

## **O'HARE NOISE COMPATIBILITY COMMISSION**

Ad Hoc Fly Quiet Committee  
Wednesday, February 22, 2017 9 a.m.  
Chicago Department of Aviation  
10510 W. Zemke Road, Chicago, IL  
**Approved Meeting Minutes**

The O'Hare Noise Compatibility Commission (ONCC) Ad Hoc Fly Quiet Committee met on Wednesday, February 22, 2017, in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 9 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  
Alderman Malcom Chester, Alternate, City of Des Plaines  
Mayor Arlene Jezierny, Member, Village Harwood Heights  
Vice-Chair Karyn Robles, Designee, Village of Schaumburg  
Mayor Barbara Piltaver, Member, Village of Schiller Park  
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 John Arena, Member, Chicago Ward 45

### **Meeting Minutes Approval –February 8, 2017**

Ms. Dunlap moved to approve the February 8, 2017 meeting minutes. Ms. Robles seconded the motion.

### **Data Results for Fly Quiet Rotation Test – Final Report**

Aaron Frame, Chicago Department of Aviation, provided a Fly Quiet Report with the results from the six- month Runway Rotation Test. He noted the results and analysis were for the committee members to review and to give feedback.

### **Fly Quiet Rotation Test II Recommendations**

Mr. Jackson explained the key highlights of each slide presentation for a proposed Fly Quiet Rotation Test 2. He presented five configuration modifications in which two are based on FAA feedback, two based on heavy runways use and one based on too many mixed-use configurations. He noted the proposed configurations have been reviewed by the FAA and said they also have sent letters with concerns.

Ms. Robles asked if there was a reason as to why Runway 9R departures were not utilized as much in the first Fly Quiet Rotation Test.

Mr. Jackson replied that only 30 percent of wide-body aircraft were able to use other runways.

Ms. Dunlap said there were primary departures heavily during the day.

Mr. Jackson explained why Configuration E was removed with proposed Configuration M and noted departures needed to cross arrivals runways therefore, arrivals were changed to Runway 10C and Departures on Runway 10L.

Ms. Robles asked how runways could be switched back and forth for taxiing concerns.

Mr. Jackson also explained how Configuration D was removed because there were too many Runway 33 departures. He noted the solution was to add Runway 4L departures which were not in the rotation before.

Alderman Chester asked if Runway 4L was not used before because it was problematic.

Mr. Jackson replied Runway 4L could be used for some configurations.

Alderman Chester asked if Runway 4L created an operational issue.

Mr. Jackson replied no.

Mr. Dwyer said the problem was not resolved because a shorter runway was being used. He then asked what percent of wide-body aircraft would land on Runway 4L and what other long runway would be made available if needed.

Mr. Jackson replied the FAA had mentioned they would like a long runway. He also noted if a pilot requested to have a long runway he or she would get it.

Mr. Dwyer said he was concerned because it seemed like the burden would fall on Schiller Park which was a heavily impacted area.

Mr. Jackson said the new configurations were to help provide predictability. He noted the primary and secondary configurations would be swapped. Therefore, if Configuration A was used at night and it was the primary runway then Configuration F would be secondary runway and if F was the primary then A would be secondary.

Mr. Dwyer asked if configurations would be repeated.

Mr. Jackson replied typically diagonal runways would be repeated and noted the goal was to have a balance.

Mr. Summers asked what the schedule would be if a new rotation test was approved.

Mr. Frame replied a schedule was still being worked out. He said the goal was to get approval from the committee members and if passed the proposal would be taken to the March ONCC meeting for a vote. He also noted the CDA needed to work on other logistics such as having conversations with stakeholders and working with the summer construction schedule.

Alderman Chester asked if Des Plaines would be impacted by arrivals and departures.

Mr. Jackson said it depended on the winds because both arrivals and departures could be an impact in one night however; he noted there would be relief in between.

Ms. Dunlap asked to explain the new runways being used such as Runway 9R and which of those were standard in the original Fly Quiet. She also asked about Runway 9R/27L because departures were being added to Runway 27L.

Mr. Jackson said departures would be on Runway 9R and arrivals on Runway 27L.

Mr. Frame said Configurations L and I were not in the original Fly Quiet but proposed in the test to achieve a balance.

Ms. Robles said Runway 15/33 was heavily utilized and the northwest suburbs experienced its impact. She also noted to be cautious about balance and find a way to achieve it.

Mayor Jezierny acknowledged the work everyone had done but noted heavy traffic would eventually be moved to Runway 10L/28R when runway 15/33 goes away.

