

**DRAFT MINUTES OF THE NOVEMBER 18, 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, November 18, 2014 at the Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Vice-Chairman Dennis Ryan called the meeting to order at 9:00 a.m. ONCC staff recorded the meeting minutes.

The following Committee members were **PRESENT**:

Ms. Arlene J. Mulder, Designee, Arlington Heights  
Trustee JoEllen Ridder, Designee, Village of Bensenville  
Mr. Ron Sak, Designee, City of Chicago, 36<sup>th</sup> Ward  
Ms. Diane Oppliger, Designee, City of Chicago 38<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  
Alderman John Arena, Member, City of Chicago, 45<sup>th</sup> Ward  
Alderman Mark Walsten, Alternate, City of Des Plaines  
Trustee Mike Latoria, Designee, Village of Itasca  
Mayor Arlene Juracek, Member, Village of Mount Prospect  
Ms. Judith Dunne Bernardi, Designee, Village of Norridge  
Vice-Chairman Dennis Ryan, Designee, Village of River Grove  
Ms. Lori Ciezak, Designee, City of Rolling Meadows  
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**:

Harwood Heights, Nilas, Palatine

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 – ONCC Consultant.

The following guests were present:

Robert Becker, U.S. Rep. Mike Quigley; Amy Hanson, Federal Aviation Administration (FAA); and Ann Limjoco, U.S. Rep. Jan Schakowsky.

The Pledge of Allegiance was recited before the meeting.

**APPROVAL OF MEETING MINUTES – OCTOBER 14, 2014**

**Ms. Dunlap** moved and **Mayor Juracek** seconded a motion that the minutes of the October 14, 2014 ONCC Technical Committee meeting be approved. The motion was

approved by unanimous voice vote. Alderman Woods abstained from approving the meeting minutes.

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

Mr. Frame reviewed the criteria for permanent noise monitor locations and the step-by-step process of site selection for the eight new monitors.

Mr. Frame presented charts that pinpointed new noise monitor locations for Bensenville and Itasca. He also noted locations for the east side of the airport. All the proposed site locations were labeled as follows:

- 2015-1 – 41<sup>st</sup> Ward
- 2015-2 – 41<sup>st</sup> Ward
- 2015-3 – 39<sup>th</sup> Ward
- 2015-4 – 40<sup>th</sup> Ward
- 2015-5 – 39<sup>th</sup> Ward
- 2015-6 – Norridge
- 2015-7 – Bensenville
- 2015-8 – Itasca

Alderman Arena stated that he mailed correspondence to the ONCC Technical Committee regarding his recommendation for noise monitor placement. He said no one responded to his correspondence and he would like to know how the recommended sites were selected by CDA.

Ms. Camacho said she did not receive Alderman Arena's correspondence until it was forwarded to her via email. She also noted that discussions regarding noise monitor placement were addressed at the previous Technical Committee meeting and Alderman Arena was not present.

Alderman Arena suggested focusing on placing noise monitors where noise complaints are the highest.

Mr. Frame noted that there are currently three noise monitors located east of the airport that are closer to the airport and capture noise up to a three-mile radius.

Alderman Arena said that 45<sup>th</sup> Ward in Chicago is being ignored.

Mr. Frame noted that noise monitor site 5 is located in the 45<sup>th</sup> Ward.

Alderman Arena noted that there will be a noise monitor as far north as the 40<sup>th</sup> Ward. He suggested mirroring the same proposed location for a noise monitor further south to capture aircraft noise.

Alderman Arena asked about the timeline for a final decision on the proposed eight noise monitor locations.

Mr. Frame noted monitor site locations are in the final stage.

Mayor Juracek said that the noise monitor site locations were discussed at the last Technical Committee meeting. She noted that all the technical criteria regarding noise monitor placement had been addressed. She said the members concluded that ward boundaries are political and would be changing and had nothing to do with the airport. She reminded everyone that funding was limited to eight new noise monitors and this committee needed to look into those areas that would best capture aircraft noise. She said that the noise monitors capture a three-mile radius and there will be enough data to record what Alderman Arena's ward is experiencing. She believed politics should be put aside and the committee should concentrate on the technical aspects of site selection.

Alderman Woods said that Wood Dale would like the same consideration for what is happening east of the airport.

Mr. Frame noted that in 2008, three new noise monitors were installed in Wood Dale to record aircraft noise after OMP Phase One completion.

Mr. Ryan asked if long-term portable monitors are a possibility for the areas in question.

Mr. Frame replied that it was a possibility.

