



## APPROVED MEETING MINUTES September 9, 2016

The O'Hare Noise Compatibility Commission (ONCC) met on Friday, September 9, 2016 at Café la Cave, 2777 S. Mannheim Road, Des Plaines, IL.

ONCC Chair Mayor Arlene A. Juracek called the meeting to order at 8:08 a.m. ONCC staff recorded the minutes. The following members were **PRESENT**:

Mr. Don Weiss, Alternate, Village of Addison  
Mr. Dennis Tajer, Alternate, Village of Arlington Heights  
Mayor Frank Soto, Member, Village of Bensenville  
Chief Operating Officer Jonathan Leach, Designee, Chicago Department of Aviation (CDA)  
Mr. Ed Gjertsen, Member, Chicago Ward 36  
Mr. Ron Sak, Member, Chicago Ward 38  
Mr. Peter Bialek, Member, Chicago Ward 39  
Mr. John Julitz, Member, Chicago Ward 40  
Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41  
Alderman John Arena, Member, Chicago Ward 45  
Alderman Malcom Chester, Alternate, City of Des Plaines  
Mr. Sergio Ruffolo, Alternate, DuPage County  
Mr. Don Puchalski, Alternate, DuPage County  
Alderman Bob Dunn, Alternate, City of Elmhurst  
Mr. Alan Kaminski, Alternate, Village of Elmwood Park  
Trustee Bill Ruhl, Designee, Village of Franklin Park  
Trustee Jon Kunkel, Alternate, Village of Hanover Park  
Mayor Arlene Jeziorny, Member, Village of Harwood Heights  
Mr. Michael Hankey, Alternate, Village of Hoffman Estates  
Trustee Marty Hower, Alternate, Village of Itasca  
Trustee Ronald Cope, Alternate, Village of Lincolnwood  
Mr. David Myers, Alternate, Village of Maywood  
Mr. Ralph Sorce, (Residential Sound Insulation Program Vice-Chair), Alternate, Village of Melrose Park  
ONCC Chair Mayor Arlene Juracek, Member, Village of Mount Prospect  
Mayor James Chmura, Member, Village of Norridge  
ONCC Vice-Chair Joseph J. Annunzio, Member, Village of Niles  
Mr. Dennis Ryan, (Technical Committee Vice-Chair), Designee, Village of River Grove  
Mr. Brian Baugh, Alternate, Village of Rosemont  
Ms. Karyn Robles, Alternate, Village of Schaumburg  
Mr. Brad Townsend, Alternate, Village of Schiller Park  
Mayor Paula McCombie, Member, Village of South Barrington  
Alderman Art Woods, Designee, City of Wood Dale  
Mr. Tony Rossi, Alternate, School District 59  
Ms. Wendy Flaherty, Alternate, School District 81

Superintendent Mike Maguire, Designee, School District 86  
ONCC Treasurer Dr. Raymond J. Kuper, Designee, School District 86  
Superintendent Terri Bresnahan, Member, School District 87  
Mr. Raymond Lauk, Alternate, School District 89  
Ms. Mary Ribando, Alternate, School District 100  
Ms. Sherry Koerner, Alternate, School District 214  
Mr. Tom Parillo, Alternate, School District 234  
Mr. Prins Sales, Alternate, School District 299

The following members were **ABSENT**:

Bartlett, Bloomingdale, Cook County, Downers Grove, Northlake, Palatine, Park Ridge, River Forest, Rolling Meadows, Stone Park, School District 63, 64, 80, 84, 84.5, 85.5 and 401.

There being a majority of members in attendance, a quorum was present for the transaction of business.

The following ONCC and CDA staff and consultants were present: Jeanette Camacho – ONCC; Lucia Crespo – ONCC; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; and Fran Guziel - ONCC Consultant; Maura El Metennani – ONCC Consultant.

The following guests were also in attendance: Andrew Gomberg – State Sen. Laura Murphy; Marty McAlpin – State Sen. Laura Murphy; Mary Ann Levar – U.S. Rep. Mike Quigley; Ann Limjoco – U.S. Rep. Jan Schakowsky; Marina Faz Huppert – U.S. Rep. Tammy Duckworth; Ray Soch – State Rep. Michael McAuliffe; Barry Cooper – FAA Great Lakes Regional Administrator; Tony Molinaro – FAA; Franco Tedeschi – American Airlines; Billy Glunz – American Airlines; and Bill Stephan – Residential Soundproofing/Cotter Consulting.

## **PLEDGE OF ALLEGIANCE**

The audience recited the Pledge of Allegiance.

## **APPROVAL OF MINUTES – June 3, 2016**

Mr. Ryan moved to approve the June 3, 2016 ONCC meeting minutes; Mr. Sak seconded the motion. The members approved the minutes by unanimous voice vote.

## **ONCC Resolutions: Approval of Membership**

- A. Village of Addison – ONCC Resolution 2016-3
- B. Bensenville School District 100 – ONCC Resolution 2016-4
- C. Village of South Barrington – ONCC Resolution 2016-5
- D. Village of Elmhurst- ONCC Resolution 2016-6.

