

**APPROVED MINUTES OF THE SEPTEMBER 20, 2016
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, September 20, 2016 at Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chair Catherine Dunlap called the meeting to order at 9:01 a.m. ONCC staff recorded the meeting minutes.

The following committee members were **PRESENT**:

Mayor Frank Soto, Member, 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 John Arena, Member, Chicago, 45th Ward
Trustee Jon Kunkel, Alternate, Village of Hanover Park
Trustee Michael Latoria, Alternate, Village of Itasca
Mayor Arlene A. Juracek, Member, Village of Mount Prospect
Mr. Brian Gaseor, Designee, Village of Norridge
Mr. Dennis Ryan, Designee, Village of River Grove
Ms. Lori Ciezak, Alternate, City of Rolling Meadows
Ms. Karyn Robles, Designee, Village of Schaumburg
Alderman Art Woods, Alternate, City of Wood Dale
Mr. Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, Des Plaines, Harwood Heights, Niles and Palatine.

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

Aaron Frame - CDA; Lucia Crespo – ONCC; Jeanette Camacho – ONCC; Jeffrey Jackson – Landrum & Brown; Ryan Anderson – Landrum & Brown; Fran Guziel – ONCC Consultant; Maura El Metennani – ONCC Consultant.

The following guests were present:

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 – August 16, 2016

Mr. Sak moved, and **Ms. Robles** seconded a motion to approve the August 16, 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 May 2016 measured 66.5 DNL; there was no June data reported due to the malfunction of the monitor; July 2016 measured 63.2 DNL. The Chicago Ward 39 long-term portable noise monitor average measured 59.6 DNL in May; 60.2 in June and 60.2 in July 2016. The Itasca long-term portable noise monitor was replaced with a new noise monitor.

Mr. Jackson noted that the Itasca long-term portable noise monitor had been in place since 2008.

Committee Chair Dunlap asked how long Site D had been in place.

Mr. Frame responded Site D was installed and was reporting data since November 2013.

Committee Chair Dunlap asked when the new permanent noise monitors would be installed.

Mr. Frame said he was currently hiring staff to help with the work load.

Mr. Evans asked how the positions were being advertised.

Mr. Frame responded the two full-time positions had been advertised throughout the industry, as well as the City of Chicago website.

Mr. Sak asked whether the person hired was required to be a Chicago resident.

Mr. Frame responded yes.

Presentation: Air Traffic Basics

Committee Chair Dunlap said she asked staff to present Air Traffic Basics because of recent comments regarding low flying aircraft. She noted that the Technical Committee had previously addressed this subject, but wanted to remind the public once again of the basics.

Mr. Jackson presented a white paper which detailed Air Traffic Basic information.

Mr. Jackson noted the goal of O'Hare's modernization was to have three arrival runways and two departure runways, which would have the ability for simultaneous operations and would reduce delays, increase capacity and safety.

Mr. Jackson reported on the glideslope at the three degree standard. The glideslope was the proper imaginary path for an approach landing that showed the vertical path an airplane would follow if it had made a textbook descent while landing. While aircraft could intercept the glideslope at various locations due to traffic flow, typically the aircraft would be on the glideslope before reaching the Final Approach Fix (FAF). The FAF was typically located between four and six nautical miles from the end of the runway. The 3.0 degree

glideslope had been determined by the FAA to be the operational approach glideslope angle for all aircraft from an operational safety perspective. For O'Hare, the 3.0 degrees could only be increased to the maximum allowable (3.1 degrees) in order to clear obstacles. There were no obstacles in the runway approaches at O'Hare, therefore given this fact, and the types/sizes of aircraft serving O'Hare, all O'Hare approaches operated within the 3.0 degree glideslope angle, and were required to operate in that manner.

Mr. Jackson presented a map showing the Final Approach Fixes.

Mayor Juracek asked if all aircraft was equipped with warning indicators if the aircraft was flying below the final fix approach.

Mr. Jackson said every aircraft was equipped differently. He said that the runways were equipped with PAPP lights which would indicate to the pilot if the aircraft was approaching below the Final Approach Fix.

Mr. Jackson noted the FAA's biggest concern was always safety. Some airports may have a higher glideslope due to structures that were in the arrival path.

Ms. Robles thanked staff for the explanation of the 3.0 degree glideslope. She noted often times people compare John Wayne Airport to O'Hare but to know that the industry standard is 3.0 degrees was helpful to explain to the public.

Alderman Arena asked for information that said the aircraft did not need to be five miles out in order to get to the 3.0 degree glideslope.

Mr. Jackson responded the FAA Air Traffic Control directed flights depending on the volume of arrivals.

Alderman Arena asked for a graphic which showed the different heights of aircraft. He said that if aircraft would follow the same height requirement, that would avoid some complaints.

Committee Chair Dunlap noted the complex nature of the data it would provide.

Mr. Jackson responded that he would look further into the information that could be gathered.

Alderman Woods thanked staff for addressing the glideslope topic which he brought up at a recent ONCC meeting. He said it would help if an aircraft could fly at least 500 feet higher because it would help reduce noise complaints.

Committee Chair Dunlap noted that NextGen was a more designed approach and the committee would explore the topic more.