Ms. Dunlap said that the complaints in the 41<sup>st</sup> Ward have more than doubled and it is the closest ward to the airport. She noted that noise monitors will service three suburbs within the three-mile radius to the north. She noted that the Village of Niles does not have noise monitors, but with the proposed noise monitoring sites, it will serve that area. She also noted that Ward 41 has not had a working noise monitor in years.

Trustee Ridder suggested that the noise monitors capturing a three-mile radius should be highlighted.

Mr. Frame said that the criteria for permanent noise monitors placement are listed on the fact sheet.

Alderman Arena said that there are two new runways to the south that have no representation of capturing aircraft noise. He said that the noise complaints are coming from this area.

Ms. Dunlap said that the greatest area of aircraft noise is concentrated to the north for both daytime and nighttime.

Alderman Arena said that the noise contour is based on projections that are not happening now.

Ms. Dunlap said that the interim noise contour goes out further were the activist have been complaining the most.

Mr. Gilligan asked if cold weather will be factored into the placement.

Mr. Frame said that said that the timeframe is March/April to have the noise monitors placed.

### **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 and cost for the EIS Re-Evaluation has been approved. She added that air space modeling meetings are occurring.

Ms. Dunlap asked if the contract had been awarded.

Ms. Hanson replied yes.

Ms. Dunlap asked if there will be public hearings during or after the re-evaluation is complete.

Ms. Hanson responded that there will be a public process, but what the process will be has not been determined or defined.

Ms. Dunlap said that the process should include public comment.

Ms. Hanson noted that she will continue to give updates on the re-evaluation process.

Alderman Walsten said that he was still waiting for a response regarding aircraft film on homes.

Ms. Hanson said that there is a dedicated website to handle those types of complaints.

Trustee Ridder suggested having a step-by-step process on the re-evaluation process to keep track.

Ms. Hanson gave a general overview of the re-evaluation. She said that the first step is airspace modeling. Once the modeling is complete the process will begin.

Alderman Arena said that he previously asked about changes in flight paths and tromboning instead of flying over the lakefront. He said that there would be a comparison available of flight paths.

Ms. Hanson said that the FAA is constantly monitoring flight patterns.

Alderman Arena would like a comparison for previous flight paths compared to current flight paths.

Mr. Frame said that he has forwarded his request to the aviation commissioner.

Ms. Robles asked if there has been any progress on the converging runway issue.

Ms. Hanson replied the initial issue of converging runway was significantly modified when the City of Chicago closed runway 14R/32L in June. That runway is scheduled to be

opened again this week. When that runway comes back online the FAA will be able to evaluate and test the temporary conditions. That runway opening will provide the data necessary for an evaluation. The FAA does not have the necessary data right now to evaluate the modifications with the runway closed.

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

Mr. Frame reported the Itasca long-term portable noise monitor data for September 2014 was 65.1DNL. The Chicago Ward 39 long-term portable noise monitor data for September 2014 was 58.0 DNL.

### **3<sup>rd</sup> Quarter 2014 O'Hare Fly Quiet Report**

Mr. Jackson reviewed the 3<sup>rd</sup> Quarter Fly Quiet Report. The most used nighttime departure runway was Runway 28R at 52 percent and the most used nighttime arrival runway was Runway 27L at 39 percent. Nighttime noise complaint calls totaled 23,070 from 3,714 complainants.

Mr. Jackson noted that nighttime operations totaled 11percent of overall daily operations at O'Hare.

Mr. Gilligan asked if the increased usage of Runway 28R is due to the closure of Runway 32L.

Mr. Jackson responded that there are a number of factors including the closure of Runway 32L. Runway 28R is the longest runway at O'Hare and is a primary departure runway.

Ms. Dunlap asked about Runway 27R usage during the nighttime.

Mr. Jackson said that Runway 27R is normally closed at night and opens at 6 a.m. which might equate to the 6 percent of operations on that runway.

Alderman Walsten made a motion to make the Fly Quiet Program mandatory imposing fines. Alderman Woods seconded the motion.

Mr. Frame explained that it is illegal to impose fines. He explained that in 1990 Congress mandated that all noise abatement programs shall not have fines.

Alderman Walsten said that there was a motion on the floor and would like a second.

Mayor Juracek asked for clarification on his motion.

Alderman Walsten said to make the Fly Quiet Program mandatory, not optional.

Mr. Ryan said that legally ONCC can't make the Fly Quiet Program mandatory; however, each member can petition their congressman to make changes. He said that as the ONCC, we should ask Congress to move forward with making fly quiet programs

mandatory.

