

**APPROVED MINUTES OF THE AUGUST 15, 2017
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, August 15, 2017 at Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chair Catherine Dunlap called the meeting to order at 9 a.m. ONCC staff recorded the meeting minutes.

The following committee members were **PRESENT**:

Mr. Evan K. Summers, Designee, Village of Bensenville
Mr. Peter Bialek, Member, Chicago, 39th Ward
Ms. Pauline Sedlarz, Member, Chicago, 40th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman John Arena, Member, Chicago 45th Ward
Alderman Malcom Chester, Alternate, Des Plaines
Trustee Jon Kunkel, Alternate, Hanover Park
Trustee Giuseppe "Joe" Zerillo, Alternate, Harwood Heights
Mr. Brian Gaseor, Designee, Village of Norridge
Mr. Al Rapp, Alternate, City of Park Ridge
Committee Vice-Chair Dennis Ryan, Member, Village of River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karyn Robles, Designee, Village of Schaumburg
Alderman Art Woods, Alternate, City of Wood Dale
Mr. Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, Chicago 38th Ward, Itasca, Mount Prospect and Palatine.

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

Aaron Frame - CDA; Vildana Celik – CDA; Jeanette Camacho – ONCC; Ryan Anderson – Landrum & Brown; Fran Guziel and Maura El Metennani – ONCC Consultants.

The following guests were present:

Mary Ann Levar, U.S. Rep. Quigley; Ann Limjoco, U.S. Rep. Shakowsky;

APPROVAL OF MEETING MINUTES – June 13, 2017

Alderman Woods moved and Ms. Robles seconded a motion to approve the June 13, 2017 ONCC Technical Committee meeting minutes. The motion was approved by a unanimous voice vote.

Portable/Permanent Noise Monitors

Ms. Celik updated the Committee on the status of the Permanent Noise Monitors. She said the project consisted of eight monitors and CDA was currently working on three suburban locations: Site 18 in Norridge, Site 31 in Bensenville and Site 44 in Itasca. She

pointed out a tracking sheet included inside the meeting packets that showed the insulation progress of the monitors.

Ms. Celik also reported on Portable Noise Monitor requests with 45 deployments pending. She said a long-term portable noise monitor was deployed in Niles and then would be deployed in Bloomingdale for three months.

Mr. Rapp asked why there were only two long-term noise monitors for use.

Ms. Celik responded there were a total of 10 portable noise monitors, eight of which were used for residential requests.

Mr. Rapp asked how long the wait list was for portable deployment.

Ms. Celik replied there was a 3-month wait list for portable noise monitor requests.

Mr. Frame reported on the Long-Term Portable Noise monitors which also was included in the meeting packets.

2nd Quarter Fly Quiet Report

Mr. Anderson reported on the 2nd Quarter Fly Quiet saying there were heavy easterly winds during the months of April and May 2017. He said nighttime departures on Runway 28R occurred 30 percent of the time and most nighttime arrivals on Runway 27L occurred 23 percent of the time. The provided report was also located on the ONCC website.

Mr. Summers questioned why shoulder hours were discussed.

Mr. Anderson explained that airlines scheduled flights based on demand. The FAA noise metric defined nighttime operations from 10 p.m. to 7 a.m. and have a higher decibel count during those hours for noise abatement purposes.

Mr. Rapp suggested that there should be more discussion regarding the shoulder hours.

Committee Chair Dunlap reminded everyone that there were DNL penalties factored into the shoulder hours for noise abatement.

Alderman Woods asked for clarity of penalty during shoulder hours.

Mr. Ryan explained the 65 DNL Contour accounted for shoulder hours.

Committee Chair Dunlap said it was complicated to explain to the public who believe that the contour is out of date. She reminded everyone that the FAA conducted a Re-Evaluation, which validated the original 2005 decision on OMP.

Mr. Rapp asked to add a footnote on the preferential and arrival summary to point out heavy cargo during the nighttime hours.

Committee Chair Dunlap reminded everyone not all aircraft during the nighttime hours

were solely cargo.

