

O’HARE NOISE COMPATIBILITY COMMISSION

Fly Quiet Committee

May 26, 2020

Zoom Teleconference

Approved Meeting Minutes

The O’Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met via Zoom teleconferencing on Tuesday, May 26, 2020.

Call to Order

Committee Chair Joe Annunzio called the meeting to order at 9:30 a.m. ONCC staff recorded the meeting minutes.

Committee 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

Alderman Robert Dunn, Alternate, City of Elmhurst

Mayor Arlene Jezierny, Member, Village of Harwood Heights

Trustee Russell Klug, Alternate, Village of Schiller Park

Mr. Ernie Kosower, Alternate, City of Park Ridge

Mayor Nunzio Pulice, Alternate, City of Wood Dale

Absent

Mr. Dennis Ryan, Designee, Village of River Grove

Alderman Malcolm Chester, Designee, City of Des Plaines

Invited Guests:

Mr. Dan Dwyer, FAiR

Mr. Ron Seymour, Avion

Cynthia Schultz, JDA

Staff and Consultants:

O’Hare Noise Compatibility Commission Executive Director Jeanette Camacho; Chicago Department of Aviation Staff, Mr. Aaron Frame; Landrum & Brown Consultant, Ryan Anderson; ONCC Consultants Maura El Metennani and Fran Guziel

Approval of Minutes

Mr. Klug moved, seconded by Ms. Robles to approve the minutes of the April 14, 2020 Fly Quiet Committee Meeting. Motion carried.

Member comments

None

Interim Fly Quiet Reports - Weeks 24-28

CDA consultants reviewed IFQ Reports for weeks 24-28. Mr. Anderson stated that the IFQ would pause in May for airfield construction and resume again in mid-September. He would have more information at the ONCC General Meeting in June.

- Week 24 (April 12, 2020) a diagonal week. There were 46 operations and 2 percent utilization. There was poor utilization due to aircraft parked on the north airfield in the vicinity of the runway navigational aids. The FAA deemed it not safe to use the diagonals. The runways were only used one evening and there was inclement weather.
- Week 25 (April 19, 2020) a diagonal week. Thirty percent of operations used designated runways with 63 operations. Two nights were weather issues while other nights had navigational maintenance issues.
- Week 26 (April 26, 2020) a diagonal week – Only 8 percent utilization due to weather and FAA safety issues. There were 61 operations.
- Week 27 (May 3, 2020) a parallel week – Eighty-eight percent utilization of designated runways. Fly Quiet start time was 10:30 p.m. and stop time was 6:32 a.m. Only 50 operations.
- Week 28 (May 10, 2020) a diagonal week. Only 15 percent utilization due to navigational interference on the runway due to parked aircraft, construction on 4R/22L and Terminal 5.

Mr. Summers asked what are the restrictions.

Mr. Anderson said that O'Hare has reverted back to standard Fly Quiet and rotation is suspended until mid-September. Runway 10C was constructed after the implementation of Fly Quiet so it is not a designated FQ runway. Air traffic typically uses the north runways for arrivals and 10R for departures. Runway 10C picks up FQ share, not typically used as a Fly Quiet runway though.

Mr. Dwyer asked if air traffic was down to one runway for arrivals and one runway for departures.

Mr. Anderson explained that the tower was utilizing departures with vector headings. He said there were different factors when in Fly Quiet Mode.

Mayor Pulice wanted clarification on suspended Interim Fly Quiet.

Mr. Anderson repeated that the IFQ would be suspended until mid-September and he would have construction updates for the members at the General Meeting in June.

Mr. Bialek asked for clarification regarding navigational aids.

Mr. Anderson explained that there were electronics in the line of sight for instrument approaches. At certain distances, the aids caused electronic interferences and equipment for poor weather conditions. It is for safety reasons not to use the diagonal runways when aircraft are parked close.

Fly Quiet 21

Review of the Decision Process Pyramid

Mr. Anderson reviewed the pyramid chart graphic:

- Establish Goals on the bottom includes the Mission Statement, Objectives and Guiding principles
- Develop Criteria which includes eight
- RNAV Departures.

These three levels were completed. The next layer would be Approval of Alternatives which CDA would start to develop followed by Committee Recommendations and ONCC Approval.

Mr. Anderson presented his next slide of Fly Quiet 21 Components:

- Configurations
- Arrival Runways
- Rotation Schedule
- Departure Procedures
- Departure Profiles
- Ground Movement
- Stakeholder Coordination

Fly Quiet Potential Runway Configurations

Resolution from the north runway the air traffic control approved but need clarification from the FAA on the intersection departures. Not at the end of the runway but a few feet ahead of that. Once the committee gets in-depth, we will have large heavy aircraft that will need the full length of the runway. He went on to discuss runway configurations on the north airfield in east and west flow; south airfield in east and west flow with intersection departures unless full length needed for operational necessity, configurations where jet blast analysis needed; and the full airfield where in some cases the configurations would be visual only.

Discussion

Mr. Dwyer wanted to know if intersection departures might be a conflict regarding configurations Q and P. He thought they were not qualified as intersection departures.

