

**APPROVED MINUTES OF THE TUESDAY NOVEMBER 15, 2016
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, November 15, 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, 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
Trustee Jon Kunkel, Alternate, Hanover Park
Trustee Michael Latoria, Designee, Village of Itasca
Mayor Arlene Juracek, Member, Village of Mount Prospect
Mr. Brian Gaseor, Designee, Village of Norridge
Councilman Tim Millar, Alternate, Village of Palatine
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karyn Robles, Designee, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Alternate, Village of Wood Dale

The following committee members were **ABSENT**:

Arlington Heights, Chicago 45th Ward, Des Plaines, Harwood Heights, River Grove.

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; Maura El Metennani – ONCC Consultant and Fran Guziel – 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 – October 13, 2016 and September 20, 2016.

Alderman Woods moved and Councilman Millar seconded a motion to approve the September 20, 2016 ONCC Technical Committee meeting minutes.

Alderman Woods moved and Mayor Soto seconded a motion to approve the October 13, 2016 ONCC Technical Committee meeting minutes. The motion was approved by a

unanimous voice vote.

O'Hare Cargo Discussion: Vito Buonsante, Chicago Airline Cargo Managers Association, Chair

Mr. Buonsante, the cargo operations manager for Nippon Airline, is the Chairman of Chicago Airlines Cargo Managers Association (CACMA) at O'Hare. He said CACMA was an unofficial organization with no enforcement powers and convened every other month. Government agencies such as, U.S. Customs, TSA, FBI and CPD were invited to the meetings along with other airlines and ground handlers at O'Hare. During the meetings, there were discussions on issues that affect the cargo community. He said Nippon Airlines operated 747 freighters with 16 flights a week.

Mr. Buonsante said CACMA was informed about the six month rotation test.

Committee Chair Dunlap asked how the rotation test had been viewed from Mr. Buonsante's prospective.

Mr. Buonsante said it had not affected Nippon Airlines and noted most of the 16 weekly flights were at night and had arrived on time.

Committee Chair Dunlap asked about the new cargo facility.

Mr. Buonsante replied that the new Northeast Cargo facility would have a couple of ground handlers that were in transition of moving from their old facility to the new one.

Trustee Latoria asked if the 16 weekly flights, which Nippon Airlines operates was low.

Mr. Buonsante replied 16 flights were the highest it had been. He acknowledged it was typical to add additional flights during the peak season which was during the holidays.

Mr. Gaseor asked if Nippon Airlines had about two or three flights a day.

Mr. Buonsante explained on some days there was one flight and other days there could be up to four flights.

Mr. Gaseor asked if he anticipated more cargo flights coming to Nippon Airlines.

Mr. Buonsante replied yes.

Mayor Juracek asked if the increase in cargo flights was due to the terminal construction or if it was a natural trend in the industry.

Mr. Buonsante replied flights would increase regardless and said because of the new facility opening he assumed they might be inclined to operating more aircraft.

Mayor Juracek asked if Chicago Airline Cargo Managers Association did any forecasting.

Mr. Buonsante replied no and said it was an informal organization that met every other month.

Mayor Juracek asked if his organization was an informal working group for the cargo companies at O'Hare.

Mr. Buonsante replied yes, for example, if an airline complained about another airline using their equipment it was discussed at a CACMA meeting.

Mayor Juracek asked if there was another association which dealt with cargo forecasting or if it was within CDA.

Mr. Frame said there was not, but noted there was another organization which was the O'Hare Airline Managers Association which was intended for the commercial carriers. He said CDA interacted directly with individual companies.

Mayor Juracek said there was concern about the new Northeast Cargo facility coming soon and what it meant for air traffic and flight paths.

Committee Chair Dunlap reminded the committee of the importance of establishing an ongoing relationship with cargo personnel and said perhaps she could attend a Cargo Managers meeting to discuss topics like Fly Quiet with his group.

Committee Chair thanked Mr. Buonsante for attending the Technical Meeting and talking to the members.

Long-Term Portable Noise Monitor Report

Mr. Frame reported the Itasca long-term portable noise monitor average noise level for September 2016 measured 63.6 DNL and noted it was consistent during the last couple of months. The average noise level for Site D in Chicago North Park had a slight decrease and measured 57.4.

Mr. Frame introduced his new staff member Vildana Celik who was the new Projects Administrator for the Chicago Department of Aviation. He said one of her principal projects would be to work on the permanent monitors.

Mayor Juracek asked if the requests for temporary portable monitors would still go through Mr. Frame or his new staff member.

