

O'HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
April 23, 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 Tuesday, April 23, 2019 in Chicago, IL.

Committee Chair Joseph Annunzio called the meeting to order at 9:32 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
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

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:

Mayor Arlene Jezierny, Member, Village of Harwood Heights
Alderman John Arena, Member, Chicago Ward 45
Alderman Malcom Chester, Designee, City of Des Plaines

Meeting Minutes Approval – March 22, 2019

Mayor Pulice moved to approve the March 22, 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

Jeffrey Jackson answered Operational Question #2: How many runways are open during Fly Quiet Mode? There are three runways open. There is one remaining question left to answer (#9) and the Chicago Department of Aviation staff will meet with the ONCC member to answer that question.

Fly Quiet 21 Process Review

Mr. Anderson reviewed the Fly Quiet 21 process chart, which indicated that the committee was still at the Develop Alternatives stage. He said that chart would facilitate the process to review and revise alternatives. He felt the committee could compare and contrast alternatives, then work on departure procedures.

Chairman Annunzio said that he did not believe the committee was going to reach their June deadline.

Mr. Summers said it should be a trial and error process to see if the recommendations going forward work.

Runway Configurations

Mr. Jackson reviewed the three Interim Fly Quiet tests to illustrate how the committee arrived at the recommended Interim Fly Quiet runway configurations. He explained that that is the same process for the Fly Quiet 21.

FQ21 Runways

Mr. Jackson presented a draft of 19 runway configuration to the committee. He said there were taxiways or runways missing today. He said the committee could move forward with some of the configurations or CDA could add more configurations.

He presented two categories: Acceptable Configurations (4) or ones Air Traffic Control said they could use or Acceptable With Departure Stipulation Configurations (15) that have had no review by ATC or the airlines. The configurations with stipulations took into consideration three variables: ID—Intersection departures unless full length needed for operational necessity; JB—Jet blast; and VO—Visual only.

Chairman Annunzio directed the members to let Mr. Jackson review all 15 configurations and then ask questions.

Ms. Robles asked for an explanation of why visible only for some configurations and asked that Mr. Jackson come back with the answers at the next meeting.

After explaining terms, Mr. Jackson said 30 configurations were submitted to the FAA and 11 are outstanding and an analysis was needed with the airfield changing.

He said two big changes with Runway 9C/27C opening in 2020 would be how to get the aircraft to the hangar. There would be taxiway changes.

Mr. Seymour wanted to know if the committee would have answers by the next meeting.

Chairman Annunzio said that while the configurations are not 100 percent, if the committee waited all at once at the very end that would be more delay.

Mr. Jackson said they wanted to present what was feasible.

Mayor Pulice said the configurations were all on the south airfield. Where is the north airfield?

Mr. Jackson explained the configurations were all feasible, but the FAA would have to test. These were determined by ATC but there could be more configurations, these were not guaranteed.

Ms. Dunlap said she needed to see the other 11 configurations to decide with concerns on the north airfield. I need to know why or why not.

Mr. Jackson explained that they need to share the information with airlines, the CDA and then FAA.

Ms. Dunlap asked how the committee gets everyone.

Mr. Frame assured the committee he was working to get answers as soon as possible.

Chairman Annunzio asked if 11 could be deemed feasible to which Mr. Jackson said he was not sure.

Ms. Dunlap asked what are the constraints on departures? To which Mr. Jackson said some airlines would not be ok with ID. Some cargo planes would want the full runway.

Mr. Ryan asked if the committee was ok with ID going forward.

Mr. Frame said it was a trade off more configurations more rotation with ID.

Mr. Summers said the configurations were incomplete and would have preferred if the meeting had been cancelled.

Mr. Seymour questioned the reasoning for ID. Mr. Jackson explained that a runway could be blocking the path to the hangar. There will be more maintenance in the future, and more taxiway changes on the south airfield.

Mr. Dwyer wanted to know if the runways were being shortened. To which Mr. Jackson said they would move back as far as possible.

