



APPROVED MEETING MINUTES MAY 3, 2013

The meeting of the O'Hare Noise Compatibility Commission (ONCC) was held on Friday, May 3, 2013 at Rosewood Banquets in Rosemont, IL.

ONCC Chairperson Arlene J. Mulder called the meeting to order at 8:03 A.M. ONCC staff took the meeting minutes. The following members were **PRESENT**:

Mayor Arlene J. Mulder, Member, Village of Arlington Heights
Trustee JoEllen Ridder, Designee, Village of Bensenville
Ms. Amy Malick, Deputy Commissioner, Chicago Department of Aviation (CDA)
Mr. Ronald Sak, Designee, City of Chicago, 36th Ward
Ms. Diane Oppliger, Designee, City of Chicago, 38th Ward
Mr. Andy Ginocchio, Designee, City of Chicago, 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Alderman John Arena, Member, City of Chicago, 45th Ward
Mr. Frank A. Damato, Designee, Cook County
Acting Mayor Mark Walsten, Alternate, City of Des Plaines
Mayor Arlene Jezierny, Member, Harwood Heights
Trustee Marty Hower, Alternate, Village of Itasca
Mayor Irvana Wilks, Member, Village of Mount Prospect
Ms. Kathy Thake, Alternate, Village of Niles
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Mayor Jeffrey Sherwin, Member, City of Northlake
Mr. Tim Millar, Alternate, Village of Palatine
Mayor David Schmidt, Member, City of Park Ridge
Mr. Dennis Ryan, Alternate, Village of River Grove
Mr. Barry Krumstok, Alternate, City of Rolling Meadows
Mr. Brian Baugh, Alternate, Village of Rosemont
Ms. June Johnson, Alternate, Village of Schaumburg
Mr. Kevin Barr, Alternate, Village of Schiller Park
Ms. Rebecca Allard, Alternate, School District 64
Superintendent Kerry Leiby, Member, School District 80
Dr. Raymond J. Kuper, Designee, School District 86
Dr. Eva Smith, Member, School District 87
Ms. Debra Parenti, Alternate, School District 214
Dr. Robert Lupo, Member, School District 234
Ms. Lynn Crivello, Alternate, School District 299
Superintendent Kevin Anderson, Member, School District 401

The following members were **ABSENT**:

Bartlett, Bellwood, Elmwood Park, Franklin Park, Hoffman Estates, Maywood, Melrose Park, Oak Park, River Forest, Stone Park, School Districts 59, 63, 81, 85.5, 88 and 89.

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

The following ONCC, City of Chicago Department of Aviation (CDA), and Federal Aviation Administration (FAA) staff and consultants were present: Jeanette Camacho – ONCC; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; Amy Hanson – FAA and Kay Coyne – ONCC Consultant.

PLEDGE OF ALLEGIANCE

Members, staff and audience said the Pledge of Allegiance.

WELCOME

Mayor Mulder welcomed the following attendees: Bill Hood – American Airlines; Franco Tedeschi - American Airlines; Mary Frances Fagan – American Airlines; Janie Morrison - Senator Kotowski; Mary Ann Levar – Congressman Quigley; Andrew Goberg – Senator Kotowski and Chris Diaferio – Delta Airlines.

APPROVAL OF MINUTES – MARCH 8, 2012 MEETING

Mr. Damato moved and **Clerk Bernardi** seconded that the minutes of the March 8, 2013 ONCC meeting be approved. The motion was approved by unanimous voice vote.

Delta Air Lines Fleet Overview – Chris Diaferio, Station Manager

Mr. Diaferio gave a brief presentation regarding Delta Air Lines fleet overview.

Mr. Diaferio explained that there are about 50–60 flights per day to 8 destinations from O’Hare International Airport. He said that quieter operations have occurred as Stage 2 aircraft are retired. Newly acquired Stage 4 aircraft are more fuel efficient.

Mayor Mulder thanked Mr. Diaferio for his participation at ONCC meetings.