The following members were approved by a unanimous vote. Mr. Ryan moved to approve Resolutions 2016-3, 2016-4, 2016-5 and 2016-6; Mr. Tajer seconded the motion followed by a Roll Call.

|   |                                   |
|---|-----------------------------------|
| 1. Arlington Heights – Yes              | 28. Northlake – Absent            |
| 2. Bensenville - Yes                    | 29. Palatine – Absent             |
| 3. Bartlett - Absent                    | 30. Park Ridge – Absent           |
| 4. Bloomingdale – Absent                | 31. River Forest – Absent         |
| 5. Chicago – Yes                        | 32. River Grove – Yes             |
| 6. Chicago 36 <sup>th</sup> Ward – Yes  | 33. Rolling Meadows – Absent      |
| 7. Chicago 38 <sup>th</sup> Ward – Yes  | 34. Rosemont – Yes                |
| 8. Chicago 39 <sup>th</sup> Ward – Yes  | 35. Schaumburg – Yes              |
| 9. Chicago 40 <sup>th</sup> Ward - Yes  | 36. Schiller Park – Yes           |
| 10. Chicago 41 <sup>st</sup> Ward – Yes | 37. Stone Park – Absent           |
| 11. Chicago 45 <sup>th</sup> Ward – Yes | 38. Wood Dale – Yes               |
| 12. Cook County – Absent                | 39. School District 59 – Yes      |
| 13. Des Plaines – Yes                   | 40. School District 63 – Absent   |
| 14. Downers Grove – Absent              | 41. School District 64 – Absent   |
| 15. DuPage County – Yes                 | 42. School District 80 – Absent   |
| 16. Elmwood Park – Yes                  | 43. School District 81 – Yes      |
| 17. Franklin Park – Yes                 | 44. School District 84 – Absent   |
| 18. Hanover Park – Yes                  | 45. School District 84 ½ - Absent |
| 19. Harwood Heights – Yes               | 46. School District 85 ½ - Absent |
| 20. Hoffman Estates – Yes               | 47. School District 86 – Yes      |
| 21. Itasca – Yes                        | 48. School District 87 – Yes      |
| 22. Lincolnwood – Yes                   | 49. School District 89 - Yes      |
| 23. Maywood – Yes                       | 50. School District 214 – Yes     |
| 24. Melrose Park – Yes                  | 51. School District 234 – Yes     |
| 25. Mount Prospect – Yes                | 52. School District 299 – Yes     |
| 26. Niles – Yes                         | 53. School District 401 – Absent  |
| 27. Norridge - Yes                      |                                   |

### **American Airlines Fleet Update – Franco Tedeschi, Vice President, Chicago**

Mr. Tedeschi said American Airlines has the youngest fleet mix of all major U.S. airlines and American Airlines would continue to add new aircraft. He said by the end of 2017 the average age of American’s fleet would be more than four years younger than presently. He also acknowledged the MD-80’s which operated at O’Hare had dropped steadily in the last three years and would continue to decline through the summer of 2017. He said there were no MD-80’s currently scheduled to operate between the hours of 10P.M. and 7A.M. On August 23 American Airlines retired 20 MD-80’s and by the end of 2016 he reported there would only be 52 MD-80’s left in their fleet mix.

Mr. Gjertsen asked if American was still committed to retiring all MD-80’s by 2017.

Mr. Tedeschi replied the plan was still in place, but cautioned a complexity to the process. He stated hiring new pilots is challenging and acknowledged other airlines besides American who are not able to support that schedule if there are not enough crew members and pilots. He said there is a possibility of operating those older aircraft for a few more months beyond schedule so that the hiring cycle could take effect. He stated by the end of 2016 there would no longer be a pilot base for MD-80’s at O’Hare and the maintenance crew would no longer work on those aircraft overnight.

Ms. Dunlap asked if there were other planes besides the MD-80's that would be retired. She also stated that FedEx used to buy older aircraft and now they are talking about buying newer aircraft.

Mr. Tedeschi replied back in 2011 American had talked about retiring 450 airplanes and made a commitment to do so. He also said that with time all airplanes reached a certain life cycle and American decided whether those would remain or be retired.

Ms. Dunlap asked if all retired planes get taken out of service.

Mr. Tedeschi replied yes.

Mayor Juracek thanked Mr. Tedeschi and acknowledged American for always being a great ONCC partner by providing guest speakers to report new information to the full membership. She also stated that ONCC was working with United to provide fleet updates and with the FAA regarding stage 4 and 5 aircraft.

## **CHICAGO DEPARTMENT OF AVIATION REPORT**

### **A. CDA Noise Recommendation Task List Update**

Mr. Frame reported the first two task items were under way and stated there had been a Fly Quiet Rotation status report updated weekly on [www.flychicago.com/flyquiettest](http://www.flychicago.com/flyquiettest). He also said item number 16, "Best Practices", was scheduled for the Technical Committee meeting where CDA planned to review industry standards for noise management. CDA's goal was to compare what was happening at O'Hare with other airports. Mr. Frame acknowledged the report also indicated missed opportunities at ORD.

### **B. May – July 2016 ANMS Reports**

Mr. Jackson reported the July 2016 ANMS report: Runway 28R—most used departure runway at 31 percent; Runway 27L—most used arrival runway at 24 percent. Complaint calls (all hours) totaled 512,849 from 90,256 residents. Of the 90,256 residents, 14,919 complaints were made during the nighttime hours. Operations in March totaled 2,449.

