



APPROVED MEETING MINUTES OCTOBER 3, 2014

The meeting of the O'Hare Noise Compatibility Commission (ONCC) was held on Friday, October 3, 2014 at Rosewood Banquets, 9421 W. Higgins Road, Rosemont, Ill.

ONCC Chairman Arlene J. Mulder called the meeting to order at 8:05 A.M. ONCC staff took the meeting minutes. The following members were **PRESENT**:

Ms. Arlene J. Mulder, Designee, Village of Arlington Heights
Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Petro Scalera, Alternate, Village of Bloomingdale
Mr. Michael Boland, First Deputy Commissioner, Chicago Department of Aviation (CDA)
Alderman Nicholas Sposato, Member, City of Chicago, 36th Ward
Ms. Diane Oppliger, Designee, City of Chicago 38th Ward
Mr. Peter Bialek, Designee, City of Chicago 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Alderman Mark Walsten, Alternate, City of Des Plaines
Allison Deitch, Alternate, Village of Downers Grove
Trustee Alan Kaminiski, Alternate, Village of Elmwood Park
Mayor Arlene Jeziorny, Member, Village of Harwood Heights
Mr. Gary Salavitch, Alternate, Village of Hoffman Estates
Mayor Jeff Pruyn, Member, Village of Itasca
Mayor Edweena Perkins, Member, Village of Maywood
Mr. Ralph Sorce, Alternate, Village of Melrose Park
Mayor Arlene Juracek, Member, Village of Mount Prospect
Mr. Joseph Annunzio (ONCC Technical Committee Chair), Alternate, Village of Niles
Mayor James Chmura, Member, Village of Norridge
Ms. Judith Dunne Bernardi (ONCC Treasurer), Designee, Village of Norridge
Mayor Jeffrey Sherwin, Member, City of Northlake
Mayor Dave Schmidt, Member, City of Park Ridge
Mr. Dennis Ryan, Designee, Village of River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karen Robles, Alternate, Village of Schaumburg
Mayor Barbara Piltaver, Member, Village of Schiller Park
Trustee Marco Paz, Alternate, Village of Stone Park
Mayor Nunzio Pulice, Member, City of Wood Dale
Mr. Tony Rossi, Alternate, School District 59
Ms. Rebecca Allard, Alternate, School District 64
Superintendent Kimberly Boryszewski, Member, School District 81
Mr. John Barry, Alternate, School District 84 & 84 ½
Ms. Sherry Koerner, Alternate, School District 214
Superintendent Jennifer Kelsall, Member, School District 234

The following members were **ABSENT**:

Bartlett, Bellwood, Chicago Ward 45, Cook County, Franklin Park, Morton Grove, Oak Park, Palatine, River Forest, Rosemont, School Districts 63, 80, 85 ½, 86, 87, 88,89, 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.

PLEDGE OF ALLEGIANCE

Members, staff and audience recited the Pledge of Allegiance.

WELCOME

Chairman Mulder welcomed the following attendees: Andrew Gomberg – State Sen. Dan Kotowski; Mary Ann Levar and Robert Becker – U.S. Rep. Mike Quigley; Trisha Chokshi – U.S. Rep. Tammy Duckworth; State Rep. Kathleen Willis; State Rep. Michelle Mussaman; Franco Tedeshi – American Airlines; Billy Glunz – American Airlines and Charles Duncan– United Airlines.

APPROVAL OF MINUTES – SEPTEMBER 5, 2014

Dennis Ryan made a motion to approve the September 5, 2014 ONCC meeting minutes. The motion was seconded by Trustee Ridder. The minutes were approved by unanimous voice vote.

ONCC Mission Statement

Chairman Mulder recited and emphasized the ONCC mission statement. She said ONCC is an intergovernmental agency dedicated to reducing aircraft noise. ONCC does not dictate runway utilization or airspace usage. The commission works with the Chicago Department of Aviation (CDA), FAA, airline partners and local, state and federal legislators to reduce the impact of aircraft noise.

Proclamation – CDA Commissioner Rosemarie Andolino

Chairman Mulder reported Commissioner Rosemarie Andolino announced her retirement from the Chicago Department of Aviation after a very distinguished public service career. Commissioner Andolino served as the leader of the O'Hare Modernization Program, Commissioner of Midway and O'Hare airports, Director of Planning and Economic Development for Chicago, and was on the forefront as a global trendsetter in aviation sustainability. ONCC will be losing a friend who supported this commission and who understood the challenges we faced as municipal leaders during O'Hare's growth.

Mulder wished Commissioner Andolino well and extended a proclamation of appreciation.

American Airlines Fleet Update – Franco Tedeschi, Vice President

Mr. Tedeschi gave a brief presentation regarding American Airlines fleet update and was thanked by Chairman Mulder for American Airlines' commitment to keep ONCC informed.

ONCC Resolution 2014-5, IGA Amendment to Include Chicago Ward 40

Chairman Mulder reported that on September 10, 2014 the Chicago City Council approved an amendment to the ONCC Intergovernmental Agreement to increase Chicago's representation on ONCC to six wards by adding Ward 40.

