

**O’HARE NOISE COMPATIBILITY COMMISSION**

Ad Hoc Fly Quiet Committee  
Wednesday, November 30, 2016, 9 a.m.  
Chicago Department of Aviation  
10510 W. Zemke Road, Chicago, IL

**Approved Meeting Minutes**

The O’Hare Noise Compatibility Commission (ONCC) Ad Hoc Fly Quiet Committee met on Wednesday, November 30, 2016 in Chicago, IL.

Committee Chair Joseph J. Annunzio called the meeting to order at 9 a.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Alternate, Village of Bensenville  
Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41  
Alderman Malcom Chester, Alternate, City of Des Plaines  
Mayor Arlene Jezierny, Member, Village Harwood Heights  
Chairman Joseph J. Annunzio, Designee, Village of Niles  
Mr. Dennis Ryan, Designee, Village of River Grove  
Vice-Chair Karyn Robles, Designee, Village of Schaumburg  
Mayor Barbara Piltaver, Member, Village of Schiller Park

The following committee members/representatives were ABSENT:

Alderman John Arena, City of Chicago 45<sup>th</sup> Ward

The following invited guests were also present:

Mr. Al Rapp, FAiR  
Mr. Ron Seymour, AON  
Ms. Cynthia Schultz, JDA

**Meeting Minutes Approval –September 26, 2016**

Ms. Dunlap moved to approve the September 26, 2016 meeting minutes. Alderman Chester seconded the motion.

**Follow-up Items from Previous Meetings:**

Aaron Frame, Chicago Department of Aviation, provided updated weekly reports for weeks 1 – 9 of the Fly Quiet Runway Rotation test. Per the committee’s request from the previous meeting, the reports also contained missing data from some of the past weeks.

## **Draft Data Results for 12 Week Fly Quiet Rotation Test**

Mr. Jeffrey Jackson, Landrum & Brown, reviewed the primary goals of the runway rotation test which included:

1. Provide near-term relief
2. Reduce Impacts to the Highest Impacted Communities
3. Provide predictability

The goals would be accomplished through the following methods:

1. Establish Rotation Plan
2. Alternate East and West Flow
3. Avoid Consecutive Community Impacts
4. Reduce Use of 10L/28R
5. Include 14R and 32L
6. Conduct a Test and Monitor Performance
7. Refine after ONCC Review

### **Mr. Jackson reviewed data results for weeks 13-18.**

Ms. Dunlap asked if all runway requests were granted besides the ones that are available on the rotation schedule.

Mr. Frame replied not all requests were granted because the request may be mute since a longer runway was already available during the rotation for use. He noted that airlines were required to request an alternative runway two hours in advance.

Mr. Rapp asked if requests were denied from pilots when they deemed landing the aircraft was not safe on a shorter runway.

Mr. Jackson said airlines generally know which runways were available prior to arriving at O'Hare.

Mr. Rapp asked whether the FAA made the decision to grant requests for other runways.

Mr. Frame said airlines know which aircraft can handle a particular runway and it's up the carrier to ask for a specific runway.

Mr. Frame provided a Fly Quiet Runway Rotation Test Highlights handout for Weeks 1-12.

Mr. Seymour suggested presenting arrivals and departures separately during the rotation test.

Mr. Summers stated the strategic goals had been met and the rotation test seemed to have achieved its purpose. He mentioned SOC had received data results from JDA as well.

Ms. Dunlap said she was pleasantly surprised to see overall that the Fly Quiet times generally started at the same times and were earlier than she had assumed.

Mayor Jezierny noted Runway 28R was used as an alternative, but worried about having another alternative once Runway 15/33 was decommissioned.

Mr. Frame acknowledged conversations needed to occur regarding not having Runway 15/33 if a rotation plan was implemented.

Mr. Frame provided a Fly Quiet Summary handout which showed that 72 percent of operations utilized designated runways with an average 97 operations per night. The total average time in rotation was 5:06 hours and the overall total time in Fly Quiet Mode was 6:48 hours.

Mr. Frame reported that the entire test results with more statistics would be provided when the test was completed in December.

Ms. Dunlap asked whether the total average of 97 operations included both arrivals and departures.

Mr. Jackson replied yes.

Alderman Chester stated he was upset and didn't see achieving a balance in runway use during rotation because the majority of arrivals occurred on Runway 22R and 35 percent of departures occurred on Runway 32L.

