

**APPROVED MINUTES OF THE FEBRUARY 20, 2018
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, February 20, 2018 at Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chair Catherine Dunlap called the meeting to order at 9:05 a.m. ONCC staff recorded the meeting minutes.

The following committee members were **PRESENT**:

Mr. Evan Summers, Designee, Village of Bensenville
Ms. Pauline Sedlarz, Member, Chicago, 40th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Alderman John Arena, Member, Chicago, 45th Ward
Mr. Brian Gaseor, Designee, Village of Norridge
Mr. Elias Koutas, Alternate, Village of Palatine
Mr. Ernie Kosower, Alternate, City of Park Ridge
Committee Vice-Chair Dennis Ryan, Designee, Village of River Grove
Ms. Karyn Robles, Designee, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Wood, Alternate, City of Wood Dale

The following committee members were **ABSENT**:

Arlington Heights, Chicago 38th Ward, Chicago 39th Ward, Des Plaines, Hanover Park, Harwood Heights, Itasca, Mount Prospect and Rolling Meadows.

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

Aaron Frame and Vildana Celik – Chicago Department of Aviation; Jeanette Camacho – ONCC; Jeffrey Jackson – Landrum & Brown; Fran Guziel and Maura El Metennani – ONCC Consultants.

The following guests were present:

Ericka Reardon, U.S. Rep. Michael Quigley and Ann Limjoco, U.S. Rep. Jan Schakowsky.

APPROVAL OF MEETING MINUTES – DECEMBER 12, 2017

Mr. Ryan moved and Alderman Woods seconded a motion to approve the December 12, 2017 ONCC Technical Committee meeting minutes. The motion was approved by a unanimous voice vote.

Presentation - Aircraft Noise Standards

Mr. Jackson gave a brief presentation on the Aircraft Noise Standards for Airplanes and Helicopters referencing the Federal Aviation Regulations.

The Airport Noise and Capacity Act of 1990 require aircraft type and air worthiness certification standards. Stage 5 aircraft standards were approved in 2017. New Stage 5

regulations ensure that new aircraft designs incorporate the latest available noise-reduction technology that would reduce the aircraft noise experienced by communities. Stage 5 standard is 7 dB lower than the Stage 4 standard. Stage 5 applies to all new aircraft greater than 121,254 lbs. seeking certification as of January 1, 2018. Standards for aircraft less than 121,254 lbs. go into effect January 1, 2020. Mr. Jackson also reviewed standards for helicopter noise. Stage 3 standards apply to all new helicopters seeking certification as of March 5, 2014. The Stage 3 helicopter noise standard is 3dB lower than Stage 2 standard.

Committee Chair Dunlap said it was important to take note of the Airport Noise and Capacity Act of 1990, which regulates aircraft noise. She asked if there was a timeline for phasing out Stage 3 aircraft.

Mr. Jackson replied no timeline had been announced for the phase out of Stage 3 aircraft.

Committee Chair Dunlap asked if phasing out Stage 3 would require an act of Congress.

Mr. Jackson replied yes.

Mr. Summers asked if an engine type was the only way to reduce aircraft noise.

Mr. Jackson replied yes.

Mr. Gilligan asked if each individual aircraft was certified.

Mr. Jackson said the fleet was certified.

Mr. Gilligan asked if they were retested.

Mr. Jackson was not sure.

Portable/Permanent Noise Monitors

Ms. Celik told the committee that the construction of the three permanent noise monitors, located in Norridge (Site 18) and Itasca (Site 44), were complete and operating. Bensenville (Site 31) was still waiting for clearance. CDA has started in the process of locating the sites for the Chicago monitor locations.

Committee Chair Dunlap asked when the monitors would be installed in Chicago.

Mr. Frame replied by the end of June 2018.

Ms. Celik reported the long-term portable noise monitor was recently deployed in Bloomindale. The City of Elmhurst has requested the long-term monitor, but has not specified a location. The Village of Bloomindale has asked for another deployment and will be receiving one soon.

Alderman Woods asked about new regulations regarding noise monitors.

Mr. Frame said there were no new federal laws or regulations for noise monitors.

Alderman Arena asked for the locations of the new permanent noise monitors in Chicago.

Ms. Celik replied staff was working with Chicago officials to confirm the locations.

Alderman Arena requested a general location for the Chicago noise monitors.

Annual Airport Operations

Mr. Frame presented a report for the total 2017 operations recorded for O'Hare International Airport. Operations (total number of flights) totaled 867,049 which was less than in 2016 which was 867,635. He noted that operations peaked in 2004 at 992,471. The lowest number of operations occurred in 2009 due to the recession.

Mr. Frame said airlines were up-gauging their fleet by adding more seats and could have contributed to operations remaining low.

Committee Chair Dunlap reminded everyone the forecast that was included in the EIS had higher number of operations. She also noted the number of operations recorded were for both cargo and passenger.

Mr. Ryan noticed the flights were now over booked and at times airlines offered passengers the ability to give up their seats for vouchers.

Mr. Frame noted there was a higher load factor.

Mr. Kosower asked if the annual operations take into account all aircraft at O'Hare.

Mr. Frame replied yes.

Mr. Gilligan asked if there was a gate capacity issue.

