

**APPROVED MINUTES OF THE MAY 17, 2016
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, May 17, 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. Evan Summers, Alternate, Village of Bensenville
Mr. Peter Bialek, Member, Chicago, 39th Ward
Mr. John Julitz, Member, Chicago, 40th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman John Arena, Member, Chicago, 45th Ward
Trustee Jon Kunkel, Alternate, Village of Hanover Park
Trustee Marty Hower, Alternate, Village of Itasca
Mayor Arlene A. Juracek, Member, Village of Mount Prospect
Mr. Brian Gaseor, Alternate, Village of Norridge
Councilman Tim Millar, Alternate, Village of Palatine
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karyn Robles, Alternate, Village of Schaumburg
Alderman Art Woods, Alternate, City of Wood Dale
Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, City of Chicago 38th Ward, Des Plaines, Harwood Heights, Niles, River Grove.

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

Lucia Crespo – ONCC, Jeffrey Jackson – Landrum & Brown; Ryan Anderson – Landrum & Brown; Fran Guziel – ONCC Consultant.

The following guests were present:

Tim Wiberg – Lincolnwood; Ed Gerstein – Chicago Ward 36; Mary Ann Levar, U.S. Rep. Quigley; Robert Becker, U.S. Rep. Quigley; Ann Limjoco, U.S. Rep. Jan Schakowsky and Amy Hanson - FAA.

APPROVAL OF MEETING MINUTES – April 19, 2016

Mayor Juracek moved, and **Ms. Robles** seconded a motion to approve the April 19, 2016 ONCC Technical Committee meeting minutes. The motion was approved by unanimous voice vote.

1st Quarter 2016 Fly Quiet Report

Mr. Jackson reviewed the 1st Quarter 2016 Fly Quiet Report. Departures on Runway 28R occurred 38 percent of the time and most arrivals occurred on Runway 27L at 38 percent. Complaint calls totaled 39,830 for the quarter. He noted again that deviations were low for the 1st Quarter of 2016.

Mr. Jackson provided a chart which showed the 1st Quarter 2010 Fly Quiet Track Report. He noted that deviations during the 1st Quarter of 2010 showed high percentages of deviations.

Mr. Jackson said deviations have declined and credits ONCC's for the communication with the O'Hare Control Tower.

Mr. Gilligan said that the total number of complaints in River Forest were exactly the same amount under the total number of complainants and wondered if that is an accurate number.

Mr. Jackson explained homeowners are not obligated to log in their address when filing a complaint. If the homeowner doesn't fill out their address, the complaint is registered as a single complaint.

Committee Chair Dunlap noted her frustration at the accuracy of the total number of complaints versus the total number of complainants. She said it's helpful to know the location of the complaint. Complainants can't be quantified if the location is unknown.

Mayor Juracek said complaints that are not quantified are not valid for statistical purposes.

Mr. Jackson noted the task list has the website upgrade listed and will visit that topic soon.

Committee Chair Dunlap feared that the complaints are not reflected as reality and the system is being spammed with complaints.

Alderman Arena was concerned about the Fly Quiet Runway Rotation test period and not knowing the location of the complaints.

Mr. Jackson said staff is working internally and talking about ways to proceed with the proper approach when developing the website for the Fly Quiet Runway Rotation.

Committee Chair Dunlap said the Ad Hoc Committee Chair Joe Annunzio and Vice-Chair Karyn Robles will be meeting soon to discuss the next Ad Hoc Fly Quiet Committee meeting and criteria.

Mr. Jackson said the Ad Hoc Fly Quiet Committee will be best suited to discuss the development and gather input from the committee to measure success.

Alderman Woods said that the 26,000 complaints from Wood Dale are real numbers and data and does not like to desensitize to discount the data.

Committee Chair Dunlap said that the data should reflect the correlation with the number

of aircraft noise events.

Noise Recommendation Task List

Mr. Jackson said the task list will be updated and presented at the next Technical Committee meeting.

Long-Term Portable Noise Monitor Report

Mr. Jackson reported the Itasca long-term portable noise monitor average noise level for March was 66.0 DNL. The Chicago Ward 39 long-term portable noise monitor average was 59.7 DNL.

Airport Noise Capacity Act (ANCA) & Part 36 “Noise Standards: Aircraft Type and Airworthiness”

Mr. Jackson gave a brief presentation on the Airport Noise Capacity Act (ANCA) & Part 36. ANCA was passed by Congress on November 5, 1990. This was an attempt to create a more comprehensive method for regulating aircraft noise. The goal was to balance community interests with aviation interests. The balance was accomplished in two Federal Air Regulations, FAR Part 91 and FAR Part 161. Noise Standards for most aircraft are defined in terms of stages.

