



CITY OF PARK RIDGE

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MINUTES

O'HARE AIRPORT COMMISSION

**CITY HALL COUNCIL CHAMBERS
505 BUTLER PLACE
PARK RIDGE, IL 60068**

WEDNESDAY, NOVEMBER 18, 2015 AT 7:00PM

Mission Statement

To develop and recommend appropriate solutions enabling Park Ridge city officials to take decisive action to reduce noise and environmental impacts from operations at Chicago O'Hare International Airport, while protecting the health and safety of area residents, educating the community, positively impacting and protecting property, sense of community, and quality of life.

Commissioner Mills called the meeting to order at 7:00pm.

I. Roll Call

On roll call, the following indicated their presence: Commissioners Ackeret, Heskin, Klaus, Mills and Rapp. Alderman Mazzuca was present. Administrative Specialist Brigid Madden was also present along with one resident.

II. Aldermen Who Wish to be Heard on a Non-Agenda Item

None.

III. Citizens Who Wish to be Heard on a Non-Agenda Item

Tom Hannon is a Park Ridge resident; his home is in the southwest woods and is between runways. Mr. Hannon explained that the City owns the airspace but does not have any right over it. Applications, such as Flight Radar 24 and Flight Aware, provide flight information which includes airline, destination, and altitude. He created a proposal in which a software application would input flight information to a processing system, tracking every flight over Park Ridge. An ordinance would allow the City to impose a fine for any aircraft flying under 3,000 feet above Park Ridge. The software would generate an invoice/fine to be sent to the airline of each violating flight. Mr. Hannon indicated that, in his opinion, any revenue collected from this effort should be dispersed to residents.

Commissioner Rapp indicated that FAiR has had discussions about a fee based solution regarding Park Ridge airspace.

Alderman Mazzuca noted a Supreme Court case from 1986 against American Airlines in which a community attempted to enforce a nuisance ordinance to prohibit air traffic. The cause was ultimately found in favor of American Airlines because individual community did

not have the ability to make that type of law because the federal government oversees air space.

Commissioner Rapp explained that the City of Chicago and the FAA are profiting from the airport, while the local communities suffer due to decreased property value, noise and pollution.

Commissioner Heskin asked if regulations were in place regarding the elevation of flights over the City. Commissioner Rapp indicated that by the time flights are above Park Ridge, they are at the under 3,000 feet.

Commissioner Mills informed Mr. Hannon that the Commission is not charged with any action accountability, but can recommend action to the City Council. Mr. Hannon distributed a one page proposal. The Commission members discussed seeking input from Chairman Argonis, but informed Mr. Hannon that he could approach the City Council directly.

IV. New Member: Welcome Al Rapp

Commissioner Rapp retired two years ago from the FAA and it was at the time that he became more aware and involved with airport noise. Commissioner Rapp is a member of FAiR leadership and is a representative to the ONCC Fly Quiet Ad Hoc meeting. He hopes his expertise will help the community and will work for fair and equitable distribution of flights.

V. ONCC - Ad Hoc Committee regarding Fly Quiet

Commissioner Rapp attended the second Fly Quiet Ad Hoc meeting on Monday, November 16th, which is made up of nine voting members from the ONCC. He is the representative from FAiR. At the first meeting, Landrum & Brown, a consultant company working for the City of Chicago, presented a Fly Quiet proposal. FAiR presented their proposal at the second meeting, which includes implementing "shoulder hours" in the morning from 10:00 - 11:00am and overnight hours between 11:00pm and 6:00am. Due to the heavy west flow of air traffic over Park Ridge beginning at 6:00am, FAiR proposed pushing flights from the east/west runways to the diagonals. The schedule would be rotational. Commissioner Rapp explained that "closed" runways can be reopened, but decommissioned runways cannot. The FAA's Environmental Impact Statement (EIS) indicates that if the City of Chicago requests that a runway be left open they will evaluate it. The next meeting is Monday, December 14th. Commissioner Mills asked what the ultimate outcome of the Committee is and Commissioner Rapp explained that it is to arrive at a Fly Quiet rotation so that the same people are not always affected by airport noise.

