

O'HARE NOISE COMPATIBILITY COMMISSION

Fly Quiet Committee

March 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 Friday, March 22, 2019 in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 9:30 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, Designee, Village of River Grove
Mr. Erik Trydal, Alternate, 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
Alderman John Arena, Member, Chicago Ward 45
Alderman Malcom Chester, Designee, City of Des Plaines

The following invited guests were also present:

Mr. Dan Dwyer, FAiR
Mr. Ron Seymour, Avion Consulting
Ms. Cynthia Schultz, JDA Consulting
Mr. Aaron Frame, Chicago Department of Aviation
Mr. Jeffrey Jackson, Landrum & Brown Consultants
Mr. Ryan Anderson, Landrum & Brown Consultants

The following members were absent:

None

Meeting Minutes Approval – February 19, 2019

Ms. Dunlap moved to approve the February 19, 2019 meeting minutes. Mr. Ryan seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Member Comments

None

Old Business

a. Follow Up on Operational Questions

Mr. Anderson said there are two items remaining on the list to be answered and believed that after today's discussion there would be information available to allow for responses from the FAA.

b. Fly Quiet 21 Process Review

Mr. Anderson told the members that under the Fly Quiet 21 process the committee was at the Develop Alternatives stage. He provided an example of a chart to facilitate the process to review and revise alternatives. He felt the committee could compare and contrast alternatives, which would result in a better way to package the Fly Quiet 21 request to the FAA for environmental review.

The committee reviewed the three categories: preferential runways, departure procedures and program coordination. Mr. Ryan stated that if the committee starts with preferential runways first, the natural progression for impacts would be departure procedures.

Chairman Annunzio thought the presentation was a great idea to help with a complex issue.

New Business—Ground Movement During Fly Quiet

Mr. Anderson told the committee that ground movement would impact the decisions on preferential runways and taxiways during the Fly Quiet hours. He presented a detailed diagram of the north airfield that contains the maintenance facilities for American and United Airlines and the Ground Run-up Enclosure. He said the movement of aircraft and maintenance equipment from the terminals to the maintenance facilities would be a safety issue for preferential runways on the north airfield. American Airlines just opened the largest hanger and maintenance facility to service the 787 Dreamliner.

He went on to explain three Key Terms:

Ground Run-Ups, a full engine run up in the Ground Run-up Enclosure (the first to open in the United States) He explained ground run-ups need good air flow and at times during weather conditions the diagonal Runway 4L/22R could also be used as an alternative.

Intersection Departures mean the pilot does not use the full length of the runway on departure, especially on the south airfield where the runways are longer.

Land and Hold Short Operations (LAHSO), on arrivals the aircraft landing or holding short of an intersecting runway. This is voluntary, and some airlines do not allow this

procedure. The procedure allows the aircraft to exit at an earlier taxiway. United and American do not allow this procedure at O'Hare.

A discussion developed regarding if this procedure would be allowed during Fly Quiet hours. Was this for better efficiency. The thought was that historically always was allowed, but not the case today.

Ms. Dunlap questioned if there would be a noise issue if this procedure was put into place. Mr. Anderson assured her the noise would be minimal. He said that a pilot just stops short of a taxiway. There is no going around, the aircraft just turns onto the taxiway.

As for safety, Mr. Seymour noted that the air traffic controller would not clear the pilot onto a taxiway of an active runway. It could occur, but not at the same time.

Mr. Craig Burzych a SOC consultant said airplanes can cross at any time, they can continuously cross. He said weather is always a factor.

Mr. Anderson showed the north airfield diagram illustrated three runways—9C/27C, 9R/27L and 4L/22R. Many of the taxiways from the terminal to the maintenance facilities would have to cross active runways and since there are typically up to 50 aircraft crossing back and forth using these runways it may be a safety hazard. Today there is a clear path and the aircraft are not conflicted with the runway however, during test 1 this was a safety issue and the FAA recommended different alternatives for Interim Fly Quiet. Once the north airfield is completed the facilities will still be in this area and aircraft crossing active runways is a safety issue. The use of the GRE becomes an issue and the committee can help develop for Fly Quiet 21 program. After maintenance, aircraft need a ground run-up area. Moving to a taxiway to open up a runway would be too close to residential areas such as Des Plaines.

Mr. Anderson told the members that air traffic control wants to see where ground run ups are occurring.

Mr. Seymour asked the CDA if they could mark the diagram showing all the safe areas.

Mr. Anderson said he could add safe areas, which would give more information to help determine what choices were available.

Mr. Jackson said that they planned on talking to operations and maintenance personnel.

Mr. Anderson said the CDA has the Ground Run-Up Enclosure manual.

Mr. Annunzio asked if the committee could effectively recommend uses for the GRE.

Mr. Anderson said if it is not used for weather, where else could the aircraft run up—only on the north airfield.

Ms. Dunlap added that she requested an annualized Fly Quiet Report from the CDA and with that data the committee would have all the annual numbers for the GRE use.

Alderman Dunn asked how long a typical run-up is, and is it factored into the noise model, to which Mr. Anderson replied about 20 minutes and yes, it was in the model.

Intersection Departures Discussion

Mr. Jackson said there would be intersection departures on the north airfield in the future.

Ms. Schultz asked how much runway was needed, to which Mr. Anderson thought 9 to 10,000 feet for departure.

Mr. Seymour asked if it would operate like the south runways, to which Mr. Anderson replied yes, if the pilot wanted the full runway.

Mr. Dwyer asked if the committee was assuming that aircraft are not using the full runway unless they request it from air traffic control?

