

O'HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
January 28, 2020
Café la Cave, 2777 S. Mannheim Rod, Des Plaines, IL
Approved Meeting Minutes

The O'Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on January 28, 2020 at Café La Cave, 2777 S Mannheim Road, Des Plaines, IL.

Call to Order

Committee Chair Joe Annunzio called the meeting to order at 9:32 a.m. ONCC staff recorded the meeting minutes.

Members Present:

Mr. Joe Annunzio, Fly Quiet Committee Chair, Designee, Village of Niles
Ms. Karyn Robles, Fly Quiet Committee Vice-Chair, Designee, Village of Schaumburg
Mr. Evan Summers, Alternate, Village of Bensenville
Mr. James Grabowski, Alternate, City of Elmhurst
Mayor Arlene Jezierny, Member, Village of Harwood Heights
Trustee Russell Klug, Alternate, Village of Schiller Park
Alderman Malcolm Chester, Designee, City of Des Plaines
Mr. Ernie Kosower, Alternate, City of Park Ridge
Mayor Nunzio Pulice, Member, City of Wood Dale
Mr. Dennis Ryan, Designee, Village of River Grove

The following invited guests were also present:

Mr. Dan Dwyer, FAiR
Mr. Ron Seymour, Avion
Cynthia Schultz, JDA

Approval of Minutes from December 16, 2019

Approval of Minutes

Mr. Ryan moved, seconded by Mr. Summers to approve the minutes of December 16, 2019. Motion carried.

Member comments

None

North Airfield SMS Status

Committee Chairman Annunzio announced that FAA Regional Administrator Rebecca MacPherson was in attendance to provide the committee with an update on the FAA's safety review on the use of the north airfield post-OMP. He explained the Committee had been awaiting SMS determination to see if runways could be used for the FQ 21 runway rotation plan. He stated that the Committee is nearing

point where they can start making decisions. The FAA's decision will allow committee to move forward. He thanked everyone for their patience.

Rebecca MacPherson, Regional Administrator of the FAA reported on the FAA's safety assessment. She said that this type of analysis is done any time there is a new runway. She understood that the members became frustrated with the delay, but said that the review was quite complicated. The ruling took approximately 4 months, which she noted was actually quick. In December, the panel finalized review on use of 9R, 9C, and 4L and determined those runways will be available for use. They had to make sure there would not be increased risk of adverse interaction. The panel found the risk level to be moderate and the use of those runways can be accommodated safely within current procedures.

Mr. Summers thanked the FAA for the quick turn around. He asked if members would be able to get a summary of the report. Ms. MacPherson said that the Chicago Department of Aviation would receive a detailed summary and the ONCC will receive a more general letter stating that the runways may be used.

Mr. Summers asked about the use of LAHSO procedures. Ms. MacPherson replied that LAHSO is exceptionally weather dependent, impacted by both precipitation and wind. Also, only certain carriers are authorized at a particular airport. She stated that LAHSO not reliable for scheduling, and is not predictable. She said if weather conditions permitted, full use of the runway would be allowed.

Mr. Dwyer asked about risk assessment and how future operational demand and ground movement figured into the decision. Ms. MacPherson stated that the ruling was based on information currently available. She said they do have good data, they have been modeling.

Chicago Department of Aviation Commissioner Rhee thanked all parties for their work on this matter. She said the FAA followed process as was laid out in July. On behalf of the City and Chicago and Mayor Lightfoot, she thanked everyone for their participation and coordination.

Interim Fly Quiet

Weekly Reports - Weeks 6-11

Mr. Anderson presented the Interim Fly Quiet reports for weeks 6-11.

Mr. Summers noted in low compliance weeks, the footnotes indicated limited amount of requests to use longer runways. Mr. Anderson explained that the runway not open but is available. Mr. Summers requested to keep an eye on the use of long runways and monitor it.

Mayor Jezierny asked about runway requests. She asked if all runways are closed except for FQ preferential runways. Mr. Anderson replied that due to other activity on the airfield, runways will open and close due to snow removal and safety inspections. CDA operations determines which runways are open and when and depending on the need. 10C is open when diagonals are preferred just in case it is needed.

Mr. Jackson noted that this was a good opportunity to reach out to carriers.

Mr. Dwyer asked if the carrier is making decision or if air traffic is. Mr. Frame replied that air traffic determines the runway based on pilot requests. Air traffic will grant request if the runway is available. They will not deny pilot request to use a runway as long as it is safe.

Mr. Annunzio asked how many requests are made in terms safety vs convenience. Mr. Frame replied that CDA operations does not ask.

Mr. Seymour asked how do you open and close runway rather than leaving it open all night? Is there a program to see which runways are open? Can visibility be limited to certain users?

Ms. Robles said it these reports can be compared to reports at Technical Committee that show flight path deviations. There was previously non-compliance, but it has gotten better due to outreach from the ONCC. This is another situation where we need to communicate with the airlines what we are trying to accomplish so they can relay the information their pilots. Develop report card or grading system to present to airlines to see how they can improve.

Mr. Jackson suggested outreach to carriers, starting with letter. Look at usage and see if there is one airline that is always using without request, and have special outreach to those carriers. Members agreed that this would be a good task for Technical Committee.

Mr. Anderson stated that this committee will get into the details on stakeholder coordination.

