

O'HARE NOISE COMPATIBILITY COMMISSION

Fly Quiet Committee

August 23, 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 August 23, 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 John Arena, Member, Chicago Ward 45
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
Mr. Erik Trydal, Alternate, Village of Schaumburg
Trustee Russell Klug, Alternate, Village of Schiller Park
Alderman Art Woods, Designee, City of Wood Dale
Alderman Bob Dunn, 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:

All members were present

Meeting Minutes Approval – July 23, 2018

Mr. Ryan moved to approve the July 23, 2018 meeting minutes. Alderman Chester seconded the motion. The minutes were approved by a unanimous voice vote.

Opening Remarks – Committee Chair Joseph Annunzio

Committee Chair Annunzio announced beginning in September, agendas will allow for comments prior to the meeting discussions from ONCC members who are not Fly Quiet Committee members.

Review of Existing Fly Quiet Preferential Runways/Flight Tracks

Mr. Jackson reviewed the existing Fly Quiet preferential runways and flight tracks. Runways 9R/27L, 10L/28R, 4L/22R and 4R/22L are the existing preferential runways. Typically, only two runways are used during the nighttime hours.

Runway 9R/27L will be commissioned in late 2021.

Mr. Jackson said committee members should start discussing which runways they want open and available in FQ21 program.

Mr. Seymour asked if there was a limit to the amount of runways open during the nighttime hours.

Mr. Jackson was not sure and needed to determine that issue. He said typically runways close as the traffic lessens. There are safety inspections and other airfield activities that occur during the nighttime hours.

Mr. Seymour noted the North and South Control Towers are closed during the nighttime hours.

Mr. Summers asked if the FAA has given an indication of whether they are open to utilizing the North or South Tower during the Fly Quiet hours.

Mr. Jackson said the question needed to be asked to the FAA.

Ms. Dunlap noted Runway 9C/27C was not intended to be open during the nighttime hours per OMP.

Mr. Seymour said the committee should keep the environmental analysis, which will factor in what wasn't projected under the OMP.

Alderman Arena said considering the reduction in impacts, he wondered if the committee should look at splitting arrivals and departures from the north to south airfields.

Mr. Summers asked if rotation could be done with week 1 starting on a south runway, week 2 on a north runway, and week 3 on a diagonal runway to develop a 6-week plan that could achieve an equal distribution of aircraft noise.

Mr. Summers asked what constitutes the need of a pilot requesting a longer runway. He wondered if it was a need or want.

Mr. Dwyer said runways were modeled under the OMP and sound insulation was done according to that modeling. This would impact residents eligible for sound insulation.

Committee Chair Annunzio asked if a plan can be submitted in phases to the FAA.

Mr. Frame cautioned the committee of what was being asked. The FAA will receive only one submittal, and there will be only one review process. Phases would prolong evaluation; prolong the start of any future program.

Ms. Dunlap asked if data was available for pilots asking for longer runways.

Mr. Jackson said destination has an impact on runway usage and the weight of the aircraft and cargo.

Alderman Arena said increasing the number of weeks in rotation can create space based on time. He said if the north and south runways become an option, it would give another week or two of rotation opportunities that would not have otherwise been available.

Mr. Jackson said the question will be asked to the FAA whether the north and south towers can be used during the nighttime hours.

Mr. Carl Burzich of JDA, said the north and south runways have their own towers because controllers can't see them from center and the same is true for the reverse. The north and south towers are not staffed at night and don't have the same equipment as main tower.

Alderman Arena asked if there was a graphic that shows what can be seen from which tower.

Mr. Jackson warned there are homes at the end of both the north and south runways.

Alderman Dunn said there is a potential of utilizing eight runways. He said a thorough examination of each operational impact and cost needs to be researched.

Mayor Jezierny asked if the north and south runways were to be used, would there still be a need to use Runway 10/28 because of its length.

Mr. Jackson was not sure and would have to research that issue.