Mr. Dwyer said there would be six weeks of impact because of the parallel runways and when Runway 15/33 goes away it would not be balanced.

Mr. Jackson said for the proposed Fly Quiet Rotation Test 2, Runway 15/33 would be used and it would have to be analyzed when it's gone. He explained there would be an increase in coordination with CDA operations, airlines, pilots, construction managers, controllers and the FAA.

Ms. Dunlap said increased coordination was very impressive and wonderful to have.

Mr. Jackson said Runway Rotation Test 2 goals and guidelines also were to provide near-term relief, reduce impacts, and provide predictability.

Mr. Frame explained the next steps were the recommendations from the Fly Quiet Committee.

Mr. Summers said eventually Runway 15/33 would go away at full build-out and noted when the north airfield was completed it would help take the burden off of the southern airfield.

Mr. Seymour said every night some aircraft have had to use a longer runway and some needed more than 10,000 ft. He acknowledged there was no going back to the first Fly Quiet Rotation Test.

Mr. Frame said Air Traffic did not want Configurations C and E used.

Ms. Shultz thanked everyone and noted SOC encouraged adherence to the FAA letter about Mixed Operations. She said she would like to really see a balance and asked if the schedule would be given before the next Ad Hoc Fly Quiet Committee Meeting or if it was going straight to the general ONCC Meeting in March.

Mr. Frame said the schedule would be sent to members before the committee meeting.

Mayor Piltaver said she was concerned with Configurations A and F which was Runway 10L and Runway 28R asked what would happen they couldn't be used at night.

Mr. Jackson replied, if needed, Runway 10C would be used.

Ms. Dunlap said Runway 9R was not equal to the 10's because it was shorter. She explained that when an aircraft banked off of Runway 9R it had a dramatic impact. She then asked where the aircraft would head to when departing on Runway 4L.

Mr. Frame replied it depends and said Runway 4L would depart to the west toward Des Plaines or Mount Prospect.

Ms. Dunlap asked where Runway 22L arrivals would go over.

Mr. Frame replied Runway 22L arrivals would go over Niles, Rosemont and Park Ridge.

Ms. Dunlap asked how success was being measured and if there would be another survey.

Mr. Annunzio replied no.

Mr. Dwyer said to clarify FAiR's position they supported the ongoing dialogue and did not oppose Full Build-Out. However, he noted there were some doubts regarding Full Build-Out because it would cause the impact to go back like the beginning.

Mr. Summers suggested to not "overthink" the test, but to just let it happen in order to see how it goes and to get results.

Mr. Seymour asked if Air Traffic had any problems with the new proposed configurations for a Fly Quiet Runway Rotation Test 2.

Mr. Frame replied they had looked at it and said the configurations were all feasible.

Mr. Evans made a motion to recommend a second Fly Quiet Runway Rotation test to the committee. Mr. Ryan seconded the motion.

Ms. Robles said she appreciated what the committee was working on, but noted she was voting no only because she would have liked to see a schedule ahead of time.

Ms. Dunlap said she was disappointed on moving backwards, but acknowledged it was important to move forward. She also said it was imperative to publicize what the committee was doing and promote information in order to have informative dialogue with the public.

Alderman Chester said he also would be a “no” vote because the test would impact Des Plaines.

Mayor Jezierny said she would vote in favor of moving to approve a second test because Runway 15/33 would be used and the new runway coming online would help lessen impacts.

Mr. Frame said that a 12- week rotation was under consideration using the 10 configurations and noted configurations would be repeated to help achieve a better balance.

Mayor Piltaver said in the interest of moving forward she would agree to another Fly Quiet test, but noted she also would had liked to see a runway rotation schedule.

**Roll Call:**

Bensenville – Yes

City of Chicago, 41st Ward – Yes

City of Chicago, 45th Ward – Yes

Des Plaines – No

Harwood Heights - Yes

Niles – Yes

River Grove – Yes

Schaumburg – No

Schiller Park – Yes

The motion passed by a roll call vote.

**Comments from the Audience**

Ms. Brinskelle, a resident of Wood Dale, asked if there was a discussion with American Airlines, United Airlines or their passenger carriers as to scheduling less flights during the Fly Quiet hours and if so was there a decision.

Mr. Frame replied CDA had not met with the airlines in the last two weeks, but had planned on doing so.

Ms. Brinskelle asked if there was any information on what President Trump had given the airlines during his meeting with them, which would affect operations at O’Hare.

Ms. Dunlap replied she just heard President Trump say he would make airports great again, but noted there was still ongoing discussion.

