

O'HARE NOISE COMPATIBILITY COMMISSION

Fly Quiet Committee

Tuesday, July 19, 2018

Chicago Department of Aviation

10510 W. Zemke Road, Chicago, IL

Approved Meeting Minutes

The O'Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on Tuesday, July 19, 2018 in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 9:35 a.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Designee, 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
Chairman Joseph Annunzio, Designee, Village of Niles
Technical Committee Vice-Chair Dennis Ryan, Village of River Grove
Vice-Chair Karyn Robles, Designee, Village of Schaumburg
Trustee Russell Klug, Alternate, Village of Schiller Park
Mayor Nunzio Pulice, Member, City of Wood Dale
Mr. James Grabowski, Alternate, City of Elmhurst

The following invited guests were also present:

Mr. Dan Dwyer, FAiR
Mr. Ron Seymour, Avion
Ms. Cynthia Schultz, JDA
Aaron Frame, CDA
Jeffrey Jackson, Landrum & Brown
Ryan Anderson, Landrum & Brown

The following members were absent:

Chicago 45th Ward

Meeting Minutes Approval – June 19, 2018

Mr. Ryan moved to approve the June 18, 2018 meeting minutes. Ms. Robles seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Proclamation of Gratitude: Commissioner Ginger S. Evans

Chairman Annunzio invited ONCC Chairman and Mount Prospect Mayor Arlene Juracek to come forward to present a proclamation of appreciation to departing Chicago Department of Aviation (CDA) Commissioner Ginger Evans.

Mayor Juracek presented a proclamation to Commissioner Ginger S. Evans and said without Commissioner Evans' support, the committee would not exist, nor would the ground-breaking

work that ONCC is doing with respect to not only the importance of O'Hare to the economy of the region but the importance of the aircraft noise concerns. She stated that Commissioner Evans always approached the situation with recognition of the noise concern, and always presented to the Commission that her concern was to work with the members to find creative solutions to the noise problem. Commissioner Evans met with ONCC and out of those discussions came the Fly Quiet Rotation Plan. Other groups and organizations throughout the country are taking note of this initiative. With the Commissioner's support, the ONCC has become even more of a credible player in its ability to work with the local communities.

Commissioner Evans noted the importance of recognizing that the airport is part of the community, and said these are difficult issues that must be solved. She commended the ONCC on its bravery in tackling complicated issues. She mentioned that part of the problem of shoulder hours was due to gate constraints. She said that the addition of new gates would help alleviate some of the problem with shoulder hour traffic. She called on the FAA to bring the dialog concerning the noise metric out into the open. She said the topic of aircraft noise is near and dear to her heart and there are improvements possible with technology. The re-valuation of the noise contour is approaching and many improvements can be made.

Mayor Juracek said that she recently signed a letter addressed to the FAA administrator asking for the results of the noise study to be released.

Mission Statement/Objectives/Principles

Chairman Annunzio reported that feedback on the Mission Statement/Objectives/Principles was received from committee members and changes were made to the document.

A motion was made by Ms. Robles to approve the Fly Quiet Mission Statement/Objectives/Principles. The motion was seconded by Mr. Ryan.

Trustee Klug made a motion to add the term "noise reduction" to the document. The motion was seconded by Mayor Pulice.

Mr. Summers said the document should apply to entire fly quiet operation, not just nighttime rotation plan. Guiding principles should be used during testing phase such as predictability, will still apply.

The Mission Statement/Objectives/Principles were approved as amended.

Fly Quiet Committee Work Plan

Chairman Annunzio said the Work Plan is a fluid document and will need to be updated as the Fly Quiet Committee moves forward.

Chairman Annunzio said he would work with Technical Committee Chair Catherine Dunlap in the coming months to discuss timing of specific items included in the work plan and scheduling of potential joint meetings between the Fly Quiet and Technical Committees.

Mayor Pulice said the work plan previously contained dates that offered an opportunity to better prepare for upcoming meetings and future agenda items.

Ms. Dunlap said greater discussion of timing should be discussed at the committee level. She questioned if the work plan coincides with the new runway. Work needs to be done in order for FAA to have enough time to have it ready. The discussion on timing should be made for greater clarity.

Mr. Annunzio agreed however, noted that timing should be discussed at the executive committee level.

Ms. Dunlap said she wanted information on deadlines and didn't think it is inappropriate to discuss timing at committee level.

Mr. Annunzio said timing would be discussed at executive meetings and the public is welcome to attend all meetings.

Ms. Schultz asked when timing discussions would take place.

Mr. Annunzio said the next ONCC Executive Meeting is the Strategic Planning Session on August 16, 2018 and following that meeting there is another executive committee meeting scheduled on September 4, 2018.

