

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

Ad Hoc Fly Quiet Committee

Friday, May 19, 2017 10:00 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 Friday, May 19, 2017, in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 10:00 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 Malcom Chester, Alternate, City of Des Plaines  
Mayor Arlene Jezierny, Member, Village Harwood Heights  
Vice-Chair Karyn Robles, Designee, Village of Schaumburg  
Chairman Joseph J. Annunzio, Designee, Village of Niles  
Technical Committee Vice-Chair Dennis Ryan, Village of River Grove

The following invited guests were also present:

Mr. Dan Dwyer, FAiR  
Mr. Ron Seymour, AON  
Ms. Cynthia Schultz, JDA

### **Meeting Minutes Approval – April 25, 2017**

Ms. Dunlap moved to approve the April 25, 2017 meeting minutes. Ms. Robles seconded the motion. The minutes were approved by a unanimous voice vote.

### **Proposed Fly Quiet Test 3**

Aaron Frame, Chicago Department of Aviation, reported the proposed Fly Quiet Test 3, Option A or Option B.

Mr. Jackson presented slides and briefly reviewed Test 1 and 2 and options for a Test 3. He said Test 3 would not include Runway 15/33 and would have 5 runways. He acknowledged the FAA and Air Traffic has seen the proposed test and noted the test would be feasible. Mr. Jackson said pilots are still required to give a 2 hour notice for longer runways. He said Option A, Change 1 would remove the diagonal configurations and replace with Hybrid Configurations and would therefore, be a combination of diagonal and parallel runways. He then said Option B, change 2 would remove mixed-use runways.

Mr. Dwyer said he compared Test 2 to 3 and does not see any new configurations and noted Test 3 just removes 2 configurations from Test 2.

Mr. Frame said data for Test 2 has begun and noted the committee would reconvene to evaluate the test when completed. He acknowledged there are weekly reports posted for Test 2.

Mr. Dwyer said he believed Test 3 was approved after Test was fully analyzed.

Ms. Schultz said Test 2 and 3 are absent of mixed-use operations.

Ms. Dunlap asked to explain more about timing with analyzing test and why the committee can't extend Test 2 and then go into Test 3. She also asked when Runway 15/33 will go away.

Mr. Frame replied possibly March of 2018 and said an environmental analysis needs to begin this summer. He also noted regular Fly Quiet would proceed if Test 3 was not approved.

Ms. Dunlap said comments can be made after modeling was completed.

Mr. Ryan said conducting a test without Runway 15/33 helps to see how life would be once the runway goes away.

Mr. Dwyer asked if the CDA or FAA were doing an environmental analysis.

Mr. Frame replied the FAA and noted CDA are helping.

Alderman Arena said option A seemed like it gives more space as far as noise and asked if there was a downside to hybrid models.

Mr. Jackson replied yes and said there would be more traffic on east-west parallels.

Alderman Chester said option A doubles up on Runway 22L and option B doubles up on Runway 22R.

Mr. Seymour said when Test 1 was presented on paper the configurations looked good but once the test began Air Traffic had some issues. He then asked if Test 3 could have the same effect.

Mr. Dwyer said there are no new configurations in Test 3. He said assuming option B passes there was still no data analysis on Test 2.

Ms. Robles said community feedback was important and noted Test 3 would be valuable to evaluate different factors.

Alderman Arena said Option B has diagonal configurations being on and off and asked how many times was the committee asked to use the long runways.

Mr. Frame said Test 2 ends in July and Test 3 begins mid-July.

Ms. Dunlap asked if the committee would be able to look at the impacts of Runway 15/33 not being used.

Mr. Dwyer asked if there has been dialogue with Air Traffic regarding Runway 15/33.

Mr. Frame replied that would be something CDA can look into.

Mr. Summers asked for a motion for Test 3, Option B. Mr. Ryan Seconded the motion.

**Roll Call:**

**Test 3 Option B**

Bensenville – Yes

City of Chicago, 41st Ward – Yes

City of Chicago, 45th Ward – Yes

Des Plaines – No

Harwood Heights – Yes

Niles – Yes

River Grove – Yes

Schaumburg – Yes

Shiller Park - Yes

The motion passed by a roll call vote.

Mr. Ryan asked for a motion for Test 3, Option A. Ms. Robles Seconded the motion.

**Roll Call:**

**Test 3 Option A**

Bensenville – No

City of Chicago, 41<sup>st</sup> Ward – No

City of Chicago, 45<sup>th</sup> Ward – No

Des Plaines – Yes

Harwood Heights – No

Niles – No

River Grove – No

Schaumburg – No

Shiller Park - No

The motion failed by a roll call vote.

Alderman Chester made a substitute motion for Test 3, Option A and Ms. Robles seconded the motion.

Mr. Frame reported the next steps are to present the proposed Fly Quiet Test 3, Option A and B for a full commission vote.

**Comments from the Audience**

Mr. Rapp, a resident of Park Ridge and a member of FAiR, said the following statement:

"I'm Al Rapp with Fair Allocation In Runways.

This Committee went from not using the diagonal runway 4L/22R, to using it every other week. This puts impacts over communities Northeast of the airport that weren't previously experiencing noise.

This test got out of Committee today, but to be clear, there will be some municipalities that are firmly opposed to this plan.

