

**O’HARE NOISE COMPATIBILITY COMMISSION**

Fly Quiet Committee

October 18, 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 October 18, 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 Jeziorny, 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 – September 17, 2018**

Mr. Ryan moved to approve the September 17, 2018 meeting minutes. Ms. Robles seconded the motion. The minutes were approved by a unanimous voice vote.

## **ONCC Member Comments**

ONCC alternate Al Rapp thanked the Committee for having the meeting materials posted prior to the meeting. He commented on the OMP Build-Out Nighttime Runway Utilization diagram. He also requested that the panel investigate other options for nighttime noise abatement such as flight curfews and using other regional airports during evening hours. He also called for a health care expert to address the effects of nighttime noise and interrupted sleep.

### **Fly Quiet Committee Meeting, Tuesday, October 18, 2018**

Chairman Annunzio asked members to look at the criteria plan and modify it for the next meeting. He said a modified plan would be the direction to take when submitting the information to the FAA. He believed that the committee members could come up with multiple plans in preparation for what is coming soon.

Mr. Jackson presented several handouts, the first was the North American Airport Traffic Summary a comparison of operations and number of runways at major US airports. At full build out, O'Hare will have the most runways at eight.

Mr. Jackson discussed the 12 submitted questions to the FAA. Question #4 was answered by the FAA which dealt with the issue of closing Runway 10L/28R and leaving the other three longer runways open for nighttime operations.

Alderman Arena challenged the FAA's answer saying that for safety reasons it would be better to have that runway always open. He said that during rotation testing that runway was used 70 percent of the time at night. With two 11,000 ft. runways that would be a different world since cargo aircraft land at other airports that have 11,000 ft. runways. Pilots request longer runways and they get it, but there is evidence that nationwide jets are landing on shorter runways. He said ONCC should push back. He said he was going to be very critical because ONCC would reduce the positive impact of rotation by leaving the 13,000 ft. runway open. He said safety comes into play by opening and closing the runways and is contestable. He said that ONCC is going into the future with two new assets.

Chairman Annunzio said that there are a host of reasons for keeping that runway open. It's when pilots ask to use more than a 7,000 ft. runway, issues with the rotation arise.

Alderman Arena said Chairman Annunzio had a valid point with opening runways all times versus never open. He noted the results from the rotation testing when leaving the runway open.

Mr. Jackson said that after OMP buildout, the airport would have two 11,000 ft. runways open. CDA must do more outreach with the airlines. ONCC has done outreach at cargo managers' meetings.

Mr. Jackson said some airlines got in and didn't have problems...we understand when the 13,000 ft. runway wasn't available they landed on the 11,000 ft. runway.

Alderman Arena said that change is coming, and the airlines must be part of that world.

Ms. Dunlap said the 2005 Record of Decision (ROD) did not advertise the new runways for nighttime use. She said she becomes confused and conflicted especially with sound insulation and the use of runways at night that can change what was advertised with the ROD. She said she would like to know how discussions for usage of the runways would affect sound insulation.

Mr. Frame agreed that Ms. Dunlap had a good point and will review what was modeled for full OMP buildout.

Mayor Jezierny said construction and maintenance plans have to be discussed in advance in order to implement any Fly Quiet Program for the future.

Mr. Frame said that when the final Fly Quiet program is launched the CDA will need a check-in portal. He said the tools that were in place during the test worked and can be improved for the future.

Ms. Schultz said that there is a business incentive to use parallel runways based on taxi time and fuel burn. It is a business dynamic to shift to the 11,000 ft. runways that is measured in time performance and taxi time. That is the biggest issue to shift traffic north.

Chairman Annunzio said the discussion to resume on question #7 regarding more than one vector heading on a runway was answered by FAA as being feasible. Environmental review as well as sufficient coordination and planning to include FAA air traffic control would be required.

Mr. Seymour said a majority of flights can land on the 11,000 ft. runway but cannot depart and would request the 13,000 ft. runway.

Mr. Frame said headings are based on destinations and weight during the day and thought that there would not be that complexity issue at nighttime.

Mr. Frame said there could be multiple headings using only one runway.

Ms. Dunlap presumed that one heading would be used at a time.

Mr. Jackson said different headings can be used on different weeks if the Committee decides that that is the direction it would like to take.

Ms. Dunlap said there are various headings during the daytime.

Mr. Frame said there are various headings during the daytime and reminded everyone that O'Hare International Airport is one of the busiest in North America.

Mayor Pulice asked why headings are different and why they vary.

Mr. Jackson said headings are dependent on their destination.

Mayor Pulice said airlines should be required to maintain their altitude until 3,000 feet before turning during the nighttime.

Mr. Jackson said a criterion needed to be established for FQ21.

Mr. Frame said turns at higher altitudes could be problematic.

Mr. Jackson addressed question 12 which deals with a higher glide slope of above 3 degrees. He referenced a letter to ONCC from FAA regarding the safety of the 3 degree glide slope.

