O'HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
October 1, 2019
Bensenville Village Hall
12 S. Center Street, Bensenville, IL
Approved Meeting Minutes

The O'Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on October 1, 2019 at the Bensenville Village Hall.

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

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Designee, Village of Bensenville
Mr. Ernie Kosower, Alternate, City of Park Ridge
Technical Committee Vice-Chair Dennis Ryan, Alternate, Village of River Grove
Ms. Karen Robles, Designee, 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
Mr. John Arena, Member, Chicago 45th Ward
Alderman Malcom Chester, Alternate, City of Des Plaines

The following members were absent:
Village of Harwood Heights
Village of Niles

The following invited guests were also present:
Mr. Dan Dwyer, FAiR
Mr. Ron Seymour, Avion
Cynthia Schultz, JDA
Aaron Frame, CDA
Jeffrey Jackson, Landrum & Brown
Ryan Anderson, Landrum & Brown

Meeting Minutes Approval – August 27, 2019
Mr. Ryan moved to approve the August 27, 2019 meeting minutes. Trustee Klug seconded the motion. The minutes were approved by a unanimous voice vote.

ONCC Member Comments
None

North Airfield SMS Status

Mr. Frame announced that the CDA submitted a SMS proposal to the FAA this summer; the FAA met last week to review the daytime and nighttime operations proposed for the future on Runway 9C/27C.

Committee Feedback on FQ21

Ms. Robles announced that the committee received feedback from SOC, Elmhurst, FAiR, Schaumburg and Ward 41. The provided feedback was available for members in their packets.

Mr. Dwyer said that FAiR provided feedback in March, but it was delayed due to the SMS and asked that their further concepts could be forwarded to the FAA.

Ms. Schultz commented on the SOC provided memo. She said one map was for departures decisions where headings were crossing arrivals on departure runways. The goal was to avoid intersecting runways. Using the north and south airfields would achieve that goal. She said Dr. Trani listed the best headings and the diagonals which are shorter would impact fewer people…a 55Laq. contour. They would offer their services on each of the runways to determine what Laq. departures are.

Mr. Summers thanked Elmhurst for submitting their options.

Departure Procedure Discussion

CDA consultants presented 62 slides for review and discussion. They told the committee that they could bring the provided maps for departure heading procedures to individual member communities. After today's comments the consultants said they would join the CDA and would meet individual members at the airport or would go to the community. They would be willing to meet one-on-one and told the members to start giving them (CDA and Consultants) concepts.

Mr. Arena said that those maps closest to the airport are concentrating noise to those closest to the airport and the least population may be misleading. There could be multiple times over a certain community maybe six instead of three…it's too much over one community.

Mr. Jackson said it was a controller question…departures on runways are closely watched spaced are impacting multiple times.

Mr. Arena asked if there was a ranking under population to see if that is the one heading the least populated.

Mr. Jackson answered that if you choose least populated you are going to make changes, and this affects the other runways.

Mr. Dwyer brought up environmental justice.

Ms. Schultz also had concerns to which Mr. Jackson said they were all good points.

Mr. Summers said of environmental justice that he was afraid of the least populated because there would be winners and losers in marginal populations.

Mr. Jackson answered that he would not know the answers until an analysis could be run. They would still be guessing until analysis could be run. He said there are maps on census data the committee could use. The maps may be helpful to point out low-income areas and ethnicity differences.

Mr. Frame said if you couple that with frequency, we would not know the magnitude. He said he wanted to use that once they were through with the noise model; rotation may bump up. If not low income and not minority, we could use the census data to really look at frequency of flights above the threshold and have to look at that.

Mr. Summers asked do we cross those if we use evenly spaced.

Mr. Frame responded that we know the census data of neighborhoods and that path coupled with frequency…flight by flight good for noise, but tip toward for example environmental justice.

Mr. Dwyer said he agreed with Mr. Summers. Evenly spaced is based on specific aircraft characteristics, least populated is not based on aircraft characteristics. He questioned if the committee should continue with the least populated.

Mayor Pulice commented on those under Runways 9R and 10L with the least populated that population getting impacted twice…those groups gets crushed.

