

**APPROVED MINUTES OF THE MARCH 22, 2016
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, March 22, 2016 at Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chair Catherine Dunlap called the meeting to order at 9 a.m. ONCC staff recorded the meeting minutes.

The following committee members were **PRESENT**:

Mayor Frank Soto, Member, Village of Bensenville
Mr. Ron Sak, Designee, Chicago, 38th Ward
Mr. Peter Bialek, Member, Chicago, 39th Ward
Mr. John Julitz, Member, Chicago, 40th Ward
Committee Chair Catherine Dunlap, Designee, Chicago, 41st Ward
Alderman John Arena, Designee, Chicago, 45th Ward Member
Trustee Jon Kunkel, Alternate, Hanover Park
Trustee Marty Hower, Alternate, Itasca
Mayor Arlene A. Juracek, Member, Mount Prospect
Ms. Judith Dunne Bernardi, Designee, Norridge
Mr. Tim Millar, Alternate, Village of Palatine
Mr. Dennis Ryan, Designee, River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Mr. Richard Bascomb, Alternate, Schaumburg
Alderman Art Woods, Alternate, Wood Dale
Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, Des Plaines, Harwood Heights, Niles, and Wood Dale.

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

Lucia Crespo – ONCC, Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown; Fran Guziel – ONCC Consultant.

The following guests were present:

Mary Ann Levar, U.S. Rep. Quigley and Ann Limjoco, U.S. Rep. Jan Schakowsky.

APPROVAL OF MEETING MINUTES –January 19, 2016

Mr. Ryan moved, and **Ms. Bernardi** seconded a motion to approve the January 19, 2016 ONCC Technical Committee meeting minutes. The motion was approved by unanimous voice vote.

CDA Noise Recommendations Task List

Mr. Frame said his staff will regroup soon to refine the Fly Quiet Program.

Mayor Juracek said while attending the Aviation Symposium in Palm Springs she learned that the Transportation Research Board had published a airports best practices manual which may help the committee.

Committee Chair Dunlap asked when the manual was published.

Mr. Frame replied about one year ago.

Mr. Frame reported American Airlines would be phasing out all MD80 aircraft.

Ms. Bernardi asked if there was a retrofit for stage 3 aircraft.

Mr. Frame replied no, the standard for phase 4 aircraft had been lowered instead.

New Permanent Noise Monitors Update

Mr. Frame reported that he hoped the new monitors would be installed by spring and was currently working to secure insurance requirements and contractors for the project.

Trustee Hower asked what exactly was still needed to move forward.

Mr. Frame responded the contractor requested more insurance.

Long-Term Portable Noise Monitor Data

Mr. Frame reported the Itasca long-term portable noise monitor average noise level for December 2015 was 61.6 DNL. The Chicago Ward 39 long-term portable noise monitor average was 61.6 DNL.

System Updates

Mr. Jackson provided a track sheet for the system updates which occur on a daily basis. The track sheet identifies any issues that the noise monitors may be experiencing and his staff would then able to correct. He also noted that the monthly ANMS reports have added language under the Aircraft Noise Report section which states: *“The Aircraft Noise Report summarizes noise measurements from each of the 33 permanent noise monitors located around the Airport. The data summarize the Day-Night Average Sound Levels (DNL’s). DNL is a 24 hour time-average sound exposure level with a 10 decibel (db) nighttime (10 p.m. to 7 a.m.) weighting to account for the lower background noise levels during the nighttime hours. The data set for the current month includes 1,001 monitor-days out of a possible 1,023 monitor-days (98%).”*

Mr. Jackson said that the goal was not to lose any data and the challenge with noise monitors was community noise. Whether its construction or other events, the system had a hard time correlating data to actual flights.

Mr. Sak asked if the data were downloaded seven days of week.

Mr. Jackson said that the data downloads daily.

Mr. Sak asked if the downloaded data were analyzed daily.

Mr. Jackson replied the yes, except on the weekends.

Mr. Gilligan asked if there's any communication with the community when there's a problem with a noise monitor.