Mayor Jezierny asked about the next steps, discussions for the Interim Fly Quiet (IFQ) plan. She wondered when the interim IFQ would be implemented.

Mr. Frame said Test 3 was completed October 2017. FAA analysis is underway for the interim IFQ. He said would take about 1 year to review and analyze before it is approved and implemented. He noted the FAA gives status report at ONCC Technical Committee meetings.

Mayor Pulice asked if an environmental study for IFQ was being done. He was under the impression that the EIS would be done upon completion of the OMP.

Mr. Frame explained the analysis was not a full EIS.

Mr. Frame said the approval timeline for the revised Fly Quiet program is dependent on what ONCC desires for final program. If the request is simple, the analysis would be simple. If the program is more complicated, the analysis will be more complicated. For example, a program that included new flight procedures would require not only environmental, but also airspace analysis. This would include headings or flight procedures on the more complicated end. Mr. Frame state that they are topics worth exploring, but that level of analysis is more complicated. That level of change to the program will warrant more time for analysis.

Mayor Pulice understood and said it would be helpful to have general timeline on developments.

Mr. Frame said if ONCC desires to have merely rotation program with no other changes the analysis would not take as long. Headings, flight procedures will take more time.

Mayor Pulice asked if headings will be changed in the Fly Quiet Program when the new runway comes online.

Mr. Frame said none of the new runways have been added to the existing Fly Quiet Program.

Ms. Robles said work plan items are split into 2018, 2019, 2020 and not set in stone. She suggested including proposed upcoming agendas on the meeting agendas, maybe planning 3-4 meetings ahead at a time, so committee members had an idea.

Ms. Dunlap said she has had conversations with Chairman Annunzio about where the committee is headed. Certain things have been done at Technical Committee meetings. She asked Aaron to report on items that would require greater lead time and time for analysis so the committee has a better understanding of the timeline to submit a proposed FQ21.

Mr. Annunzio said the Committee is starting with Noise 101 as it is the base for members' understanding, and will continue to move forward with other work plan items.

Mr. Summers said conversations about FQ21 should start immediately and was concerned of timing.

Ms. Schultz was concerned about timing driving the value of program. She encouraged everyone to slow down. The committee will need to address headings and next gen flight procedures. They have to prepare for those things to happen and complement what is being done. She cautioned that if these are ignored or the committee takes the easy way out, things will remain as they are presently. She encouraged the committee to visit headings and balance impact. She noted that there are 2 long runways that need to be taken advantage of, headings there are an issue there as well.

Mr. Ryan requested that when planning agenda items that include technical committee work plan items, he and Ms. Dunlap be included.

Mr. Dwyer said the framework that the committee produces may be in place for 30-40 years. He noted to proceed cautiously. If the process is rushed, at the committee level and with the full ONCC, it will be wasted time.

Mr. Frame said the committee has expressed desire to map out several meetings at a time, and he was supportive of this. A solid list of discussion topics in work plan helps CDA prepare and have presentation materials ready.

Mr. Annunzio reminded committee members, education was important and discussed at the first committee meeting. Some members are more advanced in topics and others may be new.

Ms. Dunlap noted a problem with compacting things committee has spent a lot of time on, so there can be more space to get to the things that will require more time like NextGen, GBass and OPD. She said not to mistake impatience for wanting to take the easy road, that is not the intent.

Airport 101 Presentation

Mr. Anderson of Landrum & Brown gave the Airport 101 presentation. The purpose of this presentation was to lay the foundation for the committee members so all members were coming at the issue from the same basic knowledge point.

The presentation included an explanation of preferential flight paths (vector headings vs. performance based navigation).

Mr. Frame noted if the committee wanted to pursue vector heading changes, it would be the biggest decision made during the process. The benefit of vector headings is dispersion; however more people can be effected. In PBN, technology is used to fly planes in the most precise flight path. Citizens will get many flights with fine precision. However, less people are affected. The goal of committee is not to pit one community against another. Decisions made have consequences 10, 15, 30 miles out. Technology is great, helps airlines, calculate fuel, costs, timeliness but there is trade off for people in communities.

Ms. Schultz said after a new noise contour is developed there may be homes under flight paths that will become eligible for more sound insulation.

Mr. Seymour noted not all aircraft are equipped with technology. Would be helpful to know what percentage of aircrafts is operating at O'Hare with the capability for PBN.

Comments from the Audience:

No comments were made.

A motion was made by Alderman Chester to adjourn the meeting. The motion was seconded by Ms. Robles. The meeting was adjourned at 11:10 a.m.