

**O’HARE NOISE COMPATIBILITY COMMISSION**  
**Fly Quiet Committee**  
**October 28, 2021**  
**Via Zoom Teleconferencing**  
**Draft Meeting Minutes**

The O’Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on Thursday, October 28, 2021, via Zoom teleconferencing.

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

**Committee Members Present**

Ms. Karyn Robles, Fly Quiet Committee Chair, Village of Schaumburg  
Mr. Evan Summers, Village of Bensenville  
Alderman Bob Dunn, City of Elmhurst  
Trustee Russell Klug, Village of Schiller Park  
Mr. Ernie Kosower, City of Park Ridge  
Mr. Jeff Mermuys, City of Wood Dale  
Alderman Malcolm Chester, City of Des Plaines  
Mr. Peter Bialek, Chicago Ward 39  
Mr. Dennis Ryan, Village of River Grove  
Mayor Arlene Jezierny, Village of Harwood Heights

**Absent**

Mr. Joe Annunzio, Designee, Village of Niles

**Invited Guests:**

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

**Staff and Consultants**

O’Hare Noise Compatibility Commission Interim Executive Director Ms. Maura El Metennani; Chicago Department of Aviation Staff, Mr. Aaron Frame; Landrum & Brown Consultants, Mr. Ryan Anderson, and Mr. Jeffrey Jackson.

**Approval of Minutes**

**MOTION: Mr. Ryan moved, and Mr. Summers seconded the motion to approve the minutes of the September 23, 2021, Fly Quiet Committee Meeting. The motion carried by roll call vote.**

## **Member Comments**

None.

### **ALTERNATIVE H**

Mr. Anderson, Landrum & Brown, began the meeting by stating that the committee remained in the review and revise position for Alternative H. He reviewed Alternative H which has a 16-week rotation with six runway configurations. He said that there are eight East/West runway utilizations and eight crosswind runway utilizations.

He said that at the last meeting, the committee approved changes to some of the original Alternative H configurations and was ready to move on to primary departure headings. He said that there were single vector headings for the east/west parallel runways and two vector headings for the crosswind runways. Today the committee would address any changes to the headings as presented in Alternative H. As a reminder, Alternative B and Alternative H departure headings were presented side by side for the committee to compare headings.

### **RUNWAY 4L—Primary Departure Headings**

*Alternative H Weeks 3-11, 049 degrees; Weeks 7-15, 029 degrees*

*Alternative B Weeks 3-9, 180 degrees at one mile out and a left turn (360 degree) until 3,000 MSL and follow Interstate 294*

Ms. Robles reviewed the procedure the committee would follow – discussing each set of headings one at a time. Each member would have a chance to comment once and then in a follow-up. She called on Des Plaines, who was having technical difficulties.

Park Ridge: Mr. Kosower encouraged the change to Alternative B with a “dogleg” turn to the interstate highway.

Ward 39: Mr. Bialek agreed and thought Alternative B was a good resolution.

Harwood Heights: Mayor Jezierny also agreed, as did Trustee Klug, and Mr. Ryan. Alderman Dunn, approved of the single heading and felt it was an improvement and that it took advantage of compatible land use.

Bensenville: Mr. Summers said he would support what the impacted communities wanted but felt that a turn may result in additional noise.

Wood Dale: Mr. Mermuys had no comment.

Schaumburg: Ms. Robles said that she supported the preference of the impacted communities. She asked what a single heading would mean from a rotational perspective, but that could be discussed at a later time.

Mr. Dwyer said that the departure heading would spread the impact with ninety operations which typically would be 60 arrivals and 30 departures. To avoid re-impacting arrival residents it makes sense to have them as widely dispersed as possible. He stated that a 40-degree turn does not require that the pilot make a sharp turn.

Ms. Schultz supported the Alternative B heading because it used the transportation corridor. It was a successful model nationwide in trying to take advantage of the transportation corridors. She supported the heading, consistent with members from the most impacted communities. Mr. Seymour had no comment.

All voting members were in agreement with the decision to move the Alternative B vector heading option forward.

Mr. Dwyer appreciated the side-by-side comparisons of the headings. In the case of Alternative H for 4L the committee must consider the long runway consecutive impacts. Both Ms. Schultz and Mr. Seymour had no second comment.