Federal Aviation Administration (FAA) EIS Overview – Barry Cooper, FAA Great Lakes Regional Administrator

Mayor Mulder explained that many current ONCC members were not members when the FAA drafted the Environmental Impact Statement; therefore, some may have questions regarding the validity of the EIS.

She welcomed Mr. Barry Cooper, FAA Great Lakes Regional Administrator, who gave a

brief overview of the EIS process and results.

Mr. Cooper explained that the duration of the EIS process was about 3 ½ years with a cost of approximately \$20 million spent to conduct the EIS. Dozens of local, state and federal agencies were involved including the EPA. Per the National Environment Policy Act, the EIS was required to consider 22 separate and distinct environmental impact categories in accordance with NEPA law. In September 2005 the FAA issued a Record of Decision (ROD) regarding the environmental findings, which allowed the OMP to move forward. Subsequent to that, decisions were challenged in federal court in a number of different ways and times. The FAA prevailed on all cases.

Mr. Cooper said that it was safe to say that the EIS was conducted correctly and has been validated through various ways. The EIS is located on the FAA website for anyone to review. The FAA has tried to maintain transparency by uploading any documents created to its website.

Mr. Cooper noted that Runway 10C/28C will be commissioned on October 17, 2013 which is the last major component of OMP Phase I. They proceeded through Phase I in order of events that were defined in the proposal that was environmentally assessed.

He reminded everyone that in early 2011 the City of Chicago and the tenant airlines--primarily United and American Airlines--entered into discussions on how to execute the completion of the remaining OMP. Those negotiations resulted in redefining the completion phase of the OMP into two distinct parts that are called Phase II A and Phase II B.

The agreement for Phase II A was to proceed with southern most runway 10R/28L as the first part of the completion phase of the project. Phase II B is to complete Runway 9C/27C. That agreement became known as an interim condition. When OMP is completed, the result will be what was evaluated in the EIS. The path to completion has been altered by the decision to first pursue construction of the south runway, then to proceed with the north airfield. The interim condition is what the FAA is now focusing on.

Mr. Cooper read a statement that was published by FAA:

The FAA did not evaluate the interim airfield layout that included the OMP Phase I projects operating with the addition of only Runway 10R/28L. As a result, FAA plans to re-evaluate environmental impacts of this temporary new operational configuration. The re-evaluation is expected to focus on the temporary noise and air quality impacts as well as any other environmental impacts brought about solely by adding the south runway to the runways constructed in OMP Phase I. The FAA will evaluate if certain data and analysis that are contained in the final

EIS remain substantially valid or if the changes are significant to require the preparation of a supplemental or new environmental impact statement.

Mr. Cooper said that the FAA re-evaluation will probably take about 1 1/2 years because it is a very involved process. He said that it remains to be seen if the interim re-evaluation it will lead to any supplemental documentation.

Mayor Schmidt asked when the re-evaluation will occur.

Mr. Cooper said that the re-evaluation pertains specifically to the construction of Runway 10R/28L which is scheduled for commissioning in late 2015. The process to conduct a re-evaluation will start in the near future.

Mayor Schmidt asked for explanation of the difference between a re-evaluation and a SEIS.

Mr. Cooper responded that the re-evaluation is the first step in the process. The re-evaluation takes a look at the interim condition and the environmental consequences that come from the interim condition. The re-evaluation takes a look at whether the environmental impact differences are enough to warrant a full SEIS. He said that it is step one in the process to see what further action may be needed.

Mayor Schmidt asked if it will be a snap shot of the entire OMP as it exists at that time so will it include the effect of the far north runway.

Mr. Cooper said that the re-evaluation will look at multiple factors and it would be speculative to say what will come out of the re-evaluation.

Mayor Schmidt mentioned that Park Ridge has asked for a SEIS and has been declined. He said that it has not been made clear that the impact of the far northern runway would be included in the analysis. He would like to know what exactly will be part of the re-evaluation.

Mr. Cooper said that the FAA is regulated to comply with the National Environmental Policy Act. The FAA has complied throughout the process and will continue to do so until the completion of the OMP.

