

ONCC Technical Committee Meeting Approved Minutes – May 14, 2019

The O'Hare Noise Compatibility Commission Technical Committee met on Tuesday, May 14, 2019, at Mount Prospect Village Hall, 50 S. Emerson, Mount Prospect, IL

ONCC Technical Committee Chair Catherine Dunlap called the meeting to order at 9:00 a.m. ONCC staff recorded the minutes.

The following committee members were PRESENT:

Mr. Evan Summers, Designee, Village of Bensenville
Mr. Peter Bialek, Member, Chicago, 39th Ward
Committee Chair Catherine Dunlap, Member, Chicago, 41st Ward
Committeeman John Arena, Member, Chicago Ward 45
Mr. Jon Kunkel, Designee, Village of Hanover Park
Mr. Brian Gaseor, Designee, Village of Norridge
Mr. Elias Koutas, Alternate, Village of Palatine
Mr. Ernie Kowser, Alternate, City of Park Ridge
Committee Vice Chair Dennis Ryan, Designee, River Grove
Ms. Lori Ciezak, Alternate, City of Rolling Meadows
Ms. Karyn Robles, Designee, Village of Schaumburg
Alderman Art Woods, Designee, City of Wood Dale
Mr. Brian Gilligan, Alternate, School District 59

The following committee members were ABSENT:

Arlington Heights, Chicago 40th Ward, Des Plaines, Harwood Heights, Itasca and Mount Prospect

The following ONCC and Chicago Department of Aviation (CDA) staff members were present:

Aaron Frame and Vildana Celik – CDA; Jeanette Camacho – ONCC; Ryan Anderson – Landrum & Brown; and Maura El Metennani and Fran Guziel – ONCC Consultant.

Approval of Minutes – April 16, 2019

Mr. Ryan moved and Mr. Koutas seconded a motion to approve the April 16, 2019 ONCC Technical Committee meeting minutes. The motion was approved by a unanimous voice vote.

Interim Fly Quiet Update

Ms. Camacho reported that the FAA was unable to attend. They continue to compile responses to questions raised from the Public Comment and Workshops on the Interim Fly Quiet Plan.

Airfield Update

Mr. Frame reported that the South airfield is essentially completed as a result of the O'Hare Modernization Program. However, there is a great deal of activity on the North airfield. He provided the committee with changes that took effect April 25, 2019. These include:

- Taxiway Hotel - renamed to Taxiway Golf (resulting in changes of other connecting taxiways)

- Taxiway Tango is being demolished due to construction of 9C/27C which is due to open in 2020 (this was the former taxiway for runway 15/33)
- Portions of Taxiway Charlie were demolished/closed (former taxiway to 14L/32R) – sections have been renamed as Golf 2.
- Runway 9C - 4 construction bid packages. Started from the east - Bid Package 1 is substantially complete. They are now working on Bid Packages 2 and 3. 1 and 2 are the western portion; package 3 is happening soon, that will be the middle portion. By next July all of the pavement will be complete. It will then take a few months to test electrical systems.

Committee Chair Dunlap asked what these changes mean operationally.

Mr. Frame replied that Runway 4L/22R is currently closed for the season. It is scheduled to re-open November 1 which is when Interim Fly Quiet would start. 4L/22R had to be closed due to 9C/27C construction, and it was determined that it was best to conduct the pavement reconstruction at this time due to the condition of the runway and the maintenance schedule. 9R/27L is open for now. There is another project for status lights, which may have effects.

Mr. Summers asked if they were adding detention.

Mr. Frame responded that the north detention basin was recently upgraded. It contained cells – those cells have been joined. The drainage engineers had to check it when the North Cargo ramp was built. He did not believe drainage would be an issue in the near term. He said the City of Chicago would be issuing a Construction Awareness Flyer in June.

Portable/Permanent Noise Monitors

Ms. Celik reported that there were currently deployments in Bloomingdale and St. Charles. Monitors have been retrieved from Park Ridge and Niles. A municipal noise monitor request had been received from Niles, they are working out the details. A report on a long-term monitor in Ward 39 was included in the meeting packet.

311 Noise Complaint System Update

Ms. Celik reported that the City of Chicago is still working on a number of items, including the confirmation email that is sent. A new noise complaint report was developed for the March 2019 ANMS report that was recently presented at the Annual Meeting on May 3.

Noise Complaint Address Verification

Mr. Anderson gave a presentation on the Noise Complaint System address verification process. With the new system and new report, the City of Chicago is only reporting verifiable addresses. The presentation clarified how addresses are being verified, what source they are using, and he summarized the March 2019 complaints to illustrate examples of the non-verifiable addresses.

The noise complaint reporting process includes a multi-step verification process: collecting information, downloading it, preparing, verifying and reporting. Everything past collection is performed by the CDA. The 311 system only collects the data. The address entry field is free form, and the data not always compatible. The primary source used to verify addresses is GIS, using ESRI – drawing from USGS, Census, State, County, and Municipal sources. The second layer of verification are Google maps and tax assessor websites. If the address goes through all of these stages and cannot be confirmed, it is determined that the number is either incorrect or cannot be verified.

Alderman Woods asked what happens when an address is deemed unverifiable?

Mr. Anderson replied that those complaints are not counted because they cannot be verified as a legitimate address. If there is a frequent address this is happening with, they will bring it to municipality's attention to determine if it is an actual address.

Mr. Anderson provided an overview of the March 2019 data. There were 12,904 total complaints: 10,790 from O'Hare and 563 from Midway. Of these, 222 were identified to be from heliports or were out of state. There was a total of 1,329 complaints submitted with either unknown or non-verifiable addresses (approximately 10 percent). Of these, 14 percent were a made-up address, 235 or 18 percent were commentary, and 887 (66 percent) were anonymous.