**MOTION: Mr. Kosower moved, and Mr. Ryan seconded the motion to change the original Alternative H departure heading for Runway 4L to the recommended Alternative B departure heading for Runway 4L (a “dogleg” version over interstate highway). Motion carried by roll call vote.**

**RUNWAY 9R—Single vector heading**

*Alternative H Weeks 6-14, 080 degrees*

*Alternative B Week 5, 080 degrees; Week 11, 065 degrees*

Ms. Robles posed the question to the committee members, “are we sticking with a single departure heading for Alternate H and if so, what should that be?”

Ward 39: Mr. Bialek said that the goal seemed to dilute the noise and this heading does not give relief to arrival corridor. He is an advocate for adding a departure heading. Trustee Klug agreed as well.

Mayor Jezierny said that 065 degree turn which was a change in Alternative B should be switched out from Alt. H.

Mr. Kosower said that two departure headings achieve the goal. He was concerned with both 080 degrees or 065 degrees, taking departure course over Runway 27C for arrivals. He asked if the committee was creating consecutive impacts.

Mr. Ryan supported Alternative B. Des Plaines was experiencing technical issues.

Alderman Dunn said that while he supported a single departure heading for simplicity, the two departure headings for Alternative B had already been accepted off 9R and 065 gets away from the arrival path. For that reason, he too supported alternative B departure headings.

Mr. Summers deferred to the impacted communities but requested clarification from Landrum & Brown regarding Mr. Kosower's concern.

Mr. Anderson explained that Mr. Kosower mentioned a single vector to the north and when adding two headings an impact that both B and H shared. It is the split airfield concept. Keep aircraft on the north on the north and aircraft on the south on the south. It becomes difficult unless the path is straight out. The ideal is to keep northbound to the north and south to the south as much as possible.

Ms. Robles said that she was open to that goal of dispersing noise and to keep path straight out to keep distinct for impacted communities.

Mr. Seymour cautioned calling it consecutive impacts – that would be two weeks in a row flying over the same communities. That wouldn't be happening if this runway was being used for arrivals, it would be the following week or the week after. It is truly not consecutive and be careful to avoid the arrival stream. With the closeness of parallel runways it will be virtually impossible to have a departure that someone who would get arrivals would not hear to some degree.

Mr. Dwyer said it was a major compromise in selecting with a north/south airfield split is that the departure runway is trapped inboard of your arrival runway. With this quadrant system, it necessitates crossing over the arrival stream. He believes this should be minimized to the extent possible and look at how long the ten-degree heading is. He pointed out this is just the flight track, not the noise profile. Where you are reimpacting the arrival stream for about 3 to 5 miles and over significantly populated areas. Another concern over runway headings and ten degree as to whether some of those would overlap into an adjacent quadrant. Communities 3 to 5 miles out could be impacted which may defeat the quadrant system with noise going over both north and south airfields.

Ms. Schultz was an advocate for two headings. For 9R she is advocating for the lowest population impact headings of 20 degrees and under; for this configuration they support 70 degrees and 80 degrees so traffic does not spill into the crosswind runway impacted areas, in this case Niles and Park Ridge. Each community needs to own the burden of the runway system because they all share in the benefits of the airport. You start to get into fairness, when you start to impact the diagonal communities with you get with the 65-degree heading. With the arrival stream and the overlap – for the departures there will be a considerable amount of dispersion. It won't have the impact the visual implies.

Mr. Bialek asked if the crossover occurred over compatible land use areas? If so, he agreed with Mr. Kosower to adopt the “dogleg” takeaway because it would impact Niles. Niles would get relief at 70 degrees but keep it at 65 degrees and not overly impact Niles.

Mr. Anderson reminded the committee that the arrows only depict direction and aircraft much closer to the airport with a majority turning prior to the populated area. It also depends on the type of aircraft, the weather, the performance etc. It would not take place only over desirable areas. Dispersion would be less ideally over the airport.

Trustee Klug said he went along with the consensus and Mayor Jezierny said she would go with 65 degrees and 80 degrees.

Mr. Kosower said he supported two departure headings for 9R. He said he thought of this approach for 27C. The diagonals still have issues, and he would concur with dual departure headings.

Mr. Ryan said he still supported Alternative B headings and Alderman Chester said that he too supported the dual heading. He had a question regarding 4L and wanted to know why a dual takeoff is necessary? He said he would have more people angry with him.

Mr. Anderson said with the second vector the dispersion would give people more relief. Alderman Chester said it would alternate back and forth. It would be ten people as opposed to five who are much angrier.

Alderman Dunn had no further comments. Mr. Summers said he stood with the impacted communities as did Schaumburg and Wood Dale. Mr. Seymour had no comment.