Mr. Ryan made a motion to contact all congressmen and senators asking them to make Fly Quiet mandatory.

Trustee Ridder asked if ONCC was making a motion for a resolution asking Congress to make Fly Quiet mandatory.

Mr. Ryan responded yes.

Trustee Ridder made a motion that an ONCC resolution be sent to local congressmen and state senators asking that they make Fly Quiet mandatory. Alderman Woods seconded the motion.

The motion passed by a unanimous voice vote.

Trustee Ridder suggested sending correspondence to the airlines that do not follow the preferential flight paths in the Fly Quiet Program.

Ms. Mulder said that members need to remember that the pilot is in control of the aircraft and safety is the first goal in operating the aircraft.

Mr. Ryan said that there are repeated airlines that are not following the preferential flight paths and those airlines should be addressed directly.

Ms. Dunlap noted that the FAA has made significant progress in looking at deviations. The FAA control tower manager said that they continue to remind controllers about the program and address situations where controllers are not following the preferred flight paths. She said that the airlines should be put on notice regarding deviations from the preferential flight paths.

Mr. Ryan said that the control tower manager has been very cooperative with addressing deviations by controllers.

Mr. Gilligan asked is there is a screen overly for runways.

Mr. Jackson said that they found that the screen overlay didn't work. Since meeting with the control tower regarding deviations and there have been improvements.

Mr. Jackson said that the control tower suggested that the next Fly Quiet Report should see even more improvements.

Ms. Mulder said that during the meeting with the control tower, they learned that when a pilot asked for a change in a flight path it was granted because pilots are in control of the aircraft and when asking for a change it is for safety reasons. She said that the relationship with the control tower has made a difference in deviations.

Mr. Jackson said that all deviations are sent to FAA and they determine which deviation is weather related or if it is a controller not following the preferential flight path.

Mayor Juracek asked if there is a way to determine which flights are weather related and be able to close the gap in telling if there needs to be communication with a particular airline. She noted that the deviations do not show whether they are weather related or if a pilot just asked for a different heading.

Ms. Dunlap said that CDA has worked closely with the control tower manager. The tower requested that the CDA provide them data within a two-week timeframe. This exercise was time consuming and allowed controllers to be notified within a couple of weeks rather than a month or two later of the heading they gave the pilot.

Alderman Woods asked what would be a safety reason a pilot would ask for a deviation from the preferential flight path.

Mr. Jackson responded that one reason may be that a pilot needed a longer runway for arrival. Another reason can be due to the wind direction an aircraft may be able to handle more crosswinds and the load of the aircraft.

He said that the majority of the deviations in his opinion would be weather related, but couldn't say for sure because the data flight tracks are not labeled weather related deviations.

Trustee Latoria asked if weather related deviations were taken into account during the EIS.

Mr. Jackson responded yes.

Mr. Sak asked if there is another GRE in the country where they can fit larger aircraft.

Mr. Jackson said that there are other GRE in the country, but O'Hare had the first one. Not sure if making them larger would benefit. He said they would have to contact the manufacturer.

Ms. Dunlap repeated her previous request from March 2014 to have arrivals listed as a page in the Fly Quiet Reports with the two most used runways and the types of aircraft that are using the runways.

Mr. Frame said that it would most likely begin in 2015. He said that he would meet with Ms. Camacho to discuss further.

### **New O'Hare Fly Quiet Program Fact Sheet**

Mr. Frame briefly reviewed the Fly Quiet Fact Sheet which included the history of the Fly Quiet Program.

Trustee Ridder asked that the fact sheet be included in the meeting packets for the next general ONCC meeting on January 9, 2015.

### **Future Discussion – History of Part 150**

Mr. Frame presented a brief overview of an FAA Part 150 Airport Noise Compatibility Planning Program at the request of the Village of Bensenville. He said that the handout is also available on the FAA website.

Mr. Frame noted that regulations contained in Part 150 are voluntary and airport operators are not required to participate. He noted that there is not a Part 150 at O'Hare. However, O'Hare does more than what is required in a Part 150 and more than other airports that do have a Part 150.

Ms. Bernardi asked if block rounding is part of a Part 150.

Mr. Frame said that block rounding is unique to O'Hare and not all airports have block rounding.

Ms. Mulder suggested having a land-use planning meeting and have those communities who have been awarded land-use grants by the FAA provide information to members that may be interested.

The CDA prepared a Part 150 in 1994 but it was withdrawn because there was not consensus from neighboring communities and the City of Chicago decided to create the ONCC.