Mr. Frame asked what frequency you are describing.

Mayor Pulice said the same impact two weeks in a row.

Mr. Jackson clarified by saying that alternates don't include the same runways.

Mr. Pulice said with the original Fly Quiet his town hears them all night.

Mr. Arena said the consecutive nights how do we space them out…be critical and still be careful not to hit populations

Mr. Seymour said Mr. Summer's comment on any environmental category not the intent…least populated may hit marginal groups.

Mr. Summers said to go with least populated…the largest populated center is Chicago on the east side.

Alderman Dunn said that this is a complicated operation with too many combinations. The criteria is inherent to minimize the complexity …make it simple there are 200 different rotation patterns.

Mr. Jackson said assuming one heading all week other than a secondary heading try to keep this simple one heading per night per week.

Mr. Frame said there are three choices for three separate weeks (2) one week than the other week not on a nightly basis we have primary and secondary for wind. We advocate one heading per week.

Mayor Pulice suggested one week at 90 degrees and one week at 65 degrees.

Mr. Jackson said a stakeholder cannot present on a complex plan. It is implemental.

Mr. Ryan suggested discussing with the FAA to implement a simple plan.

Mr. Dwyer said that simple would not be straightforward considering weather conditions…secondary runways get complex with consecutive impacts…look at the magnitude of secondary impacts.

Mr. Arena said operational standout if we designate three departure headings, one heading for air traffic controllers you need to deviate with that range "constituency".

Mr. Arena asked using one heading per week…another few weeks later not complex and you narrow down the choices.

Mr. Frame said the next version they may shade the arrow a different color the third the least populated.

Mr. Arena said the least impact of the three options provide feedback on alternative added nuance would help for alternatives

Mr. Jackson said to contact Ms. Camacho and come to the meeting with alternatives because they cannot do anything without your alternatives.

Mr. Kosower said to look at the long-range differential altitudes; look at this. What type of vector those aircraft close to airport more noise impact…Rosemont will get hit?

Mr. Frame said with evenly spaced one mile was no difference…2.5 miles to four miles before some dispersion…it is different where you live.

Mr. Kosower if evenly spaced two vectors pick and choose dramatic seven miles out least populated doesn't matter on the north airfield. If you center in the map the same impact every night as we go through this with vectors instead of RNAV we can consider PBN at night.

Mr. Frame said PBN for one runway different for air traffic control

Me. Mr. Kosower said you leave more noise over the airfield at a departure procedure close in communities that we haven't seen in the past.

Mr. Jackson said whatever helps you make the decision

Mr. Dwyer said take 90 degrees and 65 degrees constraining aircraft and look at how they depart, now look for wider dispersal potential to start the turn. It offers the potential to alleviate communities close to the airport, you will get departure noise.

Mr. Ryan asked that the two departures and two arrivals at the same time aren't lines for safety.

Mr. Anderson said don't consider that arrival runways these are just with the concepts.

Alderman Dunn said the least populated to with that approach limited by aircraft with the least populated what are the constraints of the aircraft?

Mr. Anderson said vector headings not the exact path and altitude they are not precise based on aircraft. It varies with the type of aircraft…the least populated not constructed by aircraft based on the ability of aircraft just vector not precise.

Mr. Seymour said the effort placed on thee arrows is just a concept…planes are given a heading everyone climbs until the end of the runway in the general area where you want the aircraft to fly. Narrow down to evenly spaced, least populated north airfield and south airfield.

Ms. Robles said different characteristics based versus different communities.

Mr. Anderson said there may have a mix.

Ms. Robles said the committee would like to look at these maps and communities then meet with the consultants and what worked for your communities and quadrants prior to November 19, 2019 to put these pieces of the puzzle together.

Meeting Calendar

Ms. Robles asked members to look at the meeting calendar to make sure it worked for them.

Mr. Summers asked it wise to cancel meetings when we want results by 2021.

Motion: Mr. Ryan moved to adjourn the meeting; Mr. Summers seconded the motion. Motion passed by unanimous voice vote.

Meeting adjourned at 10:48 a.m.