



APPROVED MEETING MINUTES MAY 1, 2015

The O'Hare Noise Compatibility Commission (ONCC) met on Friday, May 1, 2015 at Café la Cave, 2777 S. Mannheim Road, Des Plaines, IL.

ONCC Chairman Arlene A. Juracek called the meeting to order at 8:05 a.m. ONCC staff recorded the minutes. The following members were **PRESENT**:

Mr. Dennis Tajer, Alternate, Village of Arlington Heights
Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Petro Scalera, Alternate, Village of Bloomingdale
Mr. Micahel Boland, Acting Commissioner, Chicago Department of Aviation (CDA)
Mr. Ronald Sak, Member, City of Chicago 36th Ward
Mr. Peter Bialek, Member, City of Chicago 39th Ward
Mr. John Julitz, Member, City of Chicago 40th Ward
Ms. Catherine Dunlap, Member, City of Chicago, 41st Ward
Alderman John Arena, Member, City of Chicago 45th Ward
Mr. Frank A. Damato, Designee, Cook County
Alderman Mark Walsten, Alternate, City of Des Plaines
Ms. Allison Deitch, Alternate, Village of Downers Grove
Trustee Alan Kaminiski, Alternate, Village of Elmwood Park
Mayor Barrett Pedersen, Member, Village of Franklin Park
Trustee Bill Ruhl, Alternate, Village of Franklin Park
Mayor Arlene Jeziorny, Member, Village of Harwood Heights
Trustee Marty Hower, Alternate, Village of Itasca
Mayor Arlene Juracek, Member, Village of Mount Prospect
Mr. Joseph Annunzio (ONCC Technical Committee Chair), Designee, Village of Nilus
Mayor James Chmura, Member, Village of Norridge
Ms. Judith Dunne Bernardi (ONCC Treasurer), Designee, Village of Norridge
Mayor Jeffrey Sherwin, Member, Village of Northlake
Mr. Shawn Hamilton, Alternate, City of Park Ridge
Ms. Lori Ciesek, Alternate, City of Rolling Meadows
Mr. Brian Baugh, Alternate, Village of Rosemont
Ms. Paula Hewson, Alternate, Village of Schaumburg
Mayor Barbara Piltaver, Member, Village of Schiller Park
Mr. Mike Rivas, Alternate, City of Wood Dale
Superintendent Kerry Leiby, Member, School District 80
Mr. John Barry, Alternate, School District 84 and 84 ½
Dr. Raymond J. Kuper, Designee, School District 86

The following members were **ABSENT**:

Bartlett, Bellwood, Bloomingdale, Chicago 38th Ward, Hoffman Estates, Maywood, Melrose Park, Morton Grove, Oak Park, Palatine, River Grove, River Forest, School Districts 59, 63, 64, 81, 85 ½, 87, 88, 89, 214, 234, 299 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; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; Arlene Williams – Cotter & Associates; Fran Guziel and Kay Coyne - ONCC Consultants.

The following guests were also in attendance: Andrew Gomberg – State Sen. Dan Kotowski; Mary Ann Levar – U.S. Rep. Mike Quigley; Ann Limjoco – U.S. Rep. Jan Schakowsky; Sendy Soto – U.S. Rep. Tammy Duckworth; Adam Larson – State Representative Larson; Glenn Morse – United Airlines; Leslie Scott – American Airlines; Billy Glunz – American Airlines; Franco Tedeshi – American Airlines; Elliot Black – FAA; Paul Litke – FAA; Amy Hanson – FAA; Tony Molinaro – FAA; Susan Mawery – FAA; Asia Hunter – FAA; Barry Cooper – FAA Great Lakes Administrator; Sarah Glavin – United Airlines; Captain Jeff Bayless - United Airlines; Captain Jim Condes – American Airlines; Charles Duncan – United Airlines; and Chris Diaferio – Delta Airlines.

PLEDGE OF ALLEGIANCE

The audience recited the Pledge of Allegiance.

APPROVAL OF MINUTES – MARCH 13, 2015

Ms. Cathy Dunlap made a motion and Trustee Ridder seconded the motion to approve the March 13, 2015 ONCC meeting minutes. The members approved the minutes by unanimous voice vote.

