

**APPROVED MINUTES OF THE MARCH 11, 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, March 11, 2014 at the Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chairman Joseph Annunzio called the meeting to order at 9:00 a.m. ONCC staff recorded the meeting minutes.

The following members of the Committee were **PRESENT**:

Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Ron Sak, Designee, City of Chicago, 36th Ward
Mr. Peter Bialek, Designee, City of Chicago, 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Trustee Michael Latoria, Designee, Village of Itasca
Mayor Arlene Juracek, Member, Village of Mount Prospect
Chairman Joseph Annunzio, Alternate, Village of Niles
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Vice-Chairman Dennis Ryan, Designee, Village of River Grove
Mr. Barry Krumstok, Designee, Rolling Meadows
Ms. June Johnson, Alternate, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Designee, City of Wood Dale

The following members of the Committee were **ABSENT**:

Arlington Heights, Des Plaines, Harwood Heights, Hoffman Estates, Palatine

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

Jeanette Camacho – O'Hare Noise Compatibility Commission; Aaron Frame – Chicago Department of Aviation; Jeffrey Jackson – Landrum & Brown; Fran Guziel and Kay Coyne – ONCC Consultants.

The following guests were present:

Mary Ann Levar for Congressman Mike Quigley, Robert Becker for Congressman Quigley, Dan Gadow for Air France, Ms. Amy Hanson for the FAA and Ann Limjoco for Congresswoman Jan Schakowsky.

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

APPROVAL OF MEETING MINUTES – JANUARY 14, 2014

Ms. Dunlap moved and **Trustee Ridder** seconded a motion that the minutes of the January 14, 2014 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. Long-Term Portable Noise Monitor Data

Mr. Jackson reported the Itasca Long-Term Portable Noise Monitor Data for January 2014 was 59.8 decibels. The Chicago Long-Term Portable Noise Monitor was 57.6 for December 2013 and 56.0 for January 2014

Ms. Bernardi pointed out that the average for the Chicago Long-Term Portable Monitor was not correct.

Mr. Jackson noted that there was a typo and would be corrected.

B. 2013 O'Hare International Airport Annual Operations

Mr. Frame reviewed a document that detailed annual airport operations from the year 2000 through 2013. He said that operations at O'Hare International Airport have slightly increased from 878,617 operations in 2012 to 883,287 operations in 2013. He noted that this increase is a sign that the economy has improved but is not near the 992,471 operations in 2004. O'Hare International Airport is the second busiest airport in the world next to Atlanta.

C. 2014 Terminal Area Forecast (TAF)

Mr. Jackson reviewed the 2014 Terminal Area Forecast (TAF) as provided by the FAA. Operations are projected to increase in 2014 by 2,405 operations.

Ms. Dunlap asked how the FAA determines the Terminal Area Forecast.

Mr. Jackson explained that a number of factors are considered by the FAA in making the assumption. He said that the FAA would be a better source for addressing the factors that make the Terminal Area Forecast.

Mr. Sak asked if the FAA's previous forecasts have been accurate.

Mr. Frame explained that the FAA has predicted above the actual operations.

Mr. Bialek noted that the Terminal Area Forecast increases significantly between 2015 and 2020 and then levels off for the remaining years. He asked if there was a reason for that forecast.

Mr. Frame explained that the OMP still has not been completed and there are two additional runways to be built along with the extension of an existing runway.

Ms. Johnson asked if the forecasted numbers are based on OMP.

Mr. Gilligan asked if the forecasted numbers are broken down by day/night hours.

Mr. Jackson replied no

D. Updated Fly Quiet Manual

Mr. Jackson presented the updated Fly Quiet Manual to reflect new taxi ways and Runway 10C/28C. He noted that each page of the Fly Quiet Report has a date to indicate when it was updated.

Ms. Johnson asked if there has been any thought about ~~of~~ using the full length of Runway 28R/10L to lessen noise impacts during the daytime.

Mr. Jackson replied that the runway is 13,000 feet to accommodate intersecting departures. Aircrafts that are larger or heavier do use the full length of the runway.

