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MIKE QUIGLEY
CONGRESS OF THE UNITED STATES
5TH DISTRICT, ILLINOIS

COMMITTEE ON THE JUDICIARY
SUBCOMMITTEE ON CRIMES AND COMPETITION POLICY
SUBCOMMITTEE ON CRIME, TERRORISM AND HOMELAND SECURITY

COMMITTEE ON OVERSIGHT
AND GOVERNMENT REFORM
SUBCOMMITTEE ON GOVERNMENT MANAGEMENT,
ORGANIZATION, AND PROCUREMENT
SUBCOMMITTEE ON NATIONAL SECURITY AND FOREIGN AFFAIRS

August 3, 2010

Ms. Mary Walsh
Acting Assistant Administrator for Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue, S.W.
Room 1022
Washington, DC 20591-0004

Dear Ms. Walsh:

Congresswoman Jan Schakowsky and I have received the enclosed information from my constituents,

They are concerned about the noise at O'Hare International Airport and how the Fly Quiet Program is implemented. They have provided our offices with observations and recommendations to reduce the noise impact at O'Hare. We would appreciate your looking into this matter and advising Mary Ann Levar in my Chicago office of your thoughts and recommendations regarding proposals as soon as possible. Mrs. Levar and be reached at 773-267-5926 or via email at maryann.levar@mail.house.gov.

I would also like to arrange a meeting with Barry Cooper, Great Lakes Regional Administrator, regarding this same information.

Thank you for your cooperation and assistance.

Sincerely,

Mike Quigley
Member of Congress

Jan Schakowsky
Member of Congress

MQ\mj
Enclosure

CC: Dept. of Aviation Commissioner Rosemarie Andolino
Great Lakes Regional Administrator Barry Cooper

Levar, Mary Ann

From:
Sent: Saturday, June 19, 2010 2:31 PM
To: Levar, Mary Ann; Limjoco, Marie Ann; Brendan McLaughlin
Cc: MARIA GUTIERREZ
Subject: Observations about Fly Quiet, CDA and Runway 27L/9R Usage
Attachments: Night9-16vs5-5.xls; Land Use.jpg; FlyQuiet2010Q1.pdf; Petition5-25-10.doc

Hi all, my committee is providing the attached info to support our recommendations to reduce noise impact at O'Hare.

We sampled arrival activity at night on two nights 5-4/5-5 and 6-15/6-16 between 10pm and 7am, the so-called Fly Quiet period. Data came from the sight www.flightaware.com for ORD.

The first date was a quiet night that was preceded by a quiet evening; the second date was a quiet night preceded by a stormy evening. The difference is that a lot of flights arriving before 10pm were delayed until after 10pm, but the middle of the night period was hardly affected. It does show how problematic it is including the shoulder hours in any noise-reduction scheme.

As you can see, the shoulder hours of 10pm to 11pm and 6am to 7am account for more than half of the activity during the period.

Observation 1. It is futile to define the 10pm to 7am period as "Fly-Quiet" given that the shoulder hours have so much activity, and that "triple-parallel" operations, when the wind is from the west and most arrival traffic is locked onto runways 28, 27L, and 27R, begin at 6am when the north tower is staffed (and sometimes before that).

Recommendation 1: Change Fly-Quiet to 11pm to 6am, and try to make it effectively mandatory. We would like 8 hours of uninterrupted relative quiet, but that is unrealistic given traffic volumes during the shoulder hours. How to make mandatory: don't make available all the runways - instead have only 2 or 3 available, wind permitting and those runways would fly over forest preserves and industrial/commercial areas.

Recommendation 2: Looking at the land use map that accompanies the Fly Quiet Manual, one can see that several runways line up directly with the forest preserve/commercial/industrial areas we are focusing on for flyovers. These runways should form the basis for the Fly Quiet runways. Right now, the Fly Quiet Manual practically uses all of the runways anyway. One would expect you would use fewer runways, and the least-noise impact ones at that. Frankly, Fly Quiet is fundamentally flawed by being too broad and by not taking advantage of existing low noise impacts entry points. Think the fly-over paths for 9R, 4R, 9C (future), 9L (arrivals) and both sides of 32L/14R and 32R/14L.

Clearly 9 Right which flies over the Elgin-O'Hare Xway corridor qualifies as does both 14R and 14L that fly over the Busse Woods/Woodfield area. And 4L is a good, as is both 32L and 32R by flying over industrial areas. The FAA has even talked about "curved" arrival paths, and this suggests more use of the I-294 corridor as an entry point. Right now, planes landing on 27 L often deviate from the centerline of the runway, and generally cover anywhere from 5600 N to 6000 N. We've been told that eventually they try to line up with the Kennedy where it makes its final E/W jog - roughly Bryn Mawr/Nagle (5600N/6400W). So we often have planes drifting to the south after going over us in Sauganash.

