

**APPROVED MINUTES OF THE MAY 13, 2014
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The meeting of the O'Hare Noise Compatibility Commission (ONCC) Technical Committee was held on Tuesday, May 13, 2014 at the Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Vice-Chairman Dennis Ryan called the meeting to order at 9:05 a.m. ONCC staff recorded the meeting minutes.

The following members of the Committee were **PRESENT**:

Ms. Arlene J. Mulder, Designee, Village of Arlington Heights
Mr. Ron Sak, Designee, City of Chicago, 36th Ward
Mr. Peter Bialek, Designee, City of Chicago, 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Alderman John Arena, City of Chicago, 45th Ward
Trustee Lester Szlendak, Alternate, Village of Harwood Heights
Trustee Michael Latoria, Alternate, Village of Itasca
Mayor Arlene Juracek, Member, Village of Mount Prospect
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Mr. Tim Millar, Alternate, Village of Palatine
Vice-Chairman Dennis Ryan, Designee, Village of River Grove
Mr. Barry Krumstok, Alternate, Rolling Meadows
Ms. June Johnson, Alternate, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Alternate, City of Wood Dale

The following members of the Committee were **ABSENT**:

Bensenville, Chicago 39th Ward, Niles

The following ONCC and Chicago Department of Aviation (CDA) and staff were present:

Jeanette Camacho – O'Hare Noise Compatibility Commission; Aaron Frame – Chicago Department of Aviation; Jeffrey Jackson – Landrum & Brown; Fran Guziel and Kay Coyne – ONCC Consultant.

The following guests were present:

Mary Ann Levar for Congressman Mike Quigley, Robert Becker for Congressman Quigley, Ms. Amy Hanson for the FAA and Ann Limjoco for Congresswoman Jan Schakowsky.

The Pledge of Allegiance was recited before the start of the meeting.

APPROVAL OF MEETING MINUTES – APRIL 8, 2014

Ms. Johnson moved and **Ms. Bernardi** seconded a motion that the minutes of the April 8, 2014 ONCC Technical Committee meeting be approved. The motion was approved by unanimous voice vote.

A. Long-Term Portable Noise Monitor Data

Mr. Frame reported on the Itasca Long-Term Portable Noise Monitor Data for the month of March 2014 that read 63.0 decibels. The Chicago Long-Term Portable Noise Monitor read 57.4 for the month of March 2014.

B. 1st Quarter 2014 Fly Quiet Report

Mr. Jackson reviewed the 1st Quarter Fly Quiet Report. The most used nighttime departure runway was Runway 32L at 48% and the most used nighttime arrival runway was Runway 27L at 39%. Nighttime noise complaint calls totaled 6,181 from 754 complainants.

Mr. Jackson noted that nighttime operations totaled 9% of overall daily operations at O'Hare.

Trustee Szlendak noted that most of the arrivals during the nighttime are supposed to be on Runway 27L. He asked why other runways are being used for arrivals during the nighttime hours.

Mr. Jackson was not sure why other runways were used during the nighttime and would have to ask the FAA.

Mr. Jackson also noted that the 1st Quarter Fly Quiet Report showed just a few deviations of less than a mile of the preferential flight track.

Mr. Gilligan asked if the causes for fewer deviations are a result of pilot education or better technology.

Mr. Jackson said that over the past couple of years ONCC has been meeting with the control tower on a quarterly basis to discuss deviations from the preferred flight tracks. As a result of these meetings, between there was more adherence and follow-up with controllers in regards to the Fly Quiet Program. There were deviations in the past between personnel shift changes from night to morning and the controllers were made more aware of the Fly Quiet Program.

Mr. Frame noted that CDA has been providing the O'Hare Control Tower with a list of deviations. The former control tower manager would get together with the controllers and discuss non-weather related deviations. He noted that there is a new control manager and he has agreed to continue reviewing the deviation data. He mentioned that meetings will resume once the new manager becomes familiar with the information previously provided by the CDA.

Ms. Mulder noted that the control tower listened to voice recordings of deviant flights. Non-weather related deviations were discussed with the controllers. She contributed the decrease in deviations to the quarterly ONCC meetings with the control tower.

Ms. Johnson asked if flight tracks beyond 3,000 feet are being recorded.

Mr. Jackson noted that beyond 3,000 feet, the flight track is not noted in the Fly Quiet Reports

Trustee Latoria noted that most complaints from Itasca residents are due to arrivals.

C. Nighttime Construction Awareness Program

Mr. Frame said that the O'Hare Nighttime Construction Awareness Program will be prepared within the next several weeks and distributed to ONCC.