Mr. Dwyer said that a ten-degree difference would be hard for residents. He noted that Runway 9R is the long runway in crosswind weeks, that it is an over utilized corridor. The FAA produced that the majority of aircraft in the fleet mix could meet; 065 degrees for the widest dispersion and ten degrees can take a 25 degree turn. He did not see the benefit. He said that 28R had a 20-degree change.

Ms. Schultz supported two headings at 70 and 80 degrees.

**MOTION: Mr. Bialek moved, and Mayor Jezierny seconded the motion to change Alternative H single departure heading for runway 9R to the Alternative B dual headings for 9R to 065 degrees and 80 degrees. Motion carried by a roll call vote.**

**RUNWAY 10L—Single vector heading**

*Alternative H Weeks 4-12, 100-degree heading*

*Alternative B Week 2, 100-degree heading; Week 8, 115-degree heading*

Schiller Park: Trustee Klug said that two weeks with the 28 runway was a tough call. It affects less people but more new people possibly; he supports dual headings.

Mayor Jezierny said she did not know if the 115-degree heading gave Schiller Park more noise. She was leaning with the single heading but will listen to what others have to say.

Mr. Bialek had the same argument as previous headings discussions. Alternative B had a denser population area but at higher altitudes and more likely to have dispersion there; he is an advocate of the dual headings.

Mr. Ryan agreed with the dual headings rather than twice would affect different people on different nights.

Alderman Dunn said he likes the single heading concept but, in this case, going into the populated areas going with the north/south airfields he would support the two vector headings to disperse the noise more.

Mr. Kosower said he would defer the decision to the impacted communities adding that the dual departure makes sense.

Mr. Summers said he stands with his neighbors and would support the two vector headings of Alternative B.

Des Plaines supports dual headings; Wood Dale had no comment. Ms. Robles said she would defer to impacted communities.

Ms. Schultz said she supported the two headings of 100 degrees and 110 degrees. She said to go to 115 degrees had a significantly larger population impact on people who had not had noise previously. Studies show that new noise aggravates at a level that is hard for those communities.

Mr. Seymour had no comment.

Mr. Dwyer said that on the south airfield, it was important to look at the broader schedule and keep in mind some runways for configuration I where east/west occurs each week and 10 degrees on top of that would be over utilization amplified by Alternative H. 28C arrival noted in weeks 5 and 13 – scheduled another 4 x as long runway in crosswind weeks,

Trustee Klug said the people in week two would be more impacted by moving farther away from 100 degrees to 115 degrees.

Mayor Jezierny said based on the discussion she would support the dual vector headings.

Mr. Bialek said he supported the 100 and 115 degrees.

Members from Wood Dale, Des Plaines, Elmhurst, River Grove, Park Ridge, Bensenville, and Schaumburg had no further comments.

Mr. Dwyer suggested revisiting this heading looking at the consecutive impacts.

**MOTION: Trustee Klug moved, and Mr. Ryan seconded the motion to accept the departure headings of 100 and 115 degrees as recommended in Alternative B. Motion carried by a roll call vote.**

**RUNWAY 22L—Two vector headings**

*Alternative H Weeks 1-9, 232 degrees; Weeks 5-13, 212 degrees*

*Alternative B Weeks 6-12, 180 degrees. Runway heading of 360 degrees for one mile, turn south 180 degrees at 3,000 feet over the tri-state tollway.*

Alderman Dunn said that as with the heading for 4L, considering the option of two headings over more populated areas vs. a “dogleg” over the compatible land use (tollway), he preferred the single heading over the tollway.

Mr. Summers clarified that the aircraft would fly one mile off the runway or where the aircraft takes off to which Mr. Anderson concurred. He said once it takes off ideally where the tri-state is located. It can be refined to make the turns closer to the tri-state. Air traffic controls when the turn happens based on distance to get over the tri-state.

Mr. Summers asked where the turn occurred. Mr. Anderson said ideally it was where the tristate turns to the south. This is the procedure in the current fly quiet program. Air traffic controller decides when the turn happens. Mr. Summers said he liked the compatible land use aspect; expressed concern about turning over the residential area would be a bad thing and the “dogleg” made sense.

Mr. Ryan said that he too would go with Mr. Summers’ decision as did Trustee Klug.

Mayor Jeziorny, Ms. Robles and Mr. Bialek preferred the “dogleg” approach over compatible land. Mr. Kosower and Alderman Chester both concurred.

Mr. Dwyer said that a single heading that minimizes departure overlap with arrivals makes sense and should be applied universally. They have concern with the number of iterations in H. Less population doesn’t mean less consideration when it comes to environmental justice.

