

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee
April 14, 2020
Zoom Teleconferencing
Approved Meeting Minutes

Call to Order:

Chairman Evan Summers called the meeting to order at 9 a.m.

The following committee members were present:

Committee Chair Evan Summers, Designee, Bensenville

Mr. Peter Bialek, Designee, Chicago Ward 39

Mr. Frank Icuss, Designee, Chicago Ward 41

Mr. Brian Gaseor, Designee, Norridge

Mr. Ernie Kosower, Alternate, Park Ridge

Mr. Dennis Ryan, Alternate, River Grove

Ms. Karyn Robles, Designee, Schaumburg

Mr. Art Woods, Alternate, Wood Dale

Mr. Brian Gilligan, Alternate, School District 59

Mr. Malcom Chester, Designee, Des Plaines

Mayor Arlene Juracek, Member, Mount Prospect

Ms. Lori Ciezak, Designee, Rolling Meadows

Mr. Giuseppe Zerillo, Designee, Harwood Heights

Mr. Kevin Spitz, Alternate, Arlington Heights

Mr. Michael Latoria, Alternate, Itasca

Absent: Palatine and Chicago Ward 45

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

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

Approval of minutes

Mr. Gaseor moved, seconded by Mr. Ryan to approve the minutes of November 12, 2019. Motion carried.

Noise Monitors

CDA representative presented the readings for the long-term portable monitor located in Chicago Ward 39. The 2019 average was 59.8 and the 2020 average for January and February was 59.2. There was one request for a portable monitor from a Chicago resident in March, but it has been postponed due to the Covid19 pandemic. There are two municipal monitors, one in Niles and one in Glenview and the duration has been extended beyond the May deadline.

A320 "Whistle" Outreach

United Airlines representative Mr. Glen Morris updated the committee on the installation of the vortex generators on Airbus 320 aircraft.

Mr. Ryan Anderson of Landrum & Brown presented a refresher course describing what the vortex generator was, what the fix was for the aircraft and what ONCC could do moving forward to encourage other fleets at O'Hare to utilize the same procedure United was undertaking.

He explained that A320 aircraft make a whistling sound during arrivals on descent due to four small holes on the framework of the aircraft. This was especially true on aircraft manufactured before 2014. The fix is simple, the vortex generator is attached in the front of the four holes resulting in a 4 Dbd reduction of noise. The installation is somewhat involved and requires the fuel tank drained.

ONCC reached out to United on September 14th for an update. The Port of Seattle also reached out to aircraft looking to install the vortex generator and a timeline to when the fix would be remedied. There is no impact on the efficiency of the aircraft.

Mr. Morris explained that United has been installing the vortex generators on some 150 aircraft which was not an easy fix because the aircraft are taken out of service due to the draining of the fuel tank. Once the device is installed the aircraft are certified as stage four. In the last 2.5 years, close to 60 aircraft have been retrofitted. With the fleet down due to Covid19, he expects that the retrofitting may be ahead of schedule.

Annual Operations at O'Hare

CDA representative presented a graph chart of the operations of a 24-hour period at O'Hare in 2019 to look at the percentage of passenger flights versus cargo flights. The average was 93 to 96 percent for passenger flights and 2 to 3 percent for cargo. In 2018 there was an uptick of 2.7 percent for cargo. In a 2019 monthly chart, 95 to 96 percent were passenger flights while 2 to 3 percent were dedicated cargo flights.

4th Quarter 2019 Fly Quiet Report

CDA representative reported that the Highlights of Fly Quiet Mode were:

- Average Start Time: 10:59 p.m.
- Average Stop Time: 5:42 p.m.
- Average Nightly Time in FQM: 6:43 hours
- Average Nightly Operations in FQM: 95
- Most Used Departure Runway: 28R—53 percent
- Most Used Arrival Runway: 28C—34 percent

Carrier Category:

- United and American Airlines 50 percent
- Other Domestic 16
- Other International 12
- Dedicated Cargo 21
- General Aviation 01
- Total 100 percent

There were 17,428 nighttime noise complaints of which 97 percent were reported via the website.

Mr. Anderson explained that the reason the south airfield was used predominantly for nighttime arrivals and departures was construction and maintenance on north airfield runways. He also explained that residents filing complaints had to provide a verifiable address to be recorded in the total complaint numbers.

IFQ Runway Utilization

Chairman Summers wanted to review and take a closer look at the diagonal runways during the IFQ. He felt the use was less than stellar utilization and wanted to know if it was just weather related. He wanted to present the findings from today's meeting to the Fly Quiet Committee when they met on Tuesday April 21, 2020.

Mr. Anderson presented a report that compares the current IFQ diagonal runway utilization to tests 2 and 3.

Mr. Anderson reported that if weather was eliminated, the utilization was basically the same now and during the tests. When comparing parallel runway utilization weeks, overall, there is predominantly efficiency with west flow. When looking at weather related issues, the diagonal configurations had a problem with wind. When they looked at usage of short runways (7,500 ft.) during the daytime hours regarding the fleet mix for arrivals they found that the widebody aircraft used the short runway on arrivals, including some international flights. On one occasion a 777 aircraft going to Asia, used the short runway for a departure. Was the aircraft empty? It was not verified?

Mr. Anderson said that it was not uncommon for air traffic to segway from Fly Quiet Mode into a two parallel runway utilization at the start of the early morning when demand increases. If a pilot requests a longer runway, air traffic complies. The CDA is the owner/operator of the airport and decides which runways are available.

Mr. Anderson concluded his report by saying that weather somewhat affects diagonal usage, widebody aircraft can use the short diagonal runways without an issue, and there needs to be increased outreach to the pilots and air traffic. Diagonal runway usage could be increased with outreach, but there is less utilization due to inclement weather conditions.

Chairman Summers asked if the CDA would consider closing longer runways.

Mr. Frame replied yes, they would. A discussion followed regarding future use of longer runways versus diagonal runways, north airfield runways, seasonality, pilot education, and safety issues. It was suggested that a letter be sent to the FAA from ONCC.

Runway 9C/27C Outreach for November Opening

ONCC and CDA are coordinating efforts for outreach, which would include webinars and social media. Mr. Frame said he would like to start six months out from the November opening which would be in May. He has reached out to the FAA to coordinate modes of communication.

Chairman Summers asked if material could also be sent to the Suburban O'Hare Committee (SOC).

Trustee Latoria reminded the committee that Itasca opposed the closing of the diagonal runways.

Chairman Summers announced the next Technical Committee meeting would be May 19, 2020.

Audience Comments

Mr. Dan Dwyer wanted to know the status of the permanent noise monitor installations.

Mr. Frame replied that he would have a full report on the noise monitors at the next Technical Committee meeting including maintenance and replacement of existing monitors.

Member Comments

Mr. Gaseor commented on the number of flight reductions and the fleet of aircraft parked at O'Hare.

Mr. Ryan said they have been tracking the flight operations and would have data at the next meeting. Chairman Summers reminded everyone of the importance of O'Hare as an economic engine for the region and the grounded aircraft has caused a decrease in the economy.

Giuseppe Zerillo wanted to know what percentage of pilots request longer runways and what was their reason, to which Mr. Anderson said that air traffic doesn't question pilots, they just grant the request.

Dennis Ryan moved, and Brian Gaseor seconded the motion to adjourn. The meeting adjourned at 10:08 a.m.