

**APPROVED MINUTES OF THE MARCH 24, 2015
O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING**

The O'Hare Noise Compatibility Commission (ONCC) Technical Committee met on Tuesday, March 24, 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 9:02 a.m. ONCC staff recorded the meeting minutes.

The following Committee members were **PRESENT**:

Mr. Dan Di Santo, Alternate, Village of Bensenville
Mr. Ron Sak, Member, City of Chicago, 36th Ward
Mr. Peter Bialek, Member City of Chicago, 39th Ward
Ms. Catherine Dunlap, Member 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 Nilus
Ms. Judith Dunne Bernardi, Designee, Village of Norridge
Vice-Chairman Dennis Ryan, Designee, Village of River Grove
Mr. Barry Krumstok, 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, City of Chicago 40th Ward, Harwood Heights, Itasca and Palatine.

The following ONCC and Chicago Department of Aviation (CDA) 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 –JANUARY 18, 2015

Ms. Dunlap moved and **Mr. Ryan** seconded a motion to approve the January 18, 2015 ONCC Technical Committee meeting minutes. The motion was approved by unanimous voice vote.

East/West Flow Procedures – Jim Krieger, ORD Tower Manager

Mr. Krieger gave a brief presentation on east/west flow procedures at O'Hare. He said west flow on Runway 32L is not used for departures because of the converging runway safety directives. Departures are normally on Runways 28R and 22L. East flow arrivals are on Runways 9L, 9R and 10C with departures on Runways 9L, 9R and 10C.

He said O'Hare tower managers review controllers bi-weekly on non-weather related deviations on the preferential flight tracks. This gives management an opportunity to continually remind controllers about the program and to better adhere to the preferential nighttime flight tracks.

Ms. Dunlap asked if Runway 27L has been a preferential nighttime runway for years and the converging runway safety issue would exist whether or not if there was an OMP.

Mr. Krieger replied yes. There would have been more converging runway issues if the runways would have remained the same. This is due to the 18 previous procedures and many of those were converging runway procedures and would have been more affected prior to east/west flow.

Ms. Dunlap asked if something has been decided regarding converging runways or will they continue the converging runway procedures already in place now and what's the status of 32L departures.

Mr. Krieger replied that safety is being monitored by pilot awareness and other aircraft that operate at O'Hare.

Mr. Arena asked how often are the pilots re-trained and is there a routine training every few months.

Mr. Krieger said when he was trained 37 years ago, controllers were only trained once for noise abatement. He reminded ONCC members safety is first and noise abatement is brought up every two weeks to get the attention of the controllers.

Mr. Arena asked how flight deviations are tracked and if there is a way to know that it is being tracked.

Mr. Krieger replied that he gets a report every two weeks on noise abatement deviation and he turns the report over to his quality control department. They replay radar/voice recordings and see if the deviation is performance or a conduct issue, then quality control addresses the issue immediately with the controller. Sometimes it's just an education issue.

Mr. Arena questioned if the report was an internal document.

Mr. Krieger responded that he receives the bi-weekly report.

Mr. Arena asked for an explanation of the role between controller and pilot.

Mr. Krieger said ultimately the pilot is in command and control of the aircraft. In certain situations, the pilot can reject an air traffic control clearance. Pilots also may request another arrival runway for operational purposes based on the need of a longer runway. Controllers do not try to talk pilots into other options.

Mr. Arena said he's looking for data to bring back to his constituents. He asked how often do pilots overrule air traffic control and deviate nighttime runways.

Mr. Krieger said it can happen several times during a midnight shift because when a pilot sees a longer runway he/she prefers to land on it. Most midnight flights are freighters.

Mr. Arena requested a report on how often this happens.

Mr. Krieger said that is an airspace question. A request for a longer runway is sometimes handled by the Chicago Center in Aurora.

Mr. Arena asked if the FAA would also have those flight tracks.

Mr. Krieger said yes or the TRACON or Chicago Center.

Mr. Arena said Fly Quiet hours are not always implemented from 10 p.m. to 7a.m. Is it an option to use Fly Quiet during the day?

Mr. Krieger said unfortunately during the day there are three arrival runways and traffic is too high.

