

O'HARE NOISE COMPATIBILITY COMMISSION

Ad Hoc Fly Quiet Committee
Wednesday, February 8, 2017, 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, February 08, 2017, in Chicago, IL.

Committee Vice-Chair Karyn Robles 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 John Arena, Member, Chicago Ward 45
Alderman Malcom Chester, Alternate, City of Des Plaines
Mayor Arlene Jezierny, Member, Village Harwood Heights
Vice-Chair Karyn Robles, Designee, Village of Schaumburg
Mayor Barbara Piltaver, Member, Village of Schiller Park
Chairman Joseph J. Annunzio, Designee, Village of Niles (via telephone)
Technical Committee Vice-Chair Dennis Ryan, Village of River Grove (via telephone)

The following invited guests were also present:

Mr. Dan Dwyer, FAiR
Mr. Ron Seymour, AON
Ms. Cynthia Schultz, JDA

Meeting Minutes Approval –November 30, 2016

Alderman Arena moved to approve the November 30, 2016 meeting minutes. Mayor Jezierny seconded the motion.

Data Results for Fly Quiet Rotation Test

Aaron Frame, Chicago Department of Aviation, provided a draft Fly Quiet Report with the results from the six- month Runway Rotation Test. He noted there was a lot of analysis and said the goal was to explain the results and get feedback from the committee members.

Mr. Jackson explained the key highlights of each slide presentation. He said the goals and guidelines were to provide near-term relief, reduce noise to the highest impacted community and to provide predictability. By doing so he said the plan was first to establish a plan, alternate between east and west flow and avoid consecutive community impacts. He said the goal was

also to reduce use of Runway 10L/28R, include Runway 15/33 and monitor performance of the test and refine after it had been reviewed by the ONCC.

Mr. Jackson presented a 25-week schedule displaying a chart with the proposed used 10 configurations for Fly Quiet II Runway Rotation Plan and noted five configurations were in east flow, five west flow, five parallel runways and five diagonal runways. Each configuration was rotated on a weekly basis. He emphasized the importance of coordination between CDA operations, airlines, pilots, construction managers, controllers and the FAA. He said the average start time for overall Fly Quiet was 10:42 p.m. and the average stop time was 5:42 a.m. He then said the average start time for the Fly Quiet Rotation Test was 11:16 p.m. and the average stop time was 5:25 a.m. The overall average time of Fly Quiet was seven hours. He noted there were 97 Fly Quiet Operations on average every night and 67 percent of the operations were on the scheduled rotation runways. He said configurations F and H were the most utilized but configurations C and E were the least utilized. He acknowledged that the FAA reported that those configurations were not safe. He said Runway 33 was the most used departure runway at 25 percent and the average nightly departures in Fly Quiet equaled 42 operations. He then said Runway 22 was the most used arrival runway at 19 percent and had on average of 55 arrivals at night. Mr. Jackson explained wide-body operations had a two hour advanced notice for a longer runway request. He also said 41 percent of operations occurred on runways less than 10,000 feet which was an average 11 operations per night.

Ms. Robles asked if those numbers did not account for the rotation test.

Mr. Jackson replied many scheduled weeks had long runways. He then noted there were many departures on Runway 33 and arrivals had more flexibility.

Mr. Dywer asked if Runway 15/33 was included in the data and for the percent average of that runway. He also asked for a graph on how the Fly Quiet Fleet Mix categories were distributed by hour.

Mr. Jackson presented a Nighttime Wind Summary and said the winds were calm at 12 percent and therefore, traffic could go either west or east flow.

Mr. Frame said the common misconception was that all aircraft during the nighttime were big and heavy and noted only 29 percent were wide-body aircraft, while 55 percent were smaller aircraft.

Ms. Dunlap asked if there was a list of the wide-body aircraft by carrier.

Mr. Frame replied no.

Ms. Dunlap said she was interested because United were discontinuing 747.

Mr. Frame clarified that they discontinued purchasing them.

Alderman Chester asked if there was a number on how many new aircraft would be at the new north cargo facility.

Mr. Frame replied it was the same for now because aircraft were just relocated to the new facility. He noted the EIS allowed for growth in general.

Mr. Seymour asked if the numbers on the Fleet Mix Chart were for Fly Quiet.

