

**APPROVED MINUTES OF THE TUESDAY MARCH 14, 2017
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, March 14, 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. Peter Bialek, Member, Chicago, 39th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman Arena, Member, Chicago 45th Ward
Trustee Michael Latoria, Designee, Village of Itasca
Mr. Brian Gaseor, Designee, Village of Norridge
Councilman Tim Millar, Alternate, Village of Palatine
Mr. Al Rapp, Member, City of Park Ridge
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
Dr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Alternate, Village of Wood Dale

The following committee members were **ABSENT**:

Arlington Heights, Bensenville, Chicago 38th Ward, Chicago 40th Ward, Des Plaines, Hanover Park, Harwood Heights and Mount Prospect.

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:

Ann Limjoco, U.S. Rep. Jan Schakowsky; Tony Molinaro – FAA and Amy Hanson - FAA.

APPROVAL OF MEETING MINUTES – November 16, 2016

Ms. Robles moved and Alderman Arena seconded a motion to approve the November 15, 2016 ONCC Technical Committee meeting minutes.

Presentation – “Severe Weather Impact on Air Traffic in the Chicago Area” FAA Lake Effect District Traffic Management Officers, Todd Ronne and Ian Gebhardt

FAA Lake Effect District Traffic Management Officer Ian Gebhardt reported on regional impact due to severe weather and the FAA's avoidance plans. He said plans were managed throughout air traffic for O'Hare and Midway Airport. He stated it was important to maximize efficiency while ensuring safety and integrity. He presented a chart of 2016 verses 2015 convective weather.

Committee Chair Dunlap asked him to explain what was convective weather.

Mr. Gebhardt said convective weather meant thunderstorms or precipitation, but noted it was mainly about thunderstorms. He then played a short video clip from July 17, 2016 showing weather events for that day and how it had an impact on the terminals during the morning. He then showed another video on the regional impact.

Committee Chair Dunlap asked to define what the term “unrecoverable” meant.

Mr. Gebhardt said unrecoverables were delays that were introduced into the system such as a weather event impact that could not be buffered back out through the schedule that the carriers, stakeholders or airlines had in place.

Committee Chair Dunlap asked how that was decided.

Mr. Gebhardt replied unrecoverable was more of a term used by the airlines.

Mr. Rapp asked if Mr. Gebhardt would get into the runway configurations during that weather event and if he had that data available.

Mr. Gebhardt said he did not for those particular video clips he presented but noted he could take that request and get the data. He then turned over the presentation to Mr. Todd Ronne.

Mr. Roone, the traffic manager officer, dealt with both O’Hare and Midway airports. He said when getting into Fly Quiet Rotation and dealing with snow removal and flight check were different than convective weather. He said when there were thunderstorms the airlines knew that it would last for a given period of time and therefore, pilots would go around it. He also noted there were very few cancellations when there were thunderstorms. However, he said for snow events there were always quite a few cancellations because the runways had to be cleaned thoroughly and as quickly as possible. He noted at least two runways had to remain clean in order to get those arrivals. He noted Fly Quiet could be impacted due to the time it might take to clean and keep the runways clean of snow.

Mr. Roone also reported Flight Checks needed to be performed on a periodic basis and noted it was generally done on a midnight shift. He gave an example of how a Flight Check could impact the Fly Quiet Rotation. He said if Runway 22L was being used for Fly Quiet, but Runway 10C was being checked, they both would have to be out of commission. He acknowledged Midway Airport could also have an impact on O’Hare Fly Quiet configurations. He said O’Hare departures had to avoid air space when aircraft were landing on Runway 13C at Midway and therefore, it eliminated the ability to depart Runway 22L. He noted on mid-shift it was generally not an issue, but if there was a flight

check on Runway 13C at Midway it did not allow for arrivals or departures at O'Hare on Runway 22L or arrivals on Runway 4R. He noted if any of those Runways at O'Hare were in Fly Quiet during a flight checks at Midway it would force O'Hare to change runway configurations.

Committee Chair Dunlap asked if Mr. Roone could provide data for the snow storm that occurred on Tuesday, March 14.

