

**APPROVED MINUTES OF THE SEPTEMBER 11, 2012 MEETING
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE**

The meeting of the O'Hare Noise Compatibility Commission (ONCC) Technical Committee was held on Tuesday, September 11, 2012 at the Mount Prospect Village Hall, 50 South Emerson, Mount Prospect, IL.

ONCC Technical Committee Chairperson Joseph Annunzio called the meeting to order at 9:01 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, Alternate, 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 Michael Latoria, Alternate, Village of Itasca
Chairperson Joseph Annunzio, Alternate, Village of Nilus
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
June Johnson, Alternate, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59

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

Village of Harwood Heights
Village of Hoffman Estates
Village of Mount Prospect
City of Park Ridge
Village of Rosemont
City of Wood Dale

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; Ann Limjoco – Congresswoman Jan Schakowsky; Jeffrey Jackson – Landrum & Brown; Amy Hanson – FAA; Mary Ann Lever – Congressman Quigley and Kay Coyne – ONCC Consultant.

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

APPROVAL OF MEETING MINUTES – AUGUST 14, 2012

Trustee Ridder moved and **Clerk Bernardi** seconded a motion that the minutes of the August 14, 2012 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. O'Hare Operational Levels Historical and Future

Mr. Jackson presented an overview of O'Hare International Airport historical operations from 2000 through 2011 provided by the Federal Aviation Administration, Air Traffic Activity Data System (ATADS).

The chart showed operation levels at its highest in 2004 with 992,471 operations and the lowest in 2009 at 827,899 operations at O'Hare International Airport. He noted that in 2011 operations were at 878,798 and they are expected to be slightly higher for 2012.

Mayor Mulder said that airlines are probably merging because of the decline in overall operations.

Trustee Ridder asked for an historical analysis of regional aircraft usage at O'Hare.

Mr. Jackson replied that he will provide the data at the next ONCC Technical Committee Meeting.

Mr. Ginocchio said that regional aircraft usage is double what OMP projected. He said that usage of smaller aircraft allows the airlines to keep their time slots.

Mr. Annunzio pointed out the decline in passengers traveling.

Mr. Ginocchio noted that airlines lose revenue when there are empty seats.

Ms. Johnson asked if the airlines tend to put more cargo in the belly of the plane when an aircraft is not at passenger capacity.

Mr. Jackson was not sure.

B. Chicago O'Hare International Airport Terminal Area Forecast (TAF)

Mr. Jackson presented a Terminal Area Forecast provided by the FAA/ATADS that outlines actual operations from 2000 through 2011 and projected operations from 2012 through 2040.

He noted that 2013 projected terminal forecast operations at 883,464, which is significantly less than projected in the OMP EIS.

Mr. Gilligan asked if there was an explanation for the forecast jumping from 2015 and 2016.

Mr. Jackson said that forecasters probably anticipate the economy coming out of the recession. He said that if a contour were developed in 2013, it would reflect an operations decline from the current projection in the OMP EIS that would probably lead to shrinkage in the contour map.

Mayor Mulder said that requesting any supplemental analysis would cause concerns and could jeopardize sound insulation.

Trustee Latoria asked if another contour were developed, would it be safe to say the operations will go from 1.3 million projected to maybe 1.7 million.

Mr. Jackson responded that upon full build out of the OMP, a new contour would be developed showing 5 years into the future. If the OMP were completed by 2020, then a new contour would be developed showing projected operations into 2025.

Mr. Frame noted that an EIS is conducted when a new project is proposed at an airport.

Mr. Annunzio pointed out that based on the projections and the actual number of operations, there is no need for a new EIS.

Mr. Krumstok asked what if there is a limit to the number of operations that are allowed at O'Hare International Airport.

Mr. Jackson replied that there is not easy answer. It would depend of the number of operations that can be handled hourly. He said that he will research and provide what was modeled in the EIS.

Ms. Dunlap noted that sound insulation of homes is ahead of schedule. She said that caution should be taken when talking about additional EIS studies.

C. Operations by Hour at O'Hare for an Average Day – July 2012

Mr. Jackson presented a handout, which outlined total operations at O'Hare International Airport by all hours for the month of July 2012. He noted that operations are typically high in the summer months.

Ms. Dunlap noted that weather affects arrivals and ONCC will need to continue discussions regarding the Fly Quiet Program and how the shoulder hours are vital.

Mr. Ginocchio mentioned that the Fly Quiet hours are shown as ending at 6:00 a.m.

Mr. Jackson noted that when the ONCC met with the air traffic control tower manager, Mr. Flynn mentioned that there is a personnel shift change at the tower during the Fly Quiet period. Mr. Flynn said and that he would educate the staff about the Fly Quiet Program.

Mr. Ginocchio said that TRACON should be involved when talking about the Fly Quiet Program.