CHICAGO DEPARTMENT OF AVIATION REPORT– Mr. Michael Boland, Acting Commissioner

February and March 2015 ANMS Reports

Mr. Jackson reviewed the February 2015 ANMS report: Runway 28R—most used departure runway at 55 percent; Runway 27L—most used arrival runway at 35 percent. Complaint calls (all hours) totaled 122,803 from 11,867 residents. Of the 11,867 residents, 2,119 complaints were made during the nighttime hours. Operations totaled 2,091.

He also highlighted the following:

1. Complaints made within the State of Illinois.
2. 21,139 of 30,153 complaints in Bensenville came from 1 address.

3. 15,014 of 57,932 complaints in Chicago came from 5 addresses.
4. 19,490 of 20,017 complaints in Norridge came from 2 addresses.
5. 4,566 of 8,967 complaints in Wood Dale came from 1 address.
6. 10,036 of 10,498 complainants in Chicago were anonymous.

Mr. Jackson reviewed the March 2015 ANMS report: Runway 28R—most used departure runway at 44 percent; Runway 27L—most used arrival runway at 31 percent. Complaint calls (all hours) totaled 352,846 from 31,158 residents. Of the 352,846 residents, 6,481 complaints were made during the nighttime hours. Operations totaled 2,318.

1. Complaints made within the State of Illinois.
2. 77,136 of 102,310 complaints in Bensenville came from 1 address.
3. 15,970 of 147,429 complaints in Chicago came from 3 addresses.
4. 18,901 of 20,779 complaints in Norridge came from 2 addresses.
5. 18,915 of 35,537 complaints in Wood Dale came from 2 addresses.
6. 22,688 of 23,490 complainants in Chicago are anonymous.

REPORT OF THE COMMISSION CHAIRMAN – Mayor Arlene Juracek

A. ONCC Correspondence to Mayor Rahm Emanuel

Chairman Juracek reported she sent Mayor Emanuel a letter congratulating him on his re-election and thanking him for the additional eight new noise monitors.

B. FAA Nationwide Survey Update

Chairman Juracek reported the Office of Management and Budget (OMB) approved the FAA's nationwide survey to reexamine the Day-Night Average Sound Level 65dB noise metric currently used to determine sound insulation eligibility.

She thanked congressional leaders, Congresswoman Schakowsky and Congressman Quigley for their efforts. She reminded everyone that ONCC initiated this study after the first OMP Runway 9L/27R was commissioned in 2008. In 2009, ONCC petitioned the FAA to reevaluate its 65 DNL noise metric. For several years thereafter, ONCC participated in research workshops evaluating aircraft noise annoyance. ONCC also urged the FAA to expedite its nationwide survey and went on record supporting the project to the OMB. Copies of these letters were provided.

ONCC Technical Committee Report – Joseph Annunzio, Chairman

Mr. Annunzio reported that the Technical Committee met Tuesday, April 14, 2015 at Mount Prospect Village Hall. The draft version of the OMP EIS Re-Evaluation will be

available for review and public comment this summer. At the April 14, 2015 Technical Committee meeting, FAA Environmental Specialist Amy Hanson reported there would be (2) 12- hour workshop-style meetings for residents after the release of the O'Hare Re-evaluation draft document. One meeting would be held in a community east of O'Hare and the other in a community west of the airport. To accommodate work schedules, each meeting would be held from 9 a.m. to 9 p.m. She also said the FAA would discuss the draft re-evaluation with ONCC members at a future Technical Committee meeting. Since that meeting, Mayor Emanuel met with FAA Administrator Michael Huerta, who agreed with the mayor and this commission that there should be four open meetings to review the draft. The Technical Committee thanked Mayor Emanuel for his efforts regarding public outreach for this important re-evaluation. Meeting dates and locations are pending. The Technical Committee is still waiting for a written explanation why a FAA Part 150 Study for a new O'Hare-area noise contour map is not feasible.