Mayor Juracek stated during the last Technical Committee meeting, members noticed the quarterly report had more deviations in East Flow departures turning west prematurely over Park Ridge, Des Plaines and Niles. She also said a couple of weeks ago, she, along with Ms. Camacho, Ms. Dunlap and Mr. Annunzio met with the O'Hare tower management team and discussed those deviations. Tower management acknowledged it was a great concern to them and promised they would research those deviations and report back to the members.

Alderman Chester commented on July, Runway 27R showed overnight arrivals and thought the north tower was closed.

Mr. Jackson said typically the North Tower is closed from 10P.M. to 6A.M. If there are weather issues the time gets pushed back.

Ms. Dunlap thanked Alderman Chester for asking that question because she too had the same concern. She then asked if Monitor 42 would be experiencing high readings due to Runway 27R.

Mr. Jackson replied not necessarily because East Flow 9R departures that turn to the north might have impacted Monitor 42.

Ms. Dunlap stated the complaints for July were way down in Ward 41.

Mayor Soto asked if the report on narrow body aircraft could represent which stage engine is in used. He thought it might be helpful to show as a way to improve the data.

Mr. Jackson replied yes.

Mayor Soto also said that Runway 10C is part of the Fly Quiet Test and had significant operations in July. He asked if there was another way that the data could be broken down to show why there were deviations or if something else happened.

Ms. Dunlap stated it had been something that was discussed at the Technical Meeting already. She also said information on the Fly Quiet ad hoc committee reports for the interim Fly Quiet was very instructive and how to better present future reports.

Trustee Cope asked for a better explanation of the decibel levels report where color coded in red showed an increase and green showed a decrease.

Mr. Jackson replied there was a lot of seasonality change in terms of noise and the colors helped to define the same month from the previous year and compare.

Trustee Cope also asked if there was a decibel level that was acceptable.

Mr. Jackson replied every monitor was different and the data is to help look for trends such as, if there was a monitor that goes up or down in a particular month.

Trustee Cope then asked if there was some decibel level that was not acceptable.

Mr. Jackson replied 65 DNL was the federal standard, but noted that it did not mean that outside of that residents didn't hear the noise.

### **C. Decommissioning of Runway 14L/32R – Renaming of Runway 14L/32R**

Mr. Frame reported from a City of Chicago news release dated August 11 that explained what was going on with Runway 14L/32R. He stated construction had started on the last runway and in January the CDA received a funding approval of 1.3 billion dollars to commence construction of Runway 9C/27C. The one primary goal of the O'Hare Modernization Program was to reduce the number of intersecting runways. He said the south airfield was essentially complete with three parallel runways and one cross wind runway. However, he reported the north airfield still had a number of intersecting runways. Mr. Frame explained the decommissioning process for 14L/32R was completed and was necessary in order to divide Runway 9C/27C construction work into different phases. He also stated it was a long runway that would take up to several years to complete. He acknowledge Runway 9C/27C would help the north airfield be even more efficient and balance the noise between the south and north airfield.

Mayor Juracek stated one of the comment cards asked why the ONCC condoned new runway construction when noise issues of the other runway had not been resolved. She reinforced Mr.

Frame's explanation that construction needed to continue under the OMP in order to better balance the noise issues of east flow versus west flow and north runways versus south runways.

Mr. Frame reiterated it was a topic discussed at Residential Committee meetings and the approved noise contour was based on construction of all runways approved under the O'Hare Modernization Program. He called attention to a flyer included in the meeting packets which indicated 14R/32L would become 15-33 and would officially be renamed on Thursday, September 15. He mentioned the changes that CDA performed on the airfield were scheduled to coincide with publications of pilot air nautical charts.

Mayor Juracek stated once full OMP was completed there would still be crosswind runways that would be northeast directional.

Mr. Frame replied yes and noted that the entire OMP was planned for six parallel runways running east and west and two crosswind runways which were the remaining 4/22s.

Mayor Juracek noted the need to use those crosswind diagonals was quite high.

Mr. Frame replied crosswind runways were very common at airports nationwide and that they were for particular wind and weather conditions. He said OMP was approved based on historical weather data. It was determined that there was a need to continue to keep crosswind runways and the 4/22s were the runways of choice.

#### **D. Nighttime Activities on the Airfield**

Mr. Jackson reported on the nighttime activities on the Airfield, which included coordination, construction, runway inspections, maintenance, flight checks and weather. He said there are meetings with airlines, Chicago Airline Cargo Manager's Association (CACMA), CDA Operations, Construction Managers (CMs), FAA Airports, FAA Air Traffic, Short-Term Operational Phasing (STOP) Meetings and special requests on arrivals and departures, taxiing, and Ground Run-Ups. He acknowledged the construction on the airside, landside and off airport. He listed a few construction projects that might affect the rotation plan, which included the consolidated rental car and joint use facility to the east of the airport, the I190 tollway section, and the Elgin O'Hare extension, which in some cases required cranes. He added there was a big comprehensive maintenance project on Runway 10L/28R which was the longest runway. Mr. Jackson acknowledged that Runway 10L/28R may or may not impact the rotation. He also stated CDA worked with the FAA and turned in a submittal which is also available on the Fly Quiet website. Runway inspections were another factor of nighttime activities on the airfield such as, clearing foreign objects debris (FOD), making sure the markings and signs were in good condition and were visible, lighting, runway surface not damaged, oil and fuel spills, work areas clear of all materials and equipment, grass, wildlife, and FAA inspection. He acknowledged there was an alert that CDA received a perfect score from the FAA from the inspection category. Maintenance was another factor that he noted happened such as, pavement, electrical and rubber removal. Mr. Jackson stated there were Flight Checks that the FAA operated to ensure proper operation of navigational aids. Finally, Mr. Jackson said weather was another factor such as, wind conditions, thunderstorms, and snow removal.

