

**APPROVED MINUTES OF THE APRIL 19, 2016
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, April 19, 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**:

Mr. Michael Martella, Alternate, Village of Bensenville
Mr. Ron Sak, Member, Chicago, 38th Ward
Mr. Peter Bialek, Member, Chicago, 39th Ward
Mr. John Julitz, Member, Chicago, 40th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman Malcolm Chester, Alternate, City of Des Plaines
Trustee Jon Kunkel, Alternate, Hanover Park
Trustee Marty Hower, Alternate, Itasca
Mayor Arlene A. Juracek, Member, Mount Prospect
Councilman Tim Millar, Alternate, Village of Palatine
Mr. Dennis Ryan, Designee, River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karyn Robles, Alternate, Schaumburg
Alderman Art Woods, Alternate, Wood Dale
Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, City of Chicago 45th Ward, Harwood Heights, Norridge and Niles.

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:

Mayor Bradley Stephens – Rosemont; Mr. Jay Dalicandro; Trustee Alan Kaminski – Elmwood Park; Mr. Jon Branham – Park Ridge; Tim Wiberg – Lincolnwood; Ed Gerstein – Chicago Ward 36; Robert Becker, U.S. Rep. Quigley; Marina Faz – Huppert, U.S. Rep. Duckworth ; Ann Limjoco, U.S. Rep. Jan Schakowsky and Amy Hanson - FAA.

APPROVAL OF MEETING MINUTES – March 22, 2016

Mr. Sak moved, and Alderman Chester seconded a motion to approve the March 22, 2016 ONCC Technical Committee meeting minutes. The motion was approved by unanimous voice vote.

Long-Term Portable Noise Monitor Report

Mr. Frame reported the Itasca long-term portable noise monitor average noise level for February was 64.1 DNL. The Chicago Ward 39 long-term portable noise monitor average was 59.2 DNL.

Annual Operations – 2015

Mr. Frame provided the total 2015 annual operations for O'Hare International Airport, which were 875,136. The total number of operations were approximately 6,000 less compared to 2014, which totaled 881,933.

Terminal Area Forecast (TAF)

Mr. Frame reported on the FAA's Terminal Area Forecast, which detailed estimated operations through the year 2040. The forecast estimates 865,035 operations for 2016.

Briefing on Proposed Fly Quiet Rotation Plan

Committee Chair Dunlap called on Mayor Juracek to recap the vote that was taken at the March 11, 2016 ONCC meeting.

Mayor Juracek said that after the March 11th vote failed to pass the 2/3 vote by the ONCC membership, CDA was tasked to do more homework and present ONCC members with further details of the plan. She reiterated that the 2/3 majority vote was important for the FAA to proceed with any plan. According to ONCC by-laws, a simple majority was needed to pass any such plan. She apologized for not explaining it better at the time of the March 11 meeting. Since CDA did not receive the 2/3 majority it was seeking, they were not able to forward the plan to the FAA. ONCC members will be asked to vote on only the Fly Quiet Rotation Plan at the May 6, 2016 ONCC meeting. At that time, it is critical that the plan pass in order to move it forward for review to the FAA. She acknowledged the work with SOC and their consultants and the informal conversations that have occurred with the FAA in setting the plan in place that is viable and would help those communities being severely impacted by aircraft noise. She said this is a regional solution and all ONCC members should consider approving the plan otherwise the status quo will continue to take place with the Fly Quiet overnight hours.

She noted that the program as it exists today is outdated and in the interim conditions improvements are important to help those communities during this period.

Mr. Goldberg thanked ONCC members for their feedback from the meeting on March 11th. CDA prepared a comprehensive Fly Quiet Rotation Plan for the ONCC's approval. He also noted that comments from the meeting would be important to refine or make any adjustments for a vote on May 6th.

Mr. Goldberg reiterated the Record of Decision which states "At this point it is not reasonable to either assume that there would be a new Fly Quiet Program or speculate about what a new Fly Quiet Program would be. FAA will, however, give consideration to suggestions for changes in the Fly Quiet Program developed by the ONCC and requested of the FAA by the City of Chicago."

The objective of the Fly Quiet Rotation Plan is to refine the existing program, which includes a runway rotation plan to spread out community noise exposure. This program applies to overnight hours in which demand can be served by a single or departure runway.

Mr. Goldberg said that informal meetings have occurred with FAA and SOC consultants. The plan will be submitted to the FAA for their review upon approval of ONCC on May 6th. The test period for the plan is somewhere in the June or July timeframe period. At the conclusion of the test period, ONCC will evaluate the program again and decide whether to implement it in the interim period. If at the end of the test period ONCC approves the plan, FAA will do a NEPA analysis. He reminded everyone that the rotation plan is only a test and there will be an opportunity for adjustments at the end if necessary.

The CDA has had conversations with the operations side regarding construction schedule and have taken that into consideration in the rotation plan.

Committee Chair Dunlap asked for the estimated number of operations during the overnight hours when the rotation plan is in place.

Mr. Jackson responded there are roughly about 60 to 80 operations between the hours of 10:45 p.m. and 5:20 a.m. The program cannot be implemented when demand is high and more runways are needed to meet that demand.

Mr. Ryan said there's concern by neighboring communities regarding banking.