Trustee Ridder asked what the cost would be to conduct a Part 150.

Mr. Frame said that it depends on the complexity; it could be anywhere from \$300,000 to \$3 million.

Trustee Ridder asked when Midway Airport completed its Part 150.

Mr. Frame responded that a Part 150 was approved at Midway in 1993 and began the school sound insulation program at that time. He noted that Midway has limited amount of land use.

Alderman Woods said that a Part 150 is voluntary and asked if it was followed for the OMP.

Mr. Frame said that all of the Part 150 requirements were followed with the OMP full build-out noise contour.

Ms. Dunlap said that prior to OMP, sound insulation occurred and funding used was PFC.



Mr. Jackson said that even with local funds, Part 150 standards were still followed for sound insulation.

Ms. Dunlap said that the re-evaluation will show the interim condition.

Mr. Frame said that the re-evaluation will not change the OMP. It will only show interim conditions.

Trustee Ridder said that a Part 150 would allow for public input and she believes people don't have that at the moment.

Mr. Frame replied that there was public input and comment during the EIS process.

Trustee Ridder said that what is happening currently is not working for the residents affected by aircraft noise. A Part 150 would allow everyone to have some participation. She made a motion that ONCC ask the Chicago Department Aviation for a Part 150.

Ms. Camacho asked if a Part 150 would impact sound insulation that is occurring.

Mr. Frame noted that sound insulation is for future build out conditions. No interim contour will be used for sound insulation.

Ms. Mulder asked if Bensenville received land-use grants and were those used for sound insulation.

Trustee Ridder said that the funds were used to analyze land use around the community.

Mayor Juracek said that she wasn't sure-what would be accomplished by being involved in the process. Attendees would be talking to engineers about modeling based on data. The public would sit there and say I'm hearing a lot of noise but I'm not sure what that can add to the decision.

Trustee Ridder said that it would be a way to talk to the FAA. Maybe something could come out of asking for a Part 150 like a mandatory Fly Quiet Program.

Mayor Juracek: I'm not sure how you can do that until you see the draft and then asked that it be included.

Mr. Jackson said that when you do a Part 150 you are essentially asking for federal money. Historically the City of Chicago has said don't worry about the funding they'll help fund it through local dollars in the past. He noted that a Part 150 will not make Fly Quiet mandatory.

Alderman Woods said what changed when the Part 150 was withdrawn.

Mr. Frame you have monthly interaction with the airport. Basic things that we do are not common. Noise reports are generated; noise hotline, noise office and other airports around the country don't have that. ONCC establishes a regular dialog with CDA.

Mr. Frame said let's say you start a Part 150 process. The re-evaluation will give us interim conditions and you have to look five years into the future which has already been completed.

Trustee Ridder asked that all at the table have to realize that full build out may not occur. We can't keep telling our constituents that full build out will occur.

Mr. Frame repeated he wasn't sure that a Part 150 would accomplish what Trustee Ridder wants and it's not a quick process.

Ms. Dunlap said that Ms. Hanson's updates are important and that is the reason she asked Mr. Cooper for her report at all Technical Committee meetings. The re-evaluation is an important process and she believes that something will come out of the re-evaluation and will provide a public process maybe not to the level that some activists would like. The ONCC Technical Committee is important and she was disappointed that the press was not present to hear all the information being provided.

Trustee Latoria asked if there would there be any harm in submitting a Part 150 again.

Mr. Frame said that the two goals of a Part 150 are to establish a noise contour and to get federal funds, which we already have. The City of Chicago is not volunteering a Part 150 at this time and is committed to finishing the OMP. They are not spending money on a Part 150 when there is a re-evaluation being done.

Doesn't the re-evaluation give you what you're looking for, asked Mayor Juracek?

Trustee Ridder doesn't think it gives them the public participation.

If all you are looking for is a meeting where people can come and vent, that can be done outside of instituting a Part 150 process, said Mayor Juracek. She thought she still needed to see some sort of draft in the re-evaluation. She said all we are going to accomplish is what we have at our monthly commission meetings—people coming up to a microphone and complaining. She thought we needed to have a response to something once the re-evaluation is complete.

Trustee Ridder felt that people don't think that the CDA is doing anything. A Part 150 will give the people a plan, validate it and at least acknowledge that the plan is being done. The re-evaluation is not being seen as doing anything.

Mayor Juracek insisted that the end state is not changing it until maybe 10 or 20 years out. To her the re-evaluation is the key piece that we need.