An O'Hare summer construction brochure is available on the ONCC Website and explains runway closures. Eight new noise monitors should be installed by late spring or early summer. In June, Mr. Annunzio will be attending the RTCA Aviation Symposium in Washington D.C. to learn more about the progress of NextGen.

Mayor Sherwin asked if it was possible to come up with a sound contour map showing 50, 55 all the way up to 95 DNL.

Mr. Jackson replied that it is certainly possible and that the noise contours are run by the FAA and would be directed to the FAA in the re-evaluation.

Mayor Sherwin asked how long would that take.

Mr. Jackson said it's certainly do-able however, for the re-evaluation that is a question for the FAA.

Mr. Annunzio said at the next Technical Committee meeting that question can be addressed and therefore, the members can get an answer.

Residential Sound Insulation Committee Report – Mr. Frank A. Damato, Chairman

Mr. Damato reported the contracts for Phase 16; sound Insulation is complete for all homes in Bid Packages 2, 3, 4, & 5, for a total of 797 homes complete. Construction for Bid Package 1 is in progress. Field measurements for Bid Package 6 are in progress. Completion of all Phase 16 homes is anticipated during the summer of 2015. For Phase 17, architectural task order proposals are under review. Homeowner briefings will begin as soon as the architectural task order is executed. For Phase 17, architectural task order proposals will be solicited. Homeowner briefings will begin as soon as the architectural task order is executed.

REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO

March/April 2015 Financial Statements

March expenses totaled \$25,246.69 and April expenses totaled \$19,222.52.

Trustee Ridder made a motion and Mayor Sherwin seconded the motion to approve the March and April 2015 expenses. The motion passed by roll call vote.

Roll Call Vote

Arlington Heights – Yes	River Forest – Absent
Bartlett – Absent	River Grove – Absent
Bellwood – Absent	Rolling Meadows – Absent
Bensenville – Yes	Rosemont – Yes
Bloomington - Absent	
City of Chicago – Yes	Schaumburg – Yes
Chicago, 36 th Ward – Yes	Schiller Park – Yes
Chicago, 38 th Ward – Absent	Stone Park – Yes
Chicago, 39 th Ward – Yes	Wood Dale – Yes
Chicago, 40 th Ward - Yes	District 59 – Absent
Chicago, 41 st Ward – Yes	District 63 – Absent
Chicago, 45 th Ward – Yes	
Cook County – Yes	District 64 – Absent
Des Plaines – Yes	District 80 – Yes
Downers Grove - Yes	District 81 – Absent
Elmwood Park – Yes	District 84 – Yes
Franklin Park – Yes	District 84.5 – Yes
Hanover Park - Yes	District 85.5 – Absent
Harwood Heights - Yes	District 86 – Absent
Hoffman Estates – Absent	District 87 – Absent
Itasca - Yes	District 88 – Absent
Maywood – Absent	
Melrose Park – Absent	District 89 – Absent
Morton Grove - Absent	District 214 – Absent
Mount Prospect – Yes	District 234 – Absent
Niles – Yes	District 299 – Absent
Norridge – Yes	District 401 – Absent

Northlake – Yes
Oak Park – Absent
Palatine – Absent
Park Ridge – Yes

ONCC Member Tours-

Ms. Camacho reminded ONCC members of upcoming tours.

Aviation Experts Discuss O’Hare Noise Abatement at ONCC May Meeting

ONCC Chairman Arlene A. Juracek led a question and answer panel discussion during the ONCC May general meeting to clarify nighttime noise abatement and how it affects runway closures, pilot and air traffic decisions, mandatory nighttime airport closures and modifications to O’Hare’s Fly Quiet Program. Prior to leading into the discussion, Mayor Juracek referenced a paragraph from the 1997 news release launching O’Hare’s Fly Quiet Program. This cooperative effort today and the many accomplishments of ONCC’s prove you do not have to go to the courthouse or to the legislature to get things done. The City of Chicago and the Chicago Airport System are committed to working together with suburban and community leaders to be better neighbors. She also pointed out two important facts from an FAA letter sent to ONCC in 2011 regarding the three degree glide path and “Fly Quiet” modifications. The FAA affirmed that the 3 degree glide path is the optimal approach for all aircraft at O’Hare. They also indicated the city of Chicago would be supportive of considering and analyzing Fly Quiet modifications once the OMP is completed. Interim changes before OMP would need to be approached through discussions between the City and ONCC and would require consultation with the FAA and might require environmental review.

Panelists included: Elliott Black, director of planning and programming for the FAA's Office of Airports, Washington, DC; Paul Litke, district manager for the FAA’s Great Lakes Region; Captain Jeff Bayless, assistant chief pilot, United Airlines- O’Hare; Franco Tedeschi, vice president, Chicago- O’Hare Hub; Captain Jim Condes, pilot, American Airlines; and Aaron Frame, assistant commissioner, Environment Division - CDA.

How aware are pilots of nighttime noise abatement?

Captain Bayless: United pilots are trained every year with regards to noise abatement procedures. Pilots, air traffic control and United dispatch work as group.

Captain Condes: Recurrent noise abatement policy procedures occur every nine months...noise abatement strictly adhered to airline policies. Air traffic Chicago is the best in the country. They are in concert with safety and works efficiently.

How aware is air traffic control of nighttime noise abatement?

Paul Litke: Very, air traffic control use different headings... different runways every day...we are reminded daily. We are very aware of Fly Quiet and the preferential runways. At each facility we approach the controllers with monthly random audits. O'Hare Tower is not allowing pilots to drift on approach to the airport...we are very aggressive. Every two weeks tower management performs a non-compliance report outside what is in reason such as weather etc. We have a conversation to monitor closely.

Aaron Frame: The airport is in charge on the ground. We try to make all the runways available however; runways may be closed due to snow removal, safety inspections and construction.

Paul Litke: We look for the available surface...wind/velocity... weather impacts approach...preferential runways in use. Limited shelf for departure (over 3,000).

Why use a non-fly quiet runway?

Captain Bayless: It depends on the cargo, a pilot would request 28C based on performance. In winter it is a matter of safety. It is like driving and trying to stop a Toyota vs. a Mack truck. There is a margin of safety regarding stopping with a plane full of passengers and cargo. We could stop by slamming on the brakes but it would not a very comfortable or safe ride.

Paul Litke: Landing the plane depends on trust. An aircraft requesting a runway for the control tower means the pilot is always in command. We are not going to question; we are going to accommodate the pilot. Will not deny request for runway.

How far ahead do pilots know the flight plan and arrival runway?

Captain Bayless: Flight plans start before an aircraft lands. It includes the arrival runway, but is orchestrated by the number of flights the airport is receiving. The traffic flow is going to take us to the runway. There may be a request for change to keep the flow moving. Flight plans for departures are based on performance given the weight of the aircraft.

Why doesn't O'Hare close at night?

Aaron Frame: In 2014, O'Hare was designated the world's busiest airport. Nighttime flights account for 11 percent of daily operations. It is not good service or good for the economy to close an airport at night. Not our goal to eliminate flights we are trying to improve air travel.

Elliot Black: Some airports do have a mandatory curfew. Those airports were grandfathered in before Congress passed ANCA. It is extremely difficult to close an

airport. It is of national concern. To be proposed closing an airport at night would have to be approved by every airline and the FAA.

There are criteria that have to be approved. Recently Los Angeles tried and could not meet all the criteria. This is the law... it is a Congressional process for all airports.

Are there mandatory programs to close airports at night?

Elliot Black: We are not aware... they predate ANCA. Safety is the number one concern at all airports. There are complex decisions to be made within a complex environment. The rule was set down by Congress because of the transition to quieter airplanes. The noise contour area improved the quality of life for many citizens. The number of citizens impacted went from 7 million to 325,000 because of the reduction of noise at the source...airplane engines.

How does the O'Hare Modernization Program Environmental Impact Statement affect Fly Quiet?

Elliot Black: According to the 2005 FAA Record of Decision for the OMP, there would be updates to the Fly Quiet Program. It could be modified only if needed. ONCC is an extraordinary group. The organization is routinely pointed to as a shining example of how effective cooperation can be among community groups and aviation stakeholders.

