

O’HARE NOISE COMPATIBILITY COMMISSION
Fly Quiet Committee
November 19, 2019
Chicago Department of Aviation Administration Building
10510 W. Zemke Road, Chicago, IL
Approved Meeting Minutes

The O’Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on November 19, 2019 at the Chicago Department of Aviation Administration Building.

Call to Order

Committee Chair Joe Annunzio called the meeting to order at 9:30 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. Steve Skurski, Alternate, Village of Bensenville
Alderman Bob Dunn, 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 October 1, 2019

A motion was made by Mr. Ryan to approve the October 1, 2019 meeting minutes. The motion was seconded by Mr. Robles.

Member Comments

Mr. Icuss – City of Chicago, Ward 41 Designee

Regarding open position for membership on committee (Chicago Ward Representative - 39, 41 and 45 wards) – Mr. Icuss requested that he be seated as the temporary representative of the City of Chicago wards. In conversation with Ald. Napolitano, it is his understanding that other Alderman support Ald. Napolitano’s choice of Mr. Icuss to hold the City of Chicago ward seat on the Fly Quiet Committee. Mr. Icuss stated that the City of Chicago currently has no representation on committee. Mr. Icuss stated that

the City of Chicago is more effected by airport noise than any other community. Although the formal appointment has not be submitted, Mr. Icuss wished to be seated at the table as an interim member.

Chairman Annunzio replied that he will take this under advisement. He stated that nothing in bylaws allows interim formally non-requested members on the committee. Chairman Annunzio said that no vote is being taken today, so it is not critical that someone be seated at the table today. He thanked Mr. Icuss for the request.

Mr. Icuss went on to state that all Chicago member Wards should each have a seat on the Fly Quiet Committee. He stated that he believed that the City of Chicago is the single largest impacted area impacted by noise, it should be proportionally represented on committee.

Interim Fly Quiet Report

Mr. Anderson of Landrum and Brown presented the Interim Fly Quiet Summary Report for Week 1 – the Week of November 3, 2019. Mr. Anderson stated that the summaries would be posted to the CDA web site weekly.

For Week 1, the Week of Nov. 3, 2019, the primary runways were 10L (Arrivals), 9R (Departures); Secondary: 27L (Arrivals); 28C (Departures).

There was 65% compliance, with a total of 95 operations in Fly Quiet mode.

CDA runway safety inspections (required for safety); FAA flight checks on the nights of 11/3 and 11/5; Inclement weather on the night of 11/6; and CDA construction on Runway 10C/28C on the night of 11/8 all impacted nighttime runway usage.

The average Fly Quiet Mode start time was 10:38 PM, end time 5:22 AM for an average time in Fly Quiet Mode of 6:43, representing 75% of nighttime flights. The primary configuration was used 6% of the time, secondary configuration used 59% of the time. The airfield was in west flow 92% of the time during Fly Quiet Mode that week.

Mr. Anderson stated that reports will be available by the end of the following week for the previous week.

Mayor Pulice asked about ending on 11/7 at 3am. CDA replied that it was a weather event. He asked if weather events could be noted in the report. Mr. Frame asked how much weather information the committee would like to see – should wind and precipitation be included? The general consensus was that the committee would prefer to see more details on weather.

Vice-Chair Robles stated that the more information we can provide the Committee the better so the public can understand factors outside of airport and air traffic control in using designated runways. It will help to establish realistic expectations in terms of all the factors involved.

Mr. Frame stated that Fly Quiet Mode will never get to 100% compliance - real situations at nighttime frustrate the plan.

Mr. Kosower stated that all meteorological considerations should be factored in to decisions. He said it would be good for people to understand why they are or are not hearing noise

Mr. Dwyer suggested color coding day entries – weather – construction - runway checks – that impact runway usage, and categorize whether designated runways are utilized.

Alderman Dunn asked about wind versus precipitation – what are implications? Snow versus rain? Mr. Frame replied that snow removal could also impact runway usage, taking runways out of service. There may not be snow in air – but closed could be for snow removal. Intensity and duration of precipitation, whether it occurs during daytime versus nighttime - all impact conditions.

Mayor Jezerny looking at November 8, that activity was restricted due to construction. It would be helpful to add the runway on which that occurred.

Mr. Frame stated that the CDA would incorporate committee feedback and comments and publish a revised report by the end of this week.

North Airfield SMS status

Chairman Annunzio reported on the response received from the FAA on the Committees inquiry as to the status of the SMS review. The FAA responded that there was no update at this time.

