

O'HARE NOISE COMPATIBILITY COMMISSION

Ad Hoc Fly Quiet Committee
Tuesday, April 25, 2017 10:00 a.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 Tuesday, April 25, 2017, in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 10:00 a.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Alternate, Village of Bensenville
Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41
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

The following committee members/representatives were ABSENT:

Alderman Malcom Chester, Alternate, City of Des Plaines
Mayor Barbara Piltaver, Member, Village of Schiller Park

Meeting Minutes Approval –February 22, 2017

Mr. Ryan moved to approve the February 22, 2017 meeting minutes. Ms. Robles seconded the motion. The minutes were approved by a unanimous voice vote.

Fly Quiet Test 2

a) Overview

Aaron Frame, Chicago Department of Aviation, reported Fly Quiet Test 2 begins the night of April 30, 2017. He noted Test 2 had been approved by the FAA and the project website was ready.

Mr. Jackson reported the website had the schedule for Test 2 and noted, two weeks of the rotation test would be impacted by construction. He said during the week of May 14 the secondary configuration would be impacted and the week of June 25 the primary configuration also would be impacted.

Ms. Dunlap asked Mr. Jackson to explain the precision on arrival procedure.

Mr. Jackson said traditional ILS, GPS and RNP were more precision based and not all aircraft were equipped with the technology.

Mr. Frame said there were arrivals on Runways 27L and 28C.

Ms. Dunlap asked what those residents would experience differently for those 2 weeks.

Mr. Frame replied standards did not change and noted paths were utilized based on which runways could be used during that time.

Mr. Summers asked the start time for Fly Quiet Test 2.

Mr. Jackson replied 10 p.m. or later.

Mr. Dwyer asked if there was clarification from FAA on secondary runways and if Runway 15/33 would not be used at all for alternates.

Mr. Jackson replied no.

Mr. Dwyer said those secondary departures moved east/west.

Ms. Robles noted Runway 33 was being used in test 1 as an alternate.

Mr. Dwyer requested for data analysis for wide-body aircraft on Runway 15/33 and noted it handled 78 percent of departures for Test 1.

Mr. Frame asked Mr. Dwyer to put his thoughts in an email and send to Ms. Camacho.

B) Community Feedback

Mr. Frame said each member had their pros and cons about the survey used for Test 1 and said he would like to take a different approach with Test 2.

Mayor Jezierny stated questions from the previous survey should remain the same for Test 3 to keep it consistent.

Mr. Summers said some of his residents, either loved or hated the survey and some called the office and voiced their opinions. He noted his board would be willing to talk about a resolution regarding Test 3 and would continue outreach for their residents.

Ms. Dunlap said Test 3 would happen quickly after Test 2 ends and noted a survey may not be fair or helpful. However, she said perhaps there could be a complaint data compiled that would be useful.

Ms. Robles agreed with Ms. Dunlap and said Test 2 seemed more beneficial from a technical perspective and Test 3 had more critical components. She also liked the idea of the survey to be consistent.

Mayor Jezierny also agreed with Ms. Dunlap. She said residents would complete the survey based on aircraft going over their home at the time. She also said perhaps not all the questions were relevant.

Alderman Arena said he supported the survey for Test 2 and Test 3 if approved. He noted a survey and complaint data were different.

Mr. Ryan agreed and noted the importance of having the public informed.

Mr. Dwyer said most the configurations were permanent and noted there would be no way to measure success. He suggested using JDA's analysis.

Ms. Robles was concerned with questions 12 and 13 on the survey and noted Test 2 would have configurations that would not be of value in Test 3. She noted feedback on overall the rotation would be valuable versus comparing weeks.

Mr. Frame asked the members what were the primary ways they reached out to their constituents.

Mr. Evans said his village used all outlets to inform their residents.

Ms. Dunlap said Runway 15/33 would go away and noted the importance of having a consistent and clear message. She said a standardized message would make it clear. She then suggested if the survey did not have the ward listed then the complaint would not be taken.

Alderman Arena asked if changes for Test 3 were driven by FAA feedback.

Mr. Frame replied not exclusively. He said some configurations were not included due to safety. Unbalanced use of runways, too many arrivals on one runway and one runway configuration was to eliminate mix-use runways.

Mr. Frame said the members seemed to want a survey and said the CDA would entertain it.