Mr. Anderson said yes, operations stop then go back to the intersection departures. In order to mitigate ground movement of aircraft moving and going to maintenance.

Mr. Dwyer said not along a runway on the east side there is a buffer on the west side.

Mr. Anderson said not needed now, but in the future, it could be a potential option during west flow for either runway to allow for traffic to flow unimpeded. It opens up a maintenance route.

- Voluntary
- Policy not to do them
- Not a discussion yet

Mayor Jezierny said it sounded dangerous.

Mr. Anderson said there is an agreement not to go passed the line. There is plenty of intersection taxiway—aircraft could get off the runway and would not be going passed the agreed taxiway instead of all just have this portion to taxi off.

Mr. Dwyer said both departures and arrivals and maintenance

Mr. Anderson said it would have to be built in because we would need one clean route.

Mr. Seymour asked how many arrivals during Fly Quiet, to which Mr. Anderson said there are 100 operations, 60 arrivals and 40 departures.

Mr. Frame clarified the answer by saying those numbers were in the Fly Quiet Mode and did not include the shoulder hours.

Mr. Jackson said it would be 250 operations from 10 p.m. to 7 a.m.

Mr. Jackson said there would always be maintenance during the Fly Quiet Mode.

Mr. Seymour wanted to know on average the number of arrivals and maintenance by the hour.

Mr. Ryan thought that two to four operations was not that much activity during the middle of Fly Quiet Mode.

Mr. Jackson reminded the committee that some aircraft might need the full runway at that time.

Mr. Dwyer said the trend is upward and he might assume the demand level is up at night for the north facilities.

Mr. Dunn asked if there was a proposed route for the evening.

Mr. Frame reminded the committee that there was and would be a primary and secondary rotation selection. If we were in east flow the rotation would be another configuration.

Mr. Ryan commented on how low the cargo operations were in the fourth quarter Fly Quiet report.

Mr. Anderson concurred that the majority of nighttime operations were passenger aircraft.

Mr. Jackson said that when they present the configurations they would have coordinated with the FAA and the carriers to bring a new menu of configurations to the committee to choose from

Mr. Seymour wanted to clarify that the air traffic controllers have to have a continuous route for maintenance.

Mr. Anderson said that air traffic was concerned about the north runways.

Mr. Jackson said we have to work it through; we have to have the conversation. The FAA said to talk to the carriers.

Mr. Frame said not to raise expectations.

Mr. Seymour asked if the CDA was starting with the carriers, to which Mr. Frame said yes.

Mr. Jackson said the FAA said we can't do it, but we have to work it through and look at every aircraft.

Mr. Dwyer said there has to be reasonable efficiency or we will get push back if we are impeding efficiency.

Mr. Frame said it has to be feasible for all.

Ms. Dunlap said we cannot forget about the noise. The south factors are complicated noise or ground movement, departure procedures or LAHSO, we have to look at noise

considerations. Those are my concerns. This is very complicated and there have been different noise concerns presented. It is all greater than what I have been thinking about.

Mayor Pulice said the complication is the maintenance facility.

Alderman Chester said he has heard complaints from residents that aircraft are banking over their homes. Does that procedure get modeled into the Fly Quiet configurations, to which Mr. Frame answered yes, deviation is a factor.

Next Steps

Options with stakeholders and finalize feasible runway configurations

Mr. Dwyer wanted to know if the FAA was scaring the committee away with arrivals in the north airfield.

Mr. Frame said the FAA flagged some configurations however the factors are built in and influencing the configurations.

Mr. Annunzio concurred that we were told of the factors today.

Mayor Pulice wanted to know that if there were just six crossings during the Fly Quiet Mode would that still be an issue.

Mr. Jackson reminded him that it was really 50 plus crossings and it would be and is an issue. Fly Quiet has a limited air traffic crew in place and workload has to be considered.

Mayor Pulice wanted to know how long it took to cross the runway.

Mr. Dwyer wanted to know what the alternatives would be when the north airfield cannot be mitigated.

Mr. Jackson said the plan would be to present feasible configurations and go from there. He told the committee that CDA and consultants would be meeting with air traffic control, CDA maintenance and airline carriers to discuss feasibility.

Ms. Schultz wanted to know if runways would be paired to which he replied that they are asking for pairing with all configurations.

Alderman Dunn asked if the entire runway was used would it still be valid for the south and diagonal runways.

Mr. Jackson gave an example to use the full runway length when feasible and told the committee CDA could work on the wording.

Mayor Jezierny asked if there were any run-ups on the south airfield, to which Mr. Jackson replied no.

Mr. Frame said the FAA would regulate where the ground run-ups would be and there are none on the south airfield.

Mr. Anderson concurred that there are no other choices.

Chairman Annunzio said that he hoped the committee would see feasible configurations at the next meeting.

Next Meeting

The next Fly Quiet Committee Meeting will be held on Tuesday, April 23, 2019 at 9:30 a.m. at the Chicago Department of Aviation Administration Building.

Comments from the Audience

Mayor Arlene Juracek, ONCC Chair, complemented the core group of people working on the feasibility issues and aircraft noise impacts. She said it was a complicated machine which was difficult to understand and react to. The discussion today was amazing, and the group is head and shoulders above the rest of the community groups. The committee has the intellectual capability to say why they reached the configurations selected and why some were not feasible.

Adjournment

Mr. Summers moved to adjourn the meeting; Mayor Pulice seconded.

The meeting adjourned at 10:42 a.m.