

O'HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
January 22, 2019
Chicago Department of Aviation Administration Building
10510 W. Zemke Road, Chicago, IL
Approved Meeting Minutes

The O'Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on January 22, 2019 in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 9:31 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
Mayor Arlene Jezierny, Member, Village of 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
Cynthia Schultz, JDA
Aaron Frame, CDA
Jeffrey Jackson, Landrum & Brown

The following members were absent:

Des Plaines
Chicago 45th Ward

Meeting Minutes Approval – December 11, 2018

Mr. Ryan moved to approve the December 11, 2018 meeting minutes. Ms. Robles seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Member Comments

None

Old Business

Chair Annunzio called on Mr. Dan Dwyer to present his alternative to the committee.

Mr. Dwyer presented a 12-week departure rotation proposal, alternating between north-south-east-west. He noted that the burden still remains high on 10L-28R due to airfield conflicts.

Mr. Dwyer said his submission was not intended to be a final proposal and asked committee members for comments and feedback.

Ms. Robles asked if the illustration was to demonstrate the concept of multiple headings off of a single runway.

Mr. Dwyer explained the two center runways were not being considered for departures.

Mr. Jackson said FAA will not allow flipping back and forth from center runways to either north or south during the daytime operations.

Mr. Summers asked at what height the aircraft could start turning.

Mr. Jackson said he would get the appropriate response from FAA.

Ms. Dunlap said according the current Fly Quiet Manual aircrafts are supposed to turn when they reach 3,000 feet.

Mr. Jackson noted there are cases when the aircraft turn before 3,000 feet.

Mr. Summers thanked Mr. Dwyer for this time and effort in developing and presenting alternatives.

Mayor Jezierny asked if rotations between the North and South airfield are feasible.

Mr. Jackson said it was a potential option and would need to be explored further.

Mayor Pulice said some runways cross over the same paths as others and communities would still impacted consecutively.

Mr. Jackson said Mayor Jezirney's suggested method of alternating from North to South airfield would be easy for communities to know the rotation schedule and when they would be impacted.

Mr. Summers noted that pilots are still allowed to ask for a longer runway and the same communities would still be impacted.

Mr. Frame said the city can close a runway at any time just as it is done with construction.

Mr. Seymour asked for data showing the impacts when the runway was closed and the operation impacts.

Mr. Jackson said he didn't have the data but some airlines did complain about having to off load when using a shorter runway due to the closure of the long runway.

Follow Up on Operational Questions

Mr. Jackson there are only 2 items remaining on the list to be answered and would continue to consult with the FAA for answers.

Existing Vector Headings

Mr. Jackson presented the committee with the current vector heading in the Fly Quiet Program. He highlighted the flight tracks from previous Fly Quiet Reports which show most aircraft within 1 mile of the flight track and up to 7 miles out from the airport.

Mr. Summers asked for the community boundaries on the map illustrating the flight tracks.

Mayor Jezierny asked if aircrafts can go higher than 3,000 feet before they turn.

Mr. Jackson said he would need to consult with the FAA.

Ms. Schultz warned regarding alternating use between North and South airfield because it could still impact the same communities.

Ms. Robles asked if there are other airports using higher altitudes for more than 3,000 feet before the aircraft turns.

Mr. Jackson was not sure and said it was a good question to ask air traffic if it can be done and the potential impacts on the airspace.

Ms. Robles said knowing if it can be done before submitting a suggestion of going beyond 3,000 before a turn would be helpful in moving forward.

Mayor Pulice said PBN would narrow the corridor to 1 mile and keep aircraft on a narrow path.

Mr. Jackson said PBN technology would define a narrow path for the aircraft.

Ms. Dunlap warned not to confuse height or an aircraft with the distance of the aircraft. An aircraft reaching 5,000 feet before turning would take longer to reach the distance possibly impacting more people.

Ms. Robles asked if PBN procedures were implemented during the daytime would it affect nighttime as well.

Mr. Jackson said there are no plans for PBN procedures during the day time hours.

Mr. Dwyer said there are not noise abatement procedures on departure headings.

Mr. Seymour said the vast majority of aircrafts go as high as they can as soon as they can.

Interim Fly Quiet (IFQ) Summary/ FAA Interim Fly Quiet (IFQ) Draft Re-evaluation Document

Mr. Jackson reviewed all the configurations for Fly Quiet Test 1, 2,3 and the proposed configurations for IFQ.

Ms. Summers asked if ONCC or individual communities would support a resolution to submit to the FAA regarding the IFQ in order to move it forward more quickly.

Mr. Annunzio said ONCC members are encouraged to submit their comments on IFQ.

Mr. Robles encouraged ONCC members to attend the FAA workshops so the public is aware why ONCC submitted the IFQ and explain the potential benefits of the plan.

Mayor Jezierny suggested having talking points for ONCC members that do attend so the message is consistent to the public.

Ms. Dunlap agreed that participation from ONCC members was important to inform the public of the potential impacts and changes.

Mr. Jackson said the FAA Draft Re-Evaluation Document mentions ONCC 19 times.

Mr. Summers asked Mr. Dwyer if FAiR supports the IFQ.

Mr. Dwyer replied no.

Mr. Seymour asked if FAA will consider a noise contour based on ONCC submittal for FQ21 or will it differ from a contour made upon completion of the OMP.

Mr. Frame replied until a formal submittal is made the FAA would not make a determination.

Mr. Dwyer recommended not submitting a plan until the final document is approved by the FAA to see if it differs from the submittal so people have time to review.

Mr. Summers said the City of Chicago has a great sound insulation program and would probably continue to sound insulate.

Ms. Dunlap said she made the Residential Committee aware of the potential impacts and changes that can happen if FQ21 is approved and implemented.

Mr. Frame said it was too soon to tell the impacts and a submittal needs to be made before making any speculations.

Comments from the Audience

Mr. Rapp said he was a FAiR representative not from the NFP. He said the FAA draft re-evaluation document showed not significant impacts. He said FAiR supported Fly Quiet test 1 but when Runway 15/33 was decommissioned they no longer supported it. He said that nighttime curfews need to be implemented so that residents can see real relief. He also said arrivals need to be evaluated.

Ms. Robles said nighttime curfew discussion were inappropriate to discuss because of the law in place stating that no curfews can be implemented.

Ms. Dunlap said the ANCA act of 1990 which congress passed, does not allow for nighttime curfews. She suggested Mr. Rapp advocate members of congress for change.

Next Meeting

The next Fly Quiet Committee Meeting will be held on Tuesday, February 19, 2019 at the Chicago Department of Aviation Administration Building.

Adjournment

A motion to adjourn was made by Ms. Robles and seconded by Mr. Evans.

The meeting was adjourned at 10:51 a.m.