Mayor Pulice of Wood Dale welcomed Ward 40 but asked if the City of Chicago would have another vote because it was brought to his attention that it appeared Chicago was "trying to stack the deck."

Mr. Boland responded that Chicago was not trying to "stack the deck" because the configuration of the airport was switched. There is a lot more air traffic flying over the north side of Chicago. Also, for the first time there are wards that are very interested in being represented at the Commission.

Mayor Pulice said he had a conversation with his alderman and said that if everyone votes a fair share to this then ok, but if not, he was requested to vote no. That is what he is going to do.

Ms. Dunlap of the 41st Ward said speaking as a person who lives in Chicago, in a ward with over 50,000 people, there is a lot being said about citizens needing representation at commission meetings. Dunlap also thinks the behavior of her ward and other wards has been collaborative and active on committees. She also said each ward is on the commission representing its citizens and she believes Ward 40 will do the same.

Chairman Mulder reminded everyone that this same subject came up a few years ago when the airport configuration and flight paths were changing. The changes led impacted Chicago wards to the commission because they began experiencing noisy low-flying aircraft flying over their homes. Those wards exceed the population of our member communities.

Mayor Pulice said he completely understands and he does not have a problem with Ward 40 sitting at the table, the issue was the number of Chicago votes.

A motion was made by Ms. Dunlap and seconded by Mr. Ryan to approve ONCC Resolution 2014-5 to accept the amended IGA. The motion passed by a unanimous voice vote.

The amended Intergovernmental Agreement allowing Chicago Ward 40 membership passed. Each current ONCC member will receive an official request by mail to approve this IGA amendment by their village board or school district, said Chairman Mulder.

FAA Correspondence to Congressman Quigley Regarding SEIS

Chairman Mulder referenced a letter from FAA Director Michael Huerta to Congressman Quigley. The letter reviewed the FAA's research that ultimately led to approval of the Environmental Impact Statement (EIS). The EIS enabled the O'Hare Modernization Program to proceed. The airport's modernization is moving forward, but is not following the construction sequence outlined in 2005. In 2011, Chicago and the airlines agreed to construct runways out of sequence. This change may have created an interim impact on aircraft noise and the environment. The FAA is re-evaluating consequences of constructing runways out-of-sequence, as well as converging runway operations. The FAA says they will complete an EIS re-evaluation before Runway 10L/28R is finished in October 2015. Until the FAA's re-evaluation of the interim impact on the environment is complete, the agency has stated repeatedly to legislators and others that it will not consider initiating a Supplemental Environmental Impact Statement.

ONCC Resolution 2014-6: Park Ridge Resolution Requesting FAA Conduct a SEIS

Chairman Mulder reported that at a previous ONCC meeting, ONCC members approved a resolution calling for the FAA to complete its EIS *Re-Evaluation* by January 2015.

Mayor Schmidt said as of now the build out will not be completed as it was originally planned and is moved to 2021. He said they've been hearing the year 2020 for the completion of the last runway and nothing has moved forward. Because of that, the FAA is not required to do a new study until 2026. He read a Chicago *Tribune* article written shortly after the September 5 ONCC meeting that said Chairman Mulder had no promise

with the study and adding that she doesn't know of any commission members who opposed the request.

In the resolution, Schmidt said he is not asking for a supplemental study to redirect air traffic in any particular part of the region but, is simply asking for up-to-date information utilizing modern technology standards and not those used 10 to 15 years ago. He said everyone in the room should want to receive that information and why should they have to wait until 2026 for that study to be conducted. There should be updating standards regarding air pollution and the effect of noise, especially for children who are in school. He asked the members to vote "yes" so they can join with the congressmen who represent almost everyone in the room and ask the FAA to do the right thing and conduct an SEIS.

Mayor Pruyn said the study is fine but he is concerned that it's going to take six to eight years before they receive discussion about any possible solutions, which is unacceptable. Residents can't wait that long. He asked if ONCC has any plans to look at things that can be done to mitigate the noise for the residents besides an SEIS.

Chairman Mulder said ONCC is always working to help find solutions and is open to new ideas, not just waiting for the FAA's evaluation. One such effort is attending meetings with people in the industry. We've learned it is a great expense, especially when replacing older aircraft, that are much noisier and more polluting, with quieter ones. There's also a lot going on with those aircraft over a 24-hour period.

Mayor Pruyn said he thinks the metric being used to determine the effect of airplane noise may not be the correct metric. He asked if there are other metrics they can look at.

Mulder said the federal government already has initiated a study to determine the 65DNL.

Mayor Pruyn said his community can't wait for the federal government. He mentioned that California has a CNEL that was one metric California adopted and he doesn't know if that's a better metric or not.

Trustee Ridder said that technical committee members are discussing ways to see if a Part 150 is something that can be done or looking into the CNEL option. She also said that it's important for those who were at this meeting to also attend ~~the~~ technical committee meetings to understand what they are talking about.