Mr. Frame replied requests would go to either him or Ms. Celik. He noted they were still working to hire an assistant commissioner for noise and ultimately there would be three staff members in the office working on noise issues.

Mr. Frame also mentioned CDA was deploying a monitor in Glenview before the Fly Quiet Rotation test was over and then it would go to Lincolnwood for three months. Mr. Frame said one monitor would be dedicated to municipal deployments.

Mayor Soto asked when the permanent monitors would be installed.

Mr. Frame replied before the end of the year and noted they would go through the process

of getting building permits approved and would work through each member's municipal timeline. He also said it depended on the weather and the process for each municipality.

Mayor Soto said utilizing portable monitors was good because it could outline the new areas of residents complaining.

Mr. Frame said once a noise monitor was deployed, a report was completed and uploaded to the CDA website.

Fly Quiet Manual Update

Mr. Jackson presented the updated Fly Quiet Manual and noted Runway 32L/14R had been renamed to Runway 15/33. He also noted the ongoing taxiway name changes. He said the Ground Run-up page (GRE) had also been changed and said there used to be nine alternate run-up locations and there were now three. Mr. Jackson said the biggest change in the Fly Quiet Manual was the Airport Layout Diagram to note Runway 15/33 and the taxiway changes.

Committee Chair Dunlap informed the members to update the Fly Quiet Manual located in the binders with the new document.

Mr. Jackson noted the bottom of each page on the Fly Quiet Manual had the date when it was last updated. He also mentioned the CDA logo had changed.

3rd Quarter Fly Quiet Report

Mr. Jackson reported heavy storms in the month of July which affected the Fly Quiet Rotation Test and noted there were a lot of flight checks on the 3rd Quarter Report. He said the months of August and September were back to normal as far as weather and flight checks. Runway 28R was the most used departure runway at 27 percent and those were between 10 p.m. and 7 a.m. Runway 27L was the most used arrival at 26 percent.

Mr. Gilligan asked if there was a way to compare the table on page 1 where it read "Nighttime Operations represent 11 percent of the overall daily operations" to the previous quarter.

Mr. Jackson replied yes. He said there had been more of a balance in runway use and therefore some runways had a higher percent than what was typically seen. He reminded the members of the percentage of runway use on page 3 was between the hours of 10 p.m. and a.m.

Committee Chair Dunlap asked in addition to weather, was there a re-banking issue because the shoulder hours were becoming consistently problematic.

Mr. Jackson replied it had been fairly consistent for departures. However, he said there had been a slight increase for arrivals during the 10 p.m. and 11 p.m. hour and noted it was due to the weather delays received in July.

Committee Chair Dunlap noted the weather didn't have to be in Chicago but it could have been from somewhere else in the country which would affect O'Hare.

Mr. Gilligan said Delta usually didn't have as many operations as American or United and asked why the numbers went up from the previous year.

Mr. Jackson replied Runway 27L only showed the number of operations for that runway and noted it was not the total.

Mayor Soto suggested adding a third most used runway to the report.

Committee Chair Dunlap explained the report had the two most used arrival runways because the committee analyzed two departure runways. She said if the committee analyzed three then it would be for both departure and arrivals.

Mr. Jackson said he could see what potential changes could be added to the report.

Committee Chair Dunlap said the members were looking into revamping the Fly Quiet Report next year.

Mayor Juracek said there was a desire to balance east and west flow and could understand how Runway 10C could be added for arrivals.

Mr. Jackson reported Runway 28R and Runway 32L were the two most used departure runways. He noted deviations came in the month of July because of severe weather and flight checks during the night.

Committee Chair Dunlap said during the last Technical Committee meeting there was the same problem with the 2nd Quarter report regarding storms.

Mr. Jackson said there were more deviations for Runway 9R in the 2nd Quarter Report due to weather.

Committee Chair Dunlap reminded the members how the FAA said summer storms were unpredictable.

Mayor Juracek noted the O'Hare tower manager said if there was a delay in departures due to weather either at O'Hare or somewhere else it was difficult to send out all the backed up aircraft on the preferred runway. Therefore, it was easier to fan out the aircraft so they were kept separated and safe.

Committee Chair Dunlap said it was crucial to look at weather and airspace in other areas as well because it affected operations at O'Hare.

Mr. Jackson reported 230,634 complaints total for the 3rd quarter which was slightly less from the total in the 2nd quarter of 2016.

Mr. Gilligan asked some communities had a 1 to 1 ratio.