D. Decommissioning of 10L Hold Pad

Mr. Jackson reported that due to a construction project, the 10L Hold Pad will be decommissioned to make way for taxiways. He said that revisions to the Fly Quiet Manual and Ground Run Up Enclosure manual will be made when changes occur on the airfield.

Ms. Mulder asked if an alternate location has been identified for run-ups.

Mr. Frame responded that an alternate location for run-ups has not been identified. CDA is working with the FAA on an alternative location if there is one. No decisions have been made.

Discussion on Aircraft Arrivals – Part 2 of 2

Mr. Jackson gave a brief presentation on aircraft arrivals. He reviewed the standard approach profile showing the final approach fix that is typically at an elevation of 2,200 MSL (1,600 AGL) and is approximately 5 miles away from the airport. The Precision Approach Path Indicator (PAPI) is a visual aid that provides guidance to pilots to acquire and maintain the correct glide slope. It is located beside the runway approximately 1,000 feet beyond the landing threshold of the runway with single row of four lights units that are visible from about 5 miles during the day and up to 20 miles at night. This technology was developed in the 1970s. The PAPI view from the flight deck will show lights indicating if the aircraft is too high, slightly high, on the glide slope, slightly low or too low.

Mr. Bialek asked why the 3-degree glide slope is standard and couldn't be higher.

Mr. Jackson responded that 3 degrees is an industry standard but he will need to confirm with air traffic.

Ms. Dunlap asked about the glide path system that is known as RFP.

Mr. Frame responded that he was not aware of an RFP system at O'Hare but would check with air traffic.

Trustee Latoria noted the 3-degree glide slope is based on runway threshold and some homes are at higher elevations throughout the airport.

Alderman Woods stated that some aircraft seem lower than others due to elevation. He said that a glide slope at 3 ½ degrees would make a difference to residents.

Mr. Jackson responded that the FAA would have a better answer for the standard 3-degree glide slope.

Mr. Jackson told Alderman Woods that if he notices an aircraft that seems lower, a gate analysis can be done to verify its altitude and type of aircraft.

Ms. Dunlap stated that changes to legislation in the 1990s determined that there would be no mandatory curfews during the nighttime.

Mr. Jackson replied that the 3-degree glide slope is a safety issue and different from the legislation act passed in the 90s that deals with no nighttime curfews.

Mayor Juracek said that as part as the Arrivals Presentation Part I, it was her understanding that an aircraft may not be at the glide slope to land at the threshold marker but may, in fact, land farther down the runway which might explain the 3-degree glide slope from being at a different point on the runway.

Mr. Jackson responded that when you look at the 3-degree glide slope, it's designed to the threshold. The aircraft is equipped with GPS technology notifying the pilot of the 3-degree glide slope.

Mayor Juracek reiterated that the pilot would know if the aircraft was not on the glide slope because of the GPS technology on the aircraft.

Mr. Jackson responded, yes. He said that the PAPI system on the ground is another visual reminder.

Alderman Arena asked if the height of the aircraft is relevant to the threshold for a particular runway and not all runways have the same threshold height.

Mr. Frame responded, yes, because of the orientation of the runway.

Alderman Arena noted that his constituents often voice concerns about some aircraft being lower than others, but it depends on the runway that the aircraft is using.

Mr. Sak asked whether the runway opening in 2015 will be used for arrivals.

Mr. Jackson responded that he did not have the specifics of how Runway 10R/28L will be utilized when it is commissioned in 2015.

Alderman Woods asked if there was a standard of when landing gear is activated on an aircraft.

Mr. Jackson responded that when the aircraft is at the final fix, landing gear is typically activated but can vary depending of the aircraft type. Some aircraft perform faster than others.

Alderman Woods asked what is the standard spacing of aircrafts.

Mr. Jackson was not sure but said he can research for an answer.

Ms. Dunlap noted that new paths are in place with the newest runway 10C/28C being commissioned.

Mr. Jackson replied that there is a new approach path and final fix for Runway 10C/28C.

Ms. Dunlap reiterated that the flight path for Runway 27L/9R has not changed.

Mr. Frame replied, no.

Ms. Dunlap said that it was important to note that the flight path for Runway 27L/9R has not changed. She said that it is frustrating to explain to people that the flight path has not changed when recent news articles continue to state that fact. She said that there are new flight tracks when there is a new runway and also there is additional traffic over existing flight tracks.

