

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee
August 18, 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:

Mr. Kevin Spitz, Alternate, Arlington Heights
Mr. Peter Bialek, Designee, Chicago Ward 39
Committee Chair Evan Summers, Designee, Bensenville
Mr. Frank Icuss, Designee, Chicago Ward 41
Mr. Malcom Chester, Designee, Des Plaines
Mr. Giuseppe Zerillo, Designee, Harwood Heights
Mr. Dino Gavanis, Alternate, Itasca
Mr. Brian Gaseor, Designee, Norridge
Mr. Elias Kautas, Designee, Palatine
Mr. Ernie Kosower, Alternate, Park Ridge
Mr. Dennis Ryan, Alternate, River Grove
Ms. Lori Ciezak, Designee, Rolling Meadows
Ms. Karyn Robles, Designee, Schaumburg
Mr. Art Woods, Alternate, Wood Dale
Mr. Brian Gilligan, Alternate, School District 59

Absent: Chicago Ward 45, Mount Prospect

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. Ryan moved and Mr. Kunkel to approve the meeting minutes of May 19, 2020. Motion carried by roll call vote.

Noise Monitors

CDA representative Vildana Celik reported that there were two new requests for residential deployments, one in Bensenville and one in Itasca. The monitor has been deployed to Bensenville. The Itasca resident opted to wait until air traffic resumed to normal levels. There is one pending deployment from March from a Chicago resident, who also requested to put it on hold. There will be a 2019 report on portable monitor deployment within two weeks that will be available on the flychicago.com website. The municipal monitor was most recently in Glenview, it has been retrieved, and the report was issued on June 2.

Ms. Celik presented the readings for the long-term portable monitor located in Chicago Ward 39 (Site D) in North Park Village. The April reading was 52.5DNL, May—53 DNL, and June—52.4 DNL.

Permanent Noise Monitor Replacement Update

The CDA has been in the process of upgrading the 36 permanent noise monitors. This includes upgrading all permanent noise monitor hardware, relocation –removing some from public utility poles and installing some in new locations with dedicated masts, and installation of new noise monitors at new locations. There are a total of 36 monitors; 29 have been completed, 17 in the prior year and 12 more to be completed this year. Of the upgrades completed in 2020 – 11 were upgrades and 1 was a relocation. Of the seven to yet to be completed, four are hardware upgrades and three are relocations. In 2016, the City promised eight new monitors; four were already installed which are Sites 42,18, 31 and 44. There will be two new bonus monitors installed this year one in Chicago Ward 39 and one in Niles; Site 41 in Norwood Park was installed to replace Site 6.

Ms. Celik presented a tracking sheet with the 12 steps needed for installation and the site locations and the status for each site. The new locations have Ward 39 receiving three new sites and the CDA is close to confirming those locations. The City planned to bundle all the Chicago wards together, but they are still working on a site for Ward 41. A noise monitor location was confirmed for Niles and the CDA is waiting for relocation confirmed addresses for Schiller Park and Des Plaines. The contractor procurement is already in place and the City is waiting for licensing approval and various steps to complete the project.

Mr. Bialek asked about site 46 in Ward 39.

Ms. Celik responded that the current monitor is on a tripod on the roof of a building. It will be placed close by on the ground.

Mr. Bialek asked where the portable noise monitor was requested in Chicago.

Ms. Celik said she would provide that information.

Mr. Anderson added that the City went over general locations and they were now getting more specific. He showed a map to indicate the noise captured by the monitors. He said that Sites 38 and 39 in Ward 39 will capture arrival noise from the South 10C/28C and 10R/28L; Site 38 will capture arrival noise on the north side from 9C/27C arrivals. Site D is moving several feet away with a permanent ground location in North Park Village. Site 40 will capture arrivals for 9R/27L and 9C/27C arrivals. Site 41 is the replacement for Site 6; it will be located on the City property as opposed to private property and will capture 9R/27L center on east flow. Site 43 for the far north airfield will capture the arrival corridor for 9L/27R. Site 45 will be a new monitor located in Niles and will be used for east flow departures turning north.