We think an RNP arrival path could be devised to have the traffic fly from the lakefront to the Kennedy jog just mentioned by flying in roughly from the lakefront along Berwyn Avenue (5400 N) and then following the

Kennedy when it intersects it about 6000 W. This path flies over more non-residential areas such as the Northeastern Illinois U. campus and the Bohemian Cemetery than the current roughly Thorndale (5800 N) path. This path would still allow enough separation from the runway 28 path in a triple parallel scheme. Once runway 27 Center comes online, that path could still be used, with some northward adjustment near the airport, as the plane has to lock onto the centerline. This probably means the plane would have to jog over once it is near Taft High.

The problem is not that the routes do not exist, but that pilots are sloppy and disregard recommended flight paths for takeoffs. Arrival paths tend to be fairly tight as aircraft lock on the runway centerline at least 5NM out. The complaints you hear from the NW suburbs are due mainly to takeoffs. In that case, mandatory use of RNAV flight paths would solve that issue. RVAV flight paths allow 95% usage with 1 tenth mile deviation from centerline, and 99.9% usage with 2 tenth mile deviation. You plug the path into the autopilot, and GPS keeps you on centerline. O'Hare's competitors are adopting RNAV in a big-way, and most airlines are on the GPS bandwagon. There are obvious great paths for RNAV. Enough said.

Observation 2: Regarding CDA (Continuous Descent Arrival) or as the FAA now calls it, OPD (Optimized Profile Descent), the attached chart shows activity in the non-shoulder hours of 11pm to 6am to have considerable spacing between arrival times. In addition, the spacing shown is largely controlled by the controllers at Elgin TRACON. If need be, the spacing can be expanded. Why does a Fedex freighter have to arrive when it does—the data shows it can vary. Same way for planes that are just positioning themselves for takeoff several hours or more away—it's not like there is a connecting flight waiting for the baggage.

Recommendation 3: CDA should be made mandatory on a trial basis from 12 midnight to 4am, and then expanded once the trial shows if it is feasible, which we think is obvious. By combining CDA with the use of least-noise runways like 9R, we forecast big noise impact reductions.

Observation 3: It is tough to read the statistics the the Aviation Department puts out. It seems there can be confusion. A plane that arrives from the west side of O'Hare arrives on 9 Right, not on the east segment 27 Left. A plane that first engages the runway from the east or the 27 Left side takes off from the 9 Right west segment. We suspect the consultants are calling 27 Left takeoffs 9 Right takeoffs because they start on the 9 Right side. If so, that's backwards. Please see attached Fly Quiet report for Q1 2010. In addition, anything that uses 10 can use 9R. When 9R is lengthened to 11 thousand feet vs. 10's 13 thousand feet, this is even more apparent.

Recommendation 4: Arrival and departure activity should be ascribed to the end of the runway segment where the departure lifts off, and where the arrival touches down. For example, if a plane arrives on the west side of O'Hare and touches down on the 9 Right side, that would be called a 9 Right arrival. If it arrives on the east side, it is a 27 Left arrival. Similarly, if a plane takes off from the west side of O'Hare, it is a 9 Right departure, even though the aircraft started its roll from the 27 Left segment. Likewise, a takeoff from the east side would be ascribed to 27 Left. We need the consultants who prepare the noise reports to confirm this - if not, a lot of the data is misleading in terms of who is affected by the noise.

Observation 4: Using radar data from the flightaware site mentioned earlier, it is obvious the FAA does not use the same triple-parallel approach when the wind is from the east. Runways 4L, 10, and 14R are used. Runway 9R is hardly used.

For takeoffs with an east wind, 22R, 27L, and 28 are used a lot, with minor use of 27R.

Again, this describes where the plane touches down or where it lifts off - it is the area that the plane has just flown over, or is going to fly over. We hope this is how the consultants report usage.

Referring back to the land use map and just common sense, there is no difference operationally between runway 10 and runway 9 Right. They are parallel runways separated by approximately 1 1/4 miles. The big difference is that for the last 7 miles until touchdown, runway 10 flies over populated areas in Itasca, Woodale, and Bensenville; whereas runway 9 right flies over the Centex Industrial Village (Elk Grove Vil) and the Bensenville Industrial Park - no residents, period. Why not fly where there are no residents- and especially at night during sleeping hours?

Recommendation 5: When the wind is from the east, 9 Right should be one of the main arrival runways, and runway 10 through its east segment 28, should be used for takeoffs, but with a lot of regard to noise impact. When 9C is built, it could be used like 9 Right - it will only be 1,600 feet north of 9 Right anyway.

Takeoffs to the east lifting off on the 28 segment could use an RNAV path that follows the Kennedy Xway to where it crosses the Edens Xway, and then turn due east. At least, the departing plane would be relatively high at that point before it goes over pure residential areas. Planes equipped with GPS could do this easily.

