Latoria's request.

The gate analysis provided was for a residence that is very close to Runway 10C/28C arrival path. There are two specific times that were requested and the altitude reported was approximately 1,200 feet above ground level.

Trustee Latoria thanked staff for providing the gate analysis.

Trustee Latoria asked for the location for the outer marker for Runway 10C/28C.

Mr. Frame responded that there is a Final Fix (formally referenced as Outer Marker) for Runway 10C/28C which is called RAYY. He explained that there is a Final Fix for every runway. The location will be provided in an updated Final Fix Map and will be distributed to the committee.

Trustee Latoria said that he was told that aircrafts can fluctuate anywhere from 100 – 200 feet in altitude. He said to keep in mind that 100 feet is a one story building and 200 feet is a two story building.

Trustee Latoria asked what the max height that an aircraft can be before approach.

Mr. Frame said that he would research the answer.

Alderman Woods asked to explain a gate analysis.

Mr. Frame responded that a gate analysis summarizes where the flight path is located, time, what type of aircraft and the elevation.

Alderman Woods said that there are elderly people who cannot call every time they are disturbed by aircraft noise.

Mr. Jackson said that the complaints calls can be registered at anytime.

Trustee Latoria mentioned that he has observed aircraft equipped with 4 engines seem to be lower.

Mr. Jackson responded that staff will research the altitudes of 4 engine aircraft. He also mentioned that when the Final Fixes Map is updated, there will be altitudes noted as well. He will also explain what the fixes symbolize, explain the 3-degree glide slope and industry standards.

D. O'Hare International Airport Aircraft Arrival Discussion

Ms. Dunlap reported that most of the documents available concentrate on departures, not on arrivals. Those affected by arrivals experience constant flights over their community. She asked members to talk to her about specific instances and she will forward comments to the appropriate personnel for questions-future discussion regarding arrivals.

Mr. Frame said that Ms. Dunlap had ideas on discussions regarding arrivals and the Chicago Department of Aviation agreed to spend more time researching and discussing arrivals at future committee meetings.

E. FAA/CDA/ONCC Fly Quiet Meeting – November 2013

Mr. Ryan reported that the ONCC will be meeting with the O'Hare Air Control Tower regarding Fly Quiet on November 25, 2013.

OTHER BUSINESS

A. Next ONCC Technical Committee Meeting – January 14, 2014

Mr. Ryan reported that the ONCC Technical Committee will meet on January 14, 2014 at the Mount Prospect Village Hall.

COMMENTS FROM THE MEMBERS/AUDIENCE

Mr. Ryan welcomed the representative of the 39th Ward of Chicago, Mr. Peter Bialek.

Mr. Ryan also thanked Mr. Dan Gadow of Air France for attending the committee meeting.

MEETING ADJOURNMENT

Alderman Walsten moved and **Ms. Dunlap** 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_November 12, 2013