Mr. Roone said yes.

Mr. Rapp asked how FAA determined when a runway was safe after snow removal.

Mr. Roone replied the city determined when a runway would be closed. He said there was a new program where the runway was cleaned and inspected by the city and from there the city took the runway condition and entered the information into the computer. He noted the computer then had the runway condition codes which determined if a runway would be closed or open.

Committee Chair Dunlap thanked Mr. Gebhardt and Mr. Roone for their presentation.

Long-Term Portable Noise Monitor Report

Mr. Frame reported the Itasca long-term portable noise monitor and noted it was scratched off for the month and asked Mr. Jackson for an explanation.

Mr. Jackson said there was a monitor issue, but it was in the process of being fixed.

Mr. Frame said the average noise level for Site D in Chicago—North Park in January 2017 measured 59.0. He noted the city was continuing the ongoing project to make the long-term portable monitors permanent.

Updated Fact Sheets

Mr. Frame presented the updated fact sheets and went over the Annual O'Hare Airport Operations line graph. He noted that operations could be arrival or departure data. He said the peak year at O'Hare was 2004, in 2009 it was at a low point and had been steadily increasing since 2010. He also noted that flights decreased by approximately 8,000 operations from 2015 to 2016 and from 2013 to 2016 the numbers had gone down. Mr. Frame said passenger traffic was up and operations were down and noted it was because airlines were replacing regional jets with narrow body aircraft which were slightly larger.

Committee Chair Dunlap said that might also have had an effect on noise due to changing fleet mix.

Mr. Frame said the number of remaining MD80 aircraft was significantly lower for American and United airlines. He noted the change was more dramatic for American

because they were replacing their MD80s with 737s. He said United was replacing their 737s with newer models because they were more fuel efficient.

Mr. Frame went over the 2017 Terminal Area Forecast (TAF) and reported that every year the FAA published a forecast for all of the major airports in the country. He noted it was to help the FAA in planning by trying to determine where resources were needed in terms of staffing and in dollars. He explained the numbers on the 2017 Terminal Area Forecast chart match the line graph from the year 2000 to 2016. He then noted the year 2017 and on were in asterisk because they were forecasted numbers of operations. He said the FAA predicted a decrease in operations from 2017 to about the year 2022 and in 2023 it started to increase up to 2040. He acknowledged the FAA updated the Terminal Area Forecast and adjusted it to current demands in the market, customers and what was happening at all airports as far as, infrastructure and capacity. The FAA also took into account economic factors.

Committee Chair Dunlap asked how the chart compared to the one from 2016.

Mr. Jackson replied he wasn't sure but noted some of it happened when regional jets were getting replaced by narrow-body aircraft.

Mr. Rapp said the numbers forecasted were lower than the 2005 Record of Decision and asked if there would be an increase based on wide-body impact.

Mr. Frame replied he was not sure and said the forecast was done every year and it changed but noted CDA could take a look at what was forecasted in terms of fleet mix and report back to the chair at another meeting.

Committee Chair Dunlap asked Mr. Frame to explain regional and up-gauging difference.

Mr. Frame used the January 2016 ANMS report to explain the fleet-mix page. He said the regional aircraft were 54.7 percent of all of the aircraft arriving and departing in January 2016. He noted regional aircraft were a specific size in configuration.

Councilman Millar asked about the forecast of different time slots and if the FAA would be using that.

Mr. Frame replied the 2017 Terminal Area Forecast was an overview of the airport as a whole and did not cover scheduling by the carriers.

4th Quarter Fly Quiet Report

Mr. Jackson reported the 2016 4th Quarter Fly Quiet Report. He noted pages one and two contained background information of the Fly Quiet Program and were a preview of the data. He explained page three was the Runway Use Report from 10p.m. to 7a.m. and noted it occurred during the period of the Fly Quiet Rotation Test. He said Runway 28R

was the most used departure runway at 32 percent and the second most used departure runway was 22L at 19 percent. He said for the second half of the 4th quarter there were strong westerly winds and noted it typically happened during that time of the year. He said overall 12 percent of the departures were on Runway 9R when in east flow. He then reported Runway 27L was the most used arrival runway at 34 percent and Runway 28C was the second most arrival runway used at 25 percent.

Mr. Jackson explained that the top of page four illustrated departures by hour for nighttime operations. The bottom of page four illustrated the average arrivals by hour. He said pages five and six show the two busiest arrival runways with all listed carriers and pages seven and eight show the two busiest departure runways for 4th quarter 2016.

Mr. Jackson referenced the color coding of the Nighttime Flight Track Report page nine. The green represented deviations less than half a mile, orange represented deviations between half a mile and a mile, and red indicated any deviation greater than a mile

Alderman Arena said he understood that Runway 10C/28C did not have a preferential flight path and asked if that was something to look into because of new rotation plans arising.

Mr. Jackson replied yes.

Alderman Arena said he saw Runway 10C/28C as a parallel opportunity to manage noise during the Fly Quiet period.

Committee Chair Dunlap said she would take Alderman Arenas suggestion and would ask the Tower management.

Mr. Ryan congratulated the air traffic control, airlines and anyone else involved in helping keep the aircraft from deviating as much as they used too.

Permanent Noise Monitor Status

Ms. Celik, projects administrator for the Chicago Department of Aviation reported the status of the Permanent Noise Monitor project and noted there were eight monitors that would be installed. She said she met with the Village of Norridge to discuss Site 18 requirements, the scope of work and to confirm the license agreement. She noted Site 18 in Norridge was adjacent to an elementary school. Ms. Celik said she also met with Bensenville to discuss Site 31 and realized the location was on Bensenville's school district property and not the Village of Bensenville. She noted it had to be completed with the license agreement with the school district and not the village. She said she was finalizing the license agreement and Site 31 would be moved 20 yards to the east to clear the entrance to a home that was adjacent to the monitor. She then reported Site 44 in Itasca and noted it was located on a park district property. She acknowledged CDA had

reached out to the park district to resume conversation and confirm the scope of work and requirements. She said installation would begin in the spring once the scope of work and requirements were in place. She noted the next steps to work on were the five permanent monitors located in Chicago.

Complaint System

Committee Chair Dunlap said the City of Chicago was redoing its noise complaint system and noted it would be a good idea to have a discussion with the committee. She then asked if there was a timeframe on how it was being changed.

Mr. Frame reported Chicago was beginning a program to modernize the 311 system. He said over the years Chicago had used a software technology and was getting dated. He noted Mayor Emanuel wanted to improve services for Chicagoans and suburbanites, which included aviation complaints. He said one of the key decisions was whether the city continued to use the 311 system or if it elect to use a stand-alone system. He said fundamentally the 311 system was designed to receive citizen requests and take action on those requests. Mr. Frame noted flights that were happening in the regional airspace were challenging because Chicago did not have jurisdiction over airspace. He said he attended a kickoff meeting and represented the Chicago Department of Aviation and noted they were scheduled to have conversations toward the end of 2017 or the beginning of 2018.

Committee Chair Dunlap said the biggest issue with complaints was the “ward unknown.”

Alderman Arena agreed “ward unknown” complaints were the biggest challenge because he had no way to track residents in his ward that were logging in complaints.

Committee Chair Dunlap said she was hesitant to ask if citizens preferred to be contacted about their noise complaint but noted she also understood that some residents wanted to remain anonymous. She said she was trying to balance the anonymity of citizens as well as, how could they be better assisted.

Mr. Frame said the issues with anonymity were important for the committee to consider and noted the CDA would appreciate thoughts and recommendations. He then asked should complaints remain anonymous and if so to what degree. Mr. Frame suggested an idea of having the address required in the next generation system but then ask a secondary question asking whether the complainant wished to remain anonymous. He noted it would help CDA because they would have an address to analyze in order to do some analysis.

Committee Chair Dunlap asked anonymous to what extent.

Mr. Frame said it was challenging because the Illinois Freedom of Information Act stated that a citizen’s home address was considered private information and noted in a FOIA context generally the CDA did not release the street address because it was confidential.