Observation 5: The land use map shows a non-residential area under the west segment of runway 27 Right called 9 Left. There looks to be at least 4 miles of non-residential buffer before touchdown from the west. At that distance, takeoffs are much louder than landings, and we think it is wise not to use 9 Left for takeoffs over Elk Grove Village. But at 4 miles out, the planes would be roughly 1,200 feet up - landings should not be that loud.

In the future, the completion of 27C/9C will provide an alternative to 9R that could accept landings from the west.

Right now, a lot of traffic lands on the 14 Right or Left segments that could go onto 9 Left. Where will this traffic go when 32L/14R and 32R/14L are closed?

Recommendation 6: Runway 9 Left should be incorporated into the heavy-volume triple parallel approach during the daytime when the wind is from the east, using a combo of 4R, 10C, 9R, 9C, and 9L

Recommendation 7: Runways 32L/14R and 32R/14L should be kept open and heavily used during the recommended, abbreviated Fly Quiet Program period - 11pm to 6am.

One more point: We are just tired of air traffic control fighting proven technological advances. For example, CDA involves a lot less chatter with ATC as there is no need for the back and forth talk involved with the inefficient, step-down approach, or with GPS added, the rigid ILS paths that have been used for over 50 years. ILS and location markers are the equivalent of navigating with bonfires. Why is the local ATC so concerned about technology displacing their jobs? It may be there will be some job loss, but that's progress. In the meantime, we resent being held hostage as ATC fights the FAA.

Summary of recommendations: Avoid using the flyover path for 27 Left at night for landings or takeoffs; use CDA during the period 11pm to 6am; restrict Fly Quiet runways to just the few that fly over parks/industrial/commercial areas; continue to use 32L/14R and 32R/14L at late night/early morning hours; and create and make mandatory RNAV night takeoff paths, especially for east side takeoffs over the City.

Maryann/Ann: these thoughts are the basis for a planned meeting with Barry Cooper and I think we have included them in our petition too which we would give to Mr. Cooper. What do you think?

AAF298	B744	Anchorage Ind (PANC)	Tue 10:20PM
EGF4208	E145	Cleveland-Hopkins Ind (KCLE)	Tue 10:20PM
TCF5972	E170	Millwaukee/MT Field Ind (MHSF)	Tue 10:18PM
TCF7616	E170	Dallas/Fort Worth Ind (KDFW)	Tue 10:18PM
CH06088	E135	N Kentucky Ind (KCVG)	Tue 10:18PM
BTAS989	E45X	Outagamie County Rgnl (KATW)	Tue 10:18PM
CH04096	E135	N Kentucky Ind (KCVG)	Tue 10:18PM
TCF7816	E170	Dallas/Fort Worth Ind (KDFW)	Tue 10:18PM
BTAS989	E45X	Outagamie County Rgnl (KATW)	Tue 10:18PM
BTAS784	E45X	Dane Co Rgnl (KMHM)	Tue 10:18PM
EGF4099	E135	Peoria City Rgnl (KUPA)	Tue 10:18PM
BTAS768	E145	Tulsa Ind (KTUL)	Tue 10:18PM
EGF4288	E145	Detroit Metro Wayne Co (KDTW)	Tue 10:18PM
GMUJ764	E744	Nashville Ind (KJNA)	Tue 10:13PM
AAL1263	B782	Miami Ind (KMIA)	Tue 10:11PM
ABDC397	B782	Memphis/St Paul Ind (KMEM)	Tue 10:09PM
SNW5979	CRJ2	Glenn R. Ford Ind (KGFN)	Tue 10:08PM
UAL160	A319	San Francisco Ind (KSFO)	Tue 10:08PM
GMUJ764	B744	Hartsville-Jackson Ind (KATL)	Tue 10:07PM
AAL1221	M032	Ottawa Ind (KOTC)	Tue 10:07PM
ACA913	E180	Toronto Pearson Int (CYYZ)	Tue 10:03PM
GLB7414	CRJ7	Newark Liberty Ind (KEWR)	Tue 10:02PM
SKW6189	CRJ2	Northwest Arkansas Rgnl (KOMA)	Tue 10:02PM
EGF3744	CRJ7	Newark Liberty Ind (KEWR)	Tue 10:00PM
ASH7321	CRJ7	Memphis Ind (KMEM)	Tue 10:00PM
AAL1081	B738	Boston Logan Ind (KBOS)	Tue 10:00PM
EGF3816	E145	Buffalo Niagara Ind (KBUF)	Tue 10:00PM
CH06041	E135	Wll Rogues World (KOKC)	Tue 10:00PM
EGF3826	E145	Tulsa Ind (KTUL)	Tue 10:00PM