



AGENDA

O'HARE AIRPORT COMMISSION

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

WEDNESDAY, AUGUST 19, 2015 AT 7:00 P.M.

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.

- I. **Roll Call**
- II. **Approval of the Minutes**
 - A. **June 17, 2015**
- III. **Aldermen Who Wish to be Heard on a Non-Agenda Item**
- IV. **Citizens Who Wish to be Heard on a Non-Agenda Item**
- V. **New Member: Welcome Tom Heskin**
- VI. **Quarterly Live Report to City Council**
- VII. **Three Community Meetings with CDA pursuant to the May 29, 2015 Memorandum of Understanding between members of the 99th General Assembly and the City of Chicago Department of Aviation**
- VIII. **Documents from CDA relating to CDA's proposed solutions can be found at:**
http://www.flychicago.com/business/en/media/news/MOU_Meeting3.aspx
 1. Proposed Fly Quiet Rotation (pick 2 to operate at night and then move to another two to create some nighttime reprieve for neighborhoods for weeks at a time)
 2. Will not apply to Day Time Flights
 3. Will not agree to keep diagonals open which would provide more options for rotation (14R/32L to be used until 2019)
 4. Looking to modify existing preferential departure procedures over the most compatible use
 5. Redesign Ground Run-Up Enclosure
 6. Require One-Engine Airfield Taxiing

7. Full Build-out will reportedly change the 70/30 East/West split to "closer to 60/40"
8. Continuous Descent Approach v. Conventional Step-Down Approach
9. Enhancements to CDA webpage/noise software/collection of noise complaints/social media
10. "Citizen involvement" proposed to default back to the ONCC rather than allowing FAiR or community-at-large to directly interact with CDA/FAA
11. Reconsideration of 65 DNL noise standard
12. Phase out older louder planes (e.g., MD80)

- IX. FAA's 4 public open house style gatherings were held during the week of Aug. 10 – feedback we heard was that they were not useful in engaging the community or furthering the community discussion that has been occurring**
- X. If someone didn't make any of the open houses they can still submit comments on the O'Hare Airport Draft Re-Evaluation**

See documents on FAA web site at (https://www.faa.gov/airports/airport_development/omp/eis_re_eval/) and in 73 community libraries near O'Hare Airport.

Public comments can be submitted online via the FAA web site, by email at omre-eval@faa.gov, via fax at 1-847-294-7046, or comments can be mailed to:

Amy Hanson, Environmental Protection Specialist
Federal Aviation Administration, Chicago Airports District Office
2300 Devon Avenue
Des Plaines, IL 60018

- XI. Standing Reports:**
- A. Communication - Salomea Klunzinger/Ray Klaus**
 - B. In the news - Rebecca Mills**
 - C. Health/Safety issues - Kristine Martens-Ackeret**
 - D. City Council updates - Jim Argionis**
 - E. Data - James Dabisch**
 - F. FAiR update - Jim Argionis**
 - G. Legislative update**
- XII. Maine South Air Quality Monitor – Data Received and Reviewed but report still unreleased/unavailable**
- XIII. Senate Bill 636 was signed into law by the Governor but CDA still refuses to include the diagonals in any abatement or mitigation solutions**
- XIV. Members of Congress (Quigley, Schakowsky and Duckworth) sent out a July 31, 2015 press release supporting keeping all diagonals open for more options to share the noise and give reprieve through a day/night rotation system**
- XV. Congressman Quigley's March 18, 2014 news release:**

"Today's announcement by the CDA has been a long time coming, as our constituents around O'Hare Airport have been dealing with increased noise issues since the east-west flow was implemented nearly two years ago. We have been calling for many of the noise mitigation techniques that CDA announced today including implementing a new Fly Quiet plan for more even distribution of flight paths, changes to the 311 complaint system, and a plan for increased community engagement by CDA. We commend Commissioner Evans for taking our concerns seriously and for showing a willingness to consider reasonable options to address O'Hare noise issues and moving swiftly to implement real change. "However, we are not convinced at this time that building new runways, while simultaneously decommissioning the diagonal runways, will help reduce noise in our communities and ensure O'Hare remains a competitive airport. We believe the diagonal

runways remain necessary for efficiency, safety and noise abatement. Leaving the diagonal runways open would allow us to maintain the most potential options to configure the airport and help distribute the noise burden. "We trust that CDA wants what's best for Chicago and O'Hare, and we look forward to a continued dialogue on this issue. We will stress at every opportunity that sensible noise abatement does not preclude a vibrant O'Hare, and that we owe it to our constituents to explore every reasonable option."

XVI. Spokesman Articles to Keep Residents Informed

XVII. Enhancements to Park Ridge Airport Issues Page

XVIII. New Business

XIX. Adjournment



MINUTES

O'HARE AIRPORT COMMISSION

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

WEDNESDAY, JUNE 17, 2015 at 7:00 P.M.

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.

Chairman Jim Argionis called the meeting to order at 7:04 p.m.

I. Roll Call

On roll call, the following indicated their presence: Chairman Argionis and Commissioners Ackeret, Mills, Klaus, & Klunzinger. Alderman Bob Wilkening and Mayor Maloney were also present. City Manager Shawn Hamilton was also present along with one resident.

II. Approve Minutes – April 15, 2015

Moved by Klunzinger. Seconded by Mills.
Motion carried, voice vote.

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

Alderman Wilkening, Liaison to the Commission, introduced himself and provided a background. He was recently appointed to serve as the Aldermanic Liaison to the Commission. Alderman Wilkening attended the recent ONCC technical committee meeting and provided a verbal report from that meeting.

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

One resident questioned the process for how individuals impacted by O'Hare can file property assessment appeals. The Commission will investigate this and report back to the Commission.

V. Reports (verbal reports given, no action taken)

1. Communication – discussion about preparing a piece for the next Spokesman issue
2. In the News – recent articles distributed
3. Health / Safety – report distributed and discussed
4. City Council Updates – discussion of regular Commission report at Council meetings
5. Data – no report
6. FAiR / Community Liaison – Argionis reported
7. Legislative Update – state senate bills discussed earlier in meeting

VI. Action Items

none

VII. Discussion Items

A. Air Quality Monitor FOIA

City Manager Hamilton discussed the FOIA results and data received to his office. The Commission is going to find someone who can help interpret the raw data.

VIII. New Business

None

IX. Adjournment

The meeting adjourned at 8:02 p.m.

In our neck of the woods

Highlights

- **Bill 636 and Senate Bill 637** passed the Illinois Senate and were assigned to the Illinois House Rules Committee.
 - **Bill 636** would increase the total of allowed runways from eight to 10 at O'Hare International Airport without the need for state approval. This bill would also divide the day into three parts -- 7 a.m. to 7 p.m., 7 p.m. to 10 p.m. and 10 p.m. to 7 a.m. -- to get a clearer picture of aircraft violating "fly quiet" hours.
 - **Bill 637** would prevent any municipal authority or other political entity from altering, decommissioning or destroying O'Hare's two diagonal runways and O'Hare would be required to keep the existing runways intact, including the existing diagonal runways that allowed air traffic to be more evenly distributed.
 - **Bill 636 passed both houses of the Illinois General Assembly.** Bill 637 stalled in the House after passing the Senate. Amendments added in the House would require it be sent back to the Senate.
 - **Congressman Mike Quigley** and **State Senator John Mulroe** have been instrumental in sponsoring this legislation.
 - It's unclear what **Gov. Bruce Rauner** will do with this legislation.
- A study commissioned by the **Suburban O'Hare Commission (SOC)** said Chicago could make substantial progress toward alleviating jet noise in communities around O'Hare by not building more runways, spreading flights more evenly across existing runways and installing more aircraft gates to expedite air traffic in and out of the airport. Some of their findings:
 - The diagonal runways are invaluable to reducing delays when strong crosswinds limit the use of the east-west parallels.
 - The FAA should change antiquated standards for measuring the impact of jet noise, by being less generic and more customized based on local circumstances.
 - O'Hare officials have allowed an imbalance between airfield capacity and aircraft gates to worsen during the O'Hare airfield expansion project. While O'Hare is building new runways, it hasn't added to its 188 gates, the majority of which are leased to United and American Airlines for their exclusive use. Fifteen to 20 more