Alderman Woods asked for the formula used for the Terminal Area Forecast. He said that the numbers seem to be conservative seeing that there are more runways that have to be built.

Mr. Jackson replied that the FAA prepares the Terminal Area Forecast.

Mr. Annunzio said that the Terminal Area Forecast is a guide for the future and can't possibly take into account unforeseen events. The forecast can change from year to year.

Mayor Juracek said that the Terminal Area Forecast is probably not just one formula and takes into account a variety of issues such as economic forecasts, etc. She said that one cannot use the forecast as a prediction because it is based on the information at the time the forecast was done.

Trustee Latoria said that the OMP and noise contours are predictions. He said that this should be directed at to the FAA.

Ms. Hanson said that there are many models involved when the Terminal Area Forecast is produced. The forecast takes into account variables such as airlines purchasing new aircrafts, airline scheduling and the economy. The information is circulated through varies departments within the FAA and the City of Chicago reviews it as well. In the case for the EIS, the FAA used the forecast that was available at that time to develop the future noise contours. The forecast at that time was a much higher number than what is currently being predicted at build-out.

Mr. Ryan mentioned that he sat next to a pilot on a recent flight and he asked the pilot if he knew about the Fly Quiet Program. The pilot showed Mr. Ryan the Jeppessen Manual. The O'Hare Fly Quiet Manual is not in the Jeppessen Manual. Mr. Ryan wanted to know why the manual is not incorporated in the Jeppessen Manual.

Mr. Frame said that he will research Mr. Ryan's comment regarding the Fly Quiet Manual not being included in the Jeppessen Manual.

Mr. Frame said that there will be additional changes to the manual and he will bring them to the committee as they become available.

E. 4th Quarter Fly Quiet Report

Mr. Jackson reviewed the 4th Quarter Fly Quiet Report. The most used nighttime departure runway was Runway 32L at 44% and the most used nighttime arrival runway was Runway 27L at 26%. Nighttime noise complaint calls totaled 3,394 from 754 complainants.

Mr. Annunzio asked if there was a way to let the airlines know that bigger aircraft are not utilizing the Ground Run-up Enclosure (GRE).

Mr. Frame responded that the 10L Hold Pad will be relocated in the coming months thereby offering fewer choices. The situation will be monitored.

Ms. Dunlap noted that most of the emphasis of the Fly Quiet Report is given to departures. She asked that the same analysis be done for arrivals on the most used departure runways. She said it is important for transparency purposes for the public to understand what aircraft are arriving over their homes. An arrival analysis would show that the arrival patterns can't be changed, she said.

Mr. Frame said that at the next ONCC Technical Committee meeting there will be discussions on arrivals. He said that he can provide a snapshot of arrivals as part of the arrivals discussion. He noted that arrivals come into the airport straight in line with the runways.

Ms. Dunlap said that she would like to see a quarterly analysis of flight arrivals that would indicate the aircraft type and other details that are included in the Fly Quiet reports on departures.

A motion was made by Ms. Dunlap to have a detailed report to show the most used arrival runway with details of the type of aircraft and the carrier. Trustee Latoria seconded the motion. The motion was approved by unanimous voice vote.

Trustee Latoria said that he would like to see the height of the aircraft included in the report as well.

Trustee Ridder also asked that the altitude of aircraft be included in the report.

Mr. Frame said that altitude will be part of the discussion on arrivals. The 3-degree glide slope is the standard at O'Hare International Airport and it is an FAA safety standard.

Alderman Woods said that he would like to review the method used to create the full build-out contour because there are so many variables.

Mr. Jackson said that he will email Alderman Woods the information regarding the EIS.

Mr. Frame said that the FAA used the Integrated Noise Model (INM) which is the standard modeling used across the country to create contours.

Mayor Juracek asked if there has been any discussion regarding the redesign of the GRE

to make it more efficient for larger jets.

Mr. Frame replied that there have been discussions. Upon commissioning of Runway 9C/27C, the GRE will need to be relocated. Once funding has been approved for Runway 9C/27C, discussions will take place regarding the relocation and whether the current GRE simply should be taken apart and relocated or whether it should be taken apart and enlarged.