Mr. Frame acknowledged when Runway 15/33 was decommissioned it would be harder to rotate runways if there were fewer choices. He believed discussions would be needed to decide how to achieve balance if a rotation was implemented.

Ms. Schultz said Goal #2 to reduce impacts, had occurred but the use of Runway 15/33 was excessive and complaints in Elk Grove Village had increased.

Mr. Jackson said weather could not be predicted and it would be interesting to see the complete 25-week analysis.

Mayor Jezierny suggested looking and eliminating the use of Runway 15/33 for any additional rotation tests.

Mr. Jackson reviewed the Aircraft Fleet Mix Report during the first 12 weeks of the rotation test. He noted operations of MD80s had dramatically decreased and the use of large body jets during the nighttime was not the case.

Ms. Dunlap said cargo operations during the nighttime were much lower than perceived and would like to share that information with the Technical Committee.

Mr. Ryan said in recent months the use of larger aircraft versus regional aircraft increased.

Mr. Frame replied regional aircraft had been reduced due to airlines up gauging.

Mr. Frame said it was important to note that not all aircraft operating at night were large body.

Mr. Rapp said the cargo manager who attended the last technical committee anticipated an increase in cargo operations.

Ms. Dunlap noted FedEx had been replacing their fleet with newer aircraft instead of buying older ones from other airlines.

Mr. Jackson reviewed the Airline Summary handout which showed 4,513 arrivals and a total of 3,350 departures during the first 12 weeks of the rotation test.

Ms. Schultz stated the demand of operations was growing and the importance of communicating with airlines regarding the importance of the Fly Quiet Program.

Ms. Dunlap noted the FAA forecast was much higher than the actual number of operations occurring.

Mr. Jackson reviewed the Average Fly Quiet Mode Aircraft Noise Events handout which showed the number of events above 85 dB and number of events above 65dB.

Mr. Seymour asked why the CDA had chosen the 85/65dB noise events.

Mr. Jackson explained that the 65 DNL was OMP full build-out noise values. The purpose was to capture peak events at 85 and 65dB.

Chairman Annunzio asked if 85dB could cause hearing damage.

Mr. Jackson was not sure.

Mr. Seymour said 85dB had the impact to wake up someone sleeping.

Mr. Rapp asked if the same profile of reaching 3,000 feet on Runway 22L departures applied to other runways.

Mr. Jackson said the intent was for aircraft performance. He noted not all aircraft perform the same.

Mr. Seymour said every carrier develops performance for each aircraft type. When power was applied, the jet noise was shifted elsewhere.

Committee Vice-Chair Robles said she was anxious to see the full 24 weeks results.

### **FAA Regulatory Process/Restrictions**

Chairman Annunzio said the goal of ONCC was to spread out community noise exposure during the overnight hours by establishing a runway rotation. Second, ONCC, under consultation with the FAA and CDA, was able to request a runway rotation test which would only last for six months to be exempt from any necessary environmental review.

Mr. Frame referenced a letter from the FAA which stated FAA Order 1050.1F which allowed for a six-month test without environmental review.

Committee Vice-Chair Robles said she appreciated the environmental review process and noted that a significant number of ONCC communities voted in favor of the six-month test and upon completion of the test, ONCC would have a chance to evaluate and make suggestions to any rotation plan moving forward.

Mayor Piltaver expressed her disappointment on the test concluding on December 24, 2016. She said that her residents, as well as other communities, had seen the benefits of the program.

Ms. Dunlap asked for the decommissioning date of Runway 15/33.

Mr. Frame said sometime in 2018, Runway 15/33 would be decommissioned.

Ms. Dunlap agreed with Mayor Piltaver about the benefit the rotation test had been for neighboring communities.

Mr. Frame was encouraged by the positive responses from local communities regarding the rotation test, but the noise survey still needed to be analyzed and data needed to be evaluated regarding the best approach moving forward.

Mr. Seymour asked if by February 2017 CDA would have talked with the airlines and FAA on the rotation results.

Mr. Frame replied yes.

Chairman Annunzio suggested the committee meet again on February 8, 2017 to review and discuss the final results of the rotation test and how to proceed.

#### **Comments from the Audience**

Mr. Dan Dwyer, a Medinah resident, said that RNAV procedures had yet to be discussed. He said it would be difficult to analyze as more time goes by.

A motion was made by Vice-Chair Robles to adjourn the meeting. The motion was seconded by Mr. Ryan.