

**APPROVED MINUTES OF THE JANUARY 13, 2015
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee meeting was held on Tuesday, January 13, 2015 at the Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL.

ONCC Technical Committee Chairman Joseph Annunzio called the meeting to order at 9:00 a.m. ONCC staff recorded the meeting minutes.

The following Committee members were **PRESENT**:

Trustee JoEllen Ridder, Designee, Village of Bensenville
Mr. Ron Sak, Designee, City of Chicago, 36th Ward
Mr. Peter Bialek, Designee, City of Chicago, 39th Ward
Ms. Catherine Dunlap, Designee, City of Chicago, 41st Ward
Alderman John Arena, Member, City of Chicago, 45th Ward
Alderman Mark Walsten, Alternate, City of Des Plaines
Mayor Arlene Juracek, Member, Village of Mount Prospect
Chairman Joseph Annunzio, Designee, Village of Niles
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Vice-Chairman Dennis Ryan, Designee, Village of River Grove
Ms. Lori Ciezak, Designee, City of Rolling Meadows
Mr. Joti Baruni, Alternate, Village of Schaumburg
Mr. Brian Gilligan, Alternate, School District 59
Alderman Art Woods, Alternate, City of Wood Dale

The following Committee members were **ABSENT**:

Arlington Heights, Harwood Heights and Itasca,

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

Jeanette Camacho – ONCC; Aaron Frame – CDA; Jeffrey Jackson – Landrum & Brown;
Fran Guziel – ONCC Consultant.

The following guests were present:

Mary Ann Levar and Robert Becker, U.S. Rep. Mike Quigley; Amy Hanson, Federal Aviation Administration (FAA); and Ann Limjoco, U.S. Rep. Jan Schakowsky.

The Pledge of Allegiance was recited before the meeting.

APPROVAL OF MEETING MINUTES –NOVEMBER 18, 2014

Ms. Dunlap moved and **Trustee Ridder** seconded a motion to approve the November 18, 2014 ONCC Technical Committee meeting minutes. The motion was approved by unanimous voice vote. Alderman Woods abstained.

Aircraft Arrival/Departure Procedures – Jeff Bayless, Assistant Chief Pilot, United Airlines

United Airlines Assistant Chief Pilot Jeff Bayless gave a brief description of landing procedures.

Chief Bayless said the control tower determines the speed of the aircraft. Aircraft speed dictates when the flaps come down. The slower the aircraft, the more flaps have to come down in order to protect the airplane from stalling. All of United's pilots are highly trained on the procedure and safety is a priority.

Typically aircraft speed is 180 knots five miles out from the airport. Five miles usually is considered the outer marker for the final approach fix. At that point, landing gear and flaps will be down. Anywhere from about 1,500 feet to 1,000 feet of altitude, the aircraft will have flaps down and will be on autopilot on the 3 degree glide slope. There is a GPS tracking in the ILS system which indicates 3 degrees. If the aircraft goes below 3 degrees it becomes unsafe..

Speed also affects the lowering of landing gear. If air traffic has a pilot going too fast approaching the outer marker, he or she has to be slowed down in order to be in a stabilized configuration before reaching an altitude of 1,000 feet. If not, the pilot has to go around. Flight Operations Quality Assurance Program tracks all operations. This system monitors all airplanes. The goal is to have a safe flight and safe landing. Safe flight means the 3 degree glide slope that stabilizes the aircraft.

Mr. Annunzio asked again if air traffic control dictates the speed of the aircraft.

Chief Bayless responded that based on the amount of traffic, if there are a lot of aircraft involved, air traffic control has to spread out the aircraft for safety reasons. Chief Bayless said he flies a Boeing 777 which would require a smaller aircraft to stay about 5 miles behind his aircraft. Air traffic also takes into consideration departures. Arrivals are maintained in a "highway" taking into account departing aircraft to avoid conflict. The later a pilot lowers the flaps, the more fuel savings for the aircraft.

Mr. Annunzio asked if most aircraft noise comes from landing gear.

Chief Bayless said that he believes that greatest noise impact comes from the aircraft engine rather than the landing gear.

Alderman Walsten asked if the aircraft slowing down requires more power.

Chief Bayless said not exactly. The flat flap wing is very efficient at high speed and a round wing is very efficient at low speed. So at the low end of the angle you have to have the flaps out otherwise the wing will stall.

Alderman Arena asked how landing gear is being activated based on air speed before 5 miles out. He also asked about the difference between low and high volumes of flight operations.

Chief Bayless said aircraft are typically at 10 knots at 5 miles out depending on the aircraft in route. This gives the pilot enough time to get off the runway. He said 6 to 5 miles out is typically when the landing gear is dropped. He also noted that weather is a factor and not a lot of power is being used at the 3 degree glide slope.