Ms. Schultz too supported the “dogleg,” the current manual recommends turn of 180 degrees. And she encouraged the CDA to get with air traffic control to determine how best to accomplish what we are trying to achieve.

Mr. Seymour concurred and said work needs to be done with air traffic to determine how you would hit that corridor. It needs to be a point beyond the end of the runway before it turns. Under current conditions it does not work to hit that corridor.

Alderman Dunn prefers the simpler approach with a vector procedure, affecting less populated areas, intended to fly with the tollway. This is similar to the current Fly Quiet program.

Mr. Ryan said that this was the procedure going on for a while now. It is flying over the industrial areas and over the tollway. He wanted to know if it had been working, to which Mr. Anderson responded that the deviations heavily used dispersions to the east. It was sooner than the CDA would like. They would have to work with air traffic to achieve that goal.

Trustee Klug proposed the “dogleg” and working more with air traffic control.

Mayor Jezierny supported the single vector heading and Wood Dale, Schaumburg, Ward 39, Park Ridge, and Des Plaines had no comment.

Mr. Dwyer said that weeks 1,5,9, and 13, that is assuming the wind cooperates and those are the only weeks in crosswind configurations. We know that is not the case from IFQ. The airfield could be in the west flow in months on end. There are four additional weeks where the “dogleg” is possible. The alternate long runway is Runway 28C which exposes the southwest quadrant to departure impacts and southeast quadrant to arrival impacts.

**MOTION: Alderman Dunn moved, and Alderman Chester seconded the motion to stand with Alternative B configuration departure for 22L which would fly out one mile and make a 180 degree turn south over the tri-state tollway. Motion carried by a roll call vote.**

#### **RUNWAY 28R - Single vector heading**

*Alternative H Weeks 8-16, 260 degrees*

*Alternative B Week 4, 260 degrees; Week 10, 245 degrees*

Mr. Summers said that the southern vector goes over the more populated area in Bensenville. There are compatible land uses off of option A, the straight approach, and he preferred that but deferred to his neighbors to the west.

Mr. Mermuys said that the farther south the better for Wood Dale.

Alderman Dunn said that the one departure heading was simpler, but the two departures tend to go over more compatible land uses and help to spread out departure operations. He supported the two heading option.

Mr. Ryan supported the dual runway system for environmental justice. It does a better job of spreading the noise.



Trustee Klug concurred with the two angled departure heading for dispersing the noise.

Mayor Jezierny said she would support the dual headings as long as heading 245 does not enter into more densely populated areas. If it is over a golf course, she will go with that.

Mr. Bialek said he would support the dual headings and the compatible land use.

Mr. Kosower deferred to communities to the south and southwest but prefers dual departure.

Alderman Chester supported the dual headings, while Ms. Robles deferred to impacted communities.

Mr. Dwyer this is another instance where the big picture is important.. Weeks 8-16 scheduled on 28R; keep in mind there are an additional 4 weeks where 28C is the long runway in the crosswind weeks. In Alternative B the committee selected a 10 degree heading. You have a probable 10 week on the 260 heading and 2 weeks on the 245. Crosswind weeks would have less operations, this is where you get into inequalities.

Ms. Schultz said at SOC meeting will be meeting soon, and Dr. Trani had done a microanalysis. The concept that 245 is better for Wood Dale than 250, an additional 1,000 people in Bensenville would be impacted. SOC advocates for two headings of 250 and 260 degrees to minimize impacts for those most effected.

Mr. Summers agreed with SOC and supported 250 and 260 degree headings. Mr. Mermuys concurred.

Alderman Dunn had no comment, while both River Grove and Schiller Park supported Alternative B. Mayor Jezierny and Mr. Bialek all supported 250 and 260 degrees.

Mr. Kosower, Alderman Chester and Ms. Robles supported the decision of the impacted communities.

Mr. Dwyer expressed concern that predictability and equity in the final plan may be exclusive of population impact. This is a new criteria the committee is making decisions on and he does not feel the committee has all the information to make these decisions. The FAA decides what the population impacts are.

Ms. Schultz stayed with 250 and 260 degrees dual headings off of 28R.

**MOTION: Mr. Summers moved, and Mayor Jezierny second the motion to accept Runway 28R headings with two vector headings of 250 and 260 degrees. Motion carried by roll call vote.**

## **RUNWAY 27L-Single vector heading**

*Alternative H Weeks 2-10, 280 degrees*

*Alternative B Week 7, 295 degrees; Week 1, 280 degrees*

Mr. Summers said that he loved Runway 27L and wished it were used exclusively – it flies over industrial, compatible land use, no residents impacted. Mr. Mermuys concurred.