Dr. Gilligan asked if Unincorporated Cook and Maine Township could be identified separately on the complaint page of the reports.

Mr. Anderson replied the exact address of the complainant would be needed to distinguish a complaint.

Dr. Gilligan questioned the complainant from River Forest.

Mr. Anderson explained if the complainant did not provide his or her address and only identified the community, the complaint was reported as such. CDA had to assume that it was different people complaining and not just one person from one address.

Committee Chair Dunlap noted the low flying aircraft complaints registered at 41percent. She said in formerly the FAA had talked to the Committee regarding the perception and violations if an aircraft was flying below the standard.

Committee Chair Dunlap said the A380 aircraft would be flying into O'Hare soon.

Mr. Ryan responded the A380 aircraft would be the largest passenger aircraft in service at O'Hare.

Mr. Frame said the A380 would need to occupy two jet ways.

Mr. Ryan said the A380 was larger, but a much quieter aircraft. It was like the Dreamliner, which was visually bigger but quieter.

Committee Chair Dunlap asked how much quieter was the A380.

Mr. Anderson was not sure, but he would do the research and get back to the committee with an answer.

Committee Chair Dunlap asked which runway would the A380 likely use when in service.

Mr. Anderson replied it would likely be Runway 28R.

Mr. Rapp said the A380 needed a five-minute space between other aircraft.

Mr. Frame said he would have to ask air traffic to verify that statement.

Alderman Woods said the altitude of certain aircraft was not perception and noted that there was a difference with each aircraft landing.

Mr. Anderson explained arrivals on approach had no dispersion and the threshold of each runway was not all even. He also explained that some runways were higher than others. He noted the FAA and pilots had talked to ONCC regarding the 3 Degree Glide Slope and mentioned that the alarm system on all aircraft would go off if the plane went below the standard altitude.

Alderman Arena asked for a graphic that would show deviations from above as a visual explanation.

Mr. Frame said he could provide a profile graphic that would illustrate the 3 Degree Glide Slope.

Mr. Rapp asked CDA to also illustrate departure headings for each aircraft.

Mr. Frame replied that he would not provide aircraft departure headings because he could not predict where each aircraft was heading.

Airfield Changes

Mr. Frame reported that Runway 9C/27C was under construction and taxiways had been renamed. He said there were four contract bid packages out due to the size of the runway. Alderman Chester asked when would construction of 9C/27C impact the usage of Runway 4L/22R.

Mr. Frame responded possibly by summer 2018.

GRE Relocation

Mr. Frame reported the GRE is out of service. It was being disassembled and would be reconfigured.

Dr. Gilligan asked if the GRE would be re-built bigger.

Mr. Frame responded the criteria for the GRE would take into consideration United and American Airlines fleet. He said that more details of the dimensions of the GRE would be forthcoming.

Mr. Summers asked when would the airline lease negotiations end.

Mr. Frame replied he wasn't sure.

Technical Committee Chair Updates

Committee Chair Dunlap reported that she met with O'Hare Control Tower personnel to discuss Fly Quiet and they provided a handout which outlined Fly Quiet adherence. She also mentioned she attended the O'Hare Cargo Association meeting in July to discuss the Fly Quiet Program. The cargo manager advised Committee Chair Dunlap that she was welcome to attend future meetings.

Mr. Rapp asked if other members could attend the cargo meetings.

Committee Chair Dunlap said she would have to think about it further.

Mr. Rapp noted CDA's refusal to provide information on departure headings.

Committee Chair Dunlap responded there had already been two presentations on

departures that Mr. Rapp should reference.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, September 26, 2017 at the Mount Prospect Village Hall.

Member Comments

None

Audience Comments

Mr. Dwyer, a resident of Medinah, questioned why the Fly Quiet Reports had different hours in reporting.

Mr. Anderson said the FAA recognized the hours of 10 p.m. until 7 a.m. as nighttime hours.

Committee Chair Dunlap noted that the committee had talked about the issue in past meetings.

MEETING ADJOURNMENT

Alderman Woods moved, and Mr. Evans seconded the motion to adjourn the meeting. The meeting ended at 10:26 a.m.