Ms. Brinskelle also said results of the Fly Quiet six- month rotation test were reported as 67 percent of flights utilized the designated runways. She then asked what the desired target percentage was and noted if she conducted a test and scored 67 percent she believed it represented a failure.

Mr. Frame replied there was no specific target and said it was known that certain things were going to be impossible.

Ms. Gagliardi, a resident of Chicago, submitted the following questions on behalf of Ms. Carbon who was unable to attend the meeting.

Suzzane G. Carbon  
FAiR Member  
Resident 39<sup>th</sup> Ward, Chicago

*Many thanks to Jeanette for providing the discussion materials in advanced so that we can ask relevant questions.*

- 1. In addition to 15/33, what runways are designated as fly quiet? What runway(s) will replace 15/33 as fly quiet in 2018?*
- 2. What is your rotation plan to distribute flights and noise once you decommission 15/33 in 2018? You've known this day would come for 16 years and with 2018 barely a year away, it's time you reveal your plan.*
- 3. What is the status of and release date of FAA 20 Airport noise DNL survey and analysis? The FAA said the analysis would be complete and released in early 2017 which is now.*

*Thank you*

Mr. Gagliardi, a resident of Chicago, said he went over JDA's report and said they focused on altitudes and used it to evaluate different headings. He noted their report should be demanded and looked at because it's helpful.

Mr. Rapp, a resident of Park Ridge and a member of FAiR, submitted the following statement:

*I'm Al Rapp, a representative for Fair Allocation in Runways.*

*I have reviewed the present material and have cited the following concerns and questions regarding the Fly Quiet plan in its proposed form, which depict additional limitations and increased capacity at night.*

*Nighttime operations have increased an average of 10 percent since 2012.*

*This is an average of 85 operations a night over the OMP full build-out projections.*

*Cargo operations have increased by 50 percent with projections showing dramatic increases in heavy wide- body cargo operations at night.*

*The recent opening of the new Northeast Aeroterm Cargo Facility would lend credence to those projections.*

*It was disclosed at the last meeting that American and United account for roughly 50 percent of the commercial flights at night, therefore the lion's share of what is left is cargo with projected increases in operations.*

*Is the 15/33 Diagonal Runway an approved Fly-Quiet runway that does not require an environmental impact study for use?*

*Is 15/33 long enough at just under 10,000 feet and wide enough at 200 feet to handle wide-body heavy aircraft for departures and arrivals?*

*Can the city clarify the status of Western Terminal / Western Access and the ring road around the west side of the airport? Western Access was cited as a main reason 15/33 had to be*

*decommissioned. If it looks like Western Access is not going to happen or you are just not sure yet, then you should keep 15/33.*

*There is plenty of evidence at this point in the value of its use through your own analysis as an overnight runway. There is also plenty of room to build additional gates without decommissioning that runway. FAiR supports additional gates which would make the airport more efficient at present capacity but to increase gates to add more operations would only magnify a problem that already exists.*

*Does 25 percent use of 15/33 at night constitute the overuse of a runway when it is the only viable option to give relief from wide body heavy aircraft at night?*

*Is the 7500 foot diagonal runway 4L considered a safe and viable alternative for departures of wide body heavy aircraft? I would assume that it is not a preferred runway for departures as presented in recommendation 4.*

*Where is the cited 25 percent of nighttime operations going if 15/33 is decommissioned? This is where the relief to the communities east and west of the airport is coming from at night.*

*CDA has projected that it would like to decommission 15/33 as early as next year 2 to 3 years before the sixth east/ west runway 9C/27C is completed.*

*I attended 3 of the 4 FAA open houses and 9C / 27C was not presented as a designated overnight runway to the communities.*

*Is that going to change?*

*This plan in its present form is unsustainable without diagonal runway 15/33.*

*If you continue to increase operations at night, you will only exploit the deficiencies to a greater degree.*

*Therefore FAiR contends that you keep 15/33, cap overnight operations and let other regional airports handle the overflow.*

*The airports to be utilized could include Rockford, Gary Chicago and the New South Suburban Airport.*

*Thank you*

Mr. Kopczyk, a resident of Norridge, said he agreed to move forward with a second runway rotation test but noted the test was not good for the villages of Norridge, Schiller Park and Harwood Heights.

Mr. Owen of Glenview said there should be a survey for the second test because it was effective for Glenview.

A motion was made by Mr. Evans to adjourn the meeting. The motion was seconded by Ms. Robles. The meeting ended at 10:30 a.m.