Mr. Arena asked about the idea of-mandatory versus optional Fly Quiet and if that's a viable conversation.

Mr. Krieger replied he didn't know, but the CDA would know the answer.

Mayor Juracek said that question would be discussed at the May general meeting. She asked prior to the converging runway safety procedure and OMP were there 13 or 18 configurations and is there a white paper or presentation that addresses the benefits and safety of the converging runway operations.

Mr. Krieger said he was not sure.

Mayor Juracek said is there anything that compares the old 18 to the new configurations.

Mr. Krieger said he believes they can find that.

Mr. Frame said there's an Appendix D of the EIS and he can email the link because it is long.

Mr. Annunzio asked Mr. Frame to email the link to everyone on the committee.

Mayor Juracek asked if that question could be part of the FAQ's on the ONCC website.

Mr. Krieger said safety of too many crossing runways can be problematic.

Mr. Walsten questioned why the diagonal Runway 4L on the presentation goes over Allstate Arena. He thought that runway was for emergencies or adverse weather.

Mr. Krieger replied that the arrow is inappropriate and not used any longer.

Mr. Frame replied that Mr. Walsten is correct and the presentation will be updated.

Mr. Di Santo said 10C/28C is being used at night and since it is not part of Fly Quiet are flights counted as violations?

Mr. Fame replied that it is not a violation because 10C/28C is not officially part of the Fly Quiet and there's no preferred flight track. He said when talking about deviations they're only talking about a designated flight path in the Fly Quiet manual. Then they can measure how far off course was that plane.

Mr. Di Santo said it's disturbing that pilots and air traffic control are using flight paths that are not part of Fly Quiet.

Mr. Frame replied he has no way to measure the deviation to know a preferred flight path exists.

Mr. Annunzio said that's a nice conversation to have as to why that particular runway is not Fly Quiet. He is sure that there's logical reasoning as to why it's not and he will put that down on the list of things to talk about more in depth.

Mr. Jackson said although they don't measure it they do report it.

Mr. Krieger said that particular runway is used when a pilot cannot use 27L and 28R is closed.

Mr. Wood said he can count several deviations in a short period of time and that it's unfair to report those things.

Mr. Sak said they have been mostly talking about deviations and departures.

Mr. Frame said deviations are exclusively departures because when landing aircraft they come in straight so no deviations are measured.

Status of New Permanent Noise Monitors

Mr. Frame reported on the New Noise Monitors and distributed a tracking sheet indicating the progress of noise monitor installations and two new graphics. One map illustrates the permanent and proposed noise monitor range of coverage and the other the permanent and proposed monitor locations.

Mr. Arena asked if the 3-mile radius data is collected and gets in the monthly report.

Mr. Frame responded monitors record all noise and track flight data. When noise events coincide with fly over they are recorded. When they don't coincide, it is called community noise.

Mr. Arena said ambient noise is not recorded.

Mr. Frame agreed. He also confirmed that 100 percent of Ward 45 will have noise monitor coverage.

Mr. Gilligan asked if there is a commissioning date for the monitors.

Mr. Frame said the goal is to have them operational by April or May.

Mr. Gilligan asked what was the plan for long-term portable noise monitors.

Mr. Frame replied that it is still to be determined.

Mr. Sak asked about monitors going wireless and if there's no need to have a back-up plan. He also asked if the monitors will be able to pick up noise from planes if it's not from a fly-over.

Mr. Frame replied that the modems for the monitors are all going wireless due to new technology. It makes it easier because there's no need to wire underground. Mr. Frame also said occasionally GRE noise does get picked up and locals can hear noise and it's captured.

Mr. Jackson said it doesn't affect overall noise monitor.

Mr. Sak asked if it's able to capture the noise from the exhaust.

Mr. Frame replied that the microphone is able to pick up all noise.

Mr. Jackson said that he will have to look into that but would guess that a lot of that noise is from arrivals on 28C or when they are departing from 10L on east flow.

Mr. Woods asked what is the ability of the noise monitor capturing noise. He also asked what is the difference of reusing two different 1½ mile radius microphones versus a 3 mile radius microphone.

Mr. Frame said it's the same microphone. On average the noise monitor picks up all noise from 3 miles and that is the standard. However, many people are in the 1.5 mile radius of a noise monitor.

