

**APPROVED MINUTES OF THE SEPTEMBER 9, 2014  
O'HARE NOISE COMPATIBILITY COMMISSION  
TECHNICAL COMMITTEE MEETING**

The meeting of the O'Hare Noise Compatibility Commission (ONCC) Technical Committee was held on Tuesday, September 9, 2014 at the Bensenville Village Hall, 12 S. Center St., Bensenville, IL.

ONCC Technical Committee Vice-Chairman Dennis Ryan called the meeting to order at 9:04 a.m. ONCC staff recorded the meeting minutes.

The following Committee members were **PRESENT**:

Ms. Arlene J. Mulder, Designee, Village of Arlington Heights  
Trustee JoEllen Ridder, Designee, Village of Bensenville  
Alderman Mark Walsten, Alternate, City of Des Plaines  
Mr. Ron Sak, Designee, City of Chicago, 36<sup>th</sup> Ward  
Mr. Peter Bialek, Designee, City of Chicago, 39<sup>th</sup> Ward  
Ms. Catherine Dunlap, Designee, City of Chicago, 41<sup>st</sup> Ward  
Trustee Lester Szlendak, Alternate, Village of Harwood Heights  
Mayor Arlene Jerzierny, Member, Village of Harwood Heights  
Trustee Michael Latoria, Alternate, Village of Itasca  
Ms. Judith Dunne Bernardi, Designee, Village of Norridge  
Vice-Chairman Dennis Ryan, Designee, Village of River Grove  
Ms. Karyn Robles, Alternate, Village of Schaumburg  
Mr. Brian Gilligan, Alternate, School District 59  
Alderman Art Woods, Alternate, City of Wood Dale

The following Committee members were **ABSENT**:

Mount Prospect, Niles, Palatine and Rolling Meadows

The following ONCC and Chicago Department of Aviation (CDA) and staff were present:

Jeanette Camacho – ONCC; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; Fran Guziel and Kay Coyne – ONCC Consultant.

The following guests were present:

Mary Ann Levar and Robert Becker, U.S. Representative Mike Quigley; Ms. Amy Hanson, Federal Aviation Administration(FAA); Ms. Trish Chokshi, U.S. Representative Tammy Duckworth; and Ann Limjoco, U.S. Representative Jan Schakowsky.

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

**APPROVAL OF MEETING MINUTES – AUGUST 12, 2014**

**Trustee Ridder** moved and **Alderman Woods** seconded a motion that the minutes of the August 12, 2014 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

## **CDA Report on New Permanent Noise Monitors**

Mr. Frame reported the City of Chicago awarded a five-year noise monitor contract to Landrum & Brown. He noted that staff will be able to proceed with the purchase of monitors now that a new contract has been signed.

Mr. Frame reviewed the criteria for permanent noise monitor locations and the step-by-step process of site selection for the eight new monitors. He suggested possible permanent noise monitor locations for the west side of the airport where arrival paths are heavily concentrated. Two highlighted areas are located in Itasca and Bensenville.

Mr. Woods asked if the proposed locations were definite decisions and noted that he is advocating for an additional noise monitor for Wood Dale.

Mr. Frame replied the highlighted areas were suggestions for the ONCC Technical Committee to consider.

Ms. Dunlap asked to clarify the current noise monitor locations.

Mr. Frame reminded everyone that Wood Dale already has three permanent noise monitors and one monitor was specifically placed in Wood Dale prior to the runway opening several years ago.

Ms. Dunlap reiterated that she lives within the noise corridor and would gladly trade places to not be in it however her ward is being severely impacted and favored advocated for a noise monitor in Ward 41.

Mr. Bialek asked how much farther west of Site 29 was the proposed location.

Mr. Frame responded somewhere between Itasca and Medinah.

### **A. Long-Term Portable Noise Monitor Data**

Mr. Frame reported the Itasca long-term portable noise monitor data for July 2014 was 64.2DNL. The Chicago long-term portable noise monitor data for July 2014 was 60.3DNL.

Ms. Bernardi indicated that she was in favor of Itasca receiving a permanent noise monitor.

Mr. Frame asked if the committee would like to make the Itasca long-term portable noise monitor a permanent noise monitor.

Alderman Woods asked if the Itasca long-term portable monitor would be made permanent would that leave a long-term portable monitor available for use.