Park Ridge O'Hare Airport Commission "In the News"

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gates are needed to meet today's capacity of about 2,400 daily flights in and out of O'Hare.

- The consultants working for the Suburban O'Hare Commission include **JDA Aviation Technology Solutions** and **Lockridge Grindal Nauen Aviation**, both based in the Washington area.

- With no announcement, the City Aviation Department **launched a free website** that maps all airplanes approaching and departing O'Hare. The service, produced for the city by a company called **WebTrak**, allows computer users to hover their cursors over icons of individual planes to see the airline, flight number, type of aircraft, altitude and departure and arrival airports for each flight. The website is at <http://webtrak5.bksv.com/cda>. WebTrak is used by several other airports, although they also display decibel readings on the ground, resulting from the jet noise. Chicago aviation officials said they omitted data about jet noise out of concern that noise monitor levels might include jackhammers and trains.

- The federal **Office of Management and Budget (OMB)** green-lit a national study of noise metrics used to determine **acceptable noise levels** at and around airports including O'Hare. If the DNL is lowered, more people would qualify for soundproofing.

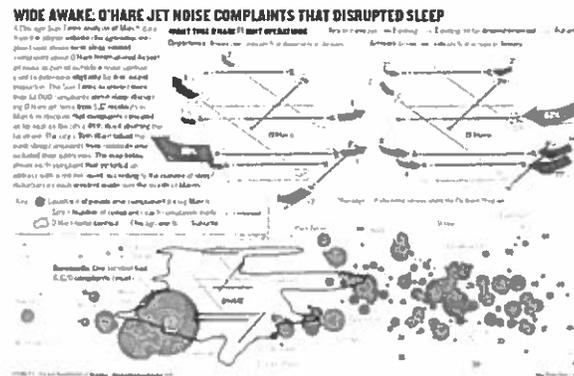
- The number of **public meetings about the new runway scheduled to open this fall** have **increased from two to four**, due to public outcry and heavy pressure from FAiR and local representatives. Although four meetings is still considered inadequate, these meetings will be held this summer

- The ONCC is asking why flights deviate from **O'Hare's Fly Quiet Program** and looking for ways to increase compliance, even though it's voluntary. There are valid reasons for planes to avoid Fly Quiet runways, decisions that are made in the interest of safety. The City of Chicago has indicated they would consider modifications to the program, but gave no details. Administrators also said it would take FAA or congressional action to mandate Fly Quiet at O'Hare.

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- **Complaints on FAiR's complaint website about O'Hare International Airport jet noise topped the 1 million mark in April, since February. 408,468 complaints were filed. Of the total number of complaints filed in April, 46 percent were made from 12 addresses. ONCC Chair, Arlene Juracek, the noise commission's chairman, said that flooding hotlines with complaints by relatively few residents is counterproductive and makes it more difficult to discern possible issues that could be brought to the attention of O'Hare officials and the airlines.**
- **FAiR's reporting capabilities and a Chicago Sun-Times analysis of their data yielded a revealing heat map of where complaints are coming from and they are much more widely dispersed than predicted.**