Mr. Jackson said the community would be contacted when there was an issue that needed to be discussed, such as tree trimming or other issues that might involve the community's help.

Trustee Hower asked if the downloaded data were correlated and analyzed for trends.

Mr. Jackson replied that the system automatically correlated the data with flight activity and trends were documented on the monthly ANMS Reports.

Trustee Hower asked if complaint data were also correlated.

Mr. Jackson said data for complaints were difficult to track. Not everyone gives their location and sometimes correct times.

Committee Chair Dunlap agreed that complaint data were difficult since many complaints were anonymous and can't correlate.

Alderman Arena asked if there was a way to identify multiple complainants from a single address.

Mr. Frame said that the graph on the ANMS Report shows where the complaints originate, but unless the complainant gave their location, it's hard to determine the exact location.

Data Requests

Mr. Frame referenced a log sheet which details data requests from the public.

Mayor Juracek asked if the requests listed were completed or pending.

Mr. Frame responded that some may be completed or pending.

2016 Aviation Noise Symposium Conference Report

Committee Chair Dunlap reported that she attended that 2016 Aviation Noise Symposium in Palm Springs, CA. She said that UC Davis Aviation Symposium: *Charting New Headings to Quieter and Cleaner Flight Paths* consisted of three straight days of panel discussions, in addition to conversations with attendees regarding technology, lessons learned from other jurisdictions, FAA Reauthorization, and NextGen.

Panel members included airport officials, scientists, community airport commission members, former FAA staff members, a congressional research service staffer, consultants, NASA personnel and people from other countries. In a very interesting panel, Technology Innovations, Erik Lindbergh and his X prize foundation were trying to move on electric powered planes, especially for touring purposes like the Grand Canyon.

Other discussions included Ultra High Bypass engines: NASA Environmentally Responsible Aviation Program to fill technology pipeline for future aircraft including supersonic aircraft with no sonic boom. There was always talk of next stage engines...the future is stage 3 to 4, stage 2 was so much larger than stage 3.

Discussions included the FAA system to calculate measurements including AEDT2 which is an internally used system.

Lessons from other jurisdictions: Canada, England and France....Canada and England know about the ONCC.

The Phoenix situation is very different from our situation and is not at all comparable. The FAA simply introduced Next Gen on the Phoenix. There were no noise groups until the change happen so no forum for discussion

Committee Chair Dunlap attended the N.O.I.S.E. community forum. N.O.I.S.E. is a national group. It was an opportunity to compare notes on FAA relationships and how both organizations work.

The LAX Roundtable is a much smaller group and only includes two communities (and these have geographic boundaries). The leader of the LAX Roundtable thought ONCC, which consists of over 54 members, would be unwieldy.

Civility work discussions stressed how not to downgrade the beliefs of others and to accept it is a two-way street.

Real time information is more helpful and Web Trak is more accurate than other flight measurements.

FAA reauthorization discussion groups are working to include community engagement policy for Next Gen and the privatization of Air Traffic Control.

Metroplex/Next Gen/RNAV/RNP: Essentially, the programs allow for more direct flights and will all go to text messaging to increase exactness of process. Potential for Win-Wins: OPD, fanned departures, precision routing. Eventually this technology is coming in various degrees. O'Hare is different because we have a Record of Decision. We will see a timeline eventually. A former FAA official stressed to her staff not to overlook community issues.

PBN resource guide for stakeholders also is being developed. Lessons have been learned from several other jurisdictions. Denver, Seattle and Atlanta progress is going well.

Mayor Juracek noted that there was a link to all the presentations from the 2016

Symposium online. She also mentioned that there was a lot of interest on the proposed ONCC rotation plan that had been discussed. She said that she hoped that ONCC would achieve success on the Fly Quiet Program and that communities surrounding the airport would see the benefit. She also was interested in the ISO international work being done.

Committee Chair Dunlap said high level discussions occurred at the symposium and felt very comfortable with the discussions based on the work that ONCC has done. She shared ONCC has a good reputation internationally which fosters communication and dialog with others in the aviation industry.

