

## **O'HARE NOISE COMPATIBILITY COMMISSION**

Ad Hoc Fly Quiet Committee  
Monday, September 26, 2016, 9 a.m.  
Chicago Department of Aviation  
10510 W. Zemke Road, Chicago, IL  
**Approved Meeting Minutes**

The O'Hare Noise Compatibility Commission (ONCC) Ad Hoc Fly Quiet Committee met on Monday, September 26, 2016 in Chicago, IL.

Committee Chair Joseph J. Annunzio called the meeting to order at 9 a.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Alternate, Village of Bensenville  
Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41  
Alderman John Arena, Member, Chicago Ward 45  
Alderman Malcom Chester, Alternate, City of Des Plaines  
Chairman Joseph J. Annunzio, Designee, Village of Niles  
Mr. Dennis Ryan, Designee, Village of River Grove (via phone)

The following committee members/representatives were ABSENT:

Harwood Heights  
Schaumburg  
Schiller Park

The following invited guests were also present:

Mr. Al Rapp, FAiR  
Mr. Ron Seymour, AON

### **Meeting Minutes Approval –August 16, 2016**

Ms. Dunlap moved to approve the August 16, 2016 meeting minutes. Alderman Chester seconded the motion.

### **Fly Quiet Runway Rotation Test Weekly Reports**

Mr. Jackson presented week 10 of the Fly Quiet Rotation test report. He noted the report contained supplemental information but that the information remained the same. The average duration of Fly Quiet was 7 hours and 15 minutes which equated to 78 percent. There were weather issues on September 7<sup>th</sup> with a late start to Fly Quiet at 11:40 p.m.

Week 11 of the Fly Quiet Rotation Test report showed Fly Quiet occurred 83 percent of the time during that timeframe.

Alderman Chester asked how to distinguish from the Fly Quiet Rotation Test period and overall Fly Quiet hours.

Mr. Jackson said the two timeframes were broken out on the weekly reports.

Ms. Dunlap said Fly Quiet overall seemed to be going into effect much earlier than previous due to the implementation of the Fly Quiet Rotation Test.

Mr. Jackson said with the holiday season approaching there could be potential impact to the test.

Alderman Arena asked for the difference in metrics between overall Fly Quiet and the Runway Rotation test.

Mr. Jackson explained during the daytime hours there were three arrival runways used and two departure runways up until Fly Quiet time occurred, which was normally after 10 p.m. Then air traffic control could get into a single runway use.

Alderman Arena asked why on certain days single runway use for the rotation test occurred at the same time of day and wondered why it didn't happen more often.

Mr. Jackson explained weather, flight checks and other factors played a factor of when Fly Quiet actually started.

Alderman Arena noted demand could also play a role in the start time of Fly Quiet as well.

Mr. Jackson said FAA was doing a good job at adhering to Fly Quiet.

Mr. Seymour noted there was a low percentage on September 5<sup>th</sup> and wondered why.

Mr. Jackson was not sure of the low percentage but would look into the matter.

Mr. Rapp said the information was relevant to shoulder hours during Fly Quiet and asked the time the North tower was being staffed.

Mr. Jackson responded the FAA was most appropriate to respond to staffing hours of the North and South Control towers.

Mr. Rapp noted that the North and South towers were not part of the Fly Quiet Rotation test but noted use of the northern and southern runways during shoulder hours

Mr. Jackson said FAA towers were fully staffed when in operation.

Mr. Summers wanted more information on where aircraft were landing when they were not on the primary and secondary configurations during the Fly Quiet Rotation Test.

Mr. Frame said WebTrak was a great resource to obtain the information. It tracked all flights within a 20 minutes delay.

Mr. Seymour said residents wanted to know when Fly Quiet Rotation test runways were not used and the reasons.

Mr. Frame noted during week 9 of the test there were seven requests for alternate runways not listed in the rotation test for that period. Under the comments of the weekly reports there were explanations whether it was due to flight checks or weather. Not all weather conditions necessarily had to deal within the Chicago region. There might be delays in other parts of the country that played into weather factors at O'Hare.

Mr. Summers noted on September 2<sup>nd</sup> the report reflected four minute durations during the Fly Quiet Rotation Test and wondered why that was occurring.

Mr. Frame responded he would look into the matter.

Mr. Rapp asked if the new graphic showing the percentage could be backdated to the beginning of the Fly Quiet Rotation.