Chairman Mulder agreed that it's important to attend technical committee meetings and perhaps someone in their village/city can attend the meetings.

Mayor Pruyn said they do send someone to the technical committee meetings, but he was not aware that they were discussing metrics.

Ms. Dunlap said that technical committee representatives are very active. He may ask his member about the CDA two-part study on arrivals. So often the focus is on departures and now ONCC is looking at arrivals, airline arrival procedures and the progress being made. She also agreed with Ms. Ridder.

Mr. Annunzio said technical committee meetings are not glamorous but members continue the process monthly and take fly quiet very seriously. He also mentioned that everyone in the room will be hearing a summary regarding the meeting they had with the chief air traffic controller. He advised everyone to attend the technical committee meetings if they still have questions.

If the resolution relates to the one passed at the September 5 meeting or is it redundant since it was already passed, asked Mr. Barry.

The resolution passed in September asked the FAA to speed up the re-evaluation. The resolution presented today asks the FAA to conduct a supplemental EIS, said Mr. Boland.

Alderman Walsten said while he supports the neighbor to the east, Park Ridge and Mayor Schmidt, he also had a question regarding a request he made. He believes the mayor of Schiller Park made the same request at the September meeting to have the substance tested appearing on residents' houses and cars. He asked the mayor of Schiller Park if anyone from the FAA contacted her.

Mayor Piltaver said she had not heard from the FAA, but someone did come out from the Illinois Environmental Protection Agency (IEPA) and told her that he wasn't the one. She still has not heard anything and had residents talk to the IEPA representative. The residents showed the IEPA representative the substance that was actually falling and sticking onto their cars and onto their children's toys. Mayor Piltaver is waiting to see if they are actually going to do anything. She also mentioned that the IEPA did bring out some interesting facts that there are collection boxes as far as environmental impact. He also let her know that although the information is current, it takes a year to two years to get the information out to the public. She said that it didn't make sense to her because if they're being impacted more now why is it taking two years? She did not get the answers she wanted from the IEPA and they are following up. Senator Mulroe was with Mayor Piltaver at the time and they will follow up again.

I am happy to hear that someone had contacted Mayor Piltaver, said Walsten.

I want to understand clearly that the SEIS would include the decommissioning of the diagonal runway as part of the re-evaluation or was it just being performed because the construction sequence was out of line, said Mayor Pruyn.

The re-evaluation that the FAA is currently conducting looks at the re-sequencing of the commissioning of the runways, said Mr. Boland.

Will they collect new data or will they regurgitate the old data and run a new model, asked Mayor Pruyn.

They will run new analysis based on existing conditions, responded Mr. Boland.

Would it be at the time of 2005, asked Mayor Pruyn.

Mr. Boland replied that with the new EIS re-evaluation and what he assumes they will do with the supplemental is a forecast looking into the future. While they completed the EIS 2005, the FAA was looking ahead and took a snap shot into the future based on forecast operations.

Are they are going to take the forecast and redo it with the reconstruction or are they going to look at what the current conditions are, asked Mayor Pruyn.

You need to forecast into the future in the EIS. Therefore, they would look at what those impacts may be based on the operations at that time. Just like today as we sit here in 2014 one year in particular in the EIS was in 2013 they made assumptions as to how the airfield would be operating and the number of flights that would be occurring in and out of the airport. In the FAA's position so far is what they projected and forecasted is exactly what's happening and that's why they don't need to do a supplemental EIS. If they were to undertake a supplemental EIS they would have to make more assumptions, said Mr. Boland.

If they are under the assumption that the airfield is operating perfectly under the forecast, then they're going to believe that the forecast going forward is the same, said Mayor Pruyn.

The forecast is based on demand. For example, how many aircraft do they think will be flying in and out of the airport in a particular year. Therefore, when they did it in 2005 they looked at the year 2013 and said how many operations they think will be going through O'Hare, which runways will be used, what configurations and how the air traffic will be controlled. From there they make the assumption and assess the noise impact by running a contour based on that future year as well as, the quality of other environmental things they're required to look at, said Mr. Boland.

They're an expert in this and they have not begun to look at it, said Mr. Boland.

The people that are conducting the study do not think that there's a problem, said Mayor Pruyn.

I don't think that's what they're saying, said Mr. Boland.

A lot of things have changed since they did that statement and I take a little bit of offense. From what I understand the diagonals were supposed to be shut down until they had six parallel runways and right now there are four. They are putting more aircraft into a shorter period of space, said Mayor Pruyn.

The diagonals are to close when the next runway comes next year. Next year there will be six. So what they are looking at with this re-evaluation is when 10R comes next year it was supposed to also include 10C, 9C and 9R. Therefore, that's the exercise that they are looking at right now, said Mr. Boland.

This was supposed to happen in 2014 not 2018 or 2021. I don't know if it will be done by then if they don't have the funds. Are these are the conditions they have to live with for the next 20 years, Mayor Pruyn asked.

