

O'HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
February 19, 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 February 19, 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
Alderman John Arena, Member, Chicago 45th Ward
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:

All members were in attendance

Meeting Minutes Approval – January 22, 2019

Mr. Ryan moved to approve the January 22, 2019 meeting minutes. Ms. Dunlap seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Member Comments

None

Old Business

Follow up on Operational Questions

Mr. Anderson said the CDA received a response from the FAA regarding question #3 – North and South runway operations at night. The FAA said they could not comment until a proposal is submitted. He also noted that opening either tower would require additional FAA staff.

Mr. Anderson said that at the March 22, 2019 Fly Quiet meeting, the CDA expects to have additional feedback from the FAA as well as new material and alternatives for the committee to review.

Mayor Jezierny asked if the FAA can alternate opening the North and South towers.

Mr. Jackson said the question was for FAA to answer.

Chairman Annunzio said the question can be asked at the next leadership meeting.

New Business

Mayor Nunzio Pulice – SOC Analysis

Mayor Pulice introduced Dr. Trani on behalf of SOC.

Dr. Trani used Atlanta Hartsfield -Jackson Airport as an example of heading changes, turns, and the 21- degree angle.

He analyzed how much heading change can we produce at O'Hare and how early airplanes are actually turning.

Ms. Dunlap asked if the data model Dr. Trani used is the same as the FAA model. He answered no, but it is within .3% - AEDT vs INMN.

Dr. Trani said the analysis he provided was with INM model which can be off by just 3 points (degrees%).

Mr. Seymour said the FAA will not use any of the analysis presented. The FAA will use their own system for analysis which is ADT model not INM.

Committee Vice Chair Roles asked why headings weren't looked at for all runways.

Dr. Trani said his analysis can run headings for any runway. Outboard headings used for arrivals are based on actual use, the others are not usable. He considered a number of scenarios that may not be standard nighttime procedures

Committee Vice Chair Robles asked if any thought had been given to heading rotation to add more periods of relief.

Ms. Schultz said there would be more impacts with turns. She said there was a lost benefit of alternating headings. It would be hitting people harder and more people and not giving additional relief. She said the goal is hitting the least amount of people which would be alternating North to South.

Committee Chair Annunzio asked if Chicago Executive Airport was considered in the analysis.

Dr. Trani said he didn't have tracks for Chicago Executive Airport.

Mr. Dwyer asked if smaller aircraft do a steeper turn or earlier down runway.

Dr. Trani said every airline prescribes their own limit. Most airlines would limit to 25 degrees. He said smaller airplanes can climb a little bit faster. When you design procedures, you have to design for all aircraft. You have to design for big ones too. You can have a separate design for small and one for big aircraft but that complicates procedures for air traffic control. He said smaller aircraft are not using the full runway – intersecting departures – longer time to climb.

Mr. Burzych said converging/intersecting runways would not be the problem at night based on volume which is lower during the nighttime hours.

Mr. Jackson said even in low periods of operation, converging/intersecting runways are not allowed by FAA during test periods.

Comments from the Audience

Mr. Rapp said from an arrival situation there aren't many options. The majority of nighttime noise around the airport is cargo related. He asked which communities benefit from cargo/distribution centers.

Next Meeting

The next Fly Quiet Committee Meeting will be held on Friday, March 22, 2019 at the Chicago Department of Aviation Administration Building.

Adjournment

Ms. Robes moved to adjourn the meeting; Mr. Evans seconded the motion.

The meeting adjourned at 10:51 a.m.