Ms. Bernardi told Trustee Ridder that she is looking for a different outcome and there isn't going to be a different outcome.

Alderman Woods said that the EIS put a plan in motion and whether it takes 10 or 30 years, a model was created in 2005 and it is the guiding light until 5 to 10 years until

funded. We haven't hit the peak of operations. He found it hard to understand that as runways and traffic increase, there will be less noise.

Aaron Frame reminded the committee that just because one lives outside the line of the map doesn't mean one isn't affected by aircraft. 65 DNL is nationally recognized for sound insulation.

Alderman Woods asked what could the ONCC do for those people that aren't being sound insulated.

Mayor Juracek reminded the group about the study being done now to re-evaluate the 65 DNL.

Ms. Camacho also reminded the committee of the letter sent to the FAA in 2009 regarding the interim conditions. She repeated the FAA is doing the study to look into the 65DNL.

Ms. Dunlap said she thought Amy Hanson is hearing that we need to have public participation. This is what we are doing at ONCC meetings and whether some may want to acknowledge it or not this is important. Newspapers need to hear what ONCC is doing and listen that the public is being heard. We have to be instrumental that the information is being distributed.

Trustee Ridder asked if there are other programs that ONCC should be looking into.

Mr. Jackson replied that Chicago is already doing that.

Aaron Frame told the committee that millions of dollars have been spent on sound insulation throughout the city and surrounding communities.

Trustee Ridder asked to revise her motion to request that the City of Chicago conduct a Part 150 Study and if they will not do a Part 150, give ONCC the reason why not.

Motion was seconded by Alderman Woods.

Mulder and Bernardi abstained.

Mr. Sak asked how much would the study cost. Aaron Frame was not sure.

Mayor Juracek said that the only reason she voted yes on the motion was to get the reasoning why a Part 150 is not being considered.

Trustee Ridder felt that if the CDA responded in writing it would help us all understand the meaning of a Part 150.

Ms. Bernardi abstained because she believed that Aaron already explained what a Part 150 does.

Alderman Arena thought that the committee needed to look at the soft decisions that can be made such as where to direct flights affecting residents every day.

## **2015 ONCC Technical Committee Meeting Schedule**

Mr. Ryan presented the 2015 ONCC meetings schedule. He encouraged everyone to mark their calendars appropriately.

### **Next ONCC Technical Committee Meeting – January 13, 2015**

Mr. Ryan reported that the next ONCC Technical Committee would meet on January 13, 2015 at the Mount Prospect Village Hall.

## **COMMENTS FROM MEMBERS**

Trustee Ridder wished everyone happy holidays. She also stated that she the ONCC Technical Committee has been instrumental as the committee continues to learn more on aircraft noise issues.

Alderman Walsten said that he was proud of the committee for making a couple of motions and looks forward to doing more in the future.

## **COMMENTS FROM THE AUDIENCE**

Mr. Phillips, a Chicago resident, asked where he would be able to find studies for validation data for FAA simulations.

Mr. Jackson responded that several airports have done studies that have validated information.

Ms. Simpson, a Chicago resident, said that no community meetings were held in the 39<sup>th</sup> ward. She said that she prefers deviations over her community. She said that she would like for more deviations to occur so that they can go in other directions.

Ms. Dunlap clarified that deviations that are discussed in the Fly Quiet Program are for departures.

Ms. Simpson said that arrival deviations should be looked at as well. She hoped that there was an effort not to concentrate flight paths over residential areas. She said that she prefers when aircrafts are coming in at an angle or from other locations besides over her home. She also asked that the committee consider delaying the opening of the new runway and also the decommissioning of any runway until the re-evaluation is complete with public information and results. She noted that no noise monitors are in her area and do not have enough data being collected. She also stated that she recently had a portable noise monitor placed in her home with reading of 73 leq during the nighttime hours. She noted that she is about 10 miles away from the airport. She asked for nighttime data to be reported for the long-term portable noise monitor in North Park Village. She said that she has requested several times for information regarding data has not yet received a response.

Ms. Simpson said that the public should not accept the failure of the OMP completion date. She noted that the noise contour is 10 years old and hopes that the re-evaluation will

shed some light on the current situation.

Ms. D'Alessandio, a Chicago resident, said that she was appreciative of the ONCC Technical Committee efforts in seeking solutions. She said that true public participation is needed. She asked what would prevent Chicago from changing the DNL level for allow more residents to be eligible for sound insulation.

## **MEETING ADJOURNMENT**

**Trustee Latoria** moved and **Alderman Woods** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 11:50 a.m.