Mr. Frame explained that the final fixes for the existing runways have not changed. Runway 27L/9R has been open since 1943. He said what has changed is aircraft traffic arriving to that final fix point. When Runway 10c/28C was commissioned, the airport changed to the East/West flow configuration. Final approach happens 5 miles out from the runway.

Ms. Dunlap asked about the CRO changes announced by the FAA.

Mr. Frame responded that FAA addressed the ONCC on the converging runway issue and he couldn't not comment and would have to confirm with FAA regarding the conversion runway issue.

Alderman Arena asked if with the commissioning of Runway 10R/28L in 2015 will affect how the air traffic is distributed. He said that it seemed that the frequency of usage of the other runways would be distributed.

Mr. Jackson said that the exact utilization of Runway 10R/28L has not been published at this time.

Mr. Frame said that Runway 10R.28L will absorb some operations but he was not be able to say how it will be utilized.

Ms. Camacho asked Mr. Frame to confirm that when Runway 10R/28L is commissioned there is another tower that will operate that particular runway.

Mr. Frame explained there is a new tower being built to operate Runway 10R/28L. There are some obstructions with existing buildings that will not allow air traffic to see the new runway from any of the existing control towers. There will be 3 control towers at O'Hare-- the North Tower, Central Tower and in 2015 the South Tower.

He said that the plan is to operate the South Tower the same way as the North Tower is used. Typically the North Tower is closed during the nighttime hours and begins operations normally at 6 a.m.

Ms. Dunlap asked if there was anything to look forward to as far as diminishing aircraft noise besides NextGen.

Mr. Frame responded that he wasn't sure.

Ms. Mulder said that newer aircraft save on fuel and are quieter; therefore, airlines continue to upgrade their fleet to save money.

Trustee Szlendak asked for the status of the FAA 65DNL noise study.

Ms. Camacho noted that she will correspond with FAA for the status of the study.

OTHER BUSINESS

A. Noise 101 Workshop – May 22, 2014

Mr. Ryan reported that there is a scheduled Noise 101 Workshop scheduled for Thursday, May 22, 2014. Members who are interested in attending are encouraged to contact Ms. Camacho.

B. O'Hare Airfield Tour – June 19, 2014

Mr. Ryan reported that there is a scheduled tour of O'Hare Airfield on June 19, 2014. ONCC members interested in attending are encouraged to contact Ms. Camacho.

C. United Operations Tour – July 15, 2014

Ms. Camacho reported that there is a scheduled tour on July 15, 2014 of the United Airlines Operations Center at the Willis Tower. She encouraged ONCC members to attend.

D. United Hanger Tour – July 24, 2014

Ms. Camacho said that there is a scheduled tour of the United Airlines hanger on July 24, 2014. She mentioned that space was limited and any ONCC member interested in attending should contact her.

E. O'Hare Control Tower, TRACON and Chicago Center tours

Ms. Camacho announced that she working with staff to schedule a tour of the O'Hare Control Tower, TRACON and Chicago Center for ONCC members. She will notify members via email when dates when have been established.

B. Next ONCC Technical Committee Meeting – August 12, 2014

Mr. Ryan reported that the ONCC Technical Committee will meet on August 12, 2014 at the Mount Prospect Village Hall.

Mr. Ryan said that ONCC has had great accomplishments over a 15 year period while others may think that ONCC is a do nothing organization. It is important to note that ONCC serves all communities and the mission continues. ONCC continues to work with the CDA, FAA and the airline industry to better adhere to FAA guidelines. ONCC is globally recognized and is the leader in aircraft noise mitigation. ONCC is not the enemy to any residents or community leaders.

COMMENTS FROM THE MEMBERS

COMMENTS FROM THE AUDIENCE

Mr. Van Dyke a Elk Grove Village resident, said that the increase aircraft traffic on Runway 9L has reached a point there's an aircraft every 35 seconds.

Ms. D'Alessandro a member of FAir Coalition, read a statement representing her group.

Ms. Dunlap noted that the City of Chicago is represented on ONCC from various wards for the same cause - to mitigate aircraft noise.

Ms. Dunlap said that the ONCC is not responsible for the operations of the airport. The ONCC works on a regular basis with the FAA and CDA regarding aircraft noise and many accomplishments have been made working through ONCC. She encouraged everyone to read the Fly Quiet Manual to get a better understanding of how runways are utilized during the nighttime hours.

MEETING ADJOURNMENT

Mr. Krumstok moved and **Trustee Latoria** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:50 a.m.

Draft ONCC Technical Committee Meeting Minutes_April 8, 2014