Mr. Frame replied there were two sets of data for all of Fly Quiet and Rotation and said the numbers were referenced in the report on page 24.

Mr. Dwyer said it would be useful to have time distribution of wide-body aircraft at night.

Mr. Jackson reported the survey and said there were a total of 6,160 responses and of those responses 3,837 were respondents from a total of 84 communities. He said the unique IP addresses identified the individual responses.

Mr. Evans expressed his appreciation because the IP address was used and noted it would help moving forward.

Alderman Arena asked if there was a way to look at individual IP addresses to see if there was a trend of those responding. For example, he explained if there were individuals who completed the survey and said they did or didn't like it and then completed it again and changed their minds.

Mr. Jackson replied some surveys did sway in favor.

Mr. Seymour asked if there was any correlation to see if the survey related to the runway being used.

Mr. Jackson said some individuals did go back and filled out the survey when they were not impacted.

Mr. Dwyer asked if the responses with the same IP address were in correlation to the same residents living in a household.

Mr. Jackson said individuals who filled out the survey multiple times had their first response taken.

Alderman Chester asked how the surveys were delivered.

Mr. Jackson said it was advertised by the CDA, ONCC and each community was asked to put the survey on their own website.

Ms. Dunlap said she was interested in getting numbers on a ward basis.

Mr. Jackson said Site 28 in Schiller Park showed it has the highest noise events.

Chairman Annunzio thanked CDA for the data results. He then asked the committee to come up with plan for Fly Quiet, take all issues into account and come up with a solution by next meeting.

Ms. Dunlap suggested discussing concerns from the FAA and those impacted.

Mr. Frame said the FAA had given written comments.

Mr. Jackson said configurations C and E didn't get used and the letter from the FAA stated that.

Alderman Chester said Runway 15/33 was going away and asked how that would be planned for.

Mr. Frame replied at the next Fly Quiet meeting a plan would be discussed for 2017 which would not exceed 6 months. He also noted there would be a plan for what was next and in future years beyond 2017.

Mr. Summers shared his gratitude to the FAA and CDA for keeping the long runway open. He also said perhaps to be more concise with Runway 15/33 so it was not used consistently.

Mr. Dwyer asked if the FAA considered Runway 15/33 to be used equally and comparable for wide-body aircraft to Runway 10L/28R or Runway 10C/28C in the interim period, including longer runways.

Mr. Frame replied the issue with the long runway was tricky and CDA would give its feedback once a plan was discussed.

Mr. Seymour asked of the 14 wide-body aircraft, how many needed the 10,000 –ft. runway and how many did not.

Mr. Jackson replied there weren't significant numbers.

Ms. Schultz said the data backfired because it indicated the tower was uncomfortable and therefore coming out of the voluntary program. She noted anytime operations go up 20 percent it was too much and said the goal was to spread out the noise evenly.

Mayor Jezierny asked for a timeline on when the next test may be.

Mr. Frame said CDA would make a proposal upon approval to the committee and then from there it would go to the full ONCC meeting for a vote. He noted a number of steps need to happen first but said it would be implemented in the spring.

Mayor Piltaver asked if the proposal would include diagonal runways.

Mr. Frame replied yes and noted there were three diagonal runways and said the goal was to get it more balanced.

Ms. Dunlap said since they know what the winds were like last year she asked what was anticipated for the next test.

Mr. Jackson replied they were looking into data and the percent on winds.

Alderman Chester asked if multiple tests were being done to avoid doing an environmental study.

Mr. Frame replied it was not being ignored and said the policy was in place for tests. He clarified environmental needs to get done regardless if the test was six months or less and it just depended how much of it has to get done.

Ms. Robles said Schaumburg witnessed heavier use of Runway 15/33 and would like it to be used more evenly. She also noted to keep an eye on short-term and long-term.

Mr. Dwyer said the key goal was to avoid community impact and breakout the 41 percent of operations occurring on runways less than 10,000 ft. by runway.

Mr. Evans said wide-body aircraft use Runway 10C and said it was possible to put those heavy aircraft on Runway 10L.

Ms. Schultz recognized the efforts and coordination but said the biggest constraint was demand and airlines were pushed to seven more gates. She expressed the need to discuss demand management being an issue.

Mr. Frame said on behalf of the city, the FAA had done a phenomenal job. He expressed his gratitude as everyone tried to come together to work toward a common goal.

