



AGENDA

O'HARE AIRPORT COMMISSION

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

WEDNESDAY, APRIL 16, 2014 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. February 19, 2014**
- 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. Action Items**
 - A. Establish Standing Reports and assignment of Commissioners (e.g., outreach/education, Spokesman, success stories, legislation, data (noise reports, etc.), City Council updates, FAiR liaison – come with other ideas)**
- VI. Discussion items**
 - A. Congressman Quigley's letters to Mayor of Chicago and the FAA / Recommendation to Council Re: same for Congressman Schakowsky**
 - B. Recommendation to the City Council regarding Air Quality Monitor at Maine South**
 - 1. School District 207 agreed to allow the monitor to remain on its property through June**
 - 2. Park Ridge has requested the information which won't be released until after the monitoring period has concluded**
 - 3. Air quality expert support to interpret data and use it meaningfully**
 - 4. Recommendation that monitoring period be extended and/or made a permanent monitor**
 - C. Media Coverage:**
 - 1. Ald. O'Connor & Ald. Laurino – City Council Hearings, Referendum for November regarding expanding sound proofing**
 - 2. Governor Cuomo Directs Port Authority to Address Community Concerns over Aircraft Noise Near JFK and LaGuardia**
 - 3. Articles about Increase in Noise Reports**
 - 4. Property Tax Appeals**

- D. Village of Norridge Letter to Citizens and Petition to FAA about sitting down to discuss approaches and additional sound proofing - attached
- E. Update on contact with authors/professors of recent Health Studies

VII. New Business

VIII. Adjournment



CITY OF PARK RIDGE

505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847-318-5200
FAX: 847-318-5300
TDD: 847-318-5252
www.parkridge.us

DRAFT MINUTES

O'HARE AIRPORT COMMISSION

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

WEDNESDAY, FEBRUARY 19, 2014 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 Argionis called the meeting to order at 7:01 p.m.

I. Roll Call

On Roll Call, the following indicated their presence: Chairman Argionis and Commissioners Ferraro, Klaus (arr 7:06pm), Mills, Korovilas, Harrington, and Klunzinger.

City Manager Shawn Hamilton was also present.

II. Approve Minutes – November 20, 2013

Moved by Korovilas. Seconded by Ferraro.

Motion carried, voice vote.

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

None present.

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

None present.

V. Discussion Items

A. Welcome new commissioners (introductions)

Chairman Argionis welcomed everyone. He reviewed the background and the mission of the Commission, along with the goals and objectives. All present spent a few minutes introducing themselves to the Commission.

B. FAA 12-13-13 response letter to Mayor Schmidt's 8-19-13 letter to Cong. Schakowsky

A copy of the letter was including in the packet. Chairman Argionis reviewed the letter with the Commission. Argionis discussed the final OMP and the development of two more runways, along with the decommissioning of two runways. Argionis discussed what conditions would need to be met to secure a Supplemental Environmental Impact Study (SEIS). Commissioner Mills asked about types of cooperative efforts with other communities and groups. Discussion followed.

C. Airport Noise Management System October & November 2013 Monthly Report data

The Commission reviewed and discussed the reports provided in the packet from the ONCC. Chairman Argionis drew specific attention to the complaint hotline and the recent increase in the number of complaints being filed. Argionis mentioned the goal of raising awareness to residents on how to file complaints. Commissioner Klunzinger stated that information on complaint filing can be tied to an awareness campaign

of the Commission and O'Hare issues. Commissioner Mills questioned on what mechanisms the Commission has used previously to gather feedback. Commission discussed a survey from 2013 and a previous referendum in the City. Commissioner Ferraro mentioned the history of the City spending money with no positive results. Commissioner Korovilas believes that education and awareness is the key, as most people think the only options are lawsuits. Discussion followed.

D. Update on Air Quality Monitor at Maine South

Chairman Argionis provided background on the monitor. City Manager Hamilton provided a copy of the letter sent to the Chicago Department of Aviation (CDA) requesting access to the data collected and the response letter he received from the CDA. The Commission discussed the need to find an expert to analyze the data once it is received.

E. December 2013 Tribune Article

The Commission discussed the article included in the packet from the Chicago Tribune regarding new runway configurations.

F. Spokesman Article raised interest

Chairman Argionis stated that phone calls came in post the article in the recent Spokesman. City Manager Hamilton stated that the Commission now has a permanent spot in the quarterly Spokesman to share information from the Commission and O'Hare issues. The Commission discussed what to include in the next Spokesman submission. Commissioners Klunzinger and Mills volunteered to collaborate the next submission and forward to the City Manager and Chairman for final review and approval. Commissioner Klaus discussed information he provided in the packet showing the contour maps and approaches. Discussion followed.