Mr. Jackson mentioned that four airports that attended the conference reached out to CDA and ONCC for more information about O'Hare programs and two of the airports actually came to Chicago for a visit for more information. Out of the two that visited, one airport official from Dallas attended the ONCC meeting on March 11, 2016.

Committee Chair Dunlap said that it was important to understand that each airport was different and had different capabilities.

Mayor Soto said that he was familiar with the California Airport Roundtable and their ad hoc committee. He noted that they have a port authority which handles noise mitigation issues. He said that all the work that occurred on the ONCC Ad Hoc Fly Quiet Committee was an example of what could be done. He was disappointed that some communities voted no including some school districts that voting the plan down. He noted that schools were not even open during the Fly Quiet Program hours, but still had an opportunity to vote. He said that the voting process should be looked into further. He said that the votes compromised the proposal of the Fly Quiet criteria that was provided.

Committee Chair Dunlap said LAX Roundtable was set up to have corporate partners such as the airlines. She learned from an LAX Roundtable member that his frustration was having such partners at the table since they don't really participate.

Mayor Juracek appreciated Mayor Soto's observation and also said that she wouldn't want to exclude any votes from the school districts especially since they also benefit from sound insulation.

4th Quarter 2015 Fly Quiet Report

Mr. Jackson reviewed the 4th Quarter 2015 Fly Quiet Report. Departures on Runway 28R occurred 31percent of the time and most arrivals occurred on Runway 28C at 27 percent. Complaint calls totaled 36,264 for the quarter. He noted that deviations were low for the 4th Quarter of 2015.

Mr. Ryan said ONCC's cooperative efforts with O'Hare's control tower management showed on the report with less deviations and the airlines participation.

Mr. Sak questioned the low flying complaints listed on page 10 and asked if the complaints were correlated to any flights.

Mr. Jackson responded that correlating aircraft noise complaints to actual flight data was

not easy because most complaints were not specific or too many were generated that could not be tracked. He noted that the data were tracked by trends such as time of day complaints and the configuration of the airport that day.

Committee Chair Dunlap questioned the noise complainants from community unknown versus the number of complaints category.

Mr. Frame responded that complainants that do not input their physical address but do identify their community fall under the identified community. The complainants who don't register any information and just their name go under the community unknown category.

Special Presentation – East/West Flow Operations

Mr. Goldberg presented a slide presentation of East/West Flow operations at O'Hare. The factors that influence East/West Flow include:

1. Wind conditions, such as wind speed and direction as well as low ceiling and/or visibility, rain, thunderstorms, fog or snow.
2. Operational Air Traffic Control Considerations: peak hour demand and runway capacity, runway closures for runway maintenance, snow removal or runway instrumentation outages. Peak hour daytime demand makes it difficult to efficiently and quickly change runway configurations and greater flexibility during nighttime hours.
3. Runway 10R/28L improves runway configuration (East or West) flexibility, before 10R/28L, West Flow provided better airfield capacity than East Flow and the opening of 10R/28L balances the capacity of East and West under most weather conditions.
4. Aircraft performance factors that influence runway length requirements.

Mr. Goldberg said that with a five knot tailwind, either East Flow or West Flow could be used on average 53 percent of the time based on 24 hours. The conclusion that West Flow is required more often than East Flow, particularly during the winter months.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, April 19, 2016 at the Mount Prospect Village Hall.

Audience Comments

Mr. Dwyer asked for information regarding Site 5 analysis.

Mr. Jackson replied that community noise was loud at that particular site.

Chairman Dunlap said that loud community noise could potentially drown out all aircraft

noise from the noise monitor.

Mr. Kopczk asked why there wasn't a balance between East and West.

Mr. Gagliardi said that that dismissing votes from the school districts for Fly Quiet concerned him especially since there were teachers as well as the students that live in the affected areas during the fly quiet hours.

MEETING ADJOURNMENT

Mr. Ryan moved, and Mayor Juracek seconded that the meeting adjourn. The meeting adjourned at 10:55 a.m.