Ms. Robles said that her preference was a single departure heading at 275 degrees which goes over compatible land use in Schaumburg – industrial, 390. She said that a 295-degree departure heading was a problem over residential areas; Alderman Chester agreed.

Alderman Dunn said that the committee was looking for consistency and simplicity. For the other runways, the first heading was 10 degrees off and second 15 degrees off. He said that we changed the last runway by 5 degrees. We do have consensus on two departures, if one has the least impact and more compatible land use, single departure heading is simpler.

Mr. Kosower would still be in favor of dual departure with tweaking.

Mr. Ryan said both 280- and 295-degree departures were going over residential neighborhoods. He would prefer that dual departures; the goal is fairness.

Trustee Klug said that he would support Schaumburg with a single runway departure.

Mr. Bialek said that he liked the two-heading layout for east versus west so he would defer to impacted communities and concurred with Schaumburg.

Mayor Jezierny asked about the altitude of the planes when they get to Schaumburg and asked about tweaking the heading if that would help.

Ms. Schultz said that SOC was recommending two headings. She liked the 275-degree single heading because it was over compatible land. SOC would support the single heading since it has support of SOC members.

Mr. Seymour said it was hard to tell from the map what kind of population is straight off the runway. This is the only area that has a true compatible noise corridor.

Mr. Dwyer was concerned that the committee was making decisions based on the appearance of the arrows which represent the flight track was not the true noise impact. We are truly talking about two weeks. This is a long runway and will have the heavy aircraft, he objects to this as Itasca and Roselle would be burdened. The arrivals are dominant on 9R and 9C runways.

Mr. Summers said his comments stood.

Mr. Mermuys asked was the vote for 275 degrees and to eliminate 280 and 295 degrees from the discussion? He asked to see a visual representation of the 275 heading. He was not familiar with the noise impact in that area.

Ms. Robles said it would be great to hit Busse Woods, but there was residential beyond that. The Interstate 390 corridor was developed with land uses supportive of the tollway, she maintains her position of the single heading of 275.

Alderman Dunn said that it was arbitrary to make changes each runway, if we were going to do that, we should go back and revisit all.

Mr. Kosower said that the goal was split. Turn north/turn south we have 28R to the south and 290 degrees to take to the northwest. He understood Mr. Ryan's concern.

Mr. Ryan said he concurred with Mr. Kosower to make the adjustment on dual departure headings. He stood with Alternative B.

Trustee Klug said that after listening to the discussion he would be inclined to vote the dual headings instead and Mr. Bialek said to stay with consistency he too would go with the dual headings put forth in Alternative B.

Mayor Jezierny said she would go with the dual headings.

Mr. Summers asked if the committee could do better and should they have the consultants take another look at this runway heading.

Ms. Schultz said that the committee should defer to the most impacted community for a different aspect. We are not doing a 275-degree heading. What is the best runway heading once changed 10 degrees? Do we ramp up for double the population? We view dispersion not increasing contour and significant impact on homes.

Mr. Dwyer said the population impact for arrivals and departures, the fleet mix. The FAA only can do initial what is equitable FAA what is the population impacts are. Arrivals in compatible land use corridors do you want to overlap consider the residual impacts.

**MOTION: Mr. Summers moved, and Mayor Jezierny seconded the motion to defer the decision to accept a 275-degree runway departure heading for 27L to the next meeting to allow Landrum & Brown to explore other options. Motion carried by a roll call vote. Park Ridge and River Grove voted nay.**

#### **VICE CHAIR ELECTION**

Alderman Dunn was elected the Fly Quiet Vice Chair by a virtual ballot vote. Ms. El Metennani conducted the vote via Zoom teleconferencing. Alderman Dunn and Trustee Klug were the two candidates. Alderman Dunn received the most votes. Trustee Klug congratulated Alderman

Dunn and Alderman Dunn thanked the committee for its support and said that he appreciated Ms. Robles leadership.

Ms. Robles announced the next Fly Quiet Committee Meeting would be held on Thursday, November 18 at 9:30 a.m. via Zoom.

**Audience Comments**

None.

**MOTION: Mr. Ryan moved, and Mr. Summers seconded the motion the motion to adjourn.  
Motion carried by roll call vote.**

Meeting adjourned at 11:30 a.m.