Ms. Dunlap suggested moving one of the three existing monitors located in Wood Dale to better address Alderman Woods concerns.

Ms. Camacho asked that Alderman Woods clarify his request.

Ms. Bernardi asked if Alderman Woods would suggest moving Site 30 to another location.

Alderman Woods replied that the easiest solution would be to relocate Site 30.

Mr. Frame asked Alderman Woods for clarification of his request to move Site 30 to another location.

Alderman Woods responded that he would just like an additional noise monitor.

Mr. Jackson reiterated that Sites 30 and Site 3 were placed in the specific locations due to Runway 28R departures that turn south.

Mr. Frame suggested a second permanent noise monitor in Bensenville in the path of Runway 10C/28C which would border Wood Dale.

Trustee Ridder suggested placing a new permanent noise monitor on Hillside Drive.

Ms. Dunlap supported the request to place permanent noise to be placed in Bensenville.

Alderman Woods questioned why a noise monitor would be placed inside the contour lines.

Trustee JoEllen said that residents in her area are being severely impacted by the new runway configuration. Residents need to understand how much noise they are actually receiving even if they are within the noise contour.

Trustee Szlendak asked about placing noise monitors on the east side of the airport.

Mr. Frame said that the focus of today's conversation would be for the west side of the airport and he would discuss the east side after meeting with several Chicago aldermen to discuss potential locations for their wards.

Mr. Sak asked if noise impacts will change when Runway 10R/28L opens next year.

Mr. Frame said that there will be temporary impacts until the OMP is completed.

Ms. Dunlap noted that there is an interim noise impact map which details the temporary noise impacts until full build out occurs.

Mr. Frame noted that temporary noise impact shows the contour line going farther east now than build out. Yes, there will be temporary noise impacts. He noted that when more runways come online there will be more availability for arrivals.

Ms. Bernardi noted another noise monitor needs to be placed in Norridge to capture noise impacts in Norridge as well as Harwood Heights.

Trustee Ridder asked for the timeline to have the eight noise monitors installed.

Mr. Frame reiterated that according to Chicago Mayor Emanuel's press release, the monitors are to be installed ASAP. He said that they would likely be installed by spring 2015.

Trustee Ridder noted the Bensenville would help in any way to expedite the placement of a noise monitor in Bensenville.

Mr. Gilligan suggested creating a chart which would show the progress of the eight new monitors placement so that the public would be aware of the progress.

Mr. Frame noted that there was a tracking sheet in the meeting packets and he will continue to update the worksheet as progress continues.

Trustee Ridder asked if there was any chance of speeding up the placement process for the eight new permanent noise monitors.

Mr. Frame noted that there are two more ONCC Technical Committee meetings scheduled for this year and asked if the committee would consider adding more meetings if necessary.

Alderman Woods responded that he was in favor of more meetings if necessary.

Ms. Dunlap thanked the City of Chicago for moving forward with the placement of the eight new permanent noise monitors.

Ms. Mulder said that she has advocated for Itasca to receive a permanent noise monitor for some time.

The committee unanimously agreed to place a permanent noise monitor in Itasca and Bensenville.

Trustee Latria thanked the committee for all the support and friendship throughout the years as a member.

## **B. New Ground Run-Up Enclosure Fact Sheet**

Mr. Frame presented and reviewed the fact sheet for the Ground Run-Up Enclosure (GRE).

Ms. Mulder asked if larger aircraft continue to have issues utilizing the GRE.

Mr. Frame noted the GRE accommodates most aircraft, but not all airlines do their maintenance at O'Hare.

## **C. Revised Ground Run-Up Enclosure (GRE) Manual**

Mr. Jackson presented and reviewed the revised GRE manual.

Alderman Walsten asked the locations for alternative GRE.

Mr. Frame reminded everyone that the GRE will need to be relocated when Phase II of the OMP moves forward.

Ms. Robles asked if airlines select sites for alternative GRE locations.

Ms. Jackson explained the CDA gives the GRE clearance to the airlines. If the GRE is in use, then CDA suggests another location.

Mr. Sak asked since the GRE is being moved, can it be made bigger to accommodate larger aircraft.

Mr. Jackson said that when Runway 9C is ready for construction, the GRE will need to be moved and he is not sure if it will stay useful after being taken apart.