The address field does require entry to avoid anonymous complaints, but people got around that by putting punctuation marks or other fillers. There were no legitimate non-verifiable addresses that could be investigated.

Committee Chair Dunlap stated that it was important to get the message to residents that they use the system correctly.

Mr. Gilligan asked if there was a comment field to allow for feedback, that maybe that was why people were entering commentary in other fields.

Ms. Celik replied that there is a comment box available in the form.

Mr. Kosower asked if there had been any change in how the complaints were being filed – phone, web, or app.

Mr. Anderson replied that the majority were received through the website, a lesser amount through phone and app, but usage of the app continues to grow.

Terminal Area Forecast

Mr. Anderson reported on the O'Hare International Airport Terminal Area forecast. The FAA updates this forecast annually for the entire National Airspace System. O'Hare had 903,747 total operations for 2018.

Committee Chair Dunlap said that Mr. Summers requested information on nighttime flights – scheduled vs. actual. Ms. Dunlap asked Mr. Anderson to project what nighttime flights may occur in the future.

Ms. Robles asked what the numbers are based on.

Mr. Anderson said that the numbers consider current projects/constraints. The problem with the forecast today, the Terminal Area Project has not been approved yet, so that has not been considered in this forecast.

Ms. Robles said that in the airline agreement there was a passenger count that would trigger the last phase of improvements for the Western Access. She asked what that number was.

Mr. Frame said they would determine that information and report back to the Committee.

Alderman Woods asked what factors/data are taken into consideration in developing the forecast.

Mr. Anderson stated the FAA looks at origin and destination information as well as economic activity in the region and how that drives demand. Additionally, they consider factors like economic forecasts and constraints at the airport. He said the FAA has a website and documentation that explains the forecasting process, and that it was a very complex process. He offered to bring an expert in if the Committee was interested.

Committee Chair Dunlap said that she and Mr. Anderson had conversations about going more in depth for the Committee at a future date into the economics of the industry.

Annual Airport Operations

Mr. Anderson reviewed a graph highlighting Annual Airport Operations from 2000-2018. He explained some of the changes in the industry and economic factors that impacted operations. The peak was in 2004, with almost 1,000,000 operations. Operations declined in 2009 as a result of the economic downturn. However, changes in the industry also led to the decline. The major hub carriers were using smaller aircraft with less capacity, but more operations. That has since changed – carriers are now up gauging – replacing smaller aircraft with larger narrow body aircraft that can carry more passengers. They may change again in the future.

Mr. Arena requested similar data showing passenger count. He said it would be interesting to see how many people are moving through the airport as that is also an indicator of economic strength.

Mr. Frame said that it was important to acknowledge that there was a significant increase in operations from 2017 to 2018 – a difference of 36,000 flights. The FAA is forecasting another 30,000 increase for 2019. The OMP EIS projected 1.1 million flights by time of OMP buildout. The FAA has revised that forecast – all the way out to 2040 where operations are not reaching 1.1 million. This highlights the reason why forecast changes every year – they are trying to keep pace with the economy, and the industry at large.

Alderman Woods asked what anomaly is leading to the drop in 2021 – the numbers drop until 2023 – not until 2031. He asked if operations reach the 2019 number.

Mr. Frame said they forecast an economic cycle of a slowdown about every 10 years or so, followed by a recovery.

Mr. Frame said that there were previous charts that had been prepared showing the growth and subsequent decline of regional jets – 62 percent vs 51 percent and another showing the phase out of MD80s /increase of 737s.

1st Quarter 2019 Fly Quiet Report

Mr. Anderson reviewed the Q1 2019 Fly Quiet Report. The average start time of Fly Quiet was 11:59pm, average stop time 5:55am, with an average of 92 operations, average time of 6:46 minutes. The airport has been in west flow more than usual this spring. 28R was most used departure runway. 27L most used arrival runway. 82 percent of flights are passenger aircraft.

Alderman Woods asked if a runway rotation was in effect in 2018.

Mr. Frame replied no, the last test ran from July – October 2017.

Mr. Arena asked about the flight tracks, specifically dispersion on 22L, why was it shifting to the east?

Mr. Anderson explained that the degree of turn is greatest on that runway – aircraft size, weather and many factors impact ability to turn. This flight track is supposed to go down I-294. The pilots are given that heading and are turning to get there. Perhaps this could be a conversation for FQ21 – would 4R/22L be a candidate for PBN for this specific runway or keep as header?

New WebTrak Weather Feature

Committee Chair Dunlap introduced a new weather feature in WebTrack which indicates weather conditions. Weather plays a major factor in airport operations. ONCC will feature this on the website along with a link to a previous weather presentation from the FAA. The weather feature includes a rainfall layer, showing precipitation amounts. With this feature we can see how air traffic handles weather impacts.

Next Technical Committee meeting will be held on August 20, 2019.

Comments from the Audience

Mr. Dwyer spoke on 311. Building on Mr Arena's suggestion, there is a fundamental problem with the system. It operates as though verification happens on the front end. The person entering a complaint receives a response, confirmation, email. If they entered an unverifiable address, they don't realize that complaint is not counted. He asked if there was an opportunity in the future to notify people that unverifiable addresses will not be counted.

He expressed concern with underestimating operations, as it would result in less homes receiving sound insulation.

Adjournment

Mr. Evans moved to adjourn the meeting, Alderman Woods seconded the motion. The motion passed by unanimous voice vote. The meeting was adjourned at 10:25 am.