Committee Chair Dunlap said it was important to understand that the legislative rules governing the 1990 ANCA Act can't impose mandatory fly quiet rules. She noted that the noise contours have shrunk in size and it's due to the newer fleet mix.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, June 14, 2016 at the Mount Prospect Village Hall.

Comments from Members

Mayor Juracek asked about the timing of the Fly Quiet Runway Rotation Plan.

Mr. Jackson said a status would be provided on the evaluation process and survey as well.

Alderman Woods asked when metrics would be seen for the rotation plan.

Mr. Jackson said on day one of the test, all materials will be available online.

Mayor Juracek also noted controllers need to be trained on the rotation plan and success of the training is critical.

Audience Comments

Mr. Dwyer, a Medinah resident, read the following statement:

Dear Madam Chairwoman and Technical Committee Members,

Bids were due today on the 9C/27C East Package which includes the decommissioning and demolition of Runway 14L/32R. For those communities most heavily impacted by the O'Hare reconfiguration of 2013, this package as drafted would mark the end of a viable option for alleviating arrival and departure traffic in the daytime and off-peak hours. CDA has lobbied that the best option for noise relief is to complete full build-out and eliminate the 14/32s. What should be carefully considered before options are eliminated is what the impacts would actually look like for these communities at full build-out. Not using percentages, or averages, but actual numbers.

This is not difficult to estimate; the FAA Terminal Area Forecast and projected runway utilization are known. For the communities extending east of the airport where the arrivals will be most concentrated, each of the three primary corridors will have 300-400 arrivals per day at full build-out on an average day of West Flow. Similarly, communities extending west of the airport would also have 300-400 arrivals a day in each of the primary corridors in the opposite East Flow. These are daytime flights from 7am to 10pm and don't include the shoulder hours or overnight. These are only baseline numbers for the full build-out at 906,000 annual operations projected in 2021, increasing from this level if the airport meets future demand projections.

The estimates for departures depend on how heavily a third runway is utilized. If using just the two primary runways of 9R/27L and 10L/28R, departures for each of these runways would be 500-600 daily, East or West Flow, from 7am to 10pm. 10R/28L departure utilization would only drop this modestly with the current projected utilization; however continued heavy reliance on 22L could reduce this to about 400-500 operations daily.

It's doubtful that any residents would consider this type of daily impact a success in mitigating noise from the current levels. What the past 2 ½ years has already demonstrated is that a reasonable quality of life cannot exist under this level of concentrated aircraft noise, the persistence of which is unprecedented at O'Hare. While consensus on the concept of spreading out the noise was achieved with the overnight rotation plan, the OMP moves forward with a plan to concentrate the remaining 95% of air traffic over just a few communities.

As evident by the proposed overnight rotation and post Converging Runway Order technologies already implemented, opportunities for noise relief utilizing the 14/32s now exist in contradiction to past statements regarding their utility. To lend clarity to this issue, we request that the FAA make a statement prior to the June 3rd ONCC meeting. This statement should clearly qualify the operational and safety considerations of the 14/32s in the current or future configurations. Specifically:

Can the FAA utilize 14L/32R in off-peak hours, for both arrivals and departures, if reopened?

Can the 14/32 pair be utilized safely with current technology in off-peak hours?

If the ONCC requests, will the FAA provide a formal evaluation of the operational and safety considerations to maintain the 14/32s as a permanent noise mitigation tool?

Representatives Quigley, Schakowsky, and Duckworth have stood with residents and spoken clearly on this issue, opposing the decommissioning of the 14/32s. The ONCC however has not formally addressed this

issue. What we ask is that, with consideration of an FAA statement, there is a vote at the June 3rd meeting indicating whether the ONCC supports further review of the 14/32s and a halt of their decommissioning.

Residents deserve to have all options considered carefully given the conditions of today, not what was incorrectly projected in 2005.

Sincerely,

*Daniel R. Dwyer, FAiR
7N211 Eagle Ave.
Medinah, IL 60157
847-909-8311*

Committee Chair Dunlap thanked Mr. Dwyer for his comments.

Mr. Rapp, a Park Ridge resident, said the FAA is investigating a runway incursion that occurred at O'Hare a couple of years ago and hoped that the diagonals do not get decommissioned until their investigation is over.

MEETING ADJOURNMENT

Mayor Juracek moved, and **Trustee Kunkel** seconded that the meeting adjourn. The meeting adjourned at 10:16 a.m.