- **Chicago officials signed a memorandum of understanding (MOU) with state legislators late last week, backed by a house joint resolution passed by the Illinois General Assembly, in which Chicago agrees to hold at least three meetings with representatives of FAiR, before Aug. 1, 2015 to assess the impact so far of the O'Hare Modernization Plan (OMP). FAiR will have an equal seat at the table in those discussions with the Chicago Department of Aviation, the FAA, the Mayor's Office and State elected legislative leaders.**
- **The Cook County assessor's office is studying the relationship between aircraft noise and property values. If there is a measurable impact on property values, that will be factored into valuations. The noise study is expected to take two years and no tax reductions, due to jet noise, will be made before then.**

Park Ridge O'Hare Airport Commission "In the News"

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- **Ginger Evans**, former vice president for engineering at the Metropolitan Washington Airports Authority, was selected by Mayor Rahm Emanuel to fill the **Chicago Aviation Commissioner** position vacated by Rosemarie Andolino. Bringing more than 30 years of experience working on airport projects around the world, her initial agenda is to seek "quick wins" to improve customer service at the city's two airports, expand connections in global air service and increase airport-related development and jobs across the city. She has not rendered an opinion on the final planned phase of runway expansion at O'Hare International Airport. However, she has said that she is developing a "good neighbor policy" to address noise concerns. FAiR has asked to meet with Ms. Evans.
- The **CEO of American Airlines**, Doug Parker, was quoted as saying there is no rush on expanding O'Hare International Airport. "Clearly, today **there's enough capacity at the airport to handle the existing demand.**"

From This month in Park Ridge history: May 1975

<http://www.chicagotribune.com/suburbs/park-ridge/news/ct-prh-advocate-history-may-tl-0430-20150423-story.html#page=1>

"Congressman Abner Mikva announced he had introduced a bill in Congress to end "pollution without representation" at O'Hare Airport. The bill, Mikva said in his announcement, would give suburbs like Park Ridge some **control over noise and air pollution generated by the airport**. It would also call for the formation of a **Community Airport Noise Impact Board** that would "have the **power to order the airport and airlines to implement safe, economically-feasible procedures to reduce noise pollution**. This would enable the board to **order the adoption of curfews for takeoffs and landings, procedures for jet engine use unnecessary to flight, runway allocation and the type of aircraft using the airport,**" the Park Ridge Advocate reported.

Forty years later, citizen groups are still searching for the power the imagined noise impact board would have had."

In the United States

Arizona

Phoenix is suing the Federal Aviation Administration over flight path changes that have led to aircraft noise that's plaguing some historic neighborhoods. This comes after months of complaints to FAA with no resolution. The FAA said the changes at **Sky Harbor Airport** are due to the nationwide **NextGen** program, which is designed to save fuel, reduce emissions and make air travel more efficient nationwide as airplanes are able to make more efficient and direct flight paths in and out of airports.

Massachusetts

The FAA began testing another potential noise reduction measure at Boston Logan Airport. This second test is part of the **Boston Logan Airport Noise Study's** third phase, which will evaluate whether changes in runway use at Boston Logan Airport can further reduce aircraft noise in the communities surrounding the airport. This test is designed to evaluate whether FAA air traffic controllers can switch runway configurations at two specific points during daytime operations: after the morning peak operational period and before the evening peak operational period.

New York

After a 2010 lawsuit filed against **East Hampton Town** by the **Committee to Stop Airport Expansion** was dismissed and amidst growing complaints about noise, East Hampton implemented new curfews. Subsequently Friends of the East Hampton Airport, a group that represents aviation businesses and a group representing helicopter operators have filed lawsuits claiming new laws restricting flights at East Hampton's town airport are unconstitutional.

What's happening around the world?

Australia

At **Perth Airport**, they are rolling out new technologies which will allow planes to glide to landing and eliminate a stepped approach that requires the pilots to increase power and thus noise.

The technologies being rolled out are the **Continuous Descent Approach (CDA)** and **Required Navigation Performance (RNP)**. CDA allows planes to glide to landing and eliminate a stepped approach that requires the pilots to increase power and thus noise. RNP allows planes to use precise GPS navigation, so a flight path can be designed with accuracy to within a few metres.

