

**APPROVED Meeting Minutes  
O'HARE NOISE COMPATIBILITY COMMISSION  
Executive Committee Meeting  
February 10, 2020**

**CALL TO ORDER**

Chairman Arlene Juracek called the meeting to order at 10:30 a.m.

**ATTENDANCE:**

Members: Mayor Arlene Juracek, Village of Mount Prospect; Mr. Evan Summers, Village of Bensenville; Ms. Karyn Robles, Village of Schaumburg; Mr. Ernie Kosower, City of Park Ridge; Mr. Dennis Ryan, Village of River Grove (by phone); Mr. Brian Gaseor, Village of Norridge.

Others Present: Ms. Jeanette Camacho, ONCC Executive Director; Mr. Aaron Frame, Chicago Department of Aviation, Ms. Vildana Chelik, Chicago Department of Aviation; Mr. Ryan Anderson, Landrum & Brown; Ms. Maura El Metennani, ONCC Consultant; Mr. Frank Icuss, Mr. Dan Dwyer.

**APPROVAL OF MINUTES**

Ms. Robles moved, seconded by Mr. Summers to approve the minutes of the January 10, 2020 ONCC Executive Committee meeting. The motion carried.

**FAA/ONCC/CDA LEADERSHIP MEETING**

Ms. Robles reported on the FAA/ONCC Leadership Meeting. With regard to the FAA's SMS study, it has been determined that the north airfield may be used at night. The FAA will provide more a detailed memo to CDA regarding the decision; ONCC will receive higher level summary. The Fly Quiet Committee is taking the decision as a message to go full steam ahead on FQ21 program. ONCC leadership also asked the FAA about RNAV vs Vector from procedural standpoint. ONCC asked for clarification of the timeline for RNAV pre-environmental evaluation, full environmental analysis and implementation, how that would compare to using vector headings. FAA responded that it could be same amount of time for RNAV vs. Vector but based on how long it takes ONCC to reach a decision. It did have the potential to be longer because it would be a more complicated process. Members discussed the need the to keep open lines of communication with FAA leadership as the process moved forward.

Chairman Juracek suggested scheduling monthly meetings.

Mr. Frame requested a recurring monthly meeting if possible.

**FLY QUIET COMMITTEE**

Chairman Juracek reported that Administrator MacPherson attended the January Fly Quiet Committee meeting to discuss the SMS findings regarding the use of the north airfield.

Chairman Juracek acknowledged there was frustration with the progress of the Committee.

Ms. Robles pointed out that there was good discussion at the last few meetings, and was optimistic that the Committee will be able to move forward now that they had the SMS determination.

Ms. Robles anticipated moving on to discuss runway configurations which would help lay the groundwork for departure procedures. She noted that a decision would need to be made sooner rather than later on RNAV vs. Vector headings for the 4/22 diagonal runways. The Committee will receive a refresher on the basics of these concepts at the next meeting.

Mr. Summers said there needed to be clarification on the use of the diagonal runways during Interim Fly Quiet. They are not seeing good utilization during IFQ the weeks they are in rotation. Mr. Frame noted that this is the first time IFQ is occurring in the winter.

Ms. Robles mentioned a news item from the Airport Noise Report that featured an initiative by LAX that recognized carriers that were adhering to Fly Quiet guidelines.

Chairman Juracek said the ONCC should track who is and is not complying with IFQ, and reach out to them to determine their reasoning.

#### **RESIDENTIAL SOUND INSULATION PROGRAM**

Chairman Juracek noted that a resolution will be presented to the full commission for Phase 19.

Mr. Frame reviewed the draft resolution for Phase 19 that will be presented to the full Commission at their next meeting. The Residential Sound Insulation Program was put on hold due to the odorous windows situation, but is now ready to proceed. Phase 17 is ready to go out to bid, CDA is getting ready to advertise the construction package. Phase 18 design is underway, CDA will be bidding those homes out later this year. Phase 19 is the final phase of OMP sound insulation. The vast majority of those being invited to participate in Phase 19 have already been invited once or twice. There are 1,100 homes that have never been sound insulated in the past 15 years. The count is: Bensenville – 100, Chicago over 400, Des Plaines 46, Park Ridge 220, Rosemont 30, Schiller Park 110, Wood Dale 100, 33 unincorporated Cook County, 32 unincorporated DuPage County, Norridge 1. This is the last call for sound insulation under OMP. Mr. Frame stated he does believe there will be sound insulation opportunities in a future year under a future contour. After the last runway comes online, CDA has to wait one year to see how the airfield is used and will then undergo a new EIS to develop a new noise contour.