That is what they will look at in the reevaluation, answered Mr. Boland.

They were doing a lot of forecasting in 2005 and they do have actual runways now. I hope they're going to base it on actual and then incorporate it. Can Des Plaines and Schiller Park write a letter from the ONCC asking that communities be tested on some of the oil film that is dropping from the aircraft? Residents from Harwood Heights see the film and they want to know what it is but, they're close to the airport. Can some kind of unit to test the substance, asked Mayor Jeziorny

Thank you for your comments and questions. We have a motion and a second, said Chairman Mulder.

A motion was made by Ms. Dunlap and seconded by Mayor Chmura to approve ONCC Resolution 2014-6. 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 – Yes	Rosemont – Absent
Bloomington - Yes	
City of Chicago – No	Schaumburg – Yes
Chicago, 36 th Ward – No response	Schiller Park – Yes
Chicago, 38 th Ward – Yes	Stone Park – Yes
Chicago, 39 th Ward – Yes	Wood Dale – Yes
Chicago, 41 st Ward – Yes	District 59 – Yes
Chicago, 45 th Ward – Absent	District 63 – Absent
Cook County – Absent	District 64 – Yes
Des Plaines – Yes	District 80 – Absent
Downers Grove - Yes	District 81 – Absent
Elmwood Park – No	District 84 – Yes
Franklin Park – Absent	District 84.5 – Yes
Harwood Heights - Yes	District 85.5 – Absent
Hoffman Estates – Yes	District 86 – Absent
Itasca - Yes	District 87 – Absent
Maywood – Yes	District 88 – Absent
Melrose Park – Abstained	District 89 – Absent
Morton Grove - Absent	District 214 – Yes
Mount Prospect – Yes	District 234 – Yes
Niles – Absent	District 299 – Absent
Norridge – Yes	District 401 – Absent
Northlake – Yes	
Oak Park – Absent	
Palatine – Absent	
Park Ridge – Yes	

REPORT BY THE CHICAGO DEPARTMENT OF AVIATION – Mr. Michael Boland, First Deputy Commissioner

A. August 2014 ANMS Reports

Mr. Jackson reviewed the August 2014 Airport Noise Management System (ANMS) report: Runway 28R was the most used departure runway at 40 percent; Runway 27L was the most used arrival runway at 26 percent. Complaint calls totaled 30,249 from 4,024 complainants during all hours. A total of 2,526 operations were reported. Of the

4,024 complainants, 1,292 complaints were made during the nighttime hours.

Mayor Jezierny said that the September ONCC meeting many of her residents could not get through the Chicago line. I said our village had a website and line that goes to our dispatch. She then let Mr. Frame know that she had those reports with her to give to him. Our August report showed there were 196 complaints that we received through our dispatch and website. For September there there were 94 complaints.

B. 311 Update

Aaron Frame presented the 311 update. He reported CDA got a request from a homeowner who lives in an unincorporated area and was experiencing problems registering complaints on the website. CDA researched the issue and decided changes need to be made to the online form. The complaint system is run by 311 and is designed for Chicago residents. Noise complaints for the suburbs that Mr. Jackson reported are different. There are two kinds of questions when a complaint is logged. The name, address, city and state questions are standard. Aviation noise complaints have flex questions which are specific to the complaints for airports. Addresses in unincorporated areas such as, Elk Grove Township or Addison Township, the address field in the 311 is a numeric field meant for a city built on a grid system. Addresses such as 3 west 117 are not recognized by the computer. Therefore, CDA decided to add another flex question allowing for alternate addresses specifically to point out the homeowners with a fire protection address as opposed to a grid system. It is an easy fix to help more constituents log a complaint and declare their address. It will take 311 several weeks to upgrade their system.

Will it be possible to have a phone line dedicated for aircraft complaint calls, Mayor Piltaver asked Frame.

That is very unlikely to happen because all calls are controlled by 311 City Services and they would not split off one function from 311, said Mr. Frame.

Due to the increase of calls that 311 is receiving, Trustee Ridder said she hoped that the City would increase the amount of staff working; that can be a part of the problem. There are at 30,000 phone calls.

Mr. Frame said that 30,000 represents phone and website complaints.

Bensenville seniors are not on the website and are making phone calls all day long and into the night if they can't sleep, said Trustee Ridder. Is there a way there's to look at the staffing at 311 and increase it to accommodate those having trouble?

Mr. Frame replied he would take her request to the director of 311, but adding staff in government is not a simple thing.

Trustee Ridder replied she would like to hear the response.

What is the point is of accumulating data regarding complaints if it doesn't change anything, asked Mayor Schmidt. It only gives residents an outlet to complain and I understand that. Beyond that, what does the City of Chicago or the FAA do with the data regarding complaints. Will they use the data to change how they run the runways, Schmidt continued.

Mr. Frame replied that it does not change; air traffic control has always been under the FAA. Chicago is not in charge of Air Traffic Control. CDA collects complaint data because everyone is interested in it and is used to monitor trends.