With these technologies, **the noise impact is reduced by 20 per cent.**

Perth Airport is also considering a new tax on flights into Perth Airport or a late night curfew to help control noise for residents in the flight path. A small levy, possibly about \$2, could be added to each person visiting Perth Airport on a domestic or international flight to pay for insulation schemes for houses in the flight path.

Europe

Maze-like landscaping has cut the decibel level of the ambient noise at **Amsterdam's Schiphol Airport in half.**



United Kingdom

Hoping to provide an incentive for airlines to fly cleaner and quieter planes, **Heathrow Airport** is planning to **cut charges for airlines flying domestic routes** from the London hub airport by a third and will make up the shortfall by **increasing the charges attached to noise and pollution**. They are also hoping this will boost domestic traffic, as they've been losing more traffic to other EU hub airports.

Gatwick Airport has begun distributing hundreds of thousands of leaflets across west London, warning of the noise impact that building a third runway at rival Heathrow would have. Both airports are vying to be chosen by the next government for expansion, to increase flight capacity in south east England.

Heathrow Airport is using innovative sound simulations to try and show the real impact of expansion on the people living under its flightpath. **The Arup SoundLab is a simulated environment in a soundproofed room, with an array of 12 speakers fixed to the floor, ceiling and walls**. This creates surround sound that Arup claims is matched perfectly to real-world conditions. The sphere of speakers not only recreates sound in all directions, but also uses acoustic modelling to match the exact timing and strength of sound.

Because sound insulation does not address outside noise, **Heathrow Airport** has been installing ground-breaking '**Adobe**' buildings, in schools located under flight paths. The **eco-friendly domes are made from long tubes of soil**. They can seat up to thirty pupils, providing significant noise respite from overhead aircraft, whilst still retaining a feeling of being outside. The first scheme of its type in the world, adobe buildings in local schools have proved a huge success, used by pupils during playtime and lunch breaks and supporting the school's curriculum by providing opportunities for outdoor learning without interruption from aircraft.

1. EPA to Set Rules for Airplane Emissions
 - President Obama pushing to regulate greenhouse gas emissions from airplanes
 - EPA waiting for current international negotiations on limiting carbon emissions in aviation; will also seek public comments

2. Airport Noise and Self-Reported Sleep Insufficiency, US, 2008-2009
 - Preventing Chronic Disease, Centers for Disease Control and Prevention
 - Study to investigate the relationship between airport noise exposure and self-reported insufficient sleep for the entire US using public health surveillance data.
 - Findings: No significant associations between airport noise exposure levels and self-reported sleep insufficiency, BUT the study has some flaws
 - Study assumes all respondents in the same zip code experience same exposure
 - DNL may not be accurate for sleeping hours as it is a 24hr average
 - Respondents outside the zones near 95 airports used may live in exposure zones of airports not included in the 95

3. Swedish study claims to have discovered link between noise levels from traffic, trains and aircraft and bulging wasteline
 - Published in the British Medical Journal, study conducted at Karolinska Institutet
 - Noise exposure may be an "important physiological stressor" and increase production of cortisol, which is thought to lead to weight around the middle
 - More than 1 in 5 had been exposed to aircraft noise of more than 45 DBL
 - Larger waist significantly associated with exposure to any of airport, road, or trains, but strongest link to airport noise

4. FAA to Conduct New Survey of Airplane Noise
 - Survey based on phone and mail, not by actual noise measurement

5. Heathrow Airport – Adding Runway
 - Much of discussion focuses on air quality limits set down by EU, as some areas exceed the limits

6. Santa Monica Airport – Considering strategies to reduce air pollution from the airport
 - FAA and EPA regulate, but city is looking to laws enacted in CA ports that allowed local governments to control emissions created by federally operated vehicles
 - Proposed ordinance and leasing standards that would limit allowable emissions of air pollutants from aircraft and other sources at the airport