Alderman Arena asked: What happens when an aircraft goes below the 3 degree glide slope? How often does that happen and what actions are taken if the aircraft does go below the 3 degree glide slope? Would increasing the glide slope to 3.5 degree change the experience coming into O'Hare?

Chief Bayless responded that his perception is that it would depend on the weather. If you have a nice day and a nice steady 20 knot head wind 3.5 wouldn't be a problem at all. If you're at a 5 knot tail wind then the 3.5 glide slope would make the aircraft unstable.

He reiterated that he was not an expert and was only giving his experience. He said that not a lot of power is being used in the 3 degree glide slope. At 3.5 degree the aircraft may not be stable and might exacerbate the problem and cause the pilot to go around because the aircraft is unstable. The pilot is always following the 3 degree glide slope and there is an indicator that tells the pilot that the aircraft is not on the 3 degree glide slope. There are very few rare occasions that the aircraft would go below the glide slope.

Ms. Dunlap asked if there is anything different that happens during the fly quiet hours.

Chief Bayless said that there is no difference in training for day or night.

Ms. Dunlap asked about the O'Hare Fly Quiet Program.

Chief Bayless said that all United Airline pilots are trained every 9 months and noise abatement procedures are generally discussed.

Ms. Dunlap asked if pilots specifically talk about O'Hare.

Chief Bayless said that United shares the same concerns. Pilots are trying to preserve fuel and don't drop landing gear early.

Alderman Walsten suggested inviting Dan Gadow of Air France cargo in the future to speak to the ONCC Technical Committee.

Mr. Ryan asked if Fly Quiet is in the Jeppesen Manuals.

Chief Bayless said not necessarily "Fly Quiet", but pilots are following noise abatement procedures. Pilots are not trained for specific airports such as "Fly Quiet" because noise abatement procedures are in place at ALL airports including O'Hare.

Mr. Sak asked if the 3 degree glide slope is standard at all airports.

Chief Bayless responded yes unless terrain poses an issue. The 3 degree glide slope is a stable, safe approach. If an aircraft goes steeper and the winds were an issue, the aircraft

would have a problem stopping on the runway.

Alderman Walsten asked when does a pilot turn on auto pilot.

Chief Bayless said that depends on the weather. For example, on a foggy day the auto pilot will steer the nose of the plane on the center line. Pilots turn off the auto pilot to taxi off the runway. On a clear day the auto pilot will be off when the aircraft is stabilized and final flaps are activated on the 3 degree glide slope. The pilot always wants to make the landing as smooth as possible. The auto pilot is a bit more mechanical; a pilot that lands without the autopilot has a much smoother landing.

Trustee Ridder asked what determines banking the aircraft.

Chief Bayless said the aircraft will fly straight ahead until 400 feet and then turn according to the heading given by air traffic control unless there are safety reasons or obstacles. It also depends on the runway and which direction the aircraft is headed. Typically air traffic control wants the pilot to turn fairly quickly to get out of the area. That question would be better answered by air traffic control.

Mayor Juracek said that deviating flights from the preferential flight tracks are of concern. She noted that there is a big dispersal and asked if it was up to the pilot or is that an air traffic control direction.

Chief Bayless responded that the air traffic controller tells pilots when to turn. It would depend on the traffic around O'Hare.

Mayor Juracek suggested having a panel with pilots and air traffic controllers to discuss the procedures and protocols in order to educate ONCC members on the subject.

Trustee Ridder noted that the aircraft type plays a role in aircraft landing and departing.

Alderman Arena asked about the effects of cross winds and the decommissioning of the diagonal runways at O'Hare. He asked how pilots approach changes at the airport.

Chief Bayless said that an aircraft angles into the wind and as far as the airplane is concerned it's flying straight into the wind. For the ground track that has to be aligned with the runway so it's called a slide slip, but there is a lot of head wind and the power varies. As you get closer to the ground the aircraft has to be aligned with the runway. The aircraft is controlled and drags the airplane closer to the ground.

Chief Bayless also noted that landing typically happens on the east/west runways and rarely on the diagonal runways.

CDA Report on Status of New Permanent Noise Monitors

Mr. Frame reported that staff is in the process of narrowing the exact addresses for the eight new permanent noise monitors.

Mr. Gilligan asked if there was a schedule of priority for deployment.

Mr. Frame responded not necessarily.

Ms. Dunlap noted that some news articles reported that noise monitors might determine sound insulation. She noted that there needs to be more clarity with reporters that noise monitors does not determine sound insulation.

Ms. Camacho acknowledged an article reported noise monitors may determine sound insulation. She did respond to the reporter to clarify the role of noise monitors.