C. New Noise Monitor Contractor Selection

Mr. Frame informed everyone that there is a new contract for operation and maintenance for the airports management system. In September, CDA entered a five-year agreement with Landrum and Brown and they will be operating and maintaining all noise monitors for O'Hare and Midway. L&B will replace all current noise monitors as well as, install eight new ones. They will also produce all of CDA reports. In September CDA announced Mayor Emanuel has directed the department of aviation to install eight new noise monitors.

That is good news for the people who live in Chicago, specifically those wards that are being impacted for the very first time, said Chairman Mulder.

D. Update Permanent Noise Monitor Selection/Purchase/Locations

CDA has been very active working on site selections for the eight new monitors. There was a good discussion at the Technical Committee meeting on the placement of two monitors on the west side of the airport. During the next meeting members will discuss locations for the east side of the airport. Mr. Frame and Jeanette Camacho met with some of the Chicago alderman regarding the placement of the monitors in their ward, reported Frame.

Chairman Mulder commented that she also hopes the CDA is working with the western communities and those site selections as well.

Once ONCC and CDA agree to a general vicinity, they will work with each local community to narrow it down to a street and block. CDA will present each decision to the

technical committee, said Frame.

REPORT OF THE COMMISSION CHAIRMAN– Ms. Arlene J. Mulder

FAA Nationwide Noise Study

In 2009, when Runway 9L/27R opened and aircraft noise shifted over Park Ridge, ONCC campaigned to lower the 65DNL threshold. ONCC mailed correspondence to FAA Acting Administrator Lynne A. Osmus asking the agency to initiate new and innovative discussions to change the standard noise metric, said Chairman Mulder.

ONCC applauds the 27 U.S. congressmen who signed a letter in September asking the FAA to speed up its nationwide survey and lower the 65DNL threshold for noise and has always appreciated lawmakers working with us to mitigate aircraft noise. They have the power to change the laws that affect all citizens, she said.

ASCENT Advisory Committee Meeting

On behalf of ONCC, Chairman Mulder has attended the FAA's Center of Excellence PARTNER meetings for several years where researchers focused on Air Transportation Noise and Emissions Reduction. Last fall, the FAA created a new \$40 million Center of Excellence named ASCENT to replace PARTNER. Chairman Mulder will attend an ASCENT meeting in Washington later this month. ASCENT researchers from universities, industry and the FAA will incorporate PARTNER studies into research about alternative jet fuels and the environment, including aircraft noise, she reported.

O'Hare Air Traffic Control Tower Discussion

Chairman Mulder reported that ONCC members met with the O'Hare's Air Traffic Control to continue the discussion about the airport's Fly Quiet Program and called on Ms. Dunlap for a report.

Ms. Dunlap reported a very positive discussion with the managers of O'Hare's control towers. They outlined several steps underway to boost the towers' "good neighbor policy" introduced two years ago. The O'Hare Traffic Control Tower Manager Jim Kreiger reported that deviations from Fly Quiet nighttime preferred runways have dropped from "quite a few" in May of this year to less than a handful today. Since May, FAA management has reviewed all employees at the O'Hare towers and reminded them about the preferential nighttime flight tracks.

We all know when aircraft land at night, sometimes these flights do not follow the Fly Quiet protocol. Air traffic managers use audiotapes and radar re-plays to figure out what caused these flight deviations. Then they discuss the non-preferred runway use with the responsible air controller. Mr. Kreiger explained flights always leave what he called

“footprints in the snow” so managers can track down causes of these deviations. The tower managers are working with the Chicago Department of Aviation and aviation consultants Landrum and Brown to more closely identify causes of flight deviations.

In a two-week test program started Sept. 15, CDA began tracking deviant flight paths on a daily basis. Based on these reports, the FAA, CDA, ONCC and the public will have data identifying causes for deviations from preferential runways. The causes may include weather in Chicago land or nearby, airport construction that often occurs at night, and storms in other parts of the country that delay flights here and cause a rush of backed-up O’Hare flights. In the case of backed-up flights, these aircraft need to depart quickly with safety and efficiency at the top of the list for air traffic controllers, explained Mr. Kreiger. The FAA expects data from this test program will be available in early November when ONCC will meet again.

The Fly Quiet Program quarterly reports will continue to illustrate flight deviations printed in red on O’Hare overview maps. However, now ONCC will have another resource of information (1) to help controllers and (2) to clarify questions from the public. Based on the test data, many flights were affected by local weather is a primary cause. We’ll also know the effects of airport construction.

Mr. Kreiger stated that that controllers want to do their jobs well. They welcome constructive reminders about effects of aircraft noise on our neighbors. He enthusiastically endorses the Great Lakes FAA “good neighbor” policy to use preferential runways at night whenever possible and to pay attention to effects of aircraft NOISE for neighbors.