Mr. Frame said that upsizing the GRE will be discussed when the time comes to relocate it.

Mr. Jackson reminded everyone the GRE at O'Hare was one of the first of its kind and several other airports came to O'Hare to mimic the GRE at their facilities.

#### **D. Re-Evaluation of Environmental Impact Statement (EIS)**

Ms. Hanson of the FAA gave a brief update regarding the progress of the EIS Re-evaluation.

She reported the final scope for the EIS Re-evaluation should be completed within the next weeks and cost negotiating will begin soon after that. She explained that the interim contour has not changed, it was modeled. The re-evaluation will be considered an "insert" to address the interim conditions such as noise contours because of the change in runway construction sequencing.

Ms. Dunlap said that cost negotiations sounds like a consultant has been identified.

Ms. Hanson said that there is a third-party contractor. The City of Chicago procurement has selected the contractor, but the third-party contractor will work directly with the FAA.

Alderman Woods asked about the film falling from aircrafts over neighboring communities.

Mr. Frame said that there is a specific link for those types of incidents. He said that the link will be forwarded to Ms. Camacho to pass along to the Technical Committee.

Trustee Ridder asked if the converging runway (CRO) issue will be included in the re-evaluation process.

Ms. Hanson said that it would be looked at in a cumulative way. She reminded everyone the CRO will be going away.

Trustee Ridder mentioned that the major airlines at O'Hare are not in favor of fulfilling the

build out of OMP.

Mr. Frame said that the City of Chicago will continue to seek funding for the remaining phases of OMP.

Trustee Szlendak asked if there was a date when funding would be announced for the remaining phases of OMP.

Mr. Frame responded that the City of Chicago and the airlines continue to discuss the remaining phases of OMP.

Ms. Dunlap reminded everyone the re-evaluation process entails a public component and encouraged everyone to remain informed.

Alderman Woods asked if the same data analysis will be used as in the FEIS.

Ms. Hanson responded that the original EIS used modeling.

Alderman Arena asked if there was a model using current flight paths.

Ms. Hanson replied the current flight paths are at a 3 degree glide slope upon arrival.

Alderman Arena noted that aircraft are flying lower and turning sooner over the City of Chicago as opposed to when they would fly out over Lake Michigan. He said that a lot of the noise complaints from his community are avoidable if aircraft would just continue to fly over the lake and not turn over communities.

Ms. Hanson noted that the FAA is monitoring.

Alderman Arena asked who is in charge of re-routing aircrafts.

Ms. Hanson said that air traffic would be able to address Alderman Arena's concerns.

Alderman Arena asked who in the FAA can be contacted to discuss adjusting flight paths.

Ms. Hanson said that any suggestions or concerns can be forwarded to the FAA.

Alderman Arena said that he would like to go on the record to request that the FAA look at flight paths being directed to turn over the City of Chicago versus flying aircraft over the lake.

#### **D. Fly Quiet Meeting with O'Hare Control Tower**

Mr. Ryan reported that staff will establish a date with the new Air Traffic Control Tower Manager Jim Krieger. He reminded everyone that since ONCC initiated meetings with the control tower, fewer air traffic deviations have occurred. The meetings are important to heighten controllers' awareness about the Fly Quiet Program.

## **B. Next ONCC Technical Committee Meeting – October 14, 2014**

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

## **Comments from Members**

Mr. Ryan reminded everyone that ONCC is not an environmental group. Concerns over objects or film falling from aircraft should be directed to the FAA. He did suggest maybe having someone from the EPA speak at a future meeting to discuss the issue if members were interested.

Trustee Ridder offered to continue to hold more ONCC Technical Committee meetings in Bensenville. She also noted that she would like discussions regarding Part 150.

Alderman Woods asked for the most recent copy of the ONCC by-laws.

## **COMMENTS FROM THE AUDIENCE**

Ms. Jeanne Otero, a Wood Dale resident, expressed her concerns over the impact in her community with the new runway configurations. She noted that the height of aircraft are also an issue. She would like an environmental study conducted to address her concerns.

Mr. Joseph Russo, a resident of Harwood Heights, submitted the attached statement.

## **MEETING ADJOURNMENT**

**Ms. Mulder** moved and **Trustee Ridder** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 11:31 a.m.