Correspondence from FAA – safety checks during IFQ

Mr. Anderson reported that the ONCC received a response from the FAA regarding the impact of flight checks on the rotation schedule. Their response was that flight checks were required and common to make sure instruments and communications equipment is working as it should. Flight checks are very fluid, difficult to schedule outside of rotation schedule. Mr. Anderson stated that there will be discussion on stakeholder coordination in meetings to come.

Input on Fly Quiet Program - Craig Johnson, SOC Chairman; Mayor, Elk Grove Village

Elk Grove Village Mayor Craig Johnson addressed the Committee. He thanked them for their work and said he was glad to see the partnership between Chicago and the suburbs. He stated that he believed the impact should be shared around the airport. He stated that a long runway should be designated to go along with the parallels.

Ms. Schultz –stated that SOC was in favor of alternating between North and South airfields, rotating between east and west. Their recommendation was to depart inboard and arrive outboard. They suggest that departure headings be limited to 20 degrees or under. They encouraged the committee to consider population impacts.

Ms. Robles asked based on operational rules if SOC has a recommended plan? Ms. Schultz replied that C8-1 of the departure concepts was their preferred concept.

Ms. Schultz stated that RNAV is a way to reduce the contour, but it can also bring problems. Transportation corridors may be suitable for this purpose. It is important to have a conversation with the diagonal communities to see what they support.

Fly Quiet 21 – Departure Procedures Discussion

Chairman Annunzio said that the goal is to vote on departure concepts in next few meetings, so the committee can refocus again on potential runway rotation configurations. He asked the CDA to review departure concepts, the process, and to map out next few weeks so the Committee can start making decisions.

Mr. Anderson presented the Process slide showing the Committee at the “Develop and Approve Alternatives Stage.”

He said that the FAA providing feedback, and have been very responsive. It is up to the Commission to decide what the Fly Quiet 21 alternatives can be.

He reviewed the components of FQ21, one of which is runway configurations. He explained that it is a big puzzle piece, and determines the rest of the picture. There are an additional 11 configurations that can be used now that we know the north airfield can be used. All of these elements are interrelated, especially the departure procedures with the runway rotation. Headings will be impacted by which arrival runway is being used.

Mr. Anderson reviewed Departure Concepts. He emphasized that these are concepts, not options to be voted on. Concepts to be considered include: vector headings vs RNAV; full airfield vs split airfield; degree of separation between vector headings; 1 heading or 2. These are the major concepts the committee needs to debate the merits of, and determine which direction to go. Once that is defined, we will be able to move forward. Once the committee determines preferential runway headings, we can get specific and look at whether the committee prefers population based or dispersion based concepts.

Concepts are not different from previous meetings, but are examples of these concepts. He explained that with full airfield vs. split airfield – once the committee defines preferential runways, full airfield means runways will be used regardless of which end of the airfield they are on and in which direction they are going. Split airfield – takes the airfield and splits it into north and airfield. This could include parallel east and west runways on each end with a diagonal runway. Operations will be kept at one end of the airfield.

Mr. Summers asked if the diagonals would be included in the split airfield concept. Mr. Anderson replied that they could be, but would have to be a hybrid.

Mr. Anderson reviewed the concept of RNAV, noting that it adds complexity.

Ms. Robles noted that this process is uncharted territory. RNAV does require additional analysis, especially because it is not in use today. Review process could be 1 ½ - 2 years, she believes it could be done in parallel with the Fly Quiet 21 analysis.

Mr. Summers asked if RNAV something that will have to go to full commission, or will be determined by committee.

Mr. Frame recommended that the Fly Quiet Committee be comfortable with RNAV before it goes to full commission for a vote. All elements should be included in the package that goes to full commission so the CDA knows what it needs to analyze environmentally.

Ms. Robles suggested that members of communities most impacted by RNAV should be prepared to share their thoughts at the next committee meeting and that the committee should be prepared to make a decision on RNAV at the next meeting as well.

Mr. Jackson stated that initial concepts for use of RNAV need more work, but CDA needs to know if they should continue to pursue.

Mayor Jezierny asked if the committee should also consider the population that RNAV would impact.

Mr. Ryan requested a review of RNAV.

Mr. Anderson stated that in between meetings, CDA and Landrum & Brown are happy to meet with members and discuss any of the concepts and how they work. He reinforced that these diagrams are for discussion, nothing is definite.

Mr. Dwyer said we shouldn't look at the narrow departure track, we should look farther along and see where are they turning; that the corridor is also likely concentrated.

Chairman Annunzio suggested that the Committee return to discuss configurations at the next meeting.

Ms. Robles said there seems to be consensus around split airfield.

Chairman Annunzio announced that the next meeting of the Fly Quiet Committee will be February 25, 2020 at the Chicago Department of Aviation.

Comments from the Audience

Frank Gagliardi – resident of city of Chicago, 41st ward, member of FAIR

He thanked Mayor Johnson and JDA for the contribution they made. He appreciated use of population data as it relates to impacts at O'Hare.

Frank Icuss – Rep 41st Ward

He asked if it was possible to reduce nighttime flights. If the airport moved from 24 to 18 hour operations, which would shift 300 flights earlier or later away from overnight hours.

Mr. Ryan moved, seconded by Mr. Summers to adjourn the meeting at 11:05 a.m. Motion carried.