G. Follow up regarding Part 161 – Barb Lichman

Chairman Argionis reviewed with the Commission the presentation to the City Council from Barb Lichman and the response letter she submitted to the City Manager regarding Part 161. It was stated in the letter that the owner of the airport (Chicago) would have to cooperate in mitigation efforts and that political support would be needed to gain in relief efforts. Chairman Argionis stated that he believed Park Ridge is going about those options with cooperative efforts and engagement with FAiR and other community groups. Discussion followed. Commissioner Mills stated that it would be a good idea to research any other data or articles on Part 161. Commissioners Klunzinger and Mills volunteered to research Part 161 and bring any further information to the Commission in the future on this topic. City Manager Hamilton stated that the presentation to the City Council and response letter from Lichman were at no cost to the City.

H. Update on contact with environmental groups (Comm. Korovilas)

Commissioner Korovilas reached out to two groups and did secure one group that may be willing to work with the Commission once we receive data from the monitor at Maine South.

I. Update on contact with authors/professors of recent Health Studies

The Commission discussed including some of the information from the Health Studies distributed at the November 2013 Commission meeting in the next Spokesman article.

J. FAiR January 25 Meeting held in Park Ridge

Chairman Argionis discussed the meeting FAiR held in Park Ridge that he and Alderman Mazzuca attended. City Manager Hamilton will confirm with the City Attorney if there would be any Open Meetings Act violations if more than two Commissioners attended a FAiR meeting.

VI. New Business

The Commission discussed attendance at future ONCC meetings by members. Commissioner Ferraro suggested the creation of subgroups of Commissioners to discuss specific issues, or to create subcommittees of the Commission, to continue to gain momentum for the Commission. Chairman Argionis stated that he would place that topic on the next meeting agenda.

VII. Adjournment

The meeting adjourned at 8:59 p.m.



VILLAGE OF NORRIDGE

4000 North Olcott Avenue • Norridge, Illinois 60706-1199
708/ 453-0800 FAX 708/ 453-9335
www.villageofnorridge.com

PRESIDENT

James Chmura

CLERK

Debra J. Budnik

TRUSTEES

Ursula A. Kucharski

Dominic S. Falagario

Jacqueline Gregorio

Dominic Sulimowski

Donald Gelsomino

Daniel Tannhauser

January 28, 2014

Dear Residents:

Enclosed is an article from the Chicago Sun-Times in regards to the issue of increased aircraft noise. As many of you are aware, since the opening of the new runway at O'Hare Airport on October 17, 2013, there has been an dramatic increase in aircraft noise as the planes are now landing from the east, and directly over Norridge.

The City of Chicago Aviation Department and the Federal Aviation Administration (FAA) promised officials of the Village of Norridge and the neighboring municipalities, that the change in the flight plans would not impact our residents. They were wrong. The residents of our Village have noticed a dramatic increase in the air traffic over their houses, and therefore, an increase in aircraft noise.

On the reverse side of this letter is a petition asking the FAA to discuss approach options of the aircrafts that fly over the Village, in addition to considering the expansion of all residential sound insulation programs. I encourage you to take a moment to sign the petition and return it to the Village Hall by March 15, 2014. We will compile these petitions and deliver them to our State and Federal Representatives.

We will continue to do everything in our power to ensure that a satisfactory resolution can be met between the Village of Norridge, the City of Chicago Aviation Department and the FAA.

If you have any questions, please feel free to contact me at 708-453-0800.

Very truly yours,

James Chmura
Village President
VILLAGE OF NORRIDGE

JC:kmg

New O'Hare runway sends noise complaints soaring, doesn't reduce delays

By ROSALIND ROSSI – Chicago Sun Times – January 27, 2014

Last fall's opening of a new runway at O'Hare International Airport is already kicking up turbulence. Noise complaints have skyrocketed more than 500 percent in the first full month since runway 10C-28C opened Oct. 17, heralding a massive shift in flight patterns. And although the switch to mostly parallel runways from mostly intersecting ones was supposed to reduce delays in all kinds of weather, that's not how the first full month of on-time performance numbers shook out.