Mr. Frame asked if approved ID by all stakeholders which taxiway would be used for ID and how many pilots request south runways because of ID on the north runway.

Ms. Dunlap asked what difference this ID question makes on the ground, i.e. noise.

Mr. Jackson said monitors measure all noise and what information would be most helpful.

Ms. Dunlap said if we are changing, how do we explain where the noise is coming from?

Mr. Jackson said that there are plenty of daytime departures using ID from normal taxiways somewhere in between. This might be a starting point.

Mr. Frame concurred that it is used every day. Full length departures at night are now a trade off if more rotation means ID. He asked if all felt comfortable with the ID concept. If so they can start the formal analysis.

Chairman Annunzio asked for the current data.

Mr. Frame said it is happening every day at least 90 percent. At night there would be less noise than during the daytime hours. At night less, activity and ID will cause noise.

Ms. Shultz wanted to know why the 11 configurations were getting consideration. To which Mr. Jackson said that they were all arrivals on the north runway.

Ms. Shultz said they were looking for a better balance of the north and south airfields. She believed that 2-3 cargo requests would be for that 13,000-ft. runway.

Mr. Frame said that when the committee gets further along with configuration selections they would select that third runway and vote on that plan.

Mr. Seymour said if no ID does everything on these alternative configurations comes off the table. To which Mr. Frame concurred that if ONCC wants that, they would take it off. They need ID from the FAA.

Ms. Robles stated that perhaps ID was not worth it if other configurations were better.

Mayor Pulice asked if the 11 other configurations needed to be presented before JDA consultant Dr. Trani could address the committee.

Ms. Shultz concurred that the committee would need to know the other 11 configurations before he could present his options.

Mr. Dwyer wanted to know if American and United airlines had been informed of ID and have they offered suggestions. To which Mr. Frame said he would bring the airlines information when the FAA approved configurations.

Mr. Jackson said the main concern of the FAA is always safety.

Mr. Dwyer said do we have an explanation of why we are minimizing the full length of the runway?

Chairman Annunzio said there would be no FAA input unless we initiate a plan.

Mr. Dwyer said we need to request future demand to take into consideration runway configurations. Those that fall into future demand should have an alternative configuration.

Ms. Dunlap said the committee has to refer to the 2005 Record of Decision which took into consideration airport planning. To which Mr. Evans said the aircraft mix has changed since then.

Ms. Dunlap said she felt the FAA would look at the 2005 ROD when we are tweaking.

The discussion continued regarding ID departures except with very large aircraft. Members wanted to know how many large aircraft would use the longer runway and it was thought close to 100 percent. Mr. Frame said he would run the data for the last week and give the committee a full account. Mr. Dwyer wanted to know what runway would be designated the third runway. Ms. Robles told the committee that vector headings were missing from the conversation and that they would be looking at possible vector headings to impact the fewest amount of the population.

Mr. Jackson said they would meet with the FAA to make sure they have the right direction. It is feasible, but they need more time. Mr. Frame told members that he does not want to mismanage expectations and would prefer to wait for more information from the FAA.

Next Steps

Finalize feasible runway configurations and piece together alternatives with runway preferences.

Mr. Dwyer reviewed the Fly Quiet process as a submittal made by ONCC that makes recommendations to the FAA which will make environmental analysis. FAA makes preferred recommendations during the 45 days then community makes tweaks to move forward. We need an alternative for 30 years to leave that opportunity open.

Ms. Roblas said that when the environmental document is released the feedback to the FAA. I think it is open for review, those draft documents take advantage of that process.

Mr. Frame said we can choose preferred alternatives and preferred back-up alternatives. We can vote on the proposed program when we know what would be feasible.

Next Meeting

The next Fly Quiet Committee Meeting will be held on Tuesday, May 28, 2019 at 9:30 a.m. at the Chicago Department of Aviation Administration Building.

Adjournment

Mr. Ryan moved to adjourn the meeting; Ms. Roblas seconded.

The meeting adjourned at 10:51 a.m.