Mr. Cooper noted that Park Ridge has written two letters as to why a SEIS is warranted and the FAA has responded to those letters, which indicated there is not sufficient information that would warrant a SEIS based on the facts that Park Ridge provided.

Mr. Cooper reiterated that the re-evaluation is step one that leads the FAA to conclude what to do in the environmental from that point forward. He said that it would be irresponsible to speculate the full scope of the re-evaluation.

Mayor Schmidt asked what will be evaluated as part of the re-evaluation process. He would like to know if the northern runway and the Northeast Cargo project will be evaluated.

Mr. Cooper responded that the re-evaluation would consider the order of runways being constructed and its changes on all aspects of the OMP. The re-evaluation will look at whether there are differences in the environmental consequences. He said it sounds as though he is circling around the question, it but the FAA doesn't know were the re-evaluation will take the agency if there are environmental consequences.

Mayor Mulder thanked Mr. Cooper for his statements.

Contract Update for Re-Evaluation of FAA Environmental Impact Statement – Amy Malick, Chicago Department of Aviation

Ms. Malick reported that the contract procurement process is underway for the re-evaluation. In November 2012, the CDA issued a notice for qualifications and received proposals in January 2013. The FAA has reviewed the proposals and has made a recommendation as to which consultant the FAA would like to work with on the re-evaluation. CDA will be negotiating the fee and scope for the project which will ultimately go through the City of Chicago procurement process which is required for the re-evaluation. She said that it will take several months to identify a consultant for the re-evaluation process.

Mayor Jezierny asked if there was a deadline date for the timing of the re-evaluation to take place.

Mr. Cooper responded that the goal for completing the re-evaluation is before the commissioning of Runway 10R/28L by late 2015.

Membership Vote Regarding Park Ridge to Support a FAA Supplemental EIS

Mayor Mulder reported that on October 25, 2011 the City of Park Ridge asked the FAA to conduct a supplemental Environmental Impact Study. After lengthy study, the FAA denied the Park Ridge request on February 23, 2012.

Park Ridge repeated its request to the FAA on October 4, 2012 and the FAA restated its original position to reject the appeal on April 17, 2013.

ONCC resolved in 2006 to accept the responsibilities as reflected in the FAA's Environmental Impact Study and the ONCC Executive Committee stands by that decision.

FAA conclusion in its April 17, 2013 letter:

As explained in the FAA's February 23, 2012 response, after the Record of Decision has been issued, "an agency need not supplement an EIS every time new information comes to light." An SEIS is only required if the agency makes substantial changes in the proposed action relevant to the environmental concerns, or if significant new information arises that will affect the quality of the environment "in a significant manner or to a significant extent not already considered." After careful consideration of your October 4, 2012 letter, the FAA has determined that your letter did not provide sufficient information to warrant the preparation of a supplement to the O'Hare Modernization Final Environmental Impact Statement.

Mayor Mulder opened the floor for any comments from ONCC members.

Mayor Schmidt asked that the ONCC adopt Park Ridge's resolution asking the FAA to conduct a SEIS. Mayor Schmidt made a motion for ONCC to adopt a similar resolution as Park Ridge.

Mayor Jezierny asked that Park Ridge restate their goal as to asking for a SEIS. She noted that Mr. Cooper made it clear that the re-evaluation process has to take place before a SEIS is conducted.

Mayor Schmidt responded that given the information presented by Mr. Cooper and the questions he had regarding the scope for the re-evaluation, Mayor Schmidt withdrew his motion to request ONCC pass a similar resolution supporting the request for a SEIS. He said that he said it would be best to withdraw his motion until he receives more answers. He noted that he may or may not make the motion in a future meeting.

Mayor Mulder noted that Mayor Schmidt has withdrawn his motion requesting support for a SEIS.

Mayor Schmidt noted that he is withdrawing his motion without prejudice.

Ms. Dunlap urged ONCC members to take note of the pre-submittal request made in the pre-bid conference for the re-evaluation which details a scope of services in the document. One statement provides for public involvement for comment during the re-evaluation process.