VI. Standing Reports

- A. Communication: No report.
- B. In the News: No Report
- C. Health/Safety Issues: Kristine Martens-Ackeret

1. \$3.1M of funding from US Department of Transportation to analyze aircraft noise in Queens and Nassau Counties near JFK airport. Plan aims to identify areas most susceptible to noise and create a plan to mitigate that may be eligible for federal funding. The New York state Assembly and Senate passed legislation calling for the study in 2013.
2. "Residential Exposure to Air Toxins is Linked to Lower Grade Point Averages Among School Children in El Paso, Texas," Stephanie E. Clark-Reyna, Sara E.

Grineski, Timothy W. Collins, *Population and Environment*. Researchers at University of Texas at El Paso (UTEP) concluded that children living in highly polluted areas tended to have lower GPAs than their peers, after accounting for age, race, sex, household income, and other factors such as mother's education level and English proficiency. The evidence suggests that the pollutants cause illnesses such as asthma or that chronic exposure to toxins negatively affect children's neurological development. The study also found that primary sources of air pollution are from what the authors call "non-mobile road sources", which include trains, construction vehicles and airplanes.

3. "Airports, Air Pollution and Contemporaneous Health," Wolfram Schlenker and W. Reed Walker, *The Review of Economic Studies*. A data analysis study of areas surrounding the 12 largest airports in California found that a large proportion of air pollution is caused by airports and has an impact radius of about 6 miles. Hospital admissions for respiratory conditions such as asthma and also heart problems in these areas were 17% (respiratory) and 9% (heart) higher than the baseline average.

D. City Council Updates: No Report.

E. Data: No Report.

F. FAiR Update: Al Rapp

1. FAiR is researching pollution caused by the airport, specifically ultra-fine particles emitted by airplanes. By dispersing operations, air pollution will also be dispersed.
2. The FAA held a briefing Monday, November 16th in Wooddale. Nearly 300 people attended. FAiR was present as well.
3. FAiR was involved in the passing of Senate Bill 636 which gives the airport the ability to use up to 10 operation runways. O'Hare currently has eight. FAiR hopes that the diagonal runway will be reopened for overnight flights and extend Fly Quiet into the low capacity daytime hours.

VII. Maine South Air Quality Monitor - Data received and reviewed but report still unreleased/unavailable

The Board asked that Shawn Hamilton, City Manager, provide an update at the next meeting.

VIII. Status of Diagonal Runways - News reports of lengthy taxing times

Commissioner Rapp stated that one diagonal runway is closed, another is scheduled to be decommissioned in 2018 and the two over the City of Park Ridge will remain open.

IX. Residential Sound Insulation Eligibility List

Commissioner Mills explained that the Board is looking for ideas to ensure that residents who qualify for sound insulation receive it. Alderman Mazzuca stated that the City Council requested that letters be sent to all qualifying residents. The Board requested a status update at the next meeting regarding the notification.

X. Spokesman Articles to Keep Residents Informed

Commissioner Mills explained that the goal is to include information from the Commission in every Spokesman newsletter. Brigid Madden indicated that the deadline would be the end of the month, as the new Spokesman would be distributed the first week of January. Sound insulation and diagonal runways were suggested topics.

XI. Enhancements to Park Ridge Airport Issues Page

Chairman Argionis is collecting suggestions for website updates and will forward those to Shawn for implementation.

XII. New Business

A. Next Meeting: January or February?

The Board will meet again on January 20, 2016 and meet bi-monthly going forward.

B. Bryski vs. City of Chicago (1986)

Alderman Mazzuca provided an update on the case he mentioned earlier in the Meeting. The case explains how federal preemption works. The courts found that the as long as airlines complied with federal law, they were not held accountable for state or local law.

XIII. Adjournment

The meeting adjourned at 7:58pm.