Mayor Soto said that people had the perception that aircraft were flying at lower approach altitudes. He said it would be helpful to have information that would indicate that aircraft were flying at the same altitude as they had been in the past. It would help eliminate the theory that the aircraft were flying lower.

Mr. Bialek noted a United Airlines pilot attended a Technical Committee meeting and said that flying lower than the Final Approach Fix was never acceptable and the airlines were fined if they do so.

Trustee Latoria asked if the angle of the Final Approach Fix could be moved.

Mr. Frame responded no.

Alderman Woods said he was not saying that the planes were flying lower, but if there was a way that the aircraft could fly any higher, it would drive down the noise complaints.

Mr. Jackson continued to the provided East/West Flow configuration chart. He said that the two primary operating configurations did not define the fact that other operations were not occurring, such as in the Fly Quiet Rotation Test.

Mr. Bialek asked if during light winds whether west flow was the preferred default.

Mr. Jackson said that used to be the case before the South Airfield was completed. The South Airfield provided equal capacity and no need to default.

Trustee Latoria made an observation about shorter runways and the capability of the arrivals on them just as in larger longer runways.

Mr. Frame said nighttime runway utilization was different than when demand was higher during the daytime hours.

Mr. Sak asked about the flight arrival separation.

Mr. Jackson responded it varied among the types of aircraft .

Committee Chair Dunlap said there was a change from the original 70/30 east/ west flow.

Mr. Bialek asked about Fly Quiet hours and the ability to change the flow of operations between east/west flow.

Mr. Jackson replied the O'Hare Tower Control would make the decision on what flow the airport was operating on based on a number of factors.

Ms. Robles said residents had noticed the difference between east/west flow. It seemed for her community that complaints were higher when the airport was in east flow.

Mr. Jackson noted Runway 10R gave the ability to be on a more east flow.

Committee Chair Dunlap noted a decrease in complaints in her area. She said that she was affected by both arrivals and departures.

Committee Chair Dunlap said all aircraft did not operate the same. The load, weight and other factors depended on the performance of the aircraft.

Presentation: WebTrak

Committee Chair Dunlap said she initiated the initiatives on management of systems to provide explanations of how the systems work and are checked and this is the next step in the explanation of those systems as we already did the noise monitors.

Mr. Jackson gave a brief presentation on the mechanics of the WebTrak System that showed aircraft activity at O'Hare within a 20 minute delay. He noted that WebTrak used all data sources to provide information.

Committee Chair Dunlap asked how the system was maintained and analyzed for any errors.

Mr. Jackson said staff checked all the information daily to ensure there were no issues with the system. If there was an issue, it was addressed in a timely manner.

Committee Chair Dunlap asked what type of data were used for WebTrak.

Mr. Jackson said FAA data were used for WebTrak. The service that provided the system used all data services and fused the information together.

Mr. Sak noted WebTrack had the ability to give the height, origin and destination of the aircraft.

Committee Chair Dunlap said WebTrak was a useful tool to help answer residents' questions.

Mr. Jackson noted that height reported on WebTrak was MSL.

Upcoming Tour

Committee Chair Dunlap said there were a couple of spots available for United's Hangar Tour. She encouraged members that were interested in attending to contact Jeanette Camacho.

2017 ONCC Meetings Calendar

Committee Chair Dunlap referenced the 2017 ONCC Meetings Calendar and encouraged everyone to take note of the dates.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Thursday, October 13, 2016 at the Mount Prospect Village Hall. She noted that the date was different than originally published due to meeting conflicts.

Comments from Members

Mayor Soto said he appreciated the relationship among communities working together to create a process of eliminating misconceptions or theories. He said it would be helpful to look at the neighborhoods where the complaints originated and look at ways to help those neighborhoods better understand the information that was being disseminated.

Committee Chair Dunlap said her initiative is to simplify the reports. She noted as ONCC members, it was the responsibility of each ONCC member or representative to reach out to residents and discuss changes or information.

Mr. Frame said that his office is not the altitude police and would not create reports that tell whether an aircraft was flying higher or lower than required.

Audience Comments

Mr. Dwyer, a resident of Medinah, said the CDA had the tools to create gate analysis which detailed flight altitudes and wondered if such reports were available to ONCC. He noted JDA suggested eliminating visual approaches and commented on NextGen and RNAV procedures.

Mr. Rapp, a Park Ridge resident, said his eyes did not deceive him when he looked at the sky and observed new flight paths and different altitudes. He hoped that ONCC would soon have more discussions about departures. He questioned whether the departures were safe. He noted that noise monitors had spiked in Park Ridge and Niles due to aircraft banking.

Committee Chair Dunlap said that FAA always maintained safety as its top priority.

Mr. Judge, a Park Ridge resident, commented on the Fly Quiet report and the concentrated deviations over Park Ridge.

Committee Chair Dunlap replied that she was continuing to work on his previous request to inquire why so many deviations occurred over Park Ridge during the 2nd Quarter Fly Quiet Report.

Mr. Zagwa, a resident of Chicago, asked why aircraft were not arriving on Runway 28L.

Committee Chair Dunlap said that she would look into his comment.

MEETING ADJOURNMENT

Mr. Ryan moved, and **Ms. Robles** seconded the motion to adjourn the meeting. The meeting adjourned at 10:49 a.m.