Mr. Tajer asked if the extension of Runway 9R or if the new Runway 9C would affect Runway 15/33.

Mr. Jackson replied Runway 15/33 was scheduled to be decommissioned in 2018 because of the construction on Runway 9C.

Mr. Tajer asked when the construction for Runway 9R extension would come.

Mr. Leach replied 2021.

Mr. Townsend commented about situations at night with engine run-ups and asked if the noise would continue with vibrations coming up.

Mr. Jackson replied when aircraft are undergoing engine maintenance they are required to do an engine power-up ground run-up where essentially the mechanic was in the cockpit, the brakes are on and the engines are revving up on certain power settings. He stated that it typically occurs at night and CDA has a Ground Run-Up enclosure where they encouraged all the airlines to use and acknowledge that there was a 75 percent usage rate. Mr. Jackson stated that larger aircraft did not always use Ground Run-up because they needed to be tugged in and required more staff.

Mr. Townsend said engine run ups are an issue and wondered if they would continue.

Mr. Jackson replied yes.

Mr. Leach added that as part of Runway 9C project there was a need to relocate the Ground Run-up enclosure from its current configuration because it was in the path. Therefore, as part of that relocation CDA would look into making it a bit bigger so that all aircraft could fit.

### **E. Update on Residential Sound Insulation**

Mr. Frame thanked CDA's federal partners also known as the Federal Aviation Administration and noted a press release that was in the meeting packets from Senator Durbin, Congressman Quigley, Congresswoman Schakowsky and Congresswoman Duckworth. CDA recently received a 20 million dollar grant for further reimbursement of the Residential Sound Insulation Program. He explained that for over 10 years the CDA had received 11 grants and the recent grant in particular would be used to reimburse the work for Phases 17C and Phase 18. Phase 17C was a Chicago neighborhood east of Harlem Avenue and Phase 18 were homes all within the noise contour. He stated through Phase 17 all homeowners that were included in the 65DNL of the OMP build-out noise contour had been invited to participate. However, during the years there had been multiple reasons and a number of homeowners who either did not respond or declined to sound insulate their home. Therefore, he noted Phase 18 was for 500 homes of residents that were re-invited to participate and did sign up. He explained the grant money was going to help with funding for each of those phases and was grateful for having that available. He stated that it was unusual for an airport in the country to receive such significant amount of funding and it was all for the Residential Sound Insulation Program and did not include the grant that was received for runway and taxi-way work. Mr. Frame reviewed that noise mitigation, which included sound insulation was required under the OMP Record of Decision. He also noted it was the goal of the City and FAA to sound insulate as many homes as possible and noted that the federal standard was 65DNL. Mr. Frame explained the FAA grant was received under the Airport Improvement Program (AIP) and that Passenger Facility Charges (PFC) were part of the taxes and fees of an airplane ticket. Mr. Frame continued saying AIP grants were funded from the FAA Airport and Airway Trust Fund (AATF) and were discretionary, which meant the O'Hare program was

competing with other airport noise mitigation projects around the country for these grant funds. He also stated that all expenses were paid 100 percent by the airport PFC funds and reimbursed up to 80 percent by the AIP grants. Lastly, Mr. Frame listed the requirements that were eligible for sound insulation which included homes inside the 65DNL of the OMP Build-Out Noise Contour, or block-rounded in accordance with the ONCC's block-rounding policy in 2001. Additionally, homes must have been constructed prior to September 30, 2005, when the OMP Record of Decision was approved. He noted a property locator at [www.flychicago.com/ORDNoise](http://www.flychicago.com/ORDNoise) and that remaining eligible homes would be invited again to participate in a future phase.

Mayor Juracek read a comment card that asked why were all the schools reinsulated over the summer and nothing was offered to homeowners.

Mr. Frame said if any school had been reinsulated over the summer the City of Chicago was not involved. It could be that each of the school districts was conducting additional maintenance or renovations on their own.

Ms. Dunlap asked for an explanation of the difference between insulation for schools and residential.

Mr. Frame said standards for schools are lower than homes.

Ms. Dunlap said ONCC could not lower the 65DNL standard for homes.

Mr. Frame said federal guidelines allow for lower standard for school insulation. Also, the national standard for Residential insulation is 65DNL and any change to that would have to occur on a federal level and would be applied to all airports across the country.

Mr. Gjertsen asked if there had been any expenses recovered from the airlines.

Mr. Frame said 80 percent was reimbursed by the federal government and the 20 percent came from airport funding.

Mr. Gjertsen then stated it was the taxpayer that was putting in the 80 percent.