Committee Feedback on Departure Concepts

Ms. Camacho reported that she, CDA and Landrum and Brown met with 10 member communities as well as SOC (JDA) and the FAIR group to discuss departure concepts.

She reported that the general consensus was that two departure headings were less complicated and more beneficial than three. Another common suggestion was to separate operations between the north and south airfields on a weekly rotation. North and south communities agreed that RNAV procedures were a preferred departure concept for the 4/22 diagonals. East/West Communities suggested two departure headings off of the parallels with maximum dispersion possible to alleviate noise and the overlap that occurs over the communities closest to the airport.

Suggestions included:

Bensenville –separate north and south airfields on a weekly rotating basis

2 headings evenly spaced and primary use of diagonals

Schaumburg – 2 runway headings – 1 runway heading and 1 offset, and separate arrivals on the south airfield and departures on the north airfield

Glenview – (not a member of the Committee) – suggested RNAV using forest preserve and tollway spaces for departures on 4L – 2 departure headings utilizing the maximum dispersion to alleviate noise over communities closest to the airport.

FAIR recommends 2 departure headings utilizing maximum dispersion

Elmhurst – 2 departure headings, utilize maximum dispersion, 22L Departures to utilize highway corridor.

On behalf of SOC, JDA presented separate headings, separate operations on the north and south airfield on a weekly rotation, departures on inboards and arrivals on the outboards. Diagonals paired with 10L/28R, 10L/28R limit 20 degree turns, and RNAV for 22L Departures.

Park Ridge – 2 runway headings. 1 runway heading and 1 20 degree offset. 9R departures could utilize the Kennedy Expressway, RNAV departures to utilize the Tri-State Tollway, departures on the inboards, with a departure heading over the north communities.

Harwood Heights – separate operations on North and South Airfield on Weekly Rotation, west side departures evenly spaced, keep 9R departures over the north airfield, 10L departures avoid runway headings.

Des Plaines – use RNAV for 4L departures, utilize forest preserve.

Chairman Annunzio stated that he participated in the Park Ridge meeting on behalf of the Village of Niles.

Chairman Annunzio reminded the members that they were not voting today. Committee members were asked to give feedback prior to the next meeting so a vote can be taken at the next meeting. He encouraged them to ask questions, contact Ms. Camacho with questions.

Departure Concepts based on member feedback

Mr. Anderson presented revised departure concepts based on the member feedback. He relayed that the meetings were very constructive and helped to move process along.

Mr. Anderson stated that the committee would be reviewing more refined concepts. He reviewed the Fly Quiet Committee process chart. The committee is at the Develop and Approve Alternatives stage. He stated that we are still learning what can and can't be done. He next reviewed the FQ21 criteria and components. He reminded the Committee that one of the criteria was to establish a rotation consisting of one departure for the primary configuration for the secondary configuration, and multiple departure procedures should be evaluated for all runways. The components of the FQ21 plan include preferential runways (which we had to put a pause on until we hear back from the FAA regarding SMS review), departure procedures and program coordination.

Altitude is another variable with respect to departure procedures. CDA will continue to discuss with FAA to determine what might be able to be done with altitudes. Right now we are focused on the type and path of the departure headings.

At the last meeting, CDA presented departure concepts as directional paths that the majority of aircraft would take. They took a different approach – showing concepts combined with noise contours so committee can have a better understanding of how these elements work together.

The noise contours presented are based on the Lmax measure which measures the level of sound at its loudest (expressed in decibels). L max is the peak noise level that occurs when as aircraft flies over.

The contour shows when a single aircraft flies a specific departure, the area of impact that people may hear 70 decibels or higher.

There are a number of metrics that could be used, but they felt that Lmax is the most straightforward, less complicated than other metrics.

Used the Aviation Environmental Design Tool (AEDT) to create the noise contours. AEDT is a software system used to measure noise, fuel burn and emissions modeling it is the required tool of any FAA action, and the only tool the FAA recognizes.

The presentation is a DRAFT for discussion only.

Assumptions

- Single event, one departure noise contour, no arrival associated
- The weather built in to the model was an annual average weather day, based on 30-year data. All of the weather factors impact how an aircraft performs so it is important that weather is included in the model
- Stage length – distance that aircraft might be going. How aircraft performs, not only with weather but how heavy it is, how far it's going. Used stage length of 1 for the model representing regional domestic destinations.
- Utilized OMP full buildout runways and lengths, showing full-length runway departures not intersecting departures.
- Aircraft flies heading procedure (does not show deviations)
- Aircraft type – used most frequent in 2018 - Boeing 737-800 (narrow bodies most frequent for vast majority of operations in Fly Quiet Mode)

Attempted to categorize the concepts and developed a naming convention to help name them.

