

O’HARE NOISE COMPATIBILITY COMMISSION

Fly Quiet Committee

September 17, 2018

Chicago Department of Aviation

Bensenville Village Hall

12 S. Center Street, Bensenville, IL

Approved Meeting Minutes

The O’Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on September 17, 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
Ms. Karen Robles, Designee, Village of Schaumburg
Trustee Russell Klug, Alternate, Village of Schiller Park
Mayor Nunzio Pulice, Member, 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 – August 23, 2018

Mr. Ryan moved to approve the August 23, 2018 meeting minutes. Mayor Jezierny seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Member Comments

Mr. Rapp said that not having meeting materials before the meetings prohibited ONCC members from making comments before the meeting.

Previously Discussed Items: Follow-up on Operational Questions

Mr. Jackson provided a list of ten action items that were previously requested by the committee.

1. Develop a runway rotation schedule that rotates north parallels, south parallels and diagonals.
2. How many runways can remain open during Fly Quiet?
3. Can the North and South Air Traffic Control Towers remain open at night to allow the use of Runways 9L-27R and 10R-28L during Fly Quiet?
4. With the extension of Runway 9R and completion of 9C-27C are there any air traffic concerns with closing 10L-28R at night?
5. During Fly Quiet, can a runway have more than one vector heading or more than one PBN procedure or a combination of vector heading and PBN procedure?
6. Provide a map to show updated population density, updated roadway plans, arrival fixes and land use
7. Provide separation requirements between parallel runways that would cause a minimal noise impact when comparing homes in line with one runway to those in line with another parallel runway.
8. Provide the estimated number of operations that might need a 13,000' runway for departure during the nighttime hours.
9. Explore the feasibility of routing of departing aircraft over forest preserve lands or industrial areas and away from residential neighborhoods.
10. Explore the possibility of increasing the angle of airplane ascent quickly for departing planes to create greater altitude distance from the ground.

Alderman Chester asked if engine noise increase would fall under question 10.

Mr. Jackson said he needed more clarity on Alderman Chester's question.

Mayor Pulice asked if the committee presents a proposal once to FAA, would ONCC have that one opportunity.

Mr. Jackson explained the discussion with the FAA was informal and once details were worked out there would be one formal question submitted.

Alderman Arena clarified Mayor Pulice's concern reiterating his statement from the last meeting that one submittal plan would be presented to the FAA for rotation and departure procedures.

Dan Dwyer asked about a timeline for questions 3-4-5.

Mr. Jackson responded they cannot respond for the FAA.

Mr. Dwyer asked if matters would be expedited if FAA was at the table.

Mr. Annunzio said he would consider asking FAA to come to the table at future meetings.

Alderman Dunn asked for a better quantifying term for “minimal impact”.

Mr. Jackson said it can better quantify regular repercussions for consecutive impacts.

New Business—Runway Rotation

Mr. Summers for the Village of Bensenville submitted a six-week runway rotation plan for review incorporating north parallel runways, south parallel runways and two diagonal runways.

Ms. Robles questioned if the diagonals would cover the question of converging runways with the 13,000’ runway in use.

Mr. Summers responded the percentage of time diagonals are open would determine that the north and south towers wouldn’t be open at night.

Alderman Arena said the use of longer runways discretionary once in the rotation plan.

Mr. Summers said the pilot is in command. He wondered if it was possible to have a pilot provide feedback.

Ms. Schultz said weeks one and five poses a taxiway issue.

Mr. Burzich said the committee should take into consideration on the north airfield that American and United have their hangars. On the north side of the airfield and there might be flyover situations with a runway crossing – there is a 1000’ safety issue at the end of the runway. Safety and efficiency issue in play.

Mr. Jackson said follow up with the percentage of operations is needed.

Ms. Dunlap reminded everyone changes to OMP cannot be glossed over. The question of whether the center runways will be used overnight because this is different from what has been said to the public, including posted on documents, since 2005

Mr. Jackson said there were no assumptions to Fly Quiet in the OMP ROD.

Ms. Robles the committee should not hold to previous assumptions.

Mayor Jezierny said feedback is needed from the airlines.

Mayor Pulice had concerns about fairness of basing rotation on population

Mr. Dwyer said operation demand must be considered.

Alderman Arena said four weeks of repetition doesn’t help with spacing. That would get relief safe reasonable space impact out more space used should be the goal. Data from test showed a pattern but longer runway different result with longer runway.

Chairman Annunzio said on airline pilot does not represent all airlines. They all have different procedures.

Mr. Jackson said every airline/aircraft/weather comes back to this issue “want versus need” trying to classify each situation.

Mr. Frame said the same pilot may have different decisions based on variables.

Mr. Summers suggested having a chief pilot at a meeting to discuss the variables.

Mr. Ryan said chief pilots have more administrative duties. Pilots that operate aircraft do so with safety in mind first.

Ms. Dunlap said ONCC has heard from American and United, she suggested having a cargo carrier as a speaker. She attends cargo managers meeting and although FedEx and UPS do not attend there are other carriers that the committee can hear from.

Case Studies

Mr. Jackson gave a presentation on preferential runways at different airports such as LAX, London Heathrow and Toronto.

LAX: flights over water

LONDON HEATHROW: close example of runway rotation

TORONTO: O’Hare getting requests from Toronto Airport on runway rotation. Put test in effect this summer. Fewer operations on weekend.

CASE STUDIES DEPARTURE PROCEDURES

LAX: depart over ocean, use vector headings – get over ocean quickly before turn. Early turns discouraged.

Mr. Jackson presented other airport departure procedures. He said Heathrow Airport has implemented a rotation schedule.

Alderman Dunn asked if there are airports that have curfews.

Mr. Jackson said there are some airports that have curfews. The curfews were added prior to ANCA law in 1990. The law prohibits curfews.

Ms. Robles said only federal law can change curfew.

Ms. Robles asked if a commitment can be made using RNAV or change to vector at O’Hare.

Mr. Jackson said O’Hare has multiple runways. Complications on runways not a general set of rules will need to work with the FAA and ask if there can be PBN or vector runway. He said implementing PBN procedures can affect other runways uses.

Land use population

Mr. Jackson provided a land use population map for members. He said the information was provided working with the C-MAP.

Mayor Pulice said planes are turning before reaching 3,000 feet.

Mr. Jackson said the planes maintain until 3,000 feet until they turn. The nighttime quarterly reports show that data for each departure.

Ms. Dunlap asked what the constraints for changing 3,000 feet turn were.

Ms. Robles suggested that future land use should be taken into consideration.

Trustee Klug asked if the angle of descent on arrivals can be modified and what the angle of descent are at other airports.

Ms. Dunlap said there is a lot of information that was provided and would like to know if there is another airport that can be compared to O'Hare. She noted that other airports surrounded by water have better land use and at O'Hare, the land is locked and surrounded by communities.

Mr. Dwyer said the same fly over today is not sound insulated homes unintended impacts OMP disclosure and wasn't sure what impacts it would have.

Mayor Jezierny asked if Dallas Fort Worth was comparable to O'Hare.

Ms. Schultz said Atlanta was more of a comparison to O'Hare.

Next ONCC Fly Quiet Committee Meeting

The next ONCC Fly Quiet Committee meeting will be held on October 18, 2018 @ 9:30 a.m.

Comments from audience

Al Rapp said there are Fly Quiet deviations at night before 3,000 feet. He said that committee should model after Heathrow airport with curfews.

Mr. Kolek complained of east departure tracks.

Adjournment

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

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