Ms. Robles said she attended the AAAE Noise Conference where she heard that another airport studied higher altitudes on departures. They determined that they are not effective and don't make much difference in noise.

Mr. Dwyer encouraged the members to look at Heathrow Airport's study on a higher glide scope. He said the FAA can do a test using Category Exclusion to test for a higher glide slope.

Alderman Arena said a preferential flight path over the lowest population area is desirable.

Alderman Dunn said its possible to overlap of questions #9 with #7 with a request to quantify what that consecutive community really is.

Alderman Arena asked why there was no status of question #10.

Mr. Jackson said staff is working on answering question #10.

Ms. Schultz said that in questions #9, vector paths don't overlay the same community twice.

## **NEW BUSINESS**

### **Review of Estimated Runway Utilization at OMP Build-Out**

The Committee reviewed the estimated runway utilization at full build out which didn't take into consideration the use of the north runways because the FAA didn't contemplate changing the Fly Quiet and never consulted with ONCC.

Ms. Robles said in 2005 Fly Quiet was working, and it complied then, but the traditional is not serving under present conditions. It is time to reevaluate nighttime noise; we need an EIS review because all runways will be available to use multiple headings to bring relief. She asked the Committee if the fewest number of people impacted should be considered or dispersing noise more evenly.

Mr. Summers read the EIS statement which states ONCC would consider implementing any changes to the existing Fly Quiet Program.

Dan Dwyer said changing the Fly Quiet Program would affect the noise contour and homes that do not have sound insulation won't have it for another five years until another noise contour is developed.

Mr. Frame said the FAA would have to be consulted on sound insulation and how it is affected if ONCC changes nighttime usage of runways. He didn't have the answers but if changes are made, CDA would consider sound insulation and would be committed to the effort for additional money from the airlines and the FAA.

Ms. Dunlap asked because of the 2005 contour, what were the consequences if ONCC makes changes to the Fly Quiet Program. She wondered how that would affect daytime traffic.

Mr. Frame said he could not analyze or confirm. He reminded everyone that sound insulation is done based on the impact of full build out of OMP.

Mayor Pulice was concerned that it would be another 15 years for sound insulation to be available.

Mr. Dwyer said that the Committee should avoid repeating some of the mistakes made in the past and the time is now to ask and analyze the right questions.

Committee Chair Annunzio said the Committee shouldn't get wrapped up on hypothetical questions about the future. Whatever ONCC presents to the FAA will be analyzed.

Mr. Frame said the City would consider sound insulation on any newly impacted homes. The City is committed to sound insulation efforts and would need additional approval from the airlines and the FAA if the needs of additional insulation arises.

Alderman Arena the Sound Insulation Committee should take care of this issue of home sound insulation. He said the Fly Quiet Committee should focus on working within its own purview.

### **Establish FQ21 Criteria**

Mr. Jackson reviewed the previous criteria that was established during the Fly Quiet Rotation Tests.

Chairman Annunzio told the committee members to come up with some criteria for the next meeting.

Mr. Summers asked if there would there be a definitive answer from the FAA about the availability of the north and south towers at nighttime.

Mr. Frame reminded the Committee that O'Hare was the only airport with three control towers.

Mayor Jezierny voiced her concern about the IFQ not working into 2020.

Mr. Frame reminded her there was an impact with construction.

Catherine Dunlap said ONCC was meeting frequently with the FAA to mitigate noise.

Mr. Jackson said there are key pieces such as what runways to include and preferential departure paths. He said Fly Quiet can have multiple vector headings and Performance Based Navigation. The Committee can develop procedures or multiple procedures. He reminded the members that they were provided land-use maps where the headings go to disperse the noise to the fewest amounts of people.

Ms. Dunlap said that a good place to focus the Committee's efforts was on Preferential Departure Flight Paths.

Mr. Ryan felt that until the Committee knows if they can use the north and south towers, they could not come up with a solution.

Mr. Frame reminded the members not to wait for perfection but start developing ideas and they should come up with alternatives without those two towers until they receive an official response from the FAA.

Alderman Arena asked if the preferential flight path used for Runway 15/33 can be a modified flight path for compatible land use.

### **Comments from the Audience**

Mr. Rapp said to consider options beyond rotation such as nighttime restrictions. There are no members of the FAA sitting at the table. The ONCC Chair said at the general meeting there would be a briefing of Metroplex which is focused on efficiency and fuel burn. It is not beneficial to people on the ground. Making use of other regional airports would be a benefit of noise reduction and pollution. If the FAA would push back there could be an opportunity to alleviate the pain, we are asked to share.

Mr. Ryan said he was working with Landrum and Brown on upcoming Noise 101 for the November 13, 2018 ONCC Technical Meeting. He encouraged all members to attend this meeting. He also said Airport 201 was scheduled for the January Technical Committee meeting.

**Adjournment**

A motion to adjourn was made by Alderman Chester and seconded by Mr. Ryan.

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