Mr. Frame replied yes. He noted the data summary page had the same information.

Alderman Arena asked whether flight checks could be coordinated to accommodate the Fly Quiet Rotation test.

Mr. Jackson said flight checks were routine maintenance and the goal was to have them coordinated with Fly Quiet Rotation test schedule.

Mr. Frame said he attended weekly meetings with FAA and others to discuss the Fly Quiet Rotation test schedule.

### **Fly Quiet Runway Rotation Test Evaluation Criteria**

Chairman Annunzio said ONCC would need to evaluate the Fly Quiet Rotation Test when it ended in December. He asked committee members for their input on how they would measure the success of the program and whether it should continue beyond the test period until full build out occurs.

Mr. Frame said the Fly Quiet Rotation Test was half way complete and wondered how members would define the success of the program. He asked if there was data or other results that the committee would like for staff to explore. He wanted to know what types of information committee members wanted prior to the completion of the test.

Mr. Summers said residents were aware of the test and when the test was deviated for what ever reason, residents wanted to know why it happened.

Ms. Dunlap said residents she had communicated with seemed too think the test was working and would like to see it continue.

Alderman Chester said his residents were upset with the test and did not want it to continue. He said residents wondered if sound insulation would be offered to them if the test continued.

Ms. Dunlap said some residents didn't know the Record of Decision from 2005 when OMP was approved. She said this was an interim phase of the program but full build out still stood. She said that some flights were turning before 3,000 feet which was a problem for residents.

Mr. Frame said ONCC would have to vote on whether the Fly Quiet Rotation became permanent and would like feedback from members on how they would measure the success of the program. He reiterated members should provide feedback on what type of data/information they needed to make that decision.

Chairman Annunzio asked committee members how they turn general feelings into specific questions or evaluations of the test.

Mr. Summers said that data being provided was a good start.

Mr. Seymour asked if any results were being shared regarding the survey for the test.

Mr. Frame said survey data were not being looked at until the completion of the test.

Alderman Arena suggest trying to pair noise monitor data with trends and overlay the information.

Mr. Summers expressed his concerned over how much attention would be put on the survey and not data results.

Mr. Rapp asked how the decommissioning of Runway 15/33 would affect the rotation if made permanent.

Mr. Frame said this would be an interim Fly Quiet until Runway 15/33 was decommissioned.

Alderman Arena asked if operations would go back to the normal Fly Quiet when it was completed in December 2016.

Mr. Frame replied yes.

Alderman Arena was concerned residents were not aware that normal Fly Quiet would go back into effect when the test was completed.

Mr. Summers said previous Fly Quiet Program was not acceptable and the implementation of the rotation was necessary.

Alderman Arena asked if there was an opportunity to ask the FAA if the test could continue beyond this year.

Mr. Frame said he would inquire.

Mr. Frame encouraged committee members to pass along questions or ideas to Ms. Camacho on how they would like to measure the success of the test.

Mr. Krieger asked if configurations that were most often achieved being considered versus the ones that were not most effective during the test.

Mr. Frame replied yes.

Alderman Chester said population should be taken into consideration.

Mr. Summers did not agree with population to be considered for the success of the test. He noted that some ONCC communities farther away from O'Hare have greater populations but affected differently.

Mr. Frame said airlines were concerned about using shorter runways during the certain weather conditions and may see more requests for longer runways during the test period if weather becomes an issue.

Mr. Summers asked if seasons should be considered when evaluating the test.

Mr. Jackson suggested waiting until the test period was completed.

Ms. Dunlap said having the reasons why an alternate runway was requested was good information in helping evaluate the test.

Mr. Frame noted each runway had unique needs and requirements.

Mr. Rapp said Runway 22R/4L was the shortest runway and special attention should be given to runway incursions and no decisions should be made until the NTSB was complete with their report on a recent incident at O'Hare.

#### **Comments from the Audience**

Mr. Dan Dwyer, a Medinah resident, noted on September 4<sup>th</sup> there were 15 requests and wondered if all requests were being counted. He said FAiR advocated for keeping the Runway 14R/32L and usage of the runway seemed to be successful.

Mr. Owen of Glenview said that staff had been great to work with. He wondered why the online survey asked for personal information. He noted residents were hesitant when those types of questions were asked.

A motion was made by Alderman Chester to adjourn the meeting. The motion was seconded by Mr. Evans.