2nd Quarter 2020 Fly Quiet Report

Mr. Anderson reported on the 2nd Quarter 2020 Fly Quiet Report. He said COVID-19 had significantly impacted the operations; the report shows how Fly Quiet works with extremely low demand levels.

2nd Quarter Fly Quiet Report Highlights:

- Average Start Time: 10:13 p.m.
- Average Stop Time: 6:34 a.m.
- Average Nightly Time in FQM: 8 hours and 21 minutes
- Average Nightly Operations in FQM: 56 (half of what we typically see)
- Most Used Nighttime Departure Runway: 28R—39 percent

- Most Used Nighttime Arrival Runway: 28C—35 percent

Carrier Category:

- United and American Airlines 30%
- Other Domestic 6%
- Other International 6%
- Dedicated Cargo 57%
- General Aviation 1%
- Total 100%

The most used arrival runways were 10C with 962 operations and 28C with 867 operations. The most used departure runways were 10L with 643 operations and 28R with 724 operations.

Mr. Anderson reported that O’Hare has seen an increase in cargo flights, having become a hub for cargo, medical supplies and other materials related to the pandemic.

Preferential Flight Tracks less than 0.5 miles were 89 percent.

Chairman Summers asked why 10C/28C shows as not applicable in the report. He said it is important to note that while that runway is seeing a lot of nighttime traffic, it is not a fly quiet runway.

Mr. Anderson replied that since it is not a not a preferred Fly Quiet runway, it does not have preferential flight tracks. He said that is why it is important that new runways be considered in a future fly quiet program.

Nighttime Noise Complaint Report - there were 8,113 nighttime noise complaints of which 97 percent were reported via the website.

Mr. Anderson noted that while the complaints were down approximately 50 percent, there was little change in the number of households submitting complaints. GRE usage was 97.8 percent.

Chairman Summers said that this report shows that outliers are occurring before our eyes that will impact future averages; it is important to keep in mind that that this data will skew things for the foreseeable future.

Aircraft Noise Comparisons

Mr. Anderson presented a chart of the most common aircraft flying at O’Hare and their noise footprint. The last chart was submitted in 2016. He explained the footprint was based on the LMAX contour and ADP modeling. It showed the current fleet and what the noise impact is for specific aircraft. He ranked them as the top 20 with 95 percent of operations at O’Hare. It was the 2019 comparison prior to COVID-19. The models represented a single departure and arrival. The 747-800 was the largest aircraft and the 737 operated the most. The 747-800 accounted for .6 percent of the total operations. He would like to update the comparisons on a yearly basis and mentioned that the MD-80 was phased out and gone from O’Hare. He said the chart was a good starting point to look at other aircraft with significant noise impact for outreach to airlines. He said it made sense to use the 737 for discussions regarding Fly Quiet since it was the most used aircraft at O’Hare.

Chairman Summers noted that it was remarkable how quiet the 787 is compared to its size. He asked if some were not included because the volume was low.

Mr. Anderson replied that only the top 20 aircraft were included in the analysis.

Mr. Kosower asked why the footprint is so large for the 747-800?

Mr. Anderson replied that it is due to the arrival profile and how the engines are used.

Mr. Kosower asked if it wasn't just the engine but was also the airframe that contributed to the noise.

Mr. Anderson concurred and said he could get additional information on arrival profiles and how the aircraft operates.

