

O'HARE NOISE COMPATIBILITY COMMISSION

Ad Hoc Fly Quiet Committee
Wednesday, August 30, 2017, 1 p.m.
Chicago Department of Aviation
10510 W. Zemke Road, Chicago, IL
Draft Meeting Minutes

The O'Hare Noise Compatibility Commission (ONCC) Ad Hoc Fly Quiet Committee met on Wednesday, August 30, 2017 in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 1:00 p.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Steve Skurski, 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
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 – May 19, 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.

Data Results for Fly Quiet Rotation Test 2

Mr. Frame presented Rotation Test 2 draft report. He asked that if anyone had any suggestions before finalizing the report, if so they should contact Jeanette with their edits. The CDA will present the final report at the next ONCC Fly Quiet Committee meeting.

Alderman Arena requested that the same comparison developed in Test 1 be repeated for Test 2 regarding designated runways.

Mr. Dwyer asked what was the percentage of pilots who requested longer runways.

Mr. Jackson replied around the six percent shown.

Mr. Dwyer said he'd like to know exactly how many requests were made for longer runways given the two-hour notice.

Mr. Jackson said the FAA requested that a longer runway always be available each night.

Ms. Dunlap asked if pilots were aware that a longer runway remained open if needed.

Mr. Jackson replied yes.

Ms. Robles said it would help if the FAA could explain why they requested that a longer runway remain open during the Fly Quiet hours. That way everyone would have a better understanding behind the reasoning of the request.

Mr. Ryan said times have changed because airlines use fewer regional aircraft.

Mr. Frame acknowledged that airlines are using fewer regional aircraft and relying on more narrow body aircraft, which is called "up gauging".

Mr. Dwyer asked for a breakdown of fleet mix by aircraft type on longer runway requests.

Mr. Frame said he'd look into Mr. Dwyer's request.

Chairman Annunzio asked committee members to submit their suggestions within the next two weeks for the final rotation Test 2 report.

Fly Quiet Rotation Test 3 Weekly Reports

Mr. Jackson reviewed the first four weekly reports available for rotation Test 3.

Mr. Dwyer noted the increased use of Runway 10/28.

Ms. Robles asked for clarification on runway closures for safety inspections.

Mr. Frame explained that at some point during the overnight hours, usually when traffic is low, runway safety inspections occurred and therefore runway rotation was interrupted.

Mr. Ryan suggested contacting specific airlines that were requesting longer runways without the need for it.

Mr. Frame told members he attended weekly meetings with airlines and the FAA to discuss the Fly Quiet Program.

Ms. Dunlap also noted she and Jeanette attended a cargo meeting where the Fly Quiet Program also was discussed.

Ms. Schultz noted some radar data were not being transmitted.

Mr. Jackson said data three days into rotation Test 2 were missing.

Mr. Frame said if data were transmitted later it would be included in the reports and published.

Mr. Frame told committee members that feedback on rotation Test 3 was important and reminded everyone that Test 3 would end the week of October 8, 2017 and regular Fly Quiet would resume.

Alderman Chester said he had received negative feedback from his residents and the runway usage was not equitable.

Mr. Frame asked if most of the residents complaining were from the 6th Ward in Des Plaines.

Alderman Chester said that some complaints were from other wards as well.

Mr. Dwyer said he represented a broader region and the plan was unsustainable. He said there was no long-term vision plan.

Mr. Frame said the plan was for the interim period but the committee should start planning and talking about the post full build out Fly Quiet. He asked committee members to offer other options/concepts to be considered for the future. He said feedback was valuable.

Mayor Jezierny said no plan would be perfect, but the committee should be open to all possibilities of consideration for all runways regarding rotation.

Ms. Dunlap noted that resident responses to the survey were significantly lower in Test 2 than from Test 1. She wondered if maybe that meant that the rotation was working or not. She communicated with several elected officials and residents to get the word out, in fact felt she over communicated, and there were fewer survey results overall. She recommended the survey results be broken out by ward because there is no way of comparing by only dots on a map.

Mr. Dwyer asked what impact would closure of Runway 4L/22R during construction have on a rotation plan.

Mr. Frame acknowledged some construction impact for pavement rehabilitation.

Ms. Schultz asked when Runway 15/33 was scheduled for decommissioning.

Mr. Frame said that CDA preferred to decommission a runway when there was a pilot charting cycle, which would be either March 29, 2018 or May 24, 2018.

Ms. Schultz asked if Runway 15/33 would be part of any future rotation.

Mr. Frame replied no.

Alderman Arena asked if the regular Fly Quiet program would resume after rotation Test 3 was over.

Mr. Frame replied yes. He noted that all available runways would be used during Fly Quiet hours after rotation Test 3 had concluded.

Mr. Frame urged committee members for their feedback of Test 3 and said if there were any suggestions for modifications for the interim Fly Quiet to express them prior to rotation Test 3 ending.

Comments from the Audience

Trustee Ruhl of Franklin Park, asked why aircraft were not flying over the forest preserve. He complained of flights over Franklin Park.

Mr. Frame said he would answer Trustee Ruhl's questions after the conclusion of the meeting.

Alderman Michael Bram of Elmhurst, said his community was feeling the effect of Runway 4R/22L usage during the rotation. He was concerned of the heavy usage every other week. He was concerned about the removal of Runway 15/33. He also complained about the complaint website being out of service frequently.

Ms. Barbara Lonergan of Elmhurst, asked about the decision making for any future rotation plan and complained about the website being down, as well as the wait time when calling the 311 system.

Mr. Frame said that he and Ms. Camacho would be visiting different community officials to hear feedback regarding the rotation.

Ms. Michelle Newhouse of Glenview read the following statement:

"During Fly Quiet Test 3, the Village of Glenview has experienced significant night-time noise and a drastic increase in complaints from residents. While Glenview understands that the CDA and ONCC are interested in spreading the burden of night-time noise to all communities surrounding the airport, this test places 50% of the planned night-time traffic on Runways 4/22, basically every other week, creating an unacceptable burden on our community. Test 3 fails to meet any reasonable standards of fairness, and unfortunately, highlights the Achilles Heel of the night-time rotation plan without Runway 15/33. In light of these early results of the test, we urge you to consider the following steps prior to any additional decisions being made on a permanent Fly Quiet runway rotation program:

- Shortening of Runway 15/33 on the northwest end to a total of 7500 feet to prevent any western conflicts with rail traffic and still allow it to be used at night
- Recommissioning of Runway 14/32 for night-time use only
- Use 10-12 runway configurations similar to rotation tests 1 and 2, which would more fairly distribute the night-time noise.
- Once completed, 9C/27C should be designated for use as a night-time runway and included in any future Fly Quiet rotation
- Consider utilization of north and south runways. Staffing options should be reviewed on ways both towers are staffed transferring some staff to the other towers during overnight hours only. "

Mr. Rapp, a resident of Park Ridge and a member of FAiR, said that there were residential impacts on homes that have not been insulated. He said noise complaints were not a measure. He noted that 747 aircraft wake people up at night. He also asked the committee consider setting other communities for better representation.

A motion was made by Mr. Ryan to adjourn the meeting. The motion was seconded by Ms. Robles. The meeting ended at 2:45 p.m.