Ms. Dunlap announced an important meeting that that would take place at the White House which would consist of U.S. airline CEOs and the President Trump She suggested that everyone should keep an eye on that meeting because it could make an impact on what the committee was working on.

Next Steps – Procedures/Process

Mr. Frame said the committee would reconvene for another meeting and CDA would present a rotation plan for 2017. He noted the importance of the committee to approve a proposal in two weeks.

Comments from the Audience

Mr. Al Rapp, a resident of Park Ridge and a member of FAiR submitted the following statement:

I have attended recent ONCC general/ tech and ad hoc meetings and have noticed several topics that warrant further discussion.

- Increased cargo operations, primarily at night, because of the recent opening of the new northeast Aeroterm cargo facility. This will come in the form of giant Boeing 747 freighters that will need to make use of longer runways for their operations.

- The recent acknowledgement by the FAA and CDA that they are banking and adjusting flight paths of aircraft over the corner communities during departures in east and west flow. This is increasing noise and pollution over communities that are already being inundated with low altitude arrivals.

- The recent acknowledgement that the air traffic controllers have made recommendations to the Fly quiet program....a representative for air traffic should attend the meeting and be at the table.

- The recent acknowledgement that the Western Terminal may not happen. Western Terminal / Western Access was a big part of why the diagonal runways had to go away not so the city could build hotels between runways.

- The recent engine explosion of a Boeing 767 heavy during a departure on 28R. This would accentuate the necessity for longer runways which afforded this aircraft the ability to stop during an aborted departure.

- The push to develop a second revised Fly Quiet six-month test before full impacts to the communities have been disclosed. The exclusion of Runway 15 / 33 and eventual commissioning of Runway 9C / 27C would massively impact the present configurations they are testing.

- The failure to disclose the National Transportation Safety Board findings of last winter's runway excursions where at least three reported aircraft skidded off the end of the 7500 foot north runway 9L / 27R.

- The failure of CDA / FAA to disclose information on the most recent runway excursion that happened during the first Fly Quiet rotation test on runway 4R / 22L.

Mayor Rahm Emanuel recently made the statement that and I quote "with this sixth runway 9C /27C, we are adding the capacity of a third airport" end of quote.... Rahm's words not mine. So you ask yourself, do you want the capacity of a third airport added over your communities or do you want a third airport? I vote third airport.

It is not a question of IF the South Suburban Airport will be built but the question is WHEN will it be built. The FAA is presently reviewing the South Suburban Airport Master Plan and the communities are hoping for an expedited approval.

FAiR offered a 10- runway solution with the passing of state legislation SB-636 which allowed the airport to have up to 10 operational runways ... the city wanted no part of it so it is time to build new airport infrastructure. I would urge municipal leaders like yourselves, state legislators, United States representatives and senators to join proponents of the south suburban airport and give people some hope... In my travels of doing political outreach the answer at the end of day is always it is unfortunate but there is not much we can do about this situationthe city owns the airport. Well this is something you can do, so please do your job for the people you represent. The problem with Rahm's economic engine is that the exhaust pipe is pointing at the communities....thank you

Ms. Joanne Ruddy, of U.S. Representative Winger's office, commented about the IP addresses. She said the few dozen phone calls they received were from elderly residents who did not have access to a computer and therefore, their office filled out the surveys for them.

Ms. Carbon, a resident of the 39th Ward noted the Rules of Decorum asked for questions that were relevant to the agenda. However, she said the agenda did not have enough information to formulate a good question and noted there's a lot of material being covered throughout the meeting. She then asked if a pdf or a link could be sent out in an email before the meeting.

Mr. Gagliardi, a resident of Chicago agreed with Ms. Carbon and believed flights also needed to be managed better from 10 p.m. to 7a.m. He said he would like to see a list of runways used when coming out of rotation test and noted there was still room for improvement. Mr. Gagliardi said the survey didn't show any complaints and said every month the report still showed 500,000 complaints and it's not going away.

Ms. Cain, a resident of Elk Grove said she did not fill out the survey but noted the Fly Quiet was definitely helpful. However, she said she needed sound insulation since there would always be noise some of the time.

A motion was made by Mr. Evans to adjourn the meeting. The motion was seconded by Alderman Chester. The meeting ended at 10:45a.m.