Alderman Arena asked why he wasn't invited to any meetings to discuss noise monitor placement.

Mr. Frame responded that he would discuss that issue with Alderman Arena off line.

Alderman Woods asked how noise monitor data is used.

Mr. Frame responded the data is for public information and monitoring noise trends.

Alderman Woods said that at no point is the data used for modeling.

Mr. Frame responded that the data is not used for modeling.

Mr. Jackson said that the data is used for comparing purposes as well.

Ms. Dunlap noted that the EIS predicted more flights than what is currently happening today.

Mr. Frame noted that there are approximately 230,000 less operations than was predicted in the EIS.

Re-Evaluation of Environmental Impact Statement (EIS)

Ms. Hanson of the FAA updated the progress of the EIS Re-Evaluation. She said air space modeling meetings are continuing and the second of the two interim scenarios is almost complete.

Ms. Dunlap asked if the EIS Re-Evaluation will be completed by October 2015.

Ms. Hanson replied it will be completed by the time Runway 10R/28L is commissioned. She noted there also would be a public process by this summer to review the draft EIS Re-Evaluation document.

Ms. Dunlap said that before Runway 10C/28R came online, there were several community outreach sessions to inform citizens about the runway's impact on the community. She would like to know how to inform the public so that they are aware of the re-evaluation progress.

Ms. Hanson said that there will be a public process and the document should be ready for review and comment by this summer. Information will be available and distributed to ONCC for review and the public.

Ms. Hanson repeated the FAA would release the draft document this summer for public review.

Mr. Annunzio asked for a guidance document for the re-evaluation process.

Ms. Hanson responded that there is no guidance document for the re-evaluation other than the NEPA re-evaluation requirements.

Trustee Ridder suggested having a step-by-step process on the re-evaluation process to keep track.

Ms. Hanson said that there is no checklist and the contract was awaiting signature.

Trustee Ridder said that it is important to have a checklist for the public to follow.

Long-Term Portable Noise Monitor Data

Mr. Frame reported the Itasca long-term portable noise monitor data for November 2014 was 65.0DNL. The Chicago Ward 39 long-term portable noise monitor data for November 2014 was 60.5 DNL.

Mr. Gilligan asked if there was a plan for re-deploying the long-term portable when the permanent noise monitors are installed.

Mr. Frame said that the noise monitors being used for at the long-term sites will be back in circulation for homeowners.

Correspondence to CDA Regarding Part 150 Study at O'Hare International Airport

Mr. Annunzio said that the City of Chicago is working on the response to Part 150.

ONCC Technical Committee Work Plan

Mr. Annunzio said that staff will be working with him to develop the 2015 Work Plan which will be presented at the next Technical Committee meeting.

Trustee Ridder mentioned that in 2014 the work plan was developed prior to the following year. She felt that this process is important and committee input is imperative.

Mayor Juracek suggested having the 2014 Work Plan as a reference to refresh the memory of all committee members and have input on what should be included in the 2015 Work Plan.

Ms. Dunlap suggested that Mr. Annunzio give another presentation on current environmental laws and how these laws are implemented. There are federal laws that mandate certain programs. A great deal has been talked about at Technical Committee meetings and a refresher is always good for everyone.

Next ONCC Technical Committee Meeting – March 24, 2015

Mr. Annunzio reported that the next ONCC Technical Committee would meet on March 24, 2015 at the Mount Prospect Village Hall.

COMMENTS FROM MEMBERS

Trustee Ridder asked that staff continue to give committee members updates between meetings if anything occurs before the next meeting.

COMMENTS FROM THE AUDIENCE

Mr. Phillips, a Chicago resident, asked if CDA rejects rare noise data from the noise monitors and that data is not included in the reports. For example, would there be any criteria that will reject data and not be included in DNL values.

Mr. Frame responded data is determined on the day the monitor was malfunctioning and that the data is not representative of normal operations.

Mr. Phillips asked how CDA determines that the monitor was malfunctioning.

Mr. Jackson responded that there are a number of items on the check list. It can be anything from calibration issues; download issues, vandalism and even lightning strikes. There is a daily noise monitor check list.

Mr. Phillips asked if the information was available for review if a resident requested it.

Mr. Frame replied that no one has ever asked for that type of information. He suggested that the resident write him a letter with the request to see if it can be fulfilled.

Mr. Phillip asked if data is removed through a FOIA.

Mr. Frame said that when a FIOA request states raw data, all the data is provided.

Mr. Annunzio suggested that Mr. Phillips follow up with Mr. Frame after the meeting.

MEETING ADJOURNMENT

Trustee Ridder moved and **Alderman Woods** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 11:50 a.m.