O'Hare's November on-time arrival and departure rates dipped last year compared to November 2012. Monthly commercial flight cancellations jumped, too — by 56 percent. The huge spike in city noise complaints has prompted aldermen from two affected wards on the Northwest Side — the 41st and 39th — to request a City Council Aviation Committee hearing on O'Hare noise relief. The alderman of the 45th Ward, also hit with newfound plane noise, supports that effort.

The massive change in the way O'Hare is using its runway — so that most traffic now arrives from the east and departs to the west — apparently has sent residents who never experienced heavy flight noise before running to the phones to register their beefs. So, while the overall number of people complaining across the region hasn't changed that much, those who are calling appear to be airing their grievances more often, apparently spurred on by some aldermen, suburban officials and an advocacy group, the Fair Allocation in Runways Coalition.

Where the complaints are coming from has shifted, too. The city has seen sharp increases in the number of people complaining, while the suburban region, as a whole, has seen a decrease. In the city alone, monthly complaints jumped 787 percent, and the number of people griping rose 473 percent between November of 2012 and November of 2013. Bucking the suburban trend, Norridge and Wood Dale also saw especially large increases in calls to the O'Hare noise hotline — (800) 435-9569.

As for the increased flight delays, Chicago Department of Aviation spokesman Gregg Cunningham said "weather was a big influence," but it's "far too soon to draw conclusions" from one month of data.

U.S. Rep. Mike Quigley, D-Ill., a member of the House Subcommittee on Transportation, agreed that the flight sample size was too small to be definitive. He said the one-month increase "raises eyebrows" given the high expectations for the airport project but he presumes delays will eventually subside.

However, Quigley said he is worried that far more neighborhoods than those projected to qualify for sound insulation are being hit with onerous noise levels. During spring and summer, when windows are thrown open, complaints probably will jump even more, he said.

Cunningham said the city has been a "national leader" in sound insulation, having already insulated 4,000 homes around O'Hare, including those projected to be impacted by the latest runway. Some 2,000 more are due for insulation by 2020, when the \$6.6 billion O'Hare Modernization Program is scheduled to be completed with the installation of two more parallel runways.

However, under current rules, homeowners not living in areas projected to be hit with heavy noise won't even be eligible to be considered for insulation relief until after all additional runways open in six years and a new noise analysis is performed.

At a minimum, all of the 45th and 39th wards fall outside the area currently eligible for soundproofing, even though 88 people from those wards called the hotline in November to beef, a Chicago Sun-Times analysis indicated.

Quigley and others are pushing to change the soundproofing eligibility formula to make more homes eligible for help sooner. "I think the noise is a lot louder than people thought it would be, much farther out," Quigley said. "Many more people are being affected."

The Mayor of Norridge, where noise complaints jumped from 11 to 985, also isn't waiting for 2020. He is sending all homeowners a petition in their February water bills asking that new O'Hare landing options be considered and that sound insulation eligibility be expanded.

During a summer briefing on flight pattern changes the new runway would bring, Norridge Mayor Jim Chmura said, Chicago officials sold Norridge residents "a bill of goods. We heard all the good things. It wouldn't affect the village of

Norridge. The planes would have engines with less noise. Money would be available down the line for insulation," Chmura said.

"None of that is true at this point."

Before he bought his house 20 years ago, Chmura said, he actually sat in front of it for a few days, several hours at a time, to check for airplane noise. It wasn't a problem. But now, Chmura said, for him and others in Norridge, it suddenly is. "We're fighting City Hall here. And I mean City Hall," Chmura said.

The new east-to-west flow means that 70 percent of the year, one runway in particular — 27L — is expected to absorb 100 percent of all night arrivals, city aviation officials have said. Spread out over the entire month of November, 27L night arrival averages nearly tripled between 2012 and 2013, city aviation data shows. Perhaps that's why calls about nighttime noise more than tripled during that time.

Quigley said he'd like to see O'Hare spread out its runway usage more evenly, particularly at night, so some neighborhoods aren't saturated. He noted that the O'Hare Modernization Plan was supposed to save airlines \$370 million in efficiencies and passengers \$380 million. "If there's so much savings, we should bring some of those dollars back to the community and open more runways at night," Quigley said. "All of that financial gain should not be borne by a few residents."

However, Chicago Aviation Commissioner Rosemarie Andolino so far has nixed that idea. In a Jan. 8 letter to Quigley, Andolino said altering the flight path of Runway 27L night arrivals would "displace noise impacts from one neighborhood to another."

The path into 27L takes planes over I-190, I-90 and forest preserves, Andolino wrote, making it "a good example of land use compatible with airport development."

Email: rrossi@suntimes.com

Twitter: @rosalindrossi