Mr. Summers noted a 10,000-ft. runway would remain open and wondered if it would be used more often.

Mr. Seymour asked what would happen when Test 2 ends.

Mr. Frame said if approved, Test 3 would follow.

Mr. Seymour asked what would happen when Test 3 ends.

Mr. Frame said the original Fly Quiet Program would be in affected until the environmental analysis was completed.

Alderman Arena suggested continuing Test 3 until a permanent solution happens.

Mr. Frame said a test cannot exceed six months and noted it needed to be analyzed.

Mr. Dwyer said if there was an opportunity to expand the survey with specific questions to note if goals were being achieved.

Ms. Robles asked if questions 12 and 13 could be cut from the survey.

Ms. Dunlap and Mr. Ryan agreed.

Mr. Frame replied yes and asked about question 17.

Ms. Robles suggested rewording question 17.

Alderman Arena said some residents did not understand that they were in a test phase. He then asked if the test could continue without the workload of analysis.

Mr. Frame said CDA had to track aircraft and continue other obligations therefore, there needed to be months in between to analyze future scenarios.

Alderman Arena said the test provided some relief for residents and if taken away it would hurt.

Mr. Frame said CDA was allowed to test noise abatement procedures and was not allowed to exceed six months.

Mr. Jackson said there needed to be a break point to present data to the members and have a discussion.

Mr. Dwyer said he would like to see the test expanded and the comparison between test 1 and 2.

Ms. Dunlap said question 16 could be misleading to the public and noted it should be modified so that it had the correct date.

Ms. Robles agreed with Ms. Dunlap and also suggested cutting out questions 8 and 15.

Mr. Summers said question 15 should stay because it added value.

Mr. Frame noted questions 8 and 15 would stay, 12 and 13 would be cut, question 16 would be modified and question 17 would be sub-sequentially modified.

Proposed Fly Quiet Rotation Test 3

Mr. Frame reported the committee would reconvene in the next few months to get approval for Test 3.

Mr. Dwyer said 15/33 would not be utilized for a Test 3 and asked if the FAA had modeled a corridor without it.

Mr. Frame said it would be modeled between the time of 2018 and 2020. He noted the criteria would remain the same just without Runway 15/33.

Mr. Jackson proposed configuration changes for a Test 3. He said option A, change 1 would be to remove the diagonal configurations B and N from Test 2 and replace with diagonal-parallel hybrid configurations P and Q which, would have departures on Runway 22L and arrivals on 28R. He then proposed option A, change 2 would be to remove mixed-use runways and taking out configurations A and F. He noted removing mixed-use runways would eliminate repeats of configurations.

Ms. Dunlap suggested posting a possible Test 3 online.

Mr. Dwyer said there needed to be more clarity and noted the 4/22 Runways were too short for large aircraft. He suggested having a footnote to say that they were consecutive impacts.

Mr. Summers asked if Runway 10L and Runway 10C could be rotated.

Mr. Frame said a lot of ground movement would be an issue for Air Traffic.

Mr. Dwyer asked why Runway 15/33 would be taken out before the FAA did their modeling.

Ms. Schultz said she was happy to see the mix-ops removed and noted JDA preferred option B for a Test 3 Rotation Test because it had a better balance and would provide relief.

Mayor Jezierny asked when Runway 9C would be built and if it would be included during the nighttime hours.

Mr. Frame replied in the fall of 2020 and noted it would be 11,000-ft long and would be a mirror image of Runway 10C.

Comments from the Audience

Mr. Rapp, a resident of Park Ridge and a member of FAiR, said the original Fly Quiet included Runway 15/33 therefore; going back to original Fly Quiet would not work because the runway would be gone. He then said the sixth runway would also impact Park Ridge.

Mr. Icuss, a resident of the 41st ward in Edison Park, said the survey provided feedback therefore it would be helpful. He then asked if there could be a question added to the survey that would say if the home had been sound insulated answer yes or no. He noted it would help to know if insulation had been working or not.

Mr. Gagliardi, a resident of Chicago, said it would be important to review JDA's analysis because it was valuable data. He noted complaint data and numbers should also be looked at.

A motion was made by Mr. Ryan to adjourn the meeting. The motion was seconded by Ms. Robles. The meeting ended at 11:39 a.m.