Mr. Frame said that staff relies on the O'Hare control tower to talk to their peers regarding the information shared.

Ms. Dunlap said that Fly Quiet is crucial for those living under arrival/departure paths.

Mayor Mulder said that between the hours of 5 – 6 a.m. arrivals should be more focused over industrial park areas.

Mr. Jackson said that normally departures at O'Hare International Airport begin at shortly after 6 a.m.

Ms. Dunlap reminded everyone that upon full OMP build out, 59% of arrivals will be on Runway 27L during Fly Quiet hours.

D. Analysis of O'Hare Carriers Utilizing 747-200's and 747-400's

Mr. Jackson presented a chart, which indicated the operations per day of aircraft types B747-200 and B747-400 for all hours during July 2012. The chart also showed the airlines who are utilizing those specific aircrafts. He said that these are the two next loudest aircrafts operating at O'Hare International Airport.

Mr. Frame mentioned that staff will update the "Aircraft Noise Footprint" Chart to include upgraded fleet at O'Hare International Airport.

Mr. Gilligan mentioned that United Airlines recently announced their fleet upgrade. He wondered for what purposes United is using the 747-400 fleet.

Mr. Jackson said that the ONCC can reach out to United and asked about their fleet upgrade.

Ms. Dunlap asked if cargo airlines can be identified separately from commercial aircraft.

Mr. Frame was not sure about some of the airlines listed on the chart.

Ms. Dunlap noted that cargo flights should be able to be identified.

Mr. Jackson noted that some carriers do not identify themselves as just carrying cargo.

Trustee Latoria pointed out that the newer aircraft are louder during arrivals.

Mr. Frame said that the chart is intended for information purposes and not to pressure airlines to promptly phase out their fleet. A letter should be mailed just to point out that they are flying older aircraft and inquire as to their plans to upgrade their fleet.

Alderman Walsten asked if there is any news on the more bio-fuel and environmentally friendly aircraft.

Mr. Jackson said the new 787's are more efficient but he does not know the actual numbers.

Mayor Mulder said that RTCA, of which she is a member, is researching fuels along with the Air Force.

Mr. Frame mentioned that the FAA has a group named CAAFI that is a project for alternative fuels in aviation.

Mr. Sak asked what type of aircraft is Air Force One and what type of noise does it create.

Mr. Jackson replied that it is a 747-400 which mostly has been altered and was not sure what type of noise footprint it would create.

Mr. Ryan noted that military aircraft do not have to muffle their engines.

E. Itasca Long-Term Portable Noise Monitor Data – July 2012

Mr. Frame reported that the Itasca long term portable noise monitor data in July 2012 had a reading of 63.6.

DATA REQUESTS

A. Fly Quiet Deviation Data for FAA ATC

Mr. Jackson reminded everyone about the CDA agreement with O'Hare control tower management to provide data which details flight deviations of 1 mile or greater during 11:00 p.m. and 6 a.m. The data has been provided to the control tower. ONCC and control tower management will meet in the near future to discuss their findings. He noted that data is provided to them on a monthly basis.

Ms. Dunlap said that it is great news to have the control tower look at the deviations and puts the controllers on alert to better adhere to the Fly Quiet Program.

B. Kenilworth Gate Analysis

Mr. Frame said that the previous village manager from the Village of Kenilworth regarding aircraft noise. Staff prepared 2 Gate Location Reports which compares 7 months of data for 2011 compared to the same time in 2012. He said that the wind configurations this year may have been a big part of more activity over that area. The chart also showed the altitudes of the aircrafts for both reports.

Ms. Dunlap noted the arrivals over the City of Chicago which is displayed on the Gate Location Report for Kenilworth. She said that the chart shows aircraft are much lower over the City of Chicago because of the triple parallel runways that legislators approved.

OTHER BUSINESS

A. Follow-up Meeting with O'Hare Traffic Control Tower Regarding Fly Quiet Program

Mr. Annunzio reported that there will be another meeting on October 1, 2012 with the air traffic control manager to follow up on the progress of their findings from the flight deviation data provided by the CDA.

B. Correspondence to Airlines Regarding Fly Quiet Program

Ms. Camacho said that the 2nd Quarter 2012 Fly Quiet Report was mailed to airlines along with the Fly Quiet Manual. She said airlines will continue to receive the reports and she expects to hear from the airlines regarding their efforts to adhere to the Fly Quiet Program.

C. TRACON Tour – September 18, 2012

Mr. Annunzio encouraged members to participate in the TRACON Tour on September 18, 2012.

D. Next ONCC Technical Committee Meeting – October 9, 2012

Mr. Annunzio said that the next ONCC Technical Committee Meeting will be held on October 9, 2012.

COMMENTS FROM THE MEMBERS/AUDIENCE

No comments were made.

MEETING ADJOURNMENT

Trustee Ridder moved and **Clerk Bernardi** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:15 a.m.