Mr. Frame said there was a difference between taxes and aviation excise taxes. He then noted the AIP grant was funded from the FAA Airport and Airway Trust Fund. He explained the Trust Fund was set up for aviation users and therefore, excise taxes and user fees were collected by the airlines from the passengers.

## **REPORT OF THE COMMISSION CHAIR – Mayor Arlene A. Juracek**

### **A) ONCC Rules of Decorum**

Mayor Juracek summarized the Rules of Decorum which detailed the following:

*The O'Hare Noise Compatibility Commission provides a public forum to address community noise issues related to aircraft operations at O'Hare International Airport. The Commission recognizes that public input is important and appreciates your cooperation by following these guidelines. Maintaining the decorum of ONCC meetings is of the utmost importance and*



*unacceptable behavior by committee members or the public will be addressed in the following manner:*

- *Any person making offensive, insulting, threatening, insolent, slanderous or obscene remarks or who becomes boisterous, or makes threats against any person or against public order or security while in the meeting shall be removed at the direction of the presiding officer from further audience unless permission to continue is granted by the majority vote of the committee/commission.*

- *Comments are limited to those which address meeting agenda items, or those that are included as part of the Commission's Work Plan, which focuses on aircraft noise mitigation and abatement at O'Hare International Airport.*

- *If you wish to address the ONCC, you must be present and complete the comment card outlining the question or area you wish to address. Before making comments, identify yourself to the Chair and Commission members by stating your name and address.*

- *Comments beyond ONCC's purview will not be allowed to be verbally given, but a written set of comments may be submitted for consideration to be added to the meeting minutes.*

- *Meeting attendees are reminded that ONCC has taken a neutral position on the O'Hare Modernization Program as reflected in the FAA's Record of Decision.*

She also noted that the Commission would hold general meetings at Café la Cave because of its central location. ONCC meetings times and schedules accommodated ONCC members' schedules. ONCC members had day jobs and reserved night meetings for their community and school board obligations. The opinions of the public and of ONCC members were valuable, however maintaining the decorum at ONCC meetings was of the utmost importance to all who serve on the Commission.

### **B) Nighttime Runway Operations on Runway 10R/28L**

Mayor Juracek reported that last October, ONCC requested that the FAA send ONCC monthly nighttime runway usage reports for Runway 10R/28L. The meeting packets had letters from the FAA explaining any activity beyond 10 p.m.

### **C) O'Hare Gets Perfect Marks for Safety from FAA**

ONCC congratulated Commissioner Ginger S. Evans and the CDA staff for receiving a perfect score from the FAA airfield safety inspection at O'Hare.

The annual test, conducted over three weeks in July, closely examined O'Hare's compliance with regulations for airfield operations including pavement, signage, lighting, markings, and inspection reports, fueling operations and emergency response and preparedness.

### **D) ONCC Strategic Planning Session**

The ONCC leadership team met last July for a strategic planning meeting to carve out the path for the coming year. Here were the three major areas of concentration:

1. Cargo—how it works, its logistics and the noise impact on the community;
2. Federal mandates—stage 4 and 5 aircraft fleet improvements; ONCC will aggressively support and advocate for airline fleet upgrades and manufacturer's technical advancements; and

3. Relationships—ONCC will meet with the Congressional Quiet Skies Caucus to share our institutional knowledge and communicate with the FAA to raise the bar on environmental issues as the agency continues to promote safety and efficiency.

#### **E) Establishment of Ad Hoc By-Laws Committee**

Mayor Juracek reported this year ONCC began a new five-year intergovernmental agreement. It was important to have ONCC by-laws relate to the current IGA. For that reason, ONCC was establishing an ad hoc By-Laws Committee. Bensenville Mayor Frank Soto had agreed to chair this committee and would reach out to ONCC members for their participation. The committee would meet sometime later this fall. This was a good opportunity for some new members and other members who had not had an opportunity to participate on these important ad hoc committees to learn about the governance of the Commission and shape ONCC policy. If anyone had an interest in participating in the By-Laws Committee they were to notify Ms. Camacho or Mayor Soto.

#### **F) ONCC Celebrates 20 Years**

Mayor Juracek noted some members may have noticed on the letterhead and other printed material a new symbol celebrating ONCC's 20 year anniversary. The concept of a noise commission began in 1996 when the city of Chicago reached out to suburban mayors and school districts to oversee sound insulation and manage noise abatement. The first intergovernmental agreement was signed by 17 suburban communities and 9 school districts and put into effect in 1997.

During the next few months, ONCC would reflect on past accomplishments and celebrate the collaborative spirit of ONCC, the FAA, CDA, airlines and aviation stakeholders who continued recognize the impact of aircraft noise on communities and to work for a higher quality of life for the entire O'Hare region. In the meeting packets there was a copy of ONCC's Highlights and Accomplishments for review.

#### **G) ONCC 2016 Fall Newsletter**

The fall newsletter, the *Monitor*, was in the meeting packets and there were additional copies for those members who wanted to share the news about ONCC Fly Quiet initiatives, future plans and new memberships with colleagues and constituents.