COVID-19 Impact

Mr. Anderson reported the impact of the COVID-19 pandemic on O'Hare and the general aviation system. He said it was important and informative because there is more data to show than was available previously. He presented a chart that showed aviation system shock and recovery as far back as the early 70s. How long will it take to get back to 2019 levels, he was not sure. He is more pessimistic now because containment of the virus is not as robust as was initially anticipated. There will be a recovery but when is the question. How long will it be until people feel it is safe to travel? The national travel numbers are up and there is recovery in the summer months, driven by leisure travel not business travel. O'Hare's operations bottomed out in April and May; there is an uptick of 49 percent. There is a plateau of less of demand by the leisure traveler. Midway was down 64 percent in April, and it is now 32 percent, driven by Southwest Airlines. They rely on smaller markets where there was an uptick this summer. He showed a chart from June 15 to the present with all types of carriers. It showed that the airlines are at half the level of operations of where they were. Jet Blue is down 71.3 percent. Southwest is not as great with down 27.6 percent due to the leisure traveler. Allegiant, a small carrier targeting the leisure traveler to smaller airports, was up 27.2 percent. He said that passenger demand is down versus cargo operations. Cargo is on a steady increase, especially the cargo demand out of O'Hare. Operations are well below where we were last year. We were in the middle and the outlook today is pessimistic because with no vaccine, leisure travel will slow down in the fall.

Mr. Gilligan asked about the mainline carriers and what was the load factor.

Mr. Anderson said the large airlines cost more to operate, and the regional airlines maybe have more contracts and economics.

Mr. Kosower wanted to know of the passenger airlines, which ones are flying more cargo.

Mr. Anderson thought he could find that information.

Mr. Kosower said that as passengers decline, airlines will be taking advantage of cargo.

Mr. Anderson concurred. He said that there was a trend there.

Ms. Robles asked about long-term funding for O'Hare and the Commission specifically.

Mr. Anderson said the City was covered for sound insulation.

Mr. Frame said there was dedicated funding for sound insulation with dedicated grants, PFCs, and airport bonds. He said financing for the general airport was a concern with revenue coming from retail, parking, and other sources. The City applied and received CARES ACT funding for both O'Hare and Midway. Residential sound insulation was not a concern because of dedicated funding.

Mr. Summers said that O'Hare supports jobs in his community and the current downturn it is affecting the industrial parks that rely on the airport.

Mr. Gaseor remarked that he lives in Norridge and noticed that there is no noise over his community, but he can see aircraft on the north end. He said it felt just like Interim Fly Quiet conditions. He wanted to know if the air traffic was shifting to the north runways.

Mr. Anderson said that there has been construction on the south airfield and with the low demand, air traffic often just relies on one runway. The need to spread out across the airport is not there.

Mr. Icuss said there is evidence that operations have reduced regular nighttime noise by 50 percent. If the ONCC goal is to reduce nighttime noise, can the CDA entice the airlines to reduce flights at night by 50 operations.

Mr. Anderson reminded members that it is against the federal law to reduce air traffic. That is why the City cannot influence demand. There is a lot of information on this subject.

A was asked about noise monitors and if they receive regular maintenance and what their normal lifespan is.

Mr. Anderson said that monitors are maintained constantly by contractors. The lifespan of a monitor is approximately 25 years and with constant maintenance they will work for years without an issue. Every monitor will have brand new equipment with new technology. Some are reaching the end of the life span.

Next Meeting

Chairman Summers announced the next Technical Committee Meeting would be September 15, 2020 and the method of the meeting will be on Zoom for the foreseeable future.

Member Comments

None

Audience Comments

Mr. Dan Dwyer asked if the noise monitors would be operational prior to the November 5 commissioning of the new runway.

Mr. Frame responded that that was indeed the goal. He said the time is near but there is a drop-dead date for site selection to achieve that goal. He explained that there are many steps involved location, address, license and procurement and there were a few more weeks before the November 5 deadline.

Mr. Dwyer said that at the time of the new runway opening, arrivals over the east side of the airport will be prevalent to the north airfield. He hated to see the monitors held up because of indecisions by local officials. He also noted that the Fly Quiet agenda wanted only questions in advance and wanted to know if that was a new directive.

Ms. Camacho said Mayor Juracek asked for that on the agenda. Questions can be asked and answered in the comments section in person.

Adjournment

Mr. Ryan moved, and Mr. Gaseor seconded the motion to adjourn. Motion carried with a roll call vote. The meeting adjourned at 10:14 a.m.