Mr. Frame said the gate capacity was passenger driven.

Aircraft Noise Complaint System

Mr. Frame reported the city of Chicago incorporated CAPTCHA on January 27, 2018 to its online complaint system. Due to a high number of automated complaints being generated, the system had become overloaded. Anyone logging a complaint would have to check a box to continue the complaint. He said complaints were still being taken by calling 311 or the 1-800 number.

Committee Chair Dunlap asked when the new 311-system would be implemented.

Mr. Frame said in the near future.

Committee Chair Dunlap requested the committee be kept informed of the changes and considered input from ONCC.

Alderman Woods noted the series of checked boxes needed to file an online complaint.

4th Quarter 2017 O'Hare Fly Quiet Report

Mr. Jackson presented the 4th Quarter O'Hare Fly Quiet Report. He reported the average start time for Fly Quiet started at 10:31 p.m. and ended at 5:44 a.m. The most used departure runway was 28R at 52 percent and the most used arrival runway was Runway 27L at 40 percent He said there were tracks on the map highlighting the shoulder hours.

Committee Chair Dunlap said the shoulder hour tracks needed to be defined with better coloring.

Alderman Arena asked if the shoulder hours were being tracked now.

Mr. Jackson said the Fly Quiet Committee in the beginning talked about Fly Quiet I, II and III. The committee ultimately decided only to address the overnight hours, which was Fly Quiet II.

Committee Chair Dunlap said that goal was to have Fly Quiet between the hours of 10 p.m. – 7 a.m.

Mr. Kosower said shoulder hours were still essentially daytime operations.

Mr. Jackson replied yes.

Alderman Arena noted tracks off Runway 22L at 48 percent and asked what could be done to improve the flight tracks.

Mr. Jackson said changing flight tracks was not a simple task and required conversations with the FAA.

Mr. Kosower asked if the GRE could handle large aircraft.

Mr. Jackson said bigger aircraft could be accommodated however, they needed to be tugged into the GRE.

Committee Chair Dunlap asked Mr. Frame to provide an update about the CDA submittal of the Interim Fly Quiet (IFQ) report to the FAA.

Mr. Frame replied that the IFQ had been submitted to the FAA and it would take approximately one year for FAA to conduct their review.

Committee Chair Dunlap asked about the timing of the decommissioning of Runway 15/33.

Mr. Frame said Runway 15/33 would be decommissioned in the coming weeks and the IFQ does not include utilization of 15/33.

Committee Chair Dunlap asked for a timeline of the FAA's review process.

Mr. Frame replied that the FAA would perform their technical analysis. The draft report

would then be released for public review, which could include public workshops and public comment period. The CDA would then address comments, make revisions as necessary and submit a final report for approval.

Committee Chair Dunlap asked if other airports have done similar things such as an IFQ.

Mr. Frame noted airspace changes happen often but not IFQ.

Committee Chair Dunlap noted there were no comments in the IFQ submittal regarding public process.

Mr. Frame said the FAA was contemplating some type of public process such a workshop but they were not sure exactly how many would occur. He said that he was aware of the ONCC members' interest of having multiple outreach sessions.

Mr. Summers asked if there was anything that could be done to speed up the process for implementation of the IFQ.

Mr. Frame replied no. He said staff was working on the IFQ submittal and there was various analysis that needed to be done with noise being one of them.

Committee Chair Dunlap reiterated that ONCC would like to be included in any public process of the IFQ.

Mr. Frame suggested that the IFQ become a permanent agenda item moving forward to report on the status.

Ms. Robles said discussion needed to occur before implementation of the IFQ for beyond 2020 for a long-term Fly Quiet Program beyond full build out.

Mr. Frame noted the IFQ would end when Runway 9C/27C was commissioned. He said that the proposal needed to have a set duration for analytical purposes.

Committee Chair Updates

Committee Chair Dunlap noted the 2018 Technical Committee Work Plan was included in the meeting packets. She said that she would like to have someone from either FedEx or UPS attend a future meeting.

Committee Chair Dunlap reminded members that a panel discussion on departures would occur at the May 4, 2018 ONCC meeting. She asked that members submit their proposed questions for the panel prior to the meeting.

Next ONCC Technical Committee Meeting

Committee Chair Dunlap announced the next ONCC Technical Committee meeting would be held on Tuesday, April 17, 2018 at the Mount Prospect Village Hall.

Member Comments

No comments were made.

Audience Comments

Mr. Al Rapp, a Park Ridge resident, expressed concern over the implementation of CAPTCHA on the online complaint system. He also said the ONCC approved the IFQ in December and it took two months to be submitted to the FAA. He said he contacted the FAA to ask about the public process and no timeline was given. He said that ANCA could be changed and other airports had curfews.

Mr. Frame clarified the CAPTCHA feature would take you to a series of images to click on to file the noise complaint.

Committee Chair Dunlap noted that most websites were equipped with a CAPTCHA feature.

Committee Chair Dunlap said the airports that had curfews were grandfathered in prior to ANCA.

MEETING ADJOURNMENT

Alderman Arena moved, and Mr. Ryan seconded the motion to adjourn the meeting. The meeting ended at 10:33 a.m.