Mr. Anderson said that the CDA and FAA met would require intersection departures it is the issue have not gotten a reason for P and Q if they need one shy not grouped. North, South and Full Airfield. Both the north and the south if communities want alternative rotation schedule to put together for FQ21 alternatives between today and the next time the committee meets. He recommended that the members schedule calls to refine what the configurations look like.

Mr. Anderson then showed a slide of the Fly Quiet 21 B Alternatives and explained that the configurations were a:

- 12-week rotation schedule
- Hybrid split airfield
- Vector heading only
- Two departure headings per configurations
- Eight parallel weeks

- Four diagonal weeks

Configurations were in 70 dB Lmax single event departure noise contour.

Discussion

Mr. Seymour wanted to know how the configurations would be handled when a longer runway was needed, to which Mr. Anderson replied that they are looking at a future meeting with the FAA regarding 10C especially in diagonal weeks.

Mr. Summers said it was a good presentation get the diagonals moving forward not only 10L or 10C.

Mr. Anderson said that they are talking to the FAA to get feedback. The CDA will talk to airline partners.

Mr. Dwyer said there is an issue of full-length runway departures. The north runway was greatly diminished.

Mr. Anderson added that the airport has intersection runway departures all day long as a default. They will still use the full-length runways.

Mr. Summers asked why not land xxx on the north airfield.

Mayor Pulice said he knows the numbers are skewed because of parked aircraft, but what happens when flights are increased?

Mr. Anderson said that he presented the COVID-19 impact on the airport to the Technical Committee. It will be some time before operations increase. Each day operations are well below normal. He cannot say if next month flights will increase. It will be when travelers feel safe.

Ms. Schultz commented on the intersection departures on the north runway. She wanted to know what amount of runway was available if 11,000 to 10,500 feet was still a good number for most aircraft. Would you use the hold short on the diagonal weeks? There would be more runway for those planes that need it. She said SOC would endorse that. It would be significant relief for those not impacted. It would be maximizing.

Mr. Anderson said the main component for the next meeting with intersection departures distances each runway has. He said the next iteration would be a different heading—one departure heading to avoid overlap. This is just an alternative—vector only. We can do something different—the overall concept is based on committee feedback. Alternative A would be to do nothing and stay with the existing Fly Quiet program. It is a broken problem that does not meet the criteria. Alternative B meets the criteria. Intersecting runways maybe on the situation moving forward and we can develop new alternatives.

Alderman Dunn thought it was a good presentation and thought the configurations looked balanced. He wanted to know about departure headings—the diagonals did a little more did the CDA consider population impact or compatible land use.

Mr. Anderson felt the diagonal runways were close to the compatible land use criteria, especially over the Interstate highways. The vector headings keep the aircraft over Interstate 294. The parallel runway configurations are not over the compatible land use based on the headings. They could be refined and look at the population impacts—special noise impact can be tweak based on land use, but the parallel runway configurations are not good with land use. There is different dispersion week to week. The degree headings are a starting point; we can tweak when we look at impacts on our model.

Mr. Dwyer commented on compatible land use and population impact to always in the criteria. Outline compatible land use not the criteria. The noise impact is a given. The geography to avoid is the population impact, which may be a problem.

Mr. Anderson said the committee is still considering RNAV and vector for conservative impacts.

Mr. Dwyer wanted to know what the priority was for departures.

Mr. Anderson said the slides would be sent to all the members and he requested feedback on the runway configurations. He said they could revise the configurations and asked members to contact Ms. Camacho to schedule a conference to discuss the direction to take going forward.

Ms. Schultz brought up compatible land use and wanted to look at the current homes the CDA had sound insulated to be fair to those homes not insulated. She said there has to be a 45bD inside the house. They have to consider the investment to insulate those homes.

Mr. Anderson said he would present that to the committee to get their thoughts.

The next Fly Quiet meeting is scheduled for June 23, 2020. The location to be determined.

Audience Comments

Dr. Trani asked if the CDA modify departure contours to portray to the community. Reducing the threshold using a robust noise contour analysis.

Mr. Anderson said he was just using Lmax now and would need more feedback.

Dr. Trani asked about the fleet mix where the vehicles turn and wanted to talk offline.

Ms. Carbon said she is open to looking into the RNAV; she asked when will the headings be tried and will the population be in the dispersion. When using RNAV is the population going to be considered.

Mr. Anderson said RNAV is still in development, what is feasible only presenting as an alternative. He will need further noise modeling. As the FAA conducts an environmental review. The modeling will not be in reality if the full commission wants an alternative.

Ms. Carbon said a model in actual reality might not be the same.

Mr. Anderson said we cannot test in reality without an environmental review.

Mr. Icuss referred back to Mr. Anderson regarding Covid-19. He said the virus reduced nighttime operations and he is not asking to close down the airport but for CDA to negotiate with the airlines to voluntarily shift flight times—we have seen it lets people sleep at night. If they could shift flights a few hours before and after the Fly Quiet times it would help.

Mr. Anderson asked for feedback from the committee.

Ms. Evans moved, and Ald. Dunn seconded the motion to adjourn the meeting. The meeting adjourned at 10:32 a.m.