Mr. Jackson replied a resident could file a complaint and only disclose their community but not their name or address and it was treated as one complaint.

Mr. Frame reported the list of communities on page 10 was getting long and causing the font to get smaller and therefore, it might be separated into two pages.

Mayor Soto asked if it would be helpful or possible to isolate complaints to weather, normal and operations.

Mr. Jackson said he was not sure.

Mr. Jackson said the Ground Run-Up Report on pages 11 and 12 was tracked on a 24 hour basis and noted most run-ups were at night. However, he said the airlines were encouraged to use the GRE any time in the day. He noted the smaller aircraft as shown on page 12 were using the GRE more versus the larger aircraft because anything larger than a 757 could not be powered in. He said the Nighttime Aircraft Noise Report on page 14 was tracked from 10 p.m. to 7 a.m. and the metric used to measure noise was Leq (Equivalent Sound Level). He said the loudest monitor was Site 28 in Schiller Park and Site 13 in Elk Grove Village. The monitor at Site 42 in Chicago was new and he said it now had 12 months of data.

Committee Chair Dunlap asked if there were any new airlines added to the report and if there was a way to consistently update the members on any new changes.

Mr. Jackson replied he was not sure. An aircraft might be scheduled to operate at O'Hare one month and not return until months later.

Mayor Soto said it would be helpful to break up the report into Fly Quiet 1, 2 and 3.

Mr. Jackson replied that could be difficult.

Councilman Millar said there seemed to be more red noise levels on page 14 than green and noted the increase in monitor readings. He then asked if more noise was being created.

Mr. Jackson replied most of the numbers in red were due to the severe weather in July which caused delays and pushed operations into the nighttime. He said areas with low levels of noise like Site 10 in Rolling Meadows was one of the lowest monitors and noted it didn't take much for that noise reading to increase.

Councilman Millar said it would be helpful to have had the baseline for the monitors to understand what the background noise level was.

Mr. Sak asked about the status of relocating the GRE.

Mr. Frame said the GRE is would use alternate locations while the current one was under reconstruction and said it might open sometime next year.

Ms. Dunlap thanked Mr. Sak for bringing up the GRE because those who live near the airport know how loud it could be. She reminded the members and audience to participate in the Fly Quiet Rotation Survey.

Draft 2017 ONCC Technical Committee Meeting Work Plan

Committee Chair Dunlap presented the 2017 draft work plan and said it was very similar to last year's. She said the draft was now divided into topics with standard reports, notices and updates. Ms. Dunlap said she added Updated Systems and noted some of the work would entail revamping.

Next ONCC Technical Committee Meeting

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

Comments from Members

No Comments were made.

Audience Comments

Mr. Dwyer, a resident of Medinah, said Runway 32L was the most utilized departure runway during Fly Quiet. He said Runway 15 was being used for arrivals without requesting Runway 10L/28R which would take the burden off those east/ west communities. He said there hadn't been a discussion on what was going to replace the capability when Runway 32L/14R closed and noted many communities would be affected by the change. Mr. Dwyer said it was surprising to see the high noise levels in red on page 14 of the 3rd Quarter Report.

Committee Chair Dunlap said Runway 9C was funded and noted it was a very long runway.

Mr. Dwyer asked where the impacts be moved to because it would be impossible to have arrivals down the same corridor and said it should be a concern to everyone.

Mr. Rapp, a resident of Park Ridge and a member of FAiR, said he said there was consistent noise in east flow departures and consistent noise was west flow arrivals. He noted the long runway Ms. Dunlap was referring to goes right over the 41st Ward and Park Ridge. He then asked when the Northeast Cargo Facility would open.

Mr. Frame replied it was already open.

Mr. Rapp asked if the new Northeast Cargo Facility handled the 747 freighters.

Mr. Frame replied yes.

Mr. Rapp asked if the shorter runways were safe of handling larger aircraft.

Committee Chair Dunlap replied she was certain the FAA and the tower would direct flights in a safe manner.

Mr. Rapp said weather was being cited and asked if it was just for Fly Quiet.

Committee Chair Dunlap replied weather affects the airport 24 hours a day.

Mr. Frame said it was very important for the members to understand some of the red tracks on page 14 were not during Fly Quiet. He reminded the members when the report was being produced it was generally by 11 p.m. when the airport was usually in Fly Quiet.

Ms. Dunlap said the goal for Fly Quiet was to start at 10 p.m.

MEETING ADJOURNMENT

Ms. Robles moved, and Mr. Sak seconded the motion to adjourn the meeting. The meeting ended at 10:25 a.m.