Mr. Kreiger also explained how controllers’ work is monitored. The Tower Quality Control looks at each flight deviation. This review is referred to a supervisor, the controller and operations manager. It is included in performance evaluations. Controllers consider preferential flight paths, along with many variables—most important factors being safety and efficiency. It’s reasonable to expect they need reminders about mitigating nighttime noise, he said.

Ms. Dunlap mentioned that questions were asked about arriving aircraft. Mr. Kreiger emphasized that traffic controllers don’t dictate use of flaps or landing gear. Midnight shift air traffic supervisors in the tower were reminded in May and June briefings to ask pilots to consider sleeping residents appreciate quiet surroundings. Mr. Kreiger explained that each airline has its own arrival protocol. ONCC is requesting pilot arrival guidelines from airlines. We will share information airlines provide at a future meeting.

In summary said Ms. Dunlap, our optimism today is based on the recent drop in nighttime preferred runway deviations, initiation of a study about causes for not using

preferred runways, the forthcoming Third Quarter Fly Quiet Report, and the cooperation and positive leadership of the FAA O'Hare Air Traffic Control managers and controllers.

ONCC will meet again in early November to discuss the Third Quarter Fly Quiet Report that is available to everyone. Stats for weather, construction constraints and other circumstances that affect runway choices will be discussed.

Meeting with United Airlines Regarding Vortex Generators

Chairman Mulder recently met with Charles Duncan, United Airlines Vice President of the O'Hare Hub to discuss ONCC correspondence sent to United regarding Vortex generators and their potential benefit to reduce noise. She wanted to know about the possibility of United adding this inexpensive equipment to their A320 fleet. Mr. Duncan said he will be reaching out to other airlines that have fitted their fleet with these generators to find out how these generators affect aircraft performance and what the trade-offs may be.

ONCC Correspondence with Bensenville Regarding Noise Monitor Site Selection

Chairman Mulder thanked Trustee Ridder and Bensenville for their generous donation of public land for one of the new noise monitors being considered for the west side of the airport. ONCC supports CDA's recommendation of an additional permanent noise monitor for Bensenville and understands that there is a monitor selection and purchase step before installation can move forward.

COMMITTEE REPORTS

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

Executive Director Jeanette Camacho read the report in Dr. Kuper's absence. She said, sound insulation for St. Tarcissus and Farnsworth schools, both located within a mile of each other in Ward 45, received \$9.3 in grants to create a quiet learning environment for their students. Acoustical windows and new heating, ventilation and air conditioning systems were installed in both schools, in addition to other modifications.

The FAA has awarded Ebinger Elementary School, located in Ward 41, a \$6 million construction grant. The FAA will pay 80 percent or \$4.8 million through the Airport Improvement Program. The City of Chicago will pay 20 percent or \$1.2 million through Passenger Facility Charges. Ebinger is the 124th and *last* eligible school for sound insulation. Ebinger is already in the design process after receiving a \$468,750 grant earlier this summer. Conservatively, over \$346 million has been spent on sound insulation to provide quiet learning environments for students impacted by aircraft noise.

An updated School Sound Insulation Fact Sheet was located in the meeting packets. Ms. Camacho also thanked FAA and Chicago for the provided sound insulation.

Ms. Dunlap thanked the Chicago Department of Aviation and ONCC for the sound insulation at Ebinger School located in the 41st Ward.

ONCC Technical Committee Report – Joseph Annunzio, Chairman

Mr. Dennis Ryan gave the report in Mr. Joe Annunzio's absence.

The Technical Committee met September 9 at Bensenville Village Hall. He thanked Bensenville Trustee JoEllen Ridder for hosting the meeting. The committee reviewed the two long-term portable monitors collect data from Itasca and Chicago Ward 39.

NOISE MONITORS

Chicago awarded aviation consultants, Landrum & Brown a five-year noise monitor contract. L&B will be responsible for selecting/ purchasing and installing new permanent noise monitors for O'Hare, Midway and eight additional O'Hare noise monitors requested by Chicago Mayor Rahm Emanuel.

The CDA discussed monitor location options with the committee for the west side of the airport: Itasca and Bensenville are under consideration. Mr. Aaron Frame and ONCC Executive Director Jeanette Camacho have met with some Chicago aldermen to discuss monitor locations for their respective wards.

Ms. Dunlap pointed out that it is important for members to attend the ONCC Technical Committee meeting to participate in discussions with the FAA. She thanked the FAA for participating in discussion with the ONCC Technical meetings.

FAA RE-EVALUATION UPDATE

FAA Environmental Specialist Amy Hanson reported that a contractor for the re-evaluation project has been chosen. The FAA is refining the scope of the project. The re-evaluation will be considered an "insert" to address the interim conditions such as noise contours, missing because of the change in runway construction sequencing.

GROUND RUN-UP ENCLOSURE

In 1997, O'Hare constructed an enclosed ground run-up facility to mitigate aircraft noise. It was the first of its kind and cost of \$3.2 million. The purpose of the GRE is to inspect and maintain aircraft. The FAA requires aircraft engine ground run-ups as part of the regularly scheduled maintenance program.