### **ONCC STANDING COMMITTEE REPORTS**

#### **A) ONCC Technical Committee Report – Ms. Catherine Dunlap, Chair**

Ms. Dunlap reported the Technical Committee met on Tuesday, August 16 at Mount Prospect Village Hall. The Chicago Department of Aviation staff and consultants reviewed the second quarter Fly Quiet Report. The most used nighttime departure runway was 28R with 28 percent of flights. The most used nighttime arrival runway was 27L with 31 percent of flights. Nighttime operations represented 11 percent of the overall daily operations. The nighttime flight track report showed much improvement with pilots and air traffic adhering to flight paths however, 9R departures had 12 percent deviations and it was visible on the chart. ONCC was following up with O'Hare Tower on this. The full report was available in meeting packets and on our website: [oharenoise.org](http://oharenoise.org), where anyone could reach any ONCC member by looking in the upper right corner of the website. There was nighttime construction occurring on Runway 10L/28R now through early December, which would affect the Fly Quiet Runway Rotation at times. Night

Construction Awareness flyer, new maps Quadrant and new pilot airport diagram. The long-term portable monitor reading for Chicago Ward 39 was 59.2 for the first four months of 2016. The long-term portable monitor reading for Itasca was 65.2 for the same time period. Municipal requests for portable monitors were going to be a priority for the CDA. Monitors would be in place for three months on municipal property. The location of the municipal monitor would accommodate a larger percentage of the community and three months would provide data to analyze a noise trend. The time length for citizen requests for portable monitors would be two week periods. A reminder that monitor readings were not the criterion for sound insulation. Sound insulation was based on the full build-out noise contour. There would be a United Headquarters tour on September 15th for ONCC members and a United Hangar tour on September 22nd. Members who were interested in the tours were to contact Ms. Camacho. The next Technical Committee meeting would be held on Tuesday, September 20 at 9 a.m. at the Mount Prospect Village Hall.

### **B) Residential Sound Insulation Committee Report – Mr. Ralph Sorce, Vice-Chair**

Mr. Sorce reported construction was completed on all 1002 homes for phase 16. The CDA was reviewing data from the historical homes pilot program with the Illinois Historic Preservation Agency and the FAA. He also reported that Phase 17 had a total of 647 homes enrolled from Phases 17A, 17B, and 17C non-contributing homes. Home inventories were completed for 633 homes. Bids for two construction contracts were advertised on August 25<sup>th</sup>, and bid openings were anticipated this month. The Homeowner Briefing for Phase 17C contributing homes would take place after the historical homes pilot program results were reviewed and approved by the IHPA and the FAA. For Phase 18, the ONCC resolution was approved, and the CDA would move to the design phase. The next Residential Committee meeting would take place on Wednesday, October 26th, at the Norridge Village Hall at 9:30 A.M.

### **C) Ad Hoc Fly Quiet Committee Report – Mr. Joseph J. Annunzio, Chair**

Mr. Annunzio reported the ONCC Fly Quiet Committee met on Monday, August 15 to review data provided by the Chicago Department of Aviation on the status of the Fly Quiet II Rotation Plan for interim conditions. CDA submitted the 6-month test plan to the FAA on June 20. It was approved on July 1 and implemented at O'Hare on July 6. The test would continue through December 25, 2016.

CDA staff and consultants shared the first five weeks of test data with the committee. The test required considerable coordination between the CDA, construction crews, maintenance staff and the FAA.

CDA staff explained that many factors impacted the nighttime Fly Quiet II operations at the airport:

- Weather
- Wind speed and direction,
- Construction on the airfield and surrounding areas,
- Airfield safety checks and inspections,
- Maintenance and repairs.

Bensenville Mayor Frank Soto reported that he had received positive feedback from his community. Constituents of Alderman Malcom Chester of Des Plaines had the opposite reaction to the rotation plan. There was a copy of the five weeks of data in the meeting packets for review. Complete rotation schedules, reports and survey were available on a special website, [airportprojects.net/flyquiettest](http://airportprojects.net/flyquiettest). The Fly Quiet Committee would meet on September 26th at 9 a.m. at the Chicago Department of Aviation building.

**D) Ad Hoc Budget Committee – Dr. Raymond J. Kuper, Treasurer**

Dr. Kuper reported the ONCC Ad Hoc Budget Committee would meet on Thursday, September 29 at 10 a.m. at the Chicago Department of Aviation Building. Committee members would have an opportunity to discuss budgeted items for fiscal year 2017, which begins on January 1, 2017. As the ONCC treasurer and budget committee chair, he thanked the following Commission members who had agreed to participate on the committee:

- Mr. Dennis Ryan, River Grove;
- Mr. Ron Sak, Chicago Ward 38;
- Mr. Raymond Lauk, School District 89; and
- Mr. Tony Rossi, School District 59.

The proposed budget would be presented to the Commission for a vote in October.

**REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO**

**A) Approval of June – August 2016 Financial Report**

Ms. Camacho reported the June expenses totaled \$25,231.49, July in the amount of \$15,034.40 and August totaled \$19,540.16.