Mr. Woods asked if noise monitors are able to pick up louder versus quieter noise.

Mr. Jackson replied not at all. The only thing that will prohibit it to pick up noise is the background noise from the community itself.

Re-Evaluation of Environmental Impact Statement (EIS)

Ms. Hanson said there has been good progress made on airspace evaluation for the 2020 commission but it's not final. Progress has been made on the 2015 scenarios for the fall as well.

Ms. Dunlap asked what's going on with the public hearing.

Ms. Hanson replied that there is a draft document that will be released in the summer for public review and comment. Also that she is unsure about a hearing because there is no finalized schedule and a date is still to be established.

Ms. Dunlap asked if there was a company hired for public outreach.

Ms. Hanson replied that there is a firm working for the main contractor. The FAA selected HMMH, an internationally known consulting firm.

Mr. Annunzio asked at what point will they determine if there's a re-evaluation hearing.

Ms. Hanson said the agency is discussing it internally.

Mayor Juracek said her concern is if there's not going to be a hearing will there at least be a workshop with stations where people can come, look at the information and intervene with the FAA.

Ms. Hanson said that is still to be determined. However, she will be making presentations at ONCC meetings.

Mr. Annunzio asked if the FAA will consider having a hearing.

Ms. Hanson said there is opportunity for public comment online but there is still no scheduled meeting.

Ms. Dunlap said she is sure that her community will want to have a meeting.

Mayor Juracek said that the re-evaluation should focus on clarifications and outreach is important for people to ask questions.

Alderman Arena asked if the draft document indicated how 10R/28L will be used.

Ms. Hanson said all conditions will be looked at for all runways.

4th Quarter 2014 Fly Quiet Report

Mr. Jackson reported on the 4th quarter 2014 Fly Quiet.

Mr. Barry complimented the FAA, but is still concerned that there needs to be some education for international carriers.

Mr. Jackson said a lot of the departures happened during the 6 o'clock hour. The airport gets busy during the day shift.

Mr. Annunzio asked if there's anything that the group can do to emphasize to some of these carriers that it's important for them to follow direction.

Mr. Jackson said absolutely there can be outreach to the carriers.

Mayor Juracek said she's willing to take an active outreach roll if it's appropriate for ONCC.

Ms. Dunlap said in the past, airlines received written correspondence reminding them about the Fly Quiet Program.

Mr. Ryan said the way the organization is set up they can't fine the airlines. Also, asked if the FAA has any more pull to talk to the airlines.

Mr. Krieger said he's not sure but they can talk to Air Traffic Control.

Mr. Annunzio said it sounds more like a pilot issue.

Ms. Dunlap said because the report focuses heavily on departures and when they did a two-part arrival study one of the things passed in the committee was information on arrivals. She asked for two pieces of information on arrival runways and was told by the CDA it would come in January.

Mr. Frame replied they have been distracted with the noise monitor project and will talk to Ms. Camacho about it. He also said nothing has been finalized yet.

Ms. Dunlap said her request was approved by the committee and reiterated that not enough information is given on arrivals. She also pointed out that arrival data has been provided to Congressmen Quigley's office and others. She would like more information on the types of aircraft and airlines arriving during the Fly Quiet hours.

Mayor Juracek said she would ~~will~~ meet with Mr. Frame later and discuss further.

Ms. Dunlap said it will enable ONCC to go to carriers and have conversations about departure and arrival procedures.

Mr. Sak asked if the first quarter of 2015 will show the new map.

Mr. Frame said the next quarter report will show the statistics based on the remapped Chicago wards.

Mr. DiSanto said residents are not receiving emails with a notification stating that they put in their complaint in the system.

Mr. Frame replied that the city IT department is working on it.

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.

ORD Annual Operations

Mr. Frame reported that O'Hare Annual Airport Operations for 2014 were 881,933, down 1300 flights from last year.

Mayor Juracek asked what the number of operations is in the full build-out model.

Mr. Frame replied 1.1 and 1.3 million.

Mr. Annuzio asked if they are seeing fewer flights nationwide.

Mr. Frame said yes and that the load factor is up and there are fewer airplanes.