Would CDA consider changes to Fly Quiet?

Aaron Frame: Yes, the CDA would consider and we could work toward consensus.

Would the CDA consider adding additional runways to Fly Quiet preferred runways?

Aaron Frame: Using non-Fly Quiet runways at night is seasonally dependent. Currently there is construction on the south airfield. In the winter we contend with 10L/28R snow removal – longest runway (1300 ft.). Construction is not just on a runway, but near a runway also. The south runway, taxiways, south ATC tower, utility trenching, electrical maintenance, safety inspections, these are all reasons to use non-Fly Quiet runways.

Currently there is legislation in Springfield to increase 8 mandatory runways to 10 runways and keep the two intersecting runways open. Will that have an effect on Fly Quiet?

Aaron Frame: Closing 14L/32R in August will have a minimal effect on FQP. The new runway 10R/28L is exactly like the north Runway 9L/27R. The Fly Quiet shoulder hours are 10 pm to 11 pm and 6 am to 7 am.

COMMENTS FROM ONCC MEMBERS

Alderman Walsten reminded the members he made a motion to make Fly Quiet mandatory at O'Hare during previous meeting. He also asked if there can be a fine issued for airplanes that deviate, but was told by the Chicago Department of Aviation that could not happen. He added that one of the maps is missing which shows Fly Quiet take-offs and feels that a lot of the deviations revolve around saving money so airlines can save on jet fuel. He would rather the airport be more efficient than busy and would like Fly Quiet to be looked at a little harder and become mandatory.

Mr. Tedeschi of American Airlines said safety is what they are disciplined around. They also continue to look at a large scale level of fuel efficient airplanes.

Mayor Jezierny stated if both runways are decommissioned then all the traffic on the diagonal runways is going to be utilized. She asked if it would be practical to leave those two runways open so that it can help with the noise contour in the surrounding suburbs. She added that you hear the term flight distribution and it would help by not always bombarding the same east /west communities.

Mr. Frame responded intersecting runways is a challenging issue and it is one of the reasons why the configurations that were designed as part of the OMP were ultimately approved. The OMP is designed to increase the efficiency and air traffic control is working very hard to balance runways because there are certain distances between arrival and departure runways. He also said they've talked about converging runways and that there are a number of challenges and not all runways that are available are created equally.

Mayor Pedersen said that it has been mentioned twice about the retirement of the louder aircraft. Specifically the 727's and asked if there was a timeline for the progress being made on that because those seem to be the most irritable ones to the residents.

Mr. Tedeschi said he believes it was the MD80's and they are currently on track to retire that fleet by the end of 2016.

Mayor Piltaver was surprised to hear that with all the outcry from the opening of Runway 10C/28C that CDA and ONCC haven't already considered to expand the Fly Quiet Program. She would have expected it to be in the process already and said from the comments is sounded like it was being considered.

COMMENTS FROM THE AUDIENCE

Mr. Thomas, a Chicago resident, asked if the CDA is adequately capturing and interpreting noise complaints.

Mr. Raap, a Park Ridge resident, said IL Senate Bill 636 and IL Senate Bill 637 is presently in the House Transportation Vehicle Safety Committee and was passed unanimously in the State Senate and they are hoping it goes to a full house vote. He also said, the two bills will not impede the OMP it will only safe guard and protect the diagonal runways from being decommissioned. He doesn't feel there's a clear picture of what is happening.

Ms. Dunlap of the 41st Ward said she is very assertive on receiving information regarding arrivals at ONCC Technical Committee meetings. Although there is a good map on Fly Quiet departures, there is no map on arrivals because arrivals do not deviate. However, her residents look for arrivals information. She said during this meeting one of the panelists stated approach control concerns with arrivals random audit at the 4,000 ft. issue. She also informed members that she would be pursuing this issue. She thought perhaps and there might be more arrivals information out there that could be useful to understand whether or not Fly Quiet arrivals are being achieved.

MEETING ADJOURNMENT

Dr. Kuper moved and **Mr. Damato** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 9:15 a.m.