**Roll Call**

|   |                                 |
|---|---------------------------------|
| 1. Addison– Yes                         | 30. Northlake – Absent          |
| 2. Arlington Heights – Yes              | 31. Palatine – Absent           |
| 3. Bensenville - Yes                    | 32. Park Ridge – Absent         |
| 4. Bartlett - Absent                    | 33. River Forest – Absent       |
| 5. Bloomingdale – Absent                | 34. River Grove – Yes           |
| 6. Chicago – Yes                        | 35. Rolling Meadows – Absent    |
| 7. Chicago 36 <sup>th</sup> Ward – Yes  | 36. Rosemont – Yes              |
| 8. Chicago 38 <sup>th</sup> Ward – Yes  | 37. Schaumburg – Yes            |
| 9. Chicago 39 <sup>th</sup> Ward – Yes  | 38. Schiller Park – Yes         |
| 10. Chicago 40 <sup>th</sup> Ward - Yes | 39. South Barrington – Yes      |
| 11. Chicago 41 <sup>st</sup> Ward – Yes | 40. Stone Park – Absent         |
| 12. Chicago 45 <sup>th</sup> Ward – Yes | 41. Wood Dale – Yes             |
| 13. Cook County – Absent                | 42. School District 59 – Yes    |
| 14. Des Plaines – Yes                   | 43. School District 63 – Absent |
| 15. Downers Grove – Absent              | 44. School District 64 – Absent |
| 16. DuPage County – Yes                 | 45. School District 80 – Absent |
| 17. Elmhurst – Yes                      | 46. School District 81 – Yes    |
| 18. Elmwood Park – Yes                  | 47. School District 84 – Absent |

|                           |                                   |
|---------------------------|-----------------------------------|
| 19. Franklin Park – Yes   | 48. School District 84 ½ - Absent |
| 20. Hanover Park – Yes    | 49. School District 85 ½ - Absent |
| 21. Harwood Heights – Yes | 50. School District 86 – Yes      |
| 22. Hoffman Estates – Yes | 51. School District 87 – Yes      |
| 23. Itasca – Yes          | 52. School District 89 – Yes      |
| 24. Lincolnwood – Yes     | 53. School District 100 - Yes     |
| 25. Maywood – Yes         | 54. School District 214 – Yes     |
| 26. Melrose Park – Yes    | 55. School District 234 – Yes     |
| 27. Mount Prospect – Yes  | 56. School District 299 – Yes     |
| 28. Niles – Yes           | 57. School District 401 – Absent  |
| 29. Norridge - Yes        |                                   |

Ms. Camacho ONCC recently attended National Night Out in Chicago. The Community Outreach Vehicle had many visitors come through the vehicle. Children who attended were eager to learn more about aviation. As a reminder, members who were interested in having the vehicle at their community or school district events should contact Ms. Camacho.

Ms. Camacho presented the draft 2017 ONCC meetings calendar. This calendar would be presented at the October 7th ONCC meeting for full membership approval via a resolution.

The next ONCC meeting would be held on Friday, October 7 at Café la Cave.

### **COMMENTS FROM ONCC MEMBERS**

Alderman Woods said he appreciated the meeting and all the technical data but noted when he goes back to the noise data there were 6,798 complaints from Wood Dale in one month and noted that's 50 percent of the population. He then asked if the planes could come in higher because some come in lower than others to help reduce noise in all communities.

Mayor Juracek replied the 3 degree glide approach angle was a 3 percent glide path that was standard across most airports. She noted that if there was a concern that there were different heights being used then she would ask staff to look into that.

Alderman Chester voiced his concerns that the new Fly Quiet rotation had changed the situation in Des Plaines and asked if the Residential Sound Insulation Program would reflect that. However, he noted that this was only a test program and therefore, would not affect it. However, he stated that his residents were still suffering under the noise situation.

Mayor Juracek replied the contour reflected full OMP and did not reflect the interim conditions. She noted the whole point of the rotation was to share the burden and share the benefit such as those receiving sound insulation. Mayor Juracek stated that with the FAA evaluation of the 65DNL being the limit was something that the ONCC would be eager to get results from.

Mr. Townsend said there should be an indication as to how much of the Fly Quiet was actually being adhered to.

Mayor Juracek said the statistics were in the report. She explained the percentage of time, the primary and secondary were being used. She also encouraged Mr. Townsend to look at the reports and attend the Fly Quiet meetings.

## COMMENTS FROM THE AUDIENCE

Mr. Dwyer a member of FAiR and a resident of Medinah addressed the Rules of Decorum and noted that it was the residents who came to the ONCC meetings to engage and voice their opinion which was an important part of the process. He also stated that the idea of screening comment cards and topics was misguided to improve public engagement. Mr. Dwyer said if there's a new way to improve noise solutions then residents should be heard out.

Mayor Juracek replied that any topic related to noise was important and she thanked everyone who did come to the meeting.

Ms. Waltz a resident of Wood Dale commented that there should be another asterisk after the July total to indicate that the complaint site was down for 10 days that month, therefore, the total should be higher had the website been working.

Mr. Frame replied he conferred with his co-workers and the Chicago Department of Innovation and Technology that the City's website was not down for a period of 10 days. He said he believed a number of homeowners were confused because there was a mobile phone app that could be used to enter noise complaints however, it was not created by the City of Chicago. Mr. Frame cautioned homeowners, that if an outside app was being used to register noise complaints and it goes down, the city had no control. He reminded the members and audience that the city had two ways to register noise complaints which was 311 or through the website.