Mayor Mulder noted that the ONCC has a key opportunity in working with the aviation industry. She said that the ONCC needs to continue to work cooperatively and together for the cause of all communities.

Mayor Wilks reminded everyone that Mayor Mulder advocated for Park Ridge to become a member of ONCC. She said that Park Ridge has made the similar request for a SEIS for the past three years. She noted that Mayor Mulder has been an advocate for Park Ridge. She said that in recent articles, Mayor Schmidt has called for the resignation of Mayor Mulder. She said that she would hope that he would realize Mayor Mulder's efforts on behalf of all communities.

Mayor Schmidt responded he was not mayor 10 years ago when the OMP was introduced. He noted that Park Ridge will be significantly impacted by the East/West flow and other communities will see relief. He said that by saying that the best interest is for the residents in Park Ridge is false. He noted that his job as mayor is to advocate for the residents of his community. He said that he will not sue the FAA or ONCC but will continue to advocate for his residents. He said he resented the way Mayor Wilks portrayed how Park Ridge made their requests.

Mayor Mulder said that dialog needs to continue between all the municipalities and the aviation industry, the FAA and the City of Chicago. ONCC is the best forum to do so.

Mayor Wilks said that she has advocated for residential sound insulation during her tenure in ONCC. She noted that there are several flights which impact her community and yet her community has never received any sound insulation. She said that she has been an ONCC member since 1997 and has advocated for residents in Park Ridge to receive sound insulation as well as schools. She said that it is important that all ONCC members work together.

REPORT OF THE CITY OF CHICAGO DEPARTMENT OF AVIATION – AMY MALICK, DEPUTY COMMISSIONER, CHICAGO DEPARTMENT OF AVIATION

O’Hare Modernization Program Construction Overview – Frank Grimaldi, Assistant Commissioner, Chicago Department of Aviation

Mr. Grimaldi gave a brief presentation on the progress of the O’Hare Modernization Program (OMP).

Mr. Sak asked if the cell phone lot will still exist.

Mr. Grimaldi responded that it will remain but CDA will need to look at another location for the cell phone lot.

Mr. Ginocchio asked if there is any progress on the Northeast Cargo Project.

Mr. Grimaldi responded that the Northeast Cargo is in design and construction may start in late Summer 2013.

March 2013 ANMS Report

Mr. Jeffrey Jackson reviewed the March 2013 ANMS Report that showed Runway 32L was the most-used departure runway at 43%; Runway 27L was the most-used arrival runway at 25%. Complaint calls totaled 1,402 from 558 complainants. A total of 2,238 operations were reported in March 2013. He said of the 558 complainants, 226 complaints were made during the nighttime hours for March 2013.

Mayor Sherwin asked if the southern runway is currently on schedule. Mr. Frame replied yes.

Mayor Schmidt noted that complaint calls from Park Ridge are during the nighttime hours. He asked if the northern runway utilization reflects nighttime complaints.

Mr. Jackson responded that the Runway 27R/9L is closed during the nighttime hours. Nighttime hours are 10 p.m. until 6 a.m. The report shows nighttime hours until 7 a.m. and he assumed the complaints are from 6 a.m. to 7 a.m. Mr. Jackson said that heavy arrivals occur during that period of the day.

MD-80 Usage at O'Hare International Airport

Mr. Jackson referenced a handout which detailed the MD-80 and 737-800 Average Day Operations by American Airlines at O'Hare International Airport.

He noted that there are approximately 150 MD-80 operations by American Airlines at O'Hare versus close to 350 back in 2007. The MD-80 has a noise footprint of 33.8 miles. The 737-800 daily operations by American Airlines at O'Hare average just above 250 with a noise footprint of 20.9 miles which is significantly lower than the MD-80 footprint.

Regional Jet Usage at O'Hare International Airport

Mr. Jackson referenced a document which detailed the Regional Jet Trend at O'Hare.