Ms. Johnson asked is the GRE size is increased, will it diminish its purpose for smaller aircraft.

Mr. Frame responded that the issue will need to be discussed with the designer.

Trustee Ridder asked about the 10L Hold Pad being closed.

Mr. Jackson responded that the 10L Hold Pad must be closed because it is currently in the way of a future taxiway.

Mr. Frame said that the 32L Hold Pad went away several years ago and so will the 10L Hold Pad.

Mr. Ryan asked if another GRE can be built.

Mr. Frame responded that another GRE has not been approved.

Ms. Camacho asked if there is an explanation, besides weather, as to why Runway 10C/28C continued to be used during the nighttime hours.

Mr. Frame responded that the City and FAA are discussing off line the usage of Runway 10C/28C during the nighttime hours.

F. Noise Hotline Complaints/On-Line Noise Complaints

Mr. Frame reported that as a result of communication from Mayor Pulice and a resident who had a bad experience with the noise complaint hotline, he met with 311 Center staff regarding how they handle noise complaint calls. Mr. Frame noted that if a complainant has an issue with the way the call is handled they may ask for a supervisor. Also if a homeowner notices that the website is not working, the homeowner is asked to call 311 and let them know that the website is not working. He noted that 90% of noise complaints are received on-line.

Ms. Bernardi asked that anonymous complaints be looked at more closely. She noted that if a resident does not provide an address, the complaint is logged in each time and doesn't represent the actual caller making numerous complaints. She said that she does not want to diminish anyone's complaints but the actual numbers make a difference.

Mr. Frame said that citizens are allowed to make anonymous complaints. They do not have to disclose their names or address. So long as they disclose the city they are calling from, it will be put on the report. The downside to that is if there is a particular noise

complaint from one resident who does not provide an address, there is no way of knowing if it's a complaint from several residents or a single person making the complaints.

Mr. Frame used Elmhurst for example. December 2013 there were 260 plus complaints from 260 plus complainants. The issue is that the report maybe be over counting complaints versus complainants.

Ms. Camacho asked if there was a way to require the address field is filled out before actually filing the complaint.

Mr. Frame said that can technically be done. However, the question is should it be required.

Mr. Annunzio said that normally residents don't like to give the information because they may feel that they will be followed.

Alderman Woods said that it takes 2 minutes to fill out the fields online. He noted that there is an aircraft every two minutes and it would take him all day to continue to make noise complaints.

Ms. Dunlap said that there has to be a middle ground. Most sites require that certain fields be completed before the transaction is completed. Ms. Dunlap said that there should be at least the required street name. She noted that it will actually help to identify which runway is affecting their area.

Mr. Frame said that only the complaints located in Illinois are recorded.

Mr. Frame suggested looking into the December 2013 and January 2014 data further and give the committee the information on anonymous versus declared.

Ms. Camacho reiterated that the questions that are online are the same questions that are asked when calling the 311 Center.

OTHER BUSINESS

A. Next ONCC Technical Committee Meeting – April 8, 2014

Mr. Annunzio reported that the ONCC Technical Committee will meet on April 8, 2014 at the Mount Prospect Village Hall.

Mr. Annunzio said that American Airlines has been invited to the next ONCC Technical Committee Meeting to join the discussion on arrivals.

COMMENTS FROM THE MEMBERS/AUDIENCE

Mr. Dan Gadow of Air France said that the Terminal Area Forecast is just an estimate based on many factors. He said that in 2004, if you were sitting in an aircraft waiting to depart you could easily be #25 waiting for takeoff. There were several factors with delays and O'Hare's configuration. The airlines have figured out that it is not efficient to have half

empty aircraft and waste fuel. He noted that every operation is not the same. He said that the fleet mix is changing. MD80s and 767s are being phased out because of fuel and noise. He noted that moving forward, the fact that there may be more operations doesn't necessarily mean more noise. The fleet mix will continue to be more fuel efficient and quieter.

MEETING ADJOURNMENT

Mr. Ryan moved and **Alderman Woods** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:35 a.m.

Approved ONCC Technical Committee Meeting Minutes_March 11, 2014