Ms. Dunlap said she did not want to lose the point that Mayor Juracek made because it pertains to a persistent myth that exists in the media and with concerned citizens. All believe the contour map is out of date however, that 1.3 million number is used to determine the contour and it is not out of date. Therefore, it is important to point out and talk about those numbers.

Mr. Woods said they have noise and when you look at Wood Dale the complaints are at a 12 percent growth from 2004. Also, looking into the build out it looks like it's roughly a 40-45 percent growth in complaints. He asked as they get closer to the contour build out by adding more operations will it then reduce the noise in the area that he is talking about.

Mr. Frame replied that in the past, the CDA has presented a contour map of 1979 to the OMP Build Out that a square mileage of the noise contour has shrunk by 80 percent and that's largely due to the airlines and the new technology on aircraft engines. Also, the re-orienting of the runways and having them more in an east/west flow has helped to consolidate flight paths as well as, reduce nighttime flights.

Mr. Woods said he understands the mechanics but when he looks at the map about three quarters of his ward is not in the contour.

Mayor Juracek explained that at full build out the noise contour with the model estimating 1.3 million departures and arrivals that it was just a modeling assumption but it will be what it is in 2020.

Mr. Frame said that they continue to do sound insulation with 65DNL and block rounding. If the contour changes again then they will have to pick up a few more blocks and are required to do additional sound insulation.

Mr. Gilligan asked if there was a plan for re-deploying the long-term portable monitors 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.

CDA Response Regarding Part 150 Study at O'Hare International Airport

Mr. Frame said that the CDA is continuing to work on a response.

ONCC Technical Committee 2015 Work Plan

Mr. Annunzio said he met with Ms. Camacho, Mr. Frame and Mr. Jackson to discuss a technical committee work plan for this year. They worked on covering as many issues as possible and reminded everyone to educate themselves.

Ms. Dunlap said she would like to urge members in terms of educating themselves for what is to happen in the summer. Also, that there are some topics that need to be discussed so that they could be prepared before the re-evaluation comes up. This way they can speak directly and appropriately.

Mr. Annunzio said he would like to thank the technical committee because if it weren't for them he would not have the understanding that he has today. He is also still scratching the surface of what's understood and what needs to be known.

Next ONCC Technical Committee Meeting – April 14, 2015

Mr. Annunzio reported that the next ONCC Technical Committee would meet on April 14, 2015 at the Mount Prospect Village Hall.

COMMENTS FROM MEMBERS

Mr. DiSanto read the attached statement on behalf of the village of Bensenville.

COMMENTS FROM THE AUDIENCE

Mr. Neff of Wheeling asked how monitor 37 located in Mount Prospect differentiates Chicago Executive Noise versus O'Hare. Also, if there is data publicly available.

Mr. Frame replied that monitor 37 was placed there for that reason and on the system they are able to see airplanes within 40 miles and can see small airports such as, Aurora, Schaumburg and Chicago Executive. They can see all the noise events coming in and because they can see those planes landing at the three different airports, site 37 is recorded and those are intended to be O'Hare aircraft and not Chicago Executive.

Mr. Neff asked if they can bring the noise data from a Chicago Executive.

Mr. Frame replied that the City of Chicago is not going to do that and encouraged Mr. Neff to reach out to Chicago Executive.

Mr. Neff asked when other runways are decommissioned at O'Hare would that open up airspace for Chicago Executive.

Mr. Frame said that would be a question directed to the FAA.

Mr. Letsche of Wheaton asked if there's any type of follow-up for retraining other than monitoring the air controllers performance.

Mr. Frame said as far as he knows that is Mr. Krieger's intent, but does not know all the details.

Mr. Letsche asked when there's a deviation discovered in the follow-up with the controller and it's not determined that it was the controller's fault, is there any intent to follow-up with the airline.

Mr. Frame said that is the FAA's purview. If the FAA determines that a pilot did something inappropriate they will look at that. He also explained that there will always be a red portion on the map because weather related events and air traffic is purposely sending them on another route if the weather is bad. Their goal is to reduce the amount of red

MEETING ADJOURNMENT

Mr. Ryan moved and **Mayor Juracek** seconded that the meeting adjourn. The motion was approved by unanimous voice vote. The meeting adjourned at 10:42 a.m.