

## **Approved ONCC Fly Quiet Committee Meeting Minutes August 27, 2019**

The ONCC Fly Quiet Committee met on August 27, 2019 at the Chicago Department of Aviation Administration Building.

Committee Chair Joseph Annunzio called the meeting to order at 9:30 a.m. ONCC staff recorded the minutes. All rose to recite the Pledge of Allegiance.

The following committee members/representatives were **PRESENT**:

Mr. Evan Summers, Designee, Village of Bensenville  
Ms. Catherine Dunlap, Technical Committee Chair, Member, Chicago Ward 41  
Mr. Joseph Annunzio, Fly Quiet Chair, Designee, Village of Niles  
Mr. Dennis Ryan, Technical Committee Vice Chair, Designee, Village of River Grove  
Ms. Karyn Robles, Fly Quiet Vice Chair, Designee, Village of Schaumburg  
Mr. Art Woods, Alternate, City of Wood Dale  
Alderman Malcom Chester, Designee, City of Des Plaines  
Mayor Arlene Jezierny, Member, Village of Harwood Heights  
Alderman Bob Dunn, Alternate, City of Elmhurst  
Trustee Russel Klug, Alternate, Village of Schiller Park  
Mr. John Arena, Member, Chicago Ward 45

The following invited guests also were present:

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

### **Absent Members**

None

### **Meeting Minutes Approval—July 2, 2019**

Alderman Chester moved to approve the July 2, 2019 meeting minutes; Mr. Summers seconded the motion. Mr. Summers said he sent Ms. Camacho his edits, the minutes were approved by a unanimous voice vote.

### **ONCC Member Comments**

None

### **Opening Remarks**

Chair Annunzio announced that beginning November 3, the first phase of the Interim Fly Quiet Rotation Plan would be in place from November 2019 to May 2020. He congratulated the committee for all their hard work. He explained that the committee thought that the next step would be to develop a permanent rotation plan for the Fly Quiet 21 program to be in place when OMP was completed in 2021.

However, because of a robust national Security Maintenance System (SMS) now underway at O'Hare, the committee had to delay the rotation process. But not to waste time, the committee would divert from rotation to concepts for nighttime preferential flight tracks.

He advised the committee to be mindful that they would be looking at just concepts, and the perspective today is from 30,000 feet above the ground. This is the big picture and it would still be too early to discuss "what ifs" or get lost in the weeds.

### **IFQ Overview**

Mr. Frame reviewed the IFQ process timeline from the January-February Public Comment Period, Draft-Re-Evaluation Published Document, to Public Workshops. The final Re-Evaluation was published on July 15, 2019 and could be found on the FAA website, 83 public libraries in digital and written formats. Appendix H was expanded and Appendix I was new (response to comments). The IFQ begins on Sunday, November 3. Tracking and outreach materials would be presented to the full committee at the September ONCC general meeting.

Mr. Dwyer commented on environmental justice and asked if his organization could still submit questions to the FAA.

Mr. Frame responded that there would be weekly progress reports to clarify concerns or submit questions.

### **North Airfield SMS Status**

Mr. Anderson reported additional information was resubmitted to the FAA last week. This process had never been done before but because of movement on the North Airfield the CDA is moving through the process.

Mr. Summers commented on FAA Regional Administrator MacPherson's comment at last month's meeting that the process is not an easy.

Mr. Anderson replied that it would be up to the FAA to review and make the final determination.

Ms. Schultz asked if the CDA presented options with LAHSO.

Mr. Anderson replied yes, both runways and included LAHSO and non-LAHSO/ stop and hold and taxiways.

Mr. Seymour wanted to know if any timeline was included.

Mr. Anderson said they could not give the FAA a timeline.

Mr. Summers asked if the committee could request a timeline.

Mr. Dwyer wanted to know if all these details were just for SMS.

Mr. Jackson stated that the SMS was just for arrivals on the North airfield.

Ms. Kiernan said that as soon as the CDA had something to report she would ask for the FAA to attend the meeting.

Mr. Seymour commented that if you don't push for a timeline you know that the FAA will move forward.

### **Fly Quiet 21 Process Review**

Mr. Anderson reviewed the options for next steps for the committee and stated that the group was still at the "Develop and Approve Alternatives" stage, but was going to move on to departure procedures. The CDA had been developing options which was not the final plan. To get to the final plan the committee would have to weigh the options, develop a plan, reach consensus, bring plan to the full ONCC for its approval, the CDA would submit to the FAA for a final environmental analysis. He said that the FAA was with them every step of the way and a dialog is happening before the committee sees the options.

Referring to the chart, Mr. Anderson explained the components of the Fly Quiet Plan:

- Preferential Runways...Configurations...Rotation Schedule
- Departure Procedures...type...path...altitude
- Program Coordination...Ground movements...Stakeholder coordination...Community outreach

Mr. Anderson presented an example of the FQ21 Evaluation Matrix which led to a discussion regarding the alternatives to weigh the pros and the cons. One alternative would be to do nothing and leave the existing FQ program. It was not developed for today; it was a hybrid.

