

**APPROVED MINUTES OF THE JUNE 13, 2017
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met
on Tuesday, June 13, 2017 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 K. Summers, Designee, Village of Bensenville
Mr. Ron Sak, Member, Chicago, 38th Ward
Mr. Peter Bialek, Member, Chicago, 39th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman John Arena, Member, Chicago 45th Ward
Trustee Jon Kunkel, Alternate, Hanover Park
Trustee Giuseppe "Joe" Zerillo, Alternate, Harwood Heights
Trustee Michael Latoria, Designee, Village of Itasca
Mr. Ernie Kosower, Alternate, Park Ridge
Mayor Arlene Juracek, Member, Village of Mount Prospect
Mr. Brian Gaseor, Designee, Village of Norridge
Councilman Tim Millar, Alternate, Village of Palatine
Committee Vice-Chair Dennis Ryan, Member, Village of River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Ms. Karyn Robles, Designee, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59

The following committee members were **ABSENT**:

Arlington Heights, Chicago 40th Ward, Des Plaines and Wood Dale.

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

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

The following guests were present:

Robert Becker, U.S. Rep. Quigley; Christine Drouet - FAA and Amy Hanson - FAA.

APPROVAL OF MEETING MINUTES – March 14, 2017

Mr. Ryan moved and Mr. Summers seconded a motion to approve the March 14, 2017 ONCC Technical Committee meeting minutes. The motion was approved by a unanimous voice vote.

Portable/Permanent Noise Monitors

Ms. Celik reported an update on the Permanent Noise Monitors. She said the project consists of 8 monitors and are currently working on the 3 suburban locations which are Site 18 in Norridge, Site 31 in Bensenville and Site 44 in Itasca. She pointed out a tracking sheet showing progress of the monitors inside the meeting packets. She said a License Agreement has been signed with the Village of Bensenville, there has been a site visit in Itasca with a confirmed site location and are currently in the process of finalizing the license agreement. She said in the meantime the contractors have begun applying for building permits at all 3 locations and CDA has applied for ComEd service and electric meters. She confirmed once there are building permits insulation will begin in the next couple of months. She reported the CDA has 10 portable noise monitors which are fairly new. She noted out of the 10 portable monitors one of them was reserved for Midway deployments and one for municipal deployments. Ms. Celik said 58 reports have been issued in the past 7 months and are currently caught up. She said 61 noise monitors still need to be deployed at O'Hare.

Committee Chair Dunlap asked if Ms. Celik was receiving everything needed from the municipalities to move along quickly.

Ms. Celik replied yes.

Mr. Summers asked if there was a hang up with Itasca because the agreements needed to be in place before construction began.

Ms. Celik replied no. She said the agreements are being finalized and noted permits have been obtained.

Mr. Summers asked how long.

Ms. Celik replied it depends on the community.

Mr. Frame said there was no reason a building permit application can't be turned in from Bensenville while working with Itasca.

1st Quarter Fly Quiet Report

Mr. Jackson reported the 1st Quarter Fly Quiet Report and announced on Saturday, June 17, marks the 20th anniversary of the Fly Quiet Program. He said at night departures on Runway 28R occurred 36 percent of the time and most arrivals at night on Runway 27L occurred 33 percent of the time. He noted the Ground Run-ups on page 2 of the report and how the airlines are encouraged to use it. He said the purple arrows on pages 3 and 4 identify the Fly Quiet preferential departures and arrival runways. He said there were heavy westerly winds in the month of January; heavy easterly winds in the month of March and February had a mix in between but a little heavier on the west. He noted the end result was to have a more balanced runway use. He said they are typically less operations at night in the 1st Quarter and noted there are more arrivals starting in the 4a.m. hour. He said pages 5 and 6 list the carriers flying on the most used arrival runways which are Runway 27L and Runway 28C. He then said pages 7 and 8 list the carriers flying on the two most used departure runways which are Runway 28R and Runway 33. He noted anything that was not an airline was listed as General Aviation.

Committee Chair Dunlap thanked Mr. Jackson for adding arrivals because it had only listed the two most departure runways and citizens were asking for the most used arrival runways.

Mr. Summers asked Mr. Jackson to explain Envoy Air.

Mr. Jackson said Envoy Air used to be American Eagle. He then explained page 9 used to have more red strikes which indicated deviations and now the page shows mostly green. He noted very few of Runway 33 departures deviated and noted 83 percent of the flights were green, 16 percent orange and only 1 percent red.

Mr. Summers asked why Runway 4R/22L seemed to be gearing to the east of the preferential flight path.

Mr. Jackson replied Runway 22L departures going south are instructed to turn to a 180 degree. He then noted Runway 22L departures are preferred to go a little more west and then follow the 294 to the south.

Committee chair Dunlap asked to explain page 9 and what was going on with Runway 27L with 36 percent of it being deviations. She noted she will also ask the tower when she meets with them because the number was striking.

Mr. Jackson replied Runway 27L does not have a quantification on total flights. He said there were not many flights and noted there were typically not many departures on that runway.

Committee Chair Dunlap said it would be valuable to quantify the number because the data might not always be accurate but noted it was a high enough percentage and important to understand why.

Mr. Jackson said for the quarter Runway 27L had 0 departures on an average night. He also said there were a total of 224,809 complaints from 10p.m. to 7a.m. from 84,154 complainants.

Mr. Gilligan asked why the complaints are still high and if the deviations are lower.

Mr. Jackson said the bulk of the complaints are coming from along the arrival flight paths on the west and east side. He noted some are also coming from the east flow departure paths. He said towards the end of February beginning of March and early spring typically the complaints start to rise as the weather becomes warmer.

Committee Chair Dunlap said when east flow becomes heavy the departures are more intense in the 41st ward and noted it affects the lives of citizens.

Alderman Arena said compared to the 1st quarter 2016 the numbers for the 1st quarter 2017 were significantly down for the most used arrival and departure runways. He then asked if it was due to overall operations being down or were flights departing and landing on other runways.

Mr. Jackson said most of the numbers that were down in the first quarter are due to the seasonality. He said typically in the first quarter there are fewer flights compared to the other quarters.

Alderman Arena said Runway 27L had a 500 flight difference and Runway 28R departures had a 300 flight difference from the 1st quarter 2016 versus 1st quarter 2017.

Mr. Jackson said a lot of it was due to spring coming early this year and noted there were more easterly winds.

Alderman Arena asked if the tower could be more diligent about setting a point where the aircraft begins their turn to head south along the expressway corridor. He noted some aircraft seemed to be making a turn towards the edge of the runway.

Mr. Jackson said they can work with the tower but was unsure on how much flexibility there would be and noted it may require the FAA to do an analysis. He said it was a good question to ask the tower.

Committee Chair Dunlap said she will add Alderman Arena's question to her list and will ask the tower.

Mr. Jackson said pages 11 and 12 are Ground Run-Ups and noted they are tracked 24 hours but noted the vast majority occur at night.

Mr. Gilligan asked if larger aircraft use another location other than the whole pad.

Mr. Jackson replied yes and said if shut down at night Runway 4L and Runway 33 are used.

Mr. Sak said he heard there were no more 747's left and asked if it was true.

Mr. Jackson said there was still 747's operating at the airport. He also said United Airlines was working on reducing and getting rid of the 747's.

Complaint System Update

Committee Chair Dunlap said the Complaint System Update will be listed on every Agenda Meeting because it will be a topic continuously worked on. She then said it was important for the members to know the status. She then read a recap from the last meeting minutes which stated, "Customer service information from CDA is important but we still need to access complaints, complaint data should be collected and ward unknown/city village unknown should not exist. The question is what information on location can we have to access complaints that are to balance a person's anonymity with our need to know for example, in ward 41 there are 164 people complaining for 16,558 complaints and we need more data on that. Repetition of log in and complaints needs to be examined. She noted there was a good suggestion to add "I am not a robot" for logging in." She said that was the substance for their discussion.

Mr. Frame reported the City of Chicago has launched a major initiative to upgrade the 311

system. He said the 311 software which CDA are currently using has been in place for many years. He noted the CDA has recognized the time has come for a new software platform. He noted he has attended two meetings one being a kick-off for the various city commissioners in which he attended on behalf of Commissioner Evans. He said the Mayor attended and noted he has goals to improve services to the residents which extend to the resident's living in the members communities with respect to aircraft noise complaints. Mr. Frame said the second meeting was a staff level kick-off and noted the city has selected a contractor to provide a software platform. He said he would like to have discussion in the fall with the Technical Committee about policies on whether complaints should remain anonymous and what kinds of information should be tracked. He said ultimately he would need a recommendation as to whether the committee wants to utilize the software program that the city plans to do or if the members have different needs and would want a different software. He noted the process would take more than a year.

Committee Chair Dunlap asked if the committee members should be thinking of anything else.

Mr. Frame replied not yet and said he envisions recurring conversations about the complaint system update. He also noted he would work with Ms. Camacho to outline some questions and send them in advanced to each of the committee meetings.

Ms. Robles asked when the committee would have to decide if they're going to utilize the city wide 311 system or branch out on their own. She then asked if there was an opportunity to go down the path of the 311 system and then opt out sometime in the future.

Mr. Frame said there are certain citizen requests that will be retained. He noted the 311 has asked the CDA to access the service requests that are in the books and if they are worth keeping or should they be modified. He said there will be time during the fall to have the policy conversations and decide what course of action to take. He then said he was not sure if the committee would be able to opt in and then out but noted he would ask his colleagues.

Airfield Changes

Mr. Frame reported a new diagram on Airfield Changes and said the Pilot Air Nautical Charts are published every 56 days on a Thursday. He said the chart helps to keep all the pilot charts uniformed across the industry. He noted when airfields changes are planned they are coordinated with the FAA and the private charting companies in advanced. Mr. Frame said the changes are in the north airfield and noted there are only some projects on the south airfield but noted those are for the facilities and not runways. He said construction has commenced for Runway 9C/27C and therefore, there are airfield changes. He said the long diagonal Taxiway C PAD named uniform was renamed Charlie. He then noted Taxiway Echo will be renamed Hotel 1 and Taxiway Hotel will be renamed Hotel 3 in order to be consistent. He also said the uniform pad will become alpha pad and noted there are 3 or 4 pads around the airport. He said the Scenic Hold Pad was where the GRE was located at. He reminded the members that it was time to take the GRE out of service during the summer to deconstruct and move it. He noted he was going to have a meeting with his colleagues to figure out a time for the GRE closure. Mr. Frame said the contract was out for bid and has been awarded. He informed the members he anticipates

the GRE to be out of service in late July or August. Mr. Frame said the GRE would be out of service for about 90 to 120 days. He said there will be discussion internally on where those aircraft will be allowed to do run-ups at alternative locations.

Mr. Kosower asked if there are any thoughts as to where the GRE would be relocated to.

Mr. Frame replied the plan would be to shift it up to the northeast to get it out of the clearance for the new runway.

Mr. Kosower asked if it was fair to assume that the new GRE will accommodate wide-body aircraft.

Mr. Frame replied it was still a subject for debate internally.

Committee Chair Dunlap acknowledged Ms. Hanson of the FAA on her presentation about east – west flow which she noted contained a great deal of information about departures.

Mr. Jackson reported a presentation on Aircraft Departures and noted the FAA are responsible for Safety Regulations, Airspace and Air Traffic Management and Air Navigation Facilities. He noted before a departure there are preflight checklists and pilots listen to an Automated Terminal Information Service (ATIS). O'Hare ATIS broadcasts are, "Noise Abatement Procedures are in effect," and therefore, a pilot will listen to ATIS before contacting Air Traffic Control. He explained before a departure there also has to be communication with ATC Ground Control. For example, he said ATC will ask who are you, where are you, what do you want to do and what ATIS information do you have. He then said the pilot would reply United 123 at Gate B9, ready for departure and Information Alpha.

Committee Chair Dunlap said before she gets off a plane she will let the pilot know the issues she works on as a citizen and thanks them for following Fly Quiet Procedures. She noted she often has good conversations with the pilot and said they understand the needs of residents. She then urged the members to take initiative and do the same.

Mr. Jackson said aircraft are taxiing where they are directed to and already know what runways are being used. He noted aircraft are also instructed to line up and wait before departing. He said aircraft never cross a runway hold line without explicit ATC instructions. He also explained an aircraft may not enter a runway unless they are instructed to cross or taxi onto a specific runway, are cleared to take off from the runway or instructed to "line up and wait" on a specific runway. Mr. Jackson also explained an aircraft will communicate with ATC Tower to make sure they are cleared for takeoff, fly heading to assigned airspace fix, maintain specific altitude and contact departure control (TRACON). He said there are also specific departure climb profiles which are influenced by type of aircraft, weight, airline procedures, Fly Quiet Procedures, weather and outside factors.

Committee Chair Dunlap said the operations center for United has one desk that constantly tracks the luggage to maintain the weight.

Mayor Juracek said there was a letter to the editor in one of the papers written by someone in Elk Grove Village complaining about the tower and how it was not managing

departure flight tracks well and are allowing the aircraft to turn to soon and directing them over residential areas. She noted unlike arrivals it seems as if there are many influences where an aircraft makes those types of turns. Mayor Juracek then asked if the tower, pilot or airline procedures have the ultimate control and say.

Mr. Jackson replied typically the FAA does. He noted the destination of where the aircraft will fly to determine where they line for departure.

Mayor Juracek asked ultimately the tower would ultimately be the traffic cop as well.

Mr. Jackson replied yes and noted the tower will talk to the TRACON so they know what to expect.

Mr. Frame said the O'Hare tower has airspace within 5 nautical miles. He then explained once a runway has been cleared it means the aircraft has gone beyond 5 nautical miles. He also said the tower then hands them to air traffic control at the TRACON facility in Elgin.

Committee Chair Dunlap noted most of the questions she has been receiving was because they were on east flow more. She said if departures go straight over they are not too bad but if the aircraft turns it can get loud.

Mr. Jackson said east flow departures in the springtime are the most common complaint and received questions over the years.

Committee Chair Dunlap said there were many residents who complained about arrivals but noted there has been a balance and now it has been on departures as well.

Mr. Kosower asked how different the 2015 model was from what was used before especially, for east bound departures. He said constituents in Park Ridge would argue that they see many more departures on east flow days than they seen in the past.

Mr. Jackson said before the south runway was commissioned and it was an east flow day it did not work as efficient because aircraft were arriving on Runway 9R and departing on Runway 9R at the same time. He noted because of that there could not be many departures on Runway 9R therefore, some of those departures were loaded on Runway 10L. He also explained the bulk of Runway 10L departures turned south and the bulk of departures on Runway 9R turn to the north.

Mr. Kosower said aircraft operations have increased dramatically on Runway 9R once the south runway was commissioned which has taken the arrivals.

Mr. Jackson said it could be but does not have the quantification. He then noted because of the south runway the airport runs a lot more efficiently and almost equally to west flow.

Mr. Kosower asked if Mr. Jackson could find out the quantification.

Mr. Jackson said he would have to take his question back to the office and discuss with his colleagues.

Committee Chair Dunlap said it was all about balance.

Mr. Jackson said yes from an east and west flow perspective since the south runway has been in place but noted it was not perfectly balanced.

Committee Chair Dunlap said the Aircraft Departures presentation would be posted on the website.

Noise/Airport 101 Session

Committee Chair Dunlap said the ONCC are beginning their summer tours and workshops and encouraged the members to take advantage and attend them. She announced the Noise/Airport 101 Session will be held on June 16, 2017.

Establishment of Fly Quiet Program

Committee Chair Dunlap acknowledged on June 17, 1997 would mark the 20 year anniversary and establishment of the Fly Quiet Program.

Technical Committee Chair Updates

Committee Chair Dunlap said she was still pursuing to attend a Cargo's Manager Meeting. She reminded the members the Chair of the Cargo's Managers Association gave a presentation at a Technical Meeting and noted it was time to attend their meeting. She also said it would be beneficial to have members of congressional staff give a presentation at the Technical Meeting on any new updates.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, August 15, 2017 at the Mount Prospect Village Hall.

Comments from Members

No Comments were made.

Audience Comments

Mr. Dwyer, a resident of Medinah, said he was concerned because the discussion was about finding a new way to collect data versus what can actually be done with it. He noted the discussion should start with what can be done such as, correlate complaints to a specific aircraft, or would the interest be in aircraft frequency as it relates to complaints. He then asked if there are any new intentions to do something with new system.

Mr. Gagliardi, a resident of Chicago, said the illustrations presented on the noise report had track stopped at 3,000 feet above sea level. He strongly suggested the CDA to look into the 311 system. He said when a complaint comes and the resident does not provide their address the person who receives the complaint still knows their address, phone number and name. He then said how the complaint will be used becomes a serious question and if the resident want's anonymity it can still be provided.

MEETING ADJOURNMENT

Alderman Arena moved, and Mr. Sak seconded the motion to adjourn the meeting. The meeting ended at 10:30 a.m.