FAiR stands firmly opposed to Test 3 as presented, which eliminates the use of runway 15/33, and shifts a disproportionate burden of overnight traffic to certain communities.

It's our understanding that this runway is still fully operational and will be until its early decommissioning in Spring of 2018.

It's also our understanding that the Intergovernmental Agreement between the city of Chicago and the Illinois Tollway Commission allows for a Spring of 2019 decommissioning, with an option to extend.

We would expect that CDA fulfill it's promise to utilize this runway, as long as it is available, to bring relief during the overnight hours while 9C/27C is being constructed.

It is our belief that overnight operations are unsustainable at current levels without 15/33, which was proven instrumental in providing relief during Test 1.

Managing the demand for the overnight period will become the most critical tool moving forward to preserve a period of overnight relief that guarantees a reasonable quality of life to people living around the airport.

We support making use of excess capacity at other regional airports, in particular for cargo, as these large heavy aircraft at night put the most extreme burden on impacted communities. We believe that if this is an option that cannot be voluntarily implemented, then mandatory overnight flight caps need to be re initiated to manage this demand and we would support such a legislative effort.

While we have been most encouraged by the improvements to the Fly Quiet program, as demonstrated in Test 1, it is our concern that the benefits are being compromised prematurely and without a plan to sustain these gains. It would be of benefit to the airport, and to the region as a whole to maintain and improve this critical program.

The regional economy depends not only on the economy of the airport, but on the region as a whole. Both are better served keeping a balance that allows both airport and communities to thrive.

FAiR is not asking to shut down the airport at night.

We are just asking to better manage the operations at night to sustainable levels.

Is it too much to ask that we are allowed a good night's sleep?

Are we letting the City of Chicago and the ONCC dictate when we can and cannot sleep?

We are asking for bold steps if 15/33 is really going away. That seems to be the consensus around the table, even though there is a congressional letter in today's packet to save Runway 15/33,

FAiR contends that we need to adopt some bold measures beyond this Fly Quiet Rotation.....thank you”.

Alderman Bob Dunn of Elmhurst, said the meeting had some insightful comments and good dialogue. He also said he believed a Test 3 was too quick of a turn around and noted there needs to be time before rolling into another test rotation. He stated Elmhurst are in opposition and think Option A and B are not reasonable. He said aircraft are vectoring over Elmhurst off of Runway 22L and Runway 4R and needs examination.

A motion was made by Mr. Ryan to adjourn the meeting. The motion was seconded by Mr. Summers. The meeting ended at 10:58a.m.



**FAiR Solutions:**  
Use all runways  
Mandatory "Fly Quiet"  
Neighborhood-based air traffic plan  
Noise monitoring and abatement  
Environmental Impact Statement  
Regional solutions to noise impact

May 17, 2017

Dear Commissioner Evans and ONCC Ad Hoc Committee Members,

FAiR would like to acknowledge the hard work of CDA and the ONCC Fly Quiet Ad Hoc committee that has resulted in the development of new Fly Quiet options. We are grateful for the opportunity to be part of the process.

We are very concerned with the proposals for Test 3 which eliminate 15/33 and the ability of the airport to alleviate the concentrated impacts of wide-bodied aircraft. This significantly increases the burden on the most affected communities in the form of overnight aircraft in every night of the rotation. We therefore must oppose this test which we feel is also in conflict with the goals for which this committee was established.

Why FAiR Opposes Proposed Test 3 Configuration:

Closing 15/33 to usage violates the promise made by Commissioner Evans as a result of the MOU meetings in 2015 to use this runway for as long as it's available. This was once again reiterated in the February 14<sup>th</sup>, 2017 letter to Congressman Quigley which states: "Until runway 27C is operational, FAA Air Traffic will use runway 33 for departures, primarily during night time hours..."

Testing without 15/33 is not required for FAA consideration. This recommendation is solely at the discretion of CDA and the ONCC. The ONCC consensus has been to provide overnight relief to the most impacted communities using all the capabilities of the airport. Early removal of 15/33 places an unnecessary burden on these communities.

FAA approval of Test 2 requires that "the test data collected will be used to assess the operational and noise impacts of the test." Making operational changes prior to any analysis of the noise impacts of Test 2 would put into question the merit of this current test. Therefore, a 12 week analysis of Test 2 should occur prior to consideration of a subsequent revised test.

What FAiR Proposes:

Eliminate Test 3 as currently proposed from consideration for as long as 15/33 is available.

Vote to recommend a 12 week extension of Test 2 to the full ONCC which will provide a comparable data set to Test 1. An extension of Test 2 would still require approval by the FAA, but would comply with the FAA Order 1050.1F categorical exclusion for a test not exceeding 6 months.

Develop a new 24 week Test 3 as a hybrid of Test 1 and 2, using the configurations that provide the best balance of relief. This test would run November 2017 through April 2018 and include 4 months for which weather and demand conditions have not been previously analyzed.

FAiR urges the Fly Quiet Ad Hoc Committee to consider these recommendations and keep its commitment to the broader ONCC to develop rotation plans that provide balanced impacts for all communities.

Sincerely,  
FAiR Leadership

FAiR is a coalition of community organizations dedicated to the equitable distribution of O'Hare aircraft traffic.