Mr. Jackson then reviewed vector headings and Performance Based Navigation (PBN) procedures. He asked the committee to think about what departure procedures they'd like to see. Whether it be preferential flight tracks, vector headings or PBN procedures. He said vector headings are not available for all runways.

Mr. Seymour asked if they can be mixed.

Mr. Jackson responded he was not sure and would have to research that issue.

Mr. Evans asked how 13,000-foot runways compare to other airports.

Mr. Jackson said the airlines asked for a 13,000-foot runway as part of OMP.

Mayor Jezierny asked if vector headings had more dispersion and what was the impact difference regarding closer versus farther out.

Mr. Jackson said noise is subjective. PBN's goal is to impact as few people as possible. It still can be accomplished with vector headings, but it is less precise. The FAA can target certain corridors such as Interstate 294, however, people living near that expressway would still hear aircraft noise.

Discussion on Establishing Decision Points for FQ21

Mr. Anderson presented a timeline to the committee that suggested ONCC decide on FQ21 by June 2019 to have the FAA review and implement FQ21 by 2022. He asked the committee to think about what type of information they will need from CDA in order to make a decision for FQ21.

Alderman Arena suggested more detail on the current preferential tracks illustrating geographic population underneath each path.

Mr. Frame said the timing of the analysis needed for FQ21 would depend on the request from ONCC. A simple request would call for a shorter review, while a complicated request would take longer for the FAA to analyze.

Committee Chair Annunzio said the committee is under a time constraint to get something submitted by June 2019. He said the work needs to be thorough.

Mr. Jackson agreed the proposal for FQ21 had to be efficient, but wanted to make sure the final plan is what the ONCC wants for FQ21.

Ms. Dunlap said the Interim Fly Quiet draft is expected sometime in late 2018. Public meetings are expected to follow after the draft report is released.

Alderman Arena asked if the environmental approval for FQ21 could happen in parallel to the runway opening or even before.

Mr. Jackson said the timeline is at least one year to review, if not longer, depending on what ONCC proposes.

Alderman Arena asked if current vector headings can be used with a new rotation plan.

Mr. Jackson replied no. He said it is difficult to try and piecemeal. The EIS looks at the entire package not piece to piece and must determine impact at a high level.

Ms. Schultz said when looking at vector headings it is important to make sure the ONCC is getting what they want out of vector headings. She noted the committee should evaluate departures on Runway 22L and how aircraft are missing that corridor. She questioned why they are missing it and how that can be addressed.

Mr. Dwyer said the timeline for IFQ expires in fall 2020. Regardless of the timeline for FQ21, FAA has a fixed timeline on issuing a decision and there will be a lapse period between IFQ and FQ21.

Alderman Arena said the committee needed to know geography, population for existing and new runways to know how many people are impacted.

Ms. Dunlap said the committee needed to see fixed points for arrivals to consider the arrival paths as these also cause noise.

Mr. Ryan suggested looking at U.S. Census Bureau data when looking at population.

Ms. Summers said future land use of tollways should be included.

Mayor Jezireny noted all aircraft are not equipped with PBN.

Ms. Schultz said NextGen looks to thread the needle to impact the lowest population.

Committee Chair Annunzio said the committee must put all data on the table, sort through and make an informed decision. Even if the answer on something is no, the committee needs to keep a record of that and why in the event someone asks, we can go back and say we looked at it.

Next ONCC Fly Quiet Committee Meeting

The next ONCC Fly Quiet Committee meeting will be held on September 17, 2018 @ 9:30 a.m.

Comments from audience

Al Rapp said the committee will be changing OMP and ONCC will be responsible.

Mr. Kolek said ONCC is this an advisory group. It is up to the city of Chicago what happens at the airport. He asked who has final say? When Fly Quiet was initiated were any environmental studies done? Sending flights over less populated areas – based on what?

Adjournment

A motion was made by Alderman Chester. The motion was seconded by Mr. Ryan.

The meeting was adjourned at 10:45 a.m.