In 2000, there were about 14% regional jets that contributed to operations at O'Hare. Since then, in 2012 there is an average of 60% usage of regional jets. Regional jets are significantly smaller and less noisy.

REPORT OF THE COMMISSION CHAIRPERSON – MAYOR ARLENE J. MULDER

O'Hare Maintenance Managers Meeting – April 2, 2013

Mayor Mulder reported that she attended a meeting with the O'Hare maintenance managers to discuss Ground Run-Up Enclosure usage. As a result of these quarterly meetings, the CDA is now investigating a way to install a lighted sign at the GRE that shows wind direction. This indicator would be a tremendous help for ground crews to get planes into the GRE.

Besides a lighted sign, the new installation would include an online system to schedule GRE usage and an onsite camera to show when the GRE was in use.

The manager meeting also addressed the renaming of the taxiways and safety construction dates. The next meeting will be held on July 2, 2013.

Congressional Briefing – March 18, 2013

Mayor Mulder reported that she attended a Congressional Briefing on March 18, 2013 at the FAA's regional office. Members from Congresswomen Schakowsky and Duckworth along with Congressman Quigley's staff heard about ONCC's involvement with residential and school sound insulation for the OMP. ONCC also outlined efforts to

reach out to Chicago and suburban communities before the commissioning of Runway 10C/28C on October 17, 2013.

COMMITTEE REPORTS

School Sound Insulation Committee Report – Dr. Raymond J. Kuper, School Sound Insulation Committee Chairperson

Dr. Kuper said the FAA reports that they are working through the process of requesting funds for Ebinger Elementary School in Chicago. He mentioned that the agency is currently operating under Sequester so funding is extremely limited. ONCC continues to remind the FAA that Ebinger School needs to be sound insulated because of its location under a parallel flight path.

Dr. Lupo reported that Ridgewood High School will be celebrating the completion of the sound insulation on June 5, 2013. There will be tours and a short ceremony.

Ms. Parenti read a statement from a student of Elk Grove High School explaining how the sound insulation has made a difference in learning at the school.

ONCC Technical Committee Report – Acting Alderman Mark Walsten, City of Des Plaines

Acting Mayor Walsten reported the Technical Committee met on March 12, 2013. The committee was presented Harwood Heights' Resolution to request an FAA Supplemental Environmental Impact Study based on the results of a Northeastern Illinois University May 2012 Noise Contour report. The committee agreed to review and discuss the findings at the May 14 meeting.

The CDA presented the January 2013 Itasca portable long-term monitor report of 57 DNL.

There is an addendum to the Fly Quiet Report's Airport Layout Diagram. However, that will change again in October when Runway10C-28C is commissioned.

The Committee reviewed the 2005 FAA Record of Decision regarding Noise and Compatible Land Use in reference to the current Fly Quiet Program. After full build out discussion will take place to revise the voluntary Fly Quiet Program. The FAA will take into consideration suggestions for change from ONCC and the CDA with regard to runway decommissioning. Modification requiring FAA action would be subsequent to its prior approval and any necessary environmental review.

There will be an O'Hare Traffic Control Managers meeting on June 19, 2013 to continue to discuss better adherence to the voluntary Fly Quiet Program.

Boeing has rescheduled its presentation to the Technical Committee for August 13, 2013.

The next Technical Committee meeting will be held on May 14, 2013.

Residential Sound Insulation Committee Report – Mayor Irvana Wilks, Mount Prospect

Mayor Wilks reported that the committee met on April 17, 2013. For Phase 15, 988 homes were sound-insulated under the Program. All construction was completed in April, which is over 5 months ahead of the new Runway 10C/28C opening in October.

For Phase 16, homeowner briefings were held in late 2012 and in January of this year. There are currently 1,017 homes signed up for the Phase 16 Program. Home inventories are complete on 99% of those homes. Bids for the construction work were opened in early February and are under review by the City's procurement department.

The FAA and the State Historical Preservation Office are reviewing the proposed sound insulation treatments for the historical homes in Phase 16.

The next Residential Committee Meeting will be held May 15, 2013.

REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO

A. March/April 2013 Financial Statements

Ms. Camacho reported expenses totaled \$20,608.09 for the month of March 2013 and a total of \$12,253.42 for the month of April 2013.

A motion was made by **Mayor Sherwin** to approve the March/April 2013 expenses and seconded by **Mr. Damato**. The motion passed by roll call vote.

Roll Call Vote

Arlington Heights – Yes	River Forest – Absent
Bartlett – Absent	River Grove – Yes
Bellwood – Absent	Rolling Meadows – Yes
Bensenville – Absent	Rosemont – Yes
Chicago – Yes	Schaumburg – Yes
Chicago, 36 th Ward – Yes	Schiller Park – Yes
Chicago, 38 th Ward – Yes	Stone Park – Absent
Chicago, 39 th Ward – Yes	Wood Dale – Absent
Chicago, 41 st Ward – Yes	District 59 – Absent
Chicago, 45 th Ward – Yes	District 63 – Absent
Cook County – Yes	District 64 – Yes
Des Plaines – Yes	District 80 – Yes
Elmwood Park – Absent	District 81 – Absent
Franklin Park – Absent	District 84 – Absent
Harwood Heights -Yes	District 84.5 – Absent
Hoffman Estates – Absent	District 85.5 – Absent
Itasca - Yes	District 86 – Yes
Maywood – Absent	District 87 – Yes
Melrose Park – Absent	District 88 – Absent
Mount Prospect – Yes	District 89 – Absent
Niles – Yes	District 214 – Yes
Norridge – Yes	District 234 – Yes
Northlake – Yes	District 299 – Yes
Oak Park – Absent	District 401 – Yes
Palatine – Yes	
Park Ridge – Yes	

B. Runway 10C/28C Outreach Presentations

Ms. Camacho reported that ONCC and CDA representatives are available throughout 2013 to attend community open house meetings to present information and answer questions regarding the commissioning of Runway 10C/28C on October 17, 2013.

Ms. Camacho said that on February 19, 2013 she and representatives from the Chicago Department of Aviation and the FAA met with U.S. Congressman Mike Quigley, 5th District, to discuss Runway 10C/28C and how it will affect his district. Mayor Mulder invited Congressman Quigley to attend a future ONCC meeting and to share his ideas on aircraft noise reduction with members. ONCC appreciates his efforts and looks forward to working with him and his staff on aircraft noise mitigation.

ONCC Members interested in setting up a community open house meeting for a municipality or school district are advised to contact the ONCC office.

D. Next ONCC Meeting on June 7, 2013 ONCC Meeting

Ms. Camacho informed ONCC members that the next general ONCC meeting will be held at the Rosewood Banquets on June 7, 2013.

COMMENTS FROM ONCC MEMBERS

Ms. Dunlap thanked the ONCC, FAA and ONCC for the open house that was conducted in the 41st Ward which was heavily attended by residents.

Mayor Mulder also thanked staff for participating at the Open House sessions.

Mr. Ryan congratulated Mayor Mulder for her retirement and was happy that she will remain as Chairperson for the ONCC.

Mr. Barr thanked the Chicago Department of Aviation for helping out Schiller Park during the flood.

COMMENTS FROM THE AUDIENCE

Ms. Hinsberger, a Chicago resident, said that she is part of Phase 17 in the residential sound insulation program. She said that no date will has been identified for Phase 17 and was concerned about the number of flights that will occur when Runway 10C opens on October 17, 2013.

Mr. Frame responded that he will be happy to address Ms. Hinsberger questions after the meeting.

Ms. Blix, a Chicago resident and member of the Edgebrook Community Association, said she supported Park Ridge's request for a SEIS. She was also concerned about the loss of trees due to the ash borer. She also noticed the significant increase in the number of aircraft over her home.

Mr. Frame responded that he will talk to Ms. Bliz after the meeting and discuss some of her concerns.

MEETING ADJOURNMENT

Trustee Ridder moved and **Mr. Ryan** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 9:57 a.m.