Four categories

- A Parallels only, no diagonals. Split airfield concept.
- B Parallels only, no diagonals. Full airfield concept.
- C Parallels & Diagonals. Split airfield concept.
- D Parallels & Diagonals. Full airfield concept.

Naming convention represented category, number of headings or rotation weeks, and a distinguishing number for each curation of that concept.

The Committee reviewed and discussed in length eight new concepts based on feedback received from Committee members.

Mr. Anderson stated that once we know which runways we will be able to use in the nighttime hours, we can start adding those runways into the concepts and overlay them with arrivals.

Vice-Chair Robles clarified that laying out all of departure heading options, they might look good, but when we start to overlay arrivals, then certain the departure headings may not work.

Mr. Jackson stated that no one expecting to have the perfect recipe the first time, the Committee may need to keep tweaking and working out the concepts.

One concept showed headings to the greatest extent feasible in each direction – each runway has a maximum turn of 25 degrees either north or south. None of the concepts take into consideration the arrival runways – will have to consider once we determine what arrival runways can be used.

Alderman Dunn asked if the 25 degree maximum turn was driven by the 737-800.

Mr. Anderson responded that it was based on conversations with air traffic and what spread they are most comfortable with. Not every aircraft can make that turn, but the majority can.

Ms. Schultz stated that normally when FAA designs a departure procedure they base it off of the performance of the heaviest aircraft that operates at that airfield. You want the majority of the aircraft to be able to use that procedure. She stated that the heavy aircraft that make the most noise are going to increase their noise trying to make that turn (up to 29% operations at night were heavy aircraft). She strongly advised not exceeding 20 degree turn. The large aircraft will be hitting people under multiple contours trying to make turn. Mr. Jackson stated they could re-examine this concept.

Mr. Seymour asked model had the planes climbing to 3,000 feet and then turning? Mr. Anderson replied no, that the planes started climbing as soon as they are off the ground and able to do so. The model uses the runway threshold.

Mr. Dwyer said that the contours are helpful to illustrate the impacts. He has concerns about 25 degree turns. He said it would be helpful if it could be illustrated how the turns will have a wider dispersion than runway headings, show more of geographical distribution.

Vice-Chair Robles stated that she appreciated the fact that 3 headings extends potential rotation – but it seems to overcomplicate the situation – especially as we add in arrivals and will cause greater impact to the communities closer in. She favors sticking to two headings, keeping in mind the potential for complication from FAA perspective more significant with three.

Mr. Dwyer stated that a third heading option could be a tool if a certain runway is constrained, in order to provide quadrant equity.

Chairman Annunzio asked by show of hands if any committee members were in favor of three headings. Only Mr. Dwyer responded affirmatively, stating that he was in favor of conditional three headings.

Vice-Chair Robles clarified that Mr. Dwyer was suggesting 2 heading rotation for designated runways. For long runway requests, the long runway would also have a designated departure heading so we could control potential impacts using runway outside of rotation. Mr. Dwyer noted this would be especially helpful for runway 28R, predominance of west flow, compatible land use).

Mr. Anderson encouraged members to have additional one-on-one meetings with committee members prior to the next meeting.

Mr. Frame thanked the members who have met, he stated it was an open invitation to all committee members to have meetings, that it is very important to get feedback.

Ms. Schultz explained that SOC introduced a concept with respect to the use of diagonals in rotation. Since they can be used less of the time, they suggest naming an additional long runway that would rotate between.

Mr. Dwyer stated that he had concerns with anything less than 12 weeks, and whether the rotation would be repeating at more frequent interval.

The next ONCC Fly Quiet Meeting will be held on December 16, 2019 at Café la Cave at 9:30am.

Comments from the Public

Mr. Icuss – City of Chicago, 41st Ward Representative - Mr. Icuss inquired if there was anything Department of Aviation can do offer incentives to shift overnight flights to shoulder hours. Mr. Frame replied that the noise abatement program is designed around customer demand.

Mr. Icuss asked if a study had been done to see if the planes produce a wider area of dispersion if they are going straight or banking? Mr. Anderson responded that in the model they did look at the noise contour from a runway heading versus 25 degree turn from center line, the square mile contour difference was less than 1%.

Do planes gain altitude quicker if they are straight or if they are banking. Mr. Anderson responded that there are so many other variables. Mr. Jackson said it was too difficult to answer the question. In general any change would be marginal.

Mr. Ryan moved, seconded by Vice-Chair Robles to adjourn the meeting.

The meeting adjourned at 10:59 a.m.