Ms. Dunlap said the same issue had been discussed at the Technical Committee Meeting because she got the same questions.

Ms. Marwig a resident of Norwood Park voiced her concerns for residents who could not attend the meeting. She stated she spent hours walking door-to-door and neighborhoods east of O'Hare which were impacted by the noise and pollution which included the 41<sup>st</sup> ward, 38<sup>th</sup> ward, Park Ridge, Des Plaines, Niles, Rosemont, Harwood Heights, Norridge, Schiller Park and Franklin Park. Ms. Marwig explained that she was serving as voice for the thousands of residents who had spoken to her but could not attend the ONCC meetings. She believed it would be helpful for the members of the ONCC Commission and other decision makers to undertake a similar exercise that she had done and go to each neighborhood and experience the conditions firsthand. She suggested that the ONCC members and decision makers speak with the residents one-on-one because their lives had been altered due to the noise and pollution. Ms. Marwig stated that there were residents who were not in the contour but noted it's apparent that they were living where it's over 65DNL. She also suggested re-evaluating if the contour was correct and stated that in Park Ridge a family who lived under the Pratt runway there's a family who's windows shake open because of the vibrations. Another issue she stated was interruption with phone calls and stated that a woman she met explained how she could not conduct her work on a cell phone anymore and had to buy a corded landline. Ms. Marwig noted a family that lived on Harlem and Higgins was selling their home because she was concerned with the pollution that her children were exposed to.

Ms. Banas a resident of Chicago passed out a handout of her Smart TV and pictures of how the reception looks like. She stated that noise was a soundwave and the FCC makes sure that there was broadcast quality however; the airplanes that came over make the signal of the television go away. She asked if something could be done about the effects on the TV signals.

Mayor Juracek said her concern would get disseminated through the Technical Committee.

Ms. Banas also commented about the newspaper that mentioned several times two or three residents as making the most complaints. She noted that she and her sister have a multi-unit building and perhaps the newspaper could expand their knowledge and know that there were residents that had an obligation to their tenants. Ms. Banas also explained that her sister's driveway had an ice block with the laboratory waste from an aircraft on it. She explained that she had worked with aircraft and knew that they released waste when they cannot get back or when the passengers could not use the facility because it was too full.

Mr. Lushniak submitted a comment card which asked why the ONCC condoned construction of the new Devon Avenue Runway when the noise issues of the other runways had not been resolved.

Ms. Getman a resident of Chicago said she has not heard enough about the low flights and said she can read the names of the aircraft clearly. She also said that she was between two runways and could hear the equipment being deployed and wheels dropping.

Mayor Juracek said issues on low flights has been mentioned and discussed at the Technical Committee Meeting.

Mr. Berldt a resident of Schaumburg commented that up until two years ago he noticed that on days when there was no wind he noticed that the aircraft came from the east and made a southern turn and passed right over his home. He also stated that he lived adjacent to Atcher Park and was concerned with the arrivals because it seemed like a colossal waste of time and fuel. He then asked why aircraft were sent all the way out west only to have them turn around and come back to land to the east. Mr. Berldt also asked why the aircraft didn't just land from the east to begin with.

Mayor Juracek said one of the goals was to balance east and west flow.

Ms. Carbon a resident of Chicago said on May 7, 2015 the CDA released a document that the FAA was doing a comprehensive noise survey to poll communities surrounding 20 airports nationwide and would have results at the end of this year. She also noted that a survey on the Atlanta site stated that the FAA was only surveying 4 airports based on the number of operations and residents exposed to noise. She then asked for some clarity on whether it was 20 or 4 airports. She asked what the responsibilities of the ONCC members were because she believed the members have done a poor job in citizen engagement. She also noted that there were many citizens who couldn't make the ONCC meetings or were not aware of them. Ms. Carbon also suggested having a sub-committee tailored to citizen engagement.

Mayor Juracek reminded members and the audience that there was a neighborhood outreach vehicle and to take advantage of it.

Ms. Brinskelle a resident of Wood Dale commented on the noise and pollution. She also noted that she had a video of her backyard and how it demonstrated the affect due to aircraft. Ms. Brinskelle acknowledged that she was fortunate to have sound insulation done in the past but that she lived in a frame house and therefore, the house still shakes. She also commented that

she lived a mile and half from the edge of Runway 10C and the lower freights came in different elevations and noted that her property had black streaks on it and it came back as algae.

Mr. Kane of Chicago commented that approximately 512,849 complaints were logged through the Chicago Department of Aviation for July 2016 and over the last 12 months the CDA had logged a total of 5.3 million complaints. He noted that the total complaints were expected to reach 6 million for calendar year 2016. Mr. Kane then stated that for almost 3 years the ONCC had ignored the increasing and unprecedented volume of complaints generated by the thousands of residents living in proximity to the newly created noise generated flight paths. He noted since October 2013 Chicago and Suburban residents had endured the worst civil and jet noise problem in the United States and possibly the world. He also expressed that the number of complaints showed that ONCC had failed to mandate to help reduce aircraft noise in the communities surrounding O'Hare.

#### MEETING ADJOURNMENT

Ms. Robles moved and Mr. Sak seconded the motion to adjourn the meeting. The motion was approved by a unanimous vote. The meeting adjourned at 10:30 a.m.