Mr. Frame explained it is important to get block rounded homes enrolled. If contour shrinks, those homes run the risk of not being eligible again.

Mr. Frame noted that sound insulation documents have been translated into Spanish and Polish, and CDA has the ability to translate into other languages too. They hope to break down barriers to enrollment.

Mr. Summers asked if the translation was only for the documents or if support was also available in other languages. Mr. Frame replied that translation was available for both.

Mr. Frame discussed the Residential Committee's requested edits. The suggestion was that Phase 19 is open to all eligible residential types. Language was also clarified so it applied to all communities, by mentioning applicable municipal code of the local government in which the dwelling is located. He noted that CDA consultants fill out checklist and provide copy to homeowner. They are not building inspectors and don't offer opinions on code violations.

#### **O'HARE IS NAMED BUSIEST AIRPORT FOR 2019**

Mr. Frame reported that O'Hare is named busiest airport for 2019, the second year in a row. 2018-2019 saw a substantial increase in flights. He mentioned up-gauging of aircraft has been a notable trend at O'Hare. He noted that the forecast for OMP was 1.1 million operations, so there is still quite a ways to go to reach the OMP projections.

Ms. Robles noted that the article mentions passenger count is up, but cargo tonnage is down. She asked for more detail for Technical Committee. Mr. Frame suggested providing info for operations, passenger and cargo.

#### **REPORT ON U.S. AIRPORT INFRASTRUCTURE FUNDING AND FINANCING**

Chairman Juracek reported on a panel she participated on for the Rand Corporation on U.S. Airport Infrastructure Funding and Financing. The report discusses how different airports to have access to different funding sources.

#### **UC DAVIS AVIATION NOISE SYMPOSIUM**

Chairman Juracek will be participating on a panel discussion at the UC Davis Aviation Noise Symposium with FAA regional Administrator Rebecca MacPherson to discuss how the ONCC interfaces with the FAA. She said the message would be that we are dedicated to working together to find solutions.

#### **AGENDA REVIEW & APPROVAL**

The Committee reviewed the draft agenda for the February 14, 2020 ONCC General Meeting.

Mr. Frame suggested moving the Residential Resolution from the City of Chicago report to the Residential Sound Insulation Committee. The agenda was unanimously approved.

#### **COMMENTS FROM THE AUDIENCE**

Mr. Dan Dwyer, Medinah – on the SMS review, there is a difference between what the FAA will assume is possible on individual runways vs. specific runway pairings, since we haven't gotten to those pairings, maybe that is where the disconnect is, and why we hesitated on proposing specific runway configurations without knowing what the ramifications are.

He also referenced the demand forecast for O'Hare, a mechanism that Fly Quiet doesn't seem to have as a way of coping with increased demand overnight other than shortening fly quiet mode. For a permanent plan, that would seem to be of some concern. Seems to be precarious reliance on 4/22s which isn't very conducive to higher demand or up-gauging aircraft. Would the FAA scrap the whole plan if they determine 4L can't handle the fleet mix?

Sound Insulation – when 9C/27C is brought into the mix, it is foreseeable that hundreds or thousands of homes would fall under current guidelines for 65 DNL, need some answer to give to people if how or when they would be eligible for sound insulation if FQ21 moves forward. This plan would fall after the City does their final contour. What happens to those impacted by FQ21 that are not eligible for noise contour. Would Fly Quiet 21 be an unusual circumstance that would preclude sound insulation? Mr. Frame said he did not believe so. A full environmental study will be conducted and a new noise contour would be created.

**ADJOURNMENT**

Mr. Gaseor moved, seconded by Ms. Robles to adjourn the meeting at 11:21 am. Motion carried.