CDA updated the O'Hare GRE procedure manual and GRE fact sheet which explains the: background, purpose, design, usage and location.

The ONCC Technical Committee will meet at Mount Prospect Village Hall, Tuesday, October 14, 2014 at 9 a.m.

Residential Sound Insulation Committee Report – Ms. Judith Dunne Bernardi, Vice-Chairman

Ms. Bernardi reported contracts for Bid Packages 2, 3, 4 and 5, totaling 773 homes are substantially complete. Construction for Bid Package 1 has begun and is 53 percent complete. Bid Package 6 includes 22 regular homes and 4 historical homes, and has been awarded. Product submittals will commence this month, followed by field measurements. Construction will be complete on all Phase 16 homes during the first quarter of 2015.

For Phase 17, all historic homes in the Norwood Park Historic District have been verified by the Illinois Historic Preservation Agency. Architectural Task Order Proposals for all of Phase 17 will be solicited in the near future. Homeowner Briefings will begin as soon as the architectural task order is executed.

The next Residential Committee meeting will take place on Wednesday, October 15, 2014 at the Norridge Village Hall at 9:30 A.M.

Ad Hoc By-Laws Committee Report – Mount Prospect Mayor Arlene Juracek

The Ad-Hoc By-Laws Committee met four times: February 10, April 15, June 25 and July 22, 2014.

Committee members included Trustee JoEllen Ridder, Village of Bensenville and Mr. Tony Rossi, School District 59. The goal was to ensure the ONCC by-laws were in compliance with the 2010 Intergovernmental Agreement.

The committee updated the by-laws utilizing a 2-step process: simple grammar and description edits. ONCC membership approved those edits at the March 7, 2014 meeting.

The committee approved five edited recommendations for review. A copy of the by-laws is located in the meeting packets with changes highlighted in red.

The committee also discussed how to increase participation from ONCC members at committee meetings to establish quorums. It was suggested that a letter be mailed to all ONCC members describing the three standing committees and inviting the member to

participate/attend these meetings. This document is also located in the meeting packet, reported Mayor Juracek.

A motion was made by **Ms. Dunlap** to approve the edits to the ONCC By-laws. The motion was seconded by **Mayor Sherwin**. 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 – Yes	Rosemont – Absent
Bloomington - Yes	
City of Chicago – Yes	Schaumburg – Yes
Chicago, 36 th Ward – Yes	Schiller Park – Yes
Chicago, 38 th Ward – Yes	Stone Park – Yes
Chicago, 39 th Ward – Yes	Wood Dale – Yes
Chicago, 41 st Ward – Yes	District 59 – Yes
Chicago, 45 th Ward – Absent	District 63 – Absent
Cook County – Absent	District 64 – Yes
Des Plaines – Yes	District 80 – Absent
Downers Grove - Yes	District 81 – Absent
Elmwood Park – Yes	District 84 – Yes
Franklin Park – Absent	District 84.5 – Yes
Harwood Heights - Yes	District 85.5 – Absent
Hoffman Estates – Yes	District 86 – Absent
Itasca - Yes	District 87 – Absent
Maywood – Yes	District 88 – Absent
Melrose Park – Yes	District 89 – Absent
Morton Grove - Absent	District 214 – Yes
Mount Prospect – Yes	District 234 – Yes
Niles – Absent	District 299 – Absent
Norridge – Yes	District 401 – Absent
Northlake – Yes	
Oak Park – Absent	
Palatine – Absent	
Park Ridge – Yes	

Ad Hoc Budget Committee Report - ONCC Treasurer Judith Dunne Bernardi

The Ad-Hoc Budget Committee met on Monday, September 29, 2014. Committee members include: Catherine Dunlap- Chicago Ward 41, Mr. Ron Sak - Chicago Ward 36, Dennis Ryan – River Grove and Superintendent Jennifer Kelsall – School District 234.

The committee reviewed the current budget line items and discussed items for 2014 and will meet again on October 15, 2014. The committee will present the 2015 budget to the Commission for approval at the next ONCC meeting on November 7, 2014, reported Ms. Bernardi.

Ad Hoc Nominating Committee Report – Trustee JoEllen Ridder, Bensenville

The AD-Hoc Nominating Committee plans to meet this October to create a job description for each ONCC officer. We believe this is a valuable step to determine who would be willing to devote the time and energy required for each office. After job descriptions are complete, the Committee will send them to ONCC members for slate recommendations. Nominations for the officers will be taken in November and December. The committee will meet before the January 2015 ONCC meeting to discuss the nominations and recommend the slates for approval at the annual meeting in March 2015.

ONCC will always remain a forum where aviation, municipalities, lawmakers and citizens can discuss noise issues in a cooperative and compatible manner and that must never change, reported Trustee Ridder.

REPORT OF THE EXECUTIVE DIRECTOR – MS. JEANETTE CAMACHO

A. September 2014 Financial Statements

Expenses totaled \$20,813.67 for September 2014, reported Ms. Jeanette Camacho.

A motion was made by Mr. Ryan and seconded by Mayor Sherwin to approve the September 2014 expenses. The motion passed by roll call vote.

Roll Call Vote

Arlington Heights – Yes
Bartlett – Absent
Bellwood – Absent
Bensenville – Yes
Bloomingdale - Yes

River Forest – Absent
River Grove – Yes
Rolling Meadows – Yes
Rosemont – Absent

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

ONCC Correspondence to Airlines Regarding Vortex Generators

In June 2014, Ms. Jeanette Camacho contacted Mr. Dan Gadow of Air France to discuss their plans to retrofit the Airbus A320 fleet with noise reduction kits known as vortex generators. Mr. Gadow at that time said Air France does not operate that particular fleet at O'Hare. She asked CDA to query airlines that do operate this fleet and according to the CDA, eight airlines fly the A320 into O'Hare daily. ONCC contacted most of the airlines inquiring about their efforts to equip their fleet and will continue to report on their progress.

O'Hare Control Tower Tour – September 12, 2014

Several ONCC members and guests met on September 12 with the new Air Traffic Control Tower Manager, Jim Krieger to observe the critical work of O'Hare Air Traffic Control. Air Traffic Control prepared a presentation for attending ONCC members. A copy of the presentation was in the meeting packets, reported Camacho.

Chicago Center Tour – TBD

The Chicago Center tour would need to be rescheduled due to the recent events that occurred at the CENTER.

2015 ONCC Meeting Calendar

A draft 2015 ONCC meeting calendar was located in the meeting packets. Each committee will review dates and times for their approval. A final version will be presented for approval at the November 7, 2014 ONCC meeting.

Next ONCC Meeting – November 7, 2014

The next ONCC meeting will take place on November 7, 2014. The meeting is tentatively scheduled to be held at the DePaul O'Hare Campus. Ms. Camacho is researching a new venue for ONCC meetings and will keep everyone updated when a new location is identified.

Mayor Schmidt commented that Rosewood was a good location for ONCC meetings.

Alderman Walsten suggested Café la Cave in Des Plaines as a possible meeting location.

COMMENTS FROM ONCC MEMBERS

Mayor Schmidt said he liked the meeting location at Rosewood Banquet hall and thinks it's a nice setup and hopes the ONCC stays there.

ONCC is looking at other locations due to the price, but that they are looking at other options to accommodate more people, replied Ms. Camacho.

Alderman Walsten asked if anyone from the FAA was present at the ONCC meeting.

No one from the FAA was currently at the meeting but Mr. Barry Cooper did indicate his commitment is to the ONCC and he will be participating at future ONCC meetings. Unfortunately, he was not able to attend the October 5 meeting due to the recent event at the Aurora airport. Someone will always be present from the FAA at the technical committee meetings to give updates, Ms. Camacho replied.

Mr. Walsten asked who is going to forward the Schiller Park information to the FAA?

Ms. Camacho said that information can be forwarded to her and she will pass along the message.

Alderman Sposato asked what time does the Residential Sound Insulation Committee that is held in November begin.

COMMENTS FROM THE AUDIENCE

Dr. Don Walsh, resident of the 39th Ward representing the Indian Woods Community Association said his first order of business is on the letter he tried to read during the September meeting and received a reply to it. He asked if his letter went to all the members and did the mission statement of the ONCC changed from what is posted on the website. He said the ONCC's vision statement says "it will build and maintain a coalition with communities and citizens dedicated to reduction of aircraft." He then said that there was no time set for the residents to come to the ONCC and speak and give their opinions. He said it's unacceptable and that the ONCC should have public participation so that they can speak and bring issues to the commission. He also brought up the letter to Congressmen Quigley and is requesting ONCC ask the FAA and inspector general's office to investigate those public hearings from the last EIS. The portable monitors that have been in place are not included in the reports and why is that data not being published?

Christina Gebala, Norridge, said the aircraft are making a lot of noise and the smell from the jets is terrible and she can't sleep at night.

Lenon Kulhawik, Wood Dale, said that they have been fighting this noise for 10 years and now have to put it upon themselves to put extra crown moldings on their walls because they are cracking. They also had to replace windows because they shattered. The planes are too low and he can't sit on his own deck.

Melissa Poulos, Norridge, said she wishes there were noise monitors placed in Norridge because their life has changed. She is concerned about the noise level and her family's quality of living. During a meeting last summer she was promised that her village would only be affected in the morning and would only be during takeoffs, however, it has been all day and all night. She also said that she would like a follow-up.

Al Rapp, former FAA employee who lives in Park Ridge, said it's unacceptable that the FAA was not at the meeting. There's a lot of energy involving tax relief for residents in the noise contour and he would like the mayors understanding that it would be loss revenue for the municipalities. Therefore, he wants the mayors to think about their position and where they would stand. He also said the Chicago Department of Aviation does have a lot of input in air traffic patterns and they work with the FAA but, that the FAA does make final approval.

MEETING ADJOURNMENT

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