

**THE O'HARE NOISE COMPATIBILITY COMMISSION**  
**Technical Committee Meeting**  
**November 17, 2020**  
**Zoom Teleconferencing**  
**Approved Meeting Minutes**

**Call to Order:**

Chairman Evan Summers called the meeting to order at 9:00 a.m.

The following committee members were present:

Mr. Kevin Spitz, Alternate, Arlington Heights  
Committee Chair Evan Summers, Designee, Bensenville  
Mr. Peter Bialek, Designee, Chicago Ward 39  
Mr. Frank Icuss, Designee, Chicago Ward 41  
Mr. Giuseppe Zerillo, Designee, Harwood Heights  
Trustee Jon Kunkel, Designee, Hanover Park  
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, Alternate, Rolling Meadows  
Ms. Karyn Robles, Designee, Schaumburg  
Mr. Art Woods, Alternate, Wood Dale  
Mr. Brian Gilligan, Alternate, School District 59

Absent: Chicago Ward 45, Des Plaines, 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**

**MOTION: Mr. Art Woods and Mr. Dennis Ryan seconded the motion to approve the meeting minutes of October 13, 2020. Motion carried by roll call vote.**

**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 through October the summer travel had leveled off and stalled in the fall. The business traveler had not returned, but the promised news of a vaccine would help the return of normality. It would take several years to return to 2019 operation numbers. Midway operations are recovering quicker with Southwest Airlines, their numbers have fallen off during the fall months. There has been a reduction of flights. Cargo growth continues at O'Hare because of its hub status and pandemic materials. However, cargo has not exceeded passenger growth.

## **RUNWAY 9CC/27C**

Mr. Anderson reported that the new 11,245-ft. runway opened on November 5, 2020. The CDA is updating all website material to incorporate the new runway. Materials will be sent to ONCC . He said there were very little operations on the runway, and it was mainly being used for departures during east flow. The FAA had not installed navigational lights for full use of the runway yet. He said that the CDA was looking at spring of 2021 when the runway extension construction begins. Then Runway 9C/27C will be used for west flow arrivals. There will be major relief once the extension is completed and the airfield has a balance. In the spring of 2021 look for the 9C/27C to take over arrival operations.

Chairman Summers asked why the new runway was not fully operational.

Mr. Frame said that the FAA team had felt the impact of COVID-19 and was unable to finish installing the navigational materials in time for the November 5<sup>th</sup> opening.

Mr. Frame said the pavement was finished, but the FAA has to install the navigational lights to help pilots in inclement weather. Pilots are only able to use the runway with visible departures. They are working to resolve the problem.

Chairman Summers said when Runway 10C/28C opened they were expecting more usage and wished that the CDA would have been clearer about 9C/27C.

## **NOISE MONITORS**

CDA representative Vildana Celiak reported that of the eight available portable monitors there was one deployment to Itasca, and she would have a report in the mail today regarding the Elk Grove Village portable residential monitor. The municipal monitor has not been deployed or requested.

Ms. Celiak also presented the September reading for the Chicago Ward 39 long-term portable monitor as 53.4 DNL.

## **Permanent Noise Monitor Replacement Update**

Ms. Celiak updated the committee on the installation process of the noise monitors. She said there is now a step #5 for contractor authorization since most monitor sites are on this step. She said that Des Plaines, Northlake, and Schiller Park will be bundled with the Niles monitor and will be installed as one group as soon as step #5 is completed. Des Plaines signed in November. Sites 39 and 46 both located in Ward 39 will be bundled with Site 40 located in Niles. All these sites are under contractor authorization. Finally, the CDA will bundle Sites 38, 41 and 43 together when all the sites have been approved.

## **FLY QUIET 3<sup>RD</sup> QUARTER REPORT**

Mr. Anderson reported on the third quarter which incorporated one month of the IFQ.