Ms. Robles said she was not sure what the benefit of anonymity was if street addresses were protected under FOIA and could not be disclosed to the public. She suggested providing clarity on how their data was protected under an Illinois Law level and would not be released.

Mr. Frame asked if the commission wanted CDA to continue to collect complaint data, and if so, would it include an address to map out an analysis. He said a map was produced based on declared addresses and noted it represented some of the addresses but not all.

Alderman Arena said his ward was 6,000 north on Peterson Street all the way south to Addison Street between five miles out and nine miles out.

Mr. Frame said he had five east-west runways between that span.

Alderman Arena said correct and noted if data was just taken by that radius he still could not make a call on the rotation plan because he was unable to plot that against the runway and where the complaints were coming from. He asked where the data would be collected if CDA did not do it.

Committee Chair Dunlap said it would be a huge mistake not to collect complaint data. She then said the question was how the data could be real and useful.

Alderman Woods said he did not want to eliminate the noise complaint data.

Mr. Frame said it was difficult to assess a value to a resident who initiated a complaint for the first time because they had reached a level of frustration and reconciled that with someone who had been logging in complaints multiple times for a long period of time. He agreed each complainant had a valid point to be made and based on a resident's home location, aircraft impact might be greater or less. He noted it was challenging and sought guidance from the committee.

Committee Chair Dunlap said the power of the ONCC was really during the nighttime because they were empowered to work on finding ways to mitigate noise. She noted the ONCC was empowered under the Record of Decision but were not empowered to change things during the day.

Mr. Ryan said although for some residents the noise level had decreased he agreed the noise complaint data should also continue.

Mr. Frame said Chicago had no jurisdiction over airspace and noted the federal government had sole sovereignty over the airspace. He said the CDA could work with the FAA in a Fly Quiet context to make runways available or not. He acknowledged there could be merit to improve Fly Quiet. He said sometimes a resident would ask innocently if

aircraft could be rerouted and noted the answer was no. Mr. Frame said he had asked residents if they had any questions or needed anything and their reply was no, but would still log in complaints. He noted it was a difficult situation.

Alderman Arena agreed repetition of logging in complaints needed to be examined because there was an ability to influence the data. He said if a resident was disrupted from their sleep due to aircraft noise at night they were going to make a complaint and knowing that information would help him know if the rotation plan was working or not.

Mr. Frame asked if the CDA should focus on regular updates from an informational perspective in order to answer more questions in real time or should the effort be focused on long-term trends like it had been.

Committee Chair Dunlap said aircraft noise impacted multiple areas surrounding the airport and therefore residents needed to be educated on weather, Webtrak and that the greater picture was not just O'Hare Airport but also Midway Airport.

Mr. Frame said CDA would like to approach the topic less from a complaint collection and more from a customer service perspective.

Mr. Rapp said some areas had experienced noise day and night. He then asked if complaint data was the true measure because some residents were passionate about filing complaints. He stated not collecting data would look suspicious.

Alderman Woods said he would also like to keep the complaint data and suggested ward designations if they were unable to acquire addresses.

Ms. Robles said the latest trend she noticed was a check box that stated "I'm not a robot" or an image with numbers.

Mr. Frame said the city's system did not support that feature and noted it would be looked into when the new system was launched.

Committee Chair Dunlap announced there would be a Noise 101 session on Tuesday, April 25, 2017 at the Chicago Department of Aviation. She said contact Ms. Camacho if members were interested.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, April 18, at the Mount Prospect Village Hall.

Comments from Members

No Comments were made.

Audience Comments

Mr. Dwyer, a resident of Medinah, said it was scary to see the projection of flights in the millions for the year 2040. He asked if there could be a breakout to show a trend on how it would carry over into the nighttime hours. He said Fly Quiet I and III had not been covered and noted it was important. He also said making the complaint system difficult to the public would not provide the data needed to make recommendations to the FAA.

MEETING ADJOURNMENT

Mr. Ryan moved, and Alderman Woods seconded the motion to adjourn the meeting. The meeting ended at 10:54 a.m.