Alderman Chester said that 6 out of the 12 rotations would impact his community and was having trouble supporting the plan.

Mr. Goldberg said that some of the alternatives take into consideration weather issues or other factors that would enable them to use that particular configuration. The configuration would go back to the primary when the issue is not present.

Trustee Hower said 6 out of 12 is better than 100% which is what his community is currently experiencing.

Committee Chair Dunlap reported she and Mayor Juracek had the opportunity to meet with the new control tower manager and discussed the current Fly Quiet Program. He assured ONCC that they will continue to monitor and better adhere to the voluntary Fly Quiet Program. She said conversation will continue with the new tower manager in the near future.

Mayor Juracek said she was pleased after her meeting the new tower manager and hearing that he and staff are willing to adhere to any changes for the Fly Quiet Program. She noted that more of those meetings will take place in the future.

Mayor Juracek noted the primary rotation scenario is the one that will be predominately used and the alternate is when needed and may not be used at all if there are no issues.

Mayor Juracek said monitoring the plan and how to define success of the plan after the

test period is important assuming it's approved on May 6th.

Councilman Millar said five primary patterns being presented in the rotation plan would impact communities such Rolling Meadows and others. He wondered what the impact would be for sound insulation.

Mr. Frame responded sound insulation criteria are for full build out of the OMP. Interim conditions are not means for sound insulation.

Mayor Juracek pointed out Runway 14R/32L is currently a Fly Quiet Runway under the current Fly Quiet Program with no rotation. She noted if no changes are done, residents remain with the status quo of the current situation. She also reminded everyone this is an interim condition.

Alderman Woods said the Fly Quiet hours seemed to have expanded.

Mr. Frame said the Fly Quiet Rotation Plan is solely for the overnight hours and will continue to implement the current Fly Quiet Program for the other hours.

Committee Chair Dunlap noted demand driven times do not allow for rotation.

Ms. Robles ask the current usage of Runway 14R/32L during the Fly Quiet hours.

Mr. Jackson referred to the 4th Quarter 2015 Fly Quiet Report which showed Runway 32L was used 30 percent for departures and Runway 28R was used 21percent for arrivals during the Fly Quiet hours.

Alderman Woods said for the past 30 days he's experienced aircraft over his home every 2-3 minutes.

Committee Chair Dunlap noted that East Flow will give some balance during the overnight hours.

Alderman Chester said residents are complaining about aircraft lights shining in their homes.

Mr. Frame said he wasn't sure what standard or protocol airlines have for turning the aircraft lights on when landing.

Mr. Sak asked for clarification on the control tower that is used during the nighttime hours.

Mr. Frame said the only tower open during the nighttime hours is the Central Tower. The North and South Towers are normally closed during the nighttime hours.

Trustee Kaminski asked if the ONCC was only being asked to approve the rotation plan and not headings.

Mr. Frame responded that the CDA is only seeking approval for the rotation plan and the departure heading are being deferred.

Ms. Robles asked if when the rotation plan has finished with the 6 month test if operations would continue under the rotation plan or would they go back to the regular Fly Quiet Program.

Mr. Frame explained that the FAA will revert back to the existing Fly Quiet Program when the 6 month test has concluded. The results will be presented to the ONCC and will evaluate the next steps.

Alderman asked about the criteria being developed to measure the success of the test period.

Mr. Frame replied that CDA is currently developing criteria on how to measure the success of the rotation plan.

Mayor Juracek said that ONCC will work on assisting the development of criteria for success.

Mayor Juracek said that ONCC members need to work closely to monitor and reengage at the end of the test period. She noted the amount of work ONCC members will need to devote to make sure this test period has validity. She expressed her appreciation to L&B, SOC and CDA for the work they have devoted to the rotation plan.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, May 17, 2016 at the Mount Prospect Village Hall.

Audience Comments

Mr. Dwyer, a Medinah resident, said Runway 10L/28R and 10C/28C are 1,200 feet apart. He also noted under rotation plan E, F & J the same areas would be impacted. He asked if other runways would be available during the rotation plan for larger aircraft.

Mr. Jackson replied the majority of aircraft can handle the proposed runway rotations.

Mr. Rapp, a Park Ridge resident, said he was involved during the Ad Hoc Fly Quiet Committee meetings and FAiR is not opposed to the rotation plan. He noted FAiR asked for both diagonal runways to be used (Runway 14R/32L and 14L/32R). He said that he is a former FAA employee. He asked if a vote is achieved what conditions look like when Runway 14R/32L is closed. He also expressed concern over aircraft banking issues over his community.

Mr. Frame said that once the test period is complete the existing Fly Quiet will be used.

Committee Chair Dunlap said communication with the new tower control manager will continue to track deviations.

Mr. Gagliardi, a Chicago resident, said he was a City of Chicago planner for a number of

years. He said when the test period is being evaluated, complaint calls should be taken into consideration. He said people shouldn't be restricted to where they live. He also noted projected noise contours or percentage of aircraft noise events don't wake him up, actual aircraft noise wakes him up during the night.

MEETING ADJOURNMENT

Mr. Ryan moved, and **Ms. Robles** seconded that the meeting adjourn. The meeting adjourned at 10:30 a.m.