

**THE O'HARE NOISE COMPATIBILITY COMMISSION**  
**Technical Committee**  
**May 19, 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. Jon Kunkel, Designee, Hanover Park

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

Mayor Arlene Juracek, Member, Mount Prospect

Mr. Giuseppe Zerillo, Designee, Harwood Heights

Mr. Kevin Spitz, Alternate, Arlington Heights

Trustee Michael Latoria, Designee, Itasca

Mr. Elias Kautas, Designee, Palatine

Absent: Chicago Ward 45, Rolling Meadows, and Des Plaines

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

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

**Approval of minutes**

Mr. Gaseor moved, and Mr. Ryan seconded to approve the minutes of April 14, 2019. Motion carried.

**Noise Monitors**

CDA representative Vildana Celiak reported that there was no update for residential deployments because the one request from a Chicago resident was on hold due to the coronavirus stay-at-home order. There will be a 2019 report on portable monitor deployment available on the flychicago.com website. There were ten deployments—nine residential and one municipal for 2019. The municipal noise monitor deployed in Niles in 2020 has been extended for nine months to get more accurate data.

Ms. Celiak also presented the readings for the long-term portable monitor located in Chicago Ward 39. The March reading was 60.1DNL

## **Fly Quiet Program 2019 Annual Report**

CDA representative reported that the annual average start time in Fly Quiet was 11:10 p.m. and the average stop time was 5:45 a.m. The airport was in Fly Quiet Mode for approximately 6 hours and 35 minutes. Average nighttime operations were 97. The most used departure runway was 28R with 43 percent usage while the most used arrival runway was 28C with 27 percent usage. An explanation of the data included airfield construction activities and closed runways on multiple nights. On average, preferential flight tracks less than 0.5 miles were 85 percent; 0.5 to 1.0 miles, 12 percent; and greater than 1 mile, 3 percent. Total departures in the 10 p.m. to 7 a.m. hours were 45,811 with 11,906 departures in FQM. GRE usage was 93 percent or 1,169 aircraft.

Alderman Woods wanted to know why larger aircraft do not engage in GRE usage to which Mr. Anderson explained there were three possible reasons:

1. Wind conditions
2. Other aircraft using the facility
3. Limited dedicated airline personnel available to move the aircraft to the GRE facility

Chairman Summers wanted to know how we solve the problem of departure headings.

Mr. Anderson answered that RNAV procedure may solve the issue or for vector headings we would need the detail when the turn was made and the altitude. Problems may be solved if an aircraft was flying over compatible land use areas.

Mr. Gilligan wanted to know where large aircraft are running up the engines at the airport.

Mr. Anderson responded that there were alternate locations. He will update the committee in August with new construction details. He reminded the members that Runway 4L/22R would be closed during this time period.

## **1<sup>st</sup> Quarter 2020 Fly Quiet Report**

CDA representative reported that COVID 19 had impacted the highlights of the Fly Quiet Mode:

- Average Start Time: 10:47 p.m.
- Average Stop Time: 5:53 p.m.
- Average Nightly Time in FQM: 7 hours and 6 minutes
- Average Nightly Operations in FQM: 93
- Most Used Departure Runway: 28R—50 percent
- Most Used Arrival Runway: 27L—28 percent

Carrier Category:

- United and American Airlines 49 percent
- Other Domestic 17
- Other International 09
- Dedicated Cargo 24
- General Aviation 01
- Total 100 percent

Preferential Flight Tracks less than 0.5 miles were 81 percent. The most used arrival runways were 27L with 1,208 operations and 28C with 1,523 operations. The most used departure runways were 10L with 342 operations and 28R with 1,172 operations. GRE usage was 92 percent. There were 16,107 nighttime noise complaints of which 97 percent were reported via the website.

Mr. Gilligan asked that when there is a reading how low can the monitors capture the sound to which Mr. Anderson replied that when they see a reading in the 30s that is a quiet neighborhood at night.

### **COVID 19 Impact**

Mr. Anderson reported on the impact of the COVID-19 pandemic on O'Hare and the general aviation system. He said that going back to the 70s there has been aviation shock and recoveries. Direct events included crashes, wars, influenzas, terrorist attacks but nothing compared to this pandemic that no one really experienced. He said we will recover but he was not sure how long; it will not be in a couple of months, but more like a couple of years to get back to the level of operations. He showed the committee a chart comparing March to May where O'Hare is now at 30 percent of operations after the pandemic, while Memphis airport still has 95 percent of its operations due to the fact that that airport is the FedEx hub.

From 2019 to 2020 there is a 70 percent reduction in flights at O'Hare and 65 percent reduction at Midway. Dedicated passenger operations went from 2,000 flights to 600 flights daily while cargo demand increased from 60 percent to 90 percent. O'Hare operations include medical supplies. He shared a recent *Forbes* magazine article that stated that O'Hare was in transition to becoming the nation's leading global gateway for export and import trade. He said the passenger carriers are evolving to increase revenue by moving medical equipment.

Chairman Summers wanted to know about the effect of the pandemic on the runway completion and the proposed terminal expansion.

Mr. Anderson replied that Runway 9C/27C is practically finished with plans to turnover the runway to the FAA this summer for the agency's final safety additions. He said that 9R is fully funded for the extension work to be completed by 2021. The CDA is moving forward with the terminal expansion with design and planning staying the course. The money has hit a snag because of the pandemic, but the airlines are still committed to the project for the future of O'Hare. The timeline has not been set.

Discussion continues about airlines retiring older fleet especially news about Delta Airlines retiring its fleet earlier than expected. American Airlines is following suit. Airlines are transitioning to more economical and fuel-efficient aircraft.

Chairman Summers brought up the subject of flight changes and said that residents want to know if aircraft are flying lower. It is a perception that with fewer planes, aircraft noise becomes more annoying. However, because of less crowded skies the aircraft vector into the airport differently than at higher operational levels. There are not changes to flight paths and altitude. Less aircraft means the controllers bring in flights in a more efficient manner.

Members wanted to know about temperature taking at O'Hare.

Mr. Frame was not sure what returning to work at O'Hare would bring in the future. TSA, airlines and the CDA are in major discussions, but Mr. Frame was not engaged in that conversation. He would forward any information he received.

Chairman Summers felt there needed to be a sense of security when traveling again.

### **Airfield Changes**

Mr. Frame presented a new diagram of airfield changes which is always presented to pilots every 53 days. Taxiway SS (east/west) has been changed to E (echo). North of the new runway, Taxiway D (delta) has been extended to Taxiway YY. The hangar taxiway is reconstructed and the pavement on the new runway is highlighted. The north airfield is getting on par with the south airfield. There are four construction bid packages, 9R bids are underway which is the last component of OMP. There are two-bid packages for west and east. The airport construction is essentially finishing up and crews are looking forward to wrapping up the OMP.

Chairman Summers asked if there were advantages for construction with the COVID 19 impact.

Mr. Frame replied that there was runway maintenance around the terminal because there is more access patching concrete and sealing. Runway 9R is underway; submittals are getting ready for field work. Runways on the south runway out of service because aircraft are parked there. There will be three runways open on the north and two open south. Runway 4R/22L construction work has started.

Chairman Summers announced the next Technical Committee Meeting would be August 18, 2020 and the location TBD.

### **Member Comments**

Mr. Ryan said he had the data going back 12 years regarding past airline rewards from ONCC.

Mr. Icuss said he thought it would be tangible to mitigate the number of flights during the nighttime hours of 10 p.m. to 7 a.m. and compared the CDA to a landlord who lets the tenants do whatever they want. He said CDA has done nothing and lacks the action willing to stay in Fly Quiet.

Mr. Frame explained that it is not the business of CDA of controlling interstate commerce of the national airspace, or rethinking airline schedules.

Mr. Icuss said that with COVID 19 there are less flights which translates into less noise. For that alone the airport should be more positive than passive.

Mr. Frame said that Congress prohibits restrictions.

Mr. Icuss said the conversations should begin with Congress.

## **Audience Comments**

Mr. Dan Dwyer wanted an update on the five outstanding noise monitors since we are just six months away from another runway opening.

Chairman Summers said that the CDA did not have a full report.

Mayor Juracek said she would put the noise monitor issue on the Executive Board Meeting agenda. She told Mr. Dwyer to put his request in a letter from FAiR.

Brian Gaseor moved, and Dennis Ryan seconded the motion to adjourn. The meeting adjourned at 10:09 a.m.