Mr. Dwyer wanted to know if they were using the full length of the runway to which Mr. Anderson replied that airport is using intersecting runways.

Mr. Summers said no program today and Mr. frame said departure headings are the strongest part of the Fly Quiet Program.

### **Departure Concepts**

Mr. Jackson went through a series of departure alternative concepts. He presented the existing departure procedures and then offered concepts for the following:

- 9R Evenly Spaced...least populated (vector headings)
- 10L Evenly Spaced...least populated (vector headings)
- 27L Evenly Spaced...least populated (vector headings)
- 28R Evenly Spaced...least populated (vector headings)
- 4L RNAV Departure Least Populated
- 22L RNAV Departure Least Populated

He explained that the charts were just illustrations and that they conceived them from member comments made in the past. He said there could be other combinations. They looked at aircraft and believed that 97 percent of the fleet could make the 25 degree turn. They would use one heading for the entire week and rotate a runway.

Alderman Woods asked if it made sense to eliminate 115 degree for safety concerns and wanted to know if the heading crossed the southern runway.

Mr. Jackson replied that there are conflicts and didn't take into consideration the entire picture. What they were asking the FAA if there were any deal breakers. If we didn't know before but now, we have an issue.

Mr. Dwyer asked the determination of the 25-degree turn break the performance of the aircraft. Is there an opportunity to turn smaller aircraft?

Mr. Jackson answered that less than 5 percent could not handle the turn and they would go back to the analysis to propose one heading per week.

Mr. Anderson said there were no FAA comments and they had the concepts.

Ms. Dunlap wanted to know what it is like for the population on the ground.

Mr. Jackson replied that the tracks are 7 miles long and 1 mile wide. Which is based on the Fly Quiet tracks today and 95 percent were within the FQ corridor.

Mr. Jackson replied that it would be the vector headings just like today.

Mr. Anderson added that the planes would be at 3,000 ft. before they turned.

Mr. Seymour said you can build into when you make the turn.

Mr. Annunzio said that we have to agree on what we can or cannot do.

Mr. Jackson said they looked at population density turn to the left and right to come up with a percent, but it could be tweaked. He continued to say the alternatives would be broken down by weeks.

Alderman Dunn asked on 28R departures what the limit of how far north an aircraft could go to which

Mr. Jackson replied that the degree of the turn would be 25 degrees where the arrival runway is; we may have a problem, for example, turning to the right might be a problem.

Mr. Summers wanted to know if the center runways currently didn't have departures.

Mr. Jackson replied that it is natural to move to the center runway when other runways are down.

Mr. Frame explained that the feedback they received from the FAA regarding Test 1 they made that change to depart from interior runways not to cross traffic.

Mr. Jackson added it was more about ground movement.

Ms. Dunlap commented on the use of center north runway with regard to the ROD .

Mr. Jackson said after 9C would be built they would need to close 9L/27R and because of that 9C would probably have traffic on it.

Ms. Dunlap asked for more information from the 2005 ROD and the 2015 Re-Evaluation.

Ms. Robles asked for information regarding all runways so the committee could go through departure concepts...how we want the runways used outside the standard plan. Take the proactive approach on how we want the runways used.

Mr. Frame said there are two sides for the center and Mr. Jackson said there are six runways.

Ms. Robles said this would be useful for community impact.

Ms. Dunlap said to show us what was planned; it was valuable information for making plans.

Mr. Seymour said that the ROD was a "guesstimate" you could pick and choose.

Mr. Dwyer said understand you can press those rectangles the population closer to the airport will have more impact...the width matters.

Ms. Schultz said JDA's numbers were different based on the actual time. She said 26 percent are heavier...100 operations...25 cannot make the turn...further vectors are good...the numbers cannot perform and will be loud.

Mr. Jackson said he could get JDA those numbers.

Mr. Seymour wanted to know what percentage can fly PBN.

Mr. Jackson asked what should be done if an aircraft cannot fly PBN. The vast majority can fly PBN.

Mr. Dwyer asked if RNAV was good for environmental justice.

Mr. Jackson replied that he just did not know that answer.

Mr. Dwyer said that the CDA would know if the FAA wanted more departures and how would we take that into account regarding environmental justice for sensitive corridors.

Mr. Annunzio said that was not a question for the present meeting.

Ms. Robles said RNAV is appealing on paper, but the reality is people living under that line face a greater impact from frequency...communities surrounding the airport...how that impacts your community. She gave Colorado as an example and said it was better having a half a mile dispersion.

Ms. Dunlap said the "rail" is a problem and the design should go through industrial areas.

Mr. Jackson said that at build out changes would be made. At OMP the CDA would use the airport and incorporate changes. Mr. Anderson said there would be refinements but not a whole new Metroplex.

Mr. Jackson said the OMP was not a forever plan and the committee could get back to them to tell them what it wanted to see.

Mr. Annunzio said to formulate questions for the next meeting.

The next Fly Quiet Meeting will be October 1, 2019 at 9:30 a.m. at the Village of Bensenville.

Mr. Ryan moved to adjourn the meeting; Alderman Chester seconded the motion. The motion passed by unanimous voice vote.

Meeting adjourned at 10:50 a.m.