- Average Start Time: 10:14 p.m.
- Average Stop Time: 6:42 a.m.
- Average Nightly Time in FQM: 8 hours and 28 minutes
- Average Nightly Operations in FQM: 68
- Nighttime duration was 9 hours with 80 operations
- Most Used Departure Runway: 28R—40 percent
- Most Used Arrival Runway: 28C—32 percent

Carrier Category:

- United and American Airlines 27 %
- Other Domestic 17 %
- Other International 08 %
- Dedicated Cargo 47 %
- General Aviation 01 %
- Total 100 %

Preferential Flight Tracks less than 0.5 miles was 87 percent, 0.2-1 miles was 10 percent, and greater than 1 mile was 3 percent. The most used arrival runways were 10C with 1,099 operations and 28C with 1,123 operations. The most used departure runways were 10L with 494 operations and 28R with 1,003 operations. GRE usage was 93 percent. There were 8,077 nighttime noise complaints of which 95.8 percent were reported via the website.

**FLY QUIET RECOGNITION**

Mr. Anderson reviewed last month's discussion on the possible metrics for an ONCC Fly Quiet Award Recognition. He mentioned past metrics used by ONCC and what other airports were using.

- Average Deviation from Non-Preferential Flight Tracks  
Annual average in Fly Quiet Mode
- GRE  
Annual usage of GRE
- Fleet Mix Rating  
Calculated rating based on FAA past noise standard certification  
Comparison of fleet and frequency
- Preferential Runway Adherence

Other factors might include airline participation in ONCC. That would be a qualitative metric and would need direction on how and what to consider in the scoring. He asked the committee to think about further criteria. Are the metrics viable and were there any other criteria worth considering? He thought next year to apply an award was doable. Mr. Summers said to make sure that the award was more quantitative rather than qualitative. He asked about nighttime flights or to consider airlines that were compliant inside the Fly Quiet hours rather than the shoulder hours.

Mr. Anderson said that the CDA needs to be cautious delivering demand levels and admonishing airlines for flying at night.

Chairman Summers thought it would be good to encourage airlines to fly during the day.

Mr. Frame said that the committee could consider what it wanted to be quantitative. We want airlines to use preferential runways and scheduling nighttime flights needed a lower weight when CDA would crunch the numbers in the formula. He suggested to consider options, but then CDA would have to flush out the suggestions.

Mr. Gilligan asked if the committee wanted to separate cargo from passenger carriers.

Mr. Frame said ONCC used to have awards for both and would support that. There had been awards for smaller and larger airlines. He said it was definitely a business goal of the airlines to contribute to the quality of life of residents.

Mr. Anderson said there could be a category 1 for a United or American type airline and a category 2 for smaller carriers.

Mr. Gaseor said that the GRE would be weighted less because more complaints are those of planes over residences.

Chairman Summers added that the GRE does not have a big impact on communities farther away from the airport. Mr. Frame said to let the CDA know what factors are important and they will work up the formula.

Chairman Summers thought that there should be some consideration to Fly Quiet hours.

Mr. Anderson said consideration without breaking laws.

Alderman Woods commented on the qualitative criteria and asked what would that mean? We do not want to punish, and we do not have any push back. It is better to inform residents. We cannot change the airport's true picture as an explanation.

Chairman Summers said this is a rhetorical question. What is the quality of life to contribute as a metric.

Alderman Woods asked what does that look like? Present a plaque and recognition. I like the billboard.

Members suggested one who gets a billboard, to which Mr. Anderson added that if we get the word out, the more attention ONCC will receive. It is widespread to the airlines to think what they can get. They may say I do not want a participation trophy. I would want a reward with my consumer. Hang a banner in the terminal; it is better marketing.

Mr. Kunkel wanted to know if there would be a limit to the number of awards an airline could receive, to which Mr. Summers said that if an airline is doing a great job, they should receive the award ten years in a row.

Alderman Woods said ONCC has to make it desirable to win. If there is no reason to win, then no one will participate. ONCC can only use the carrot approach, a banner, a billboard, or some other form of marketing. It should reach national recognition. It should be positive recognition and a big enough benefit it does not get shot down.

Chairman Summers compared the award to Oscar status and Mr. Woods said there is money and fame when one receives an Oscar. He said we have to do a job of getting the news out to the public. He said a news release of the recognition would be helpful.

Chairman Summers felt there should be guidance regarding the direction of where the award is going.

Chairman Summers announced the next Technical Committee Meeting would be January 28, 2021 and the method of the meeting will be Zoom.

### **Member Comments**

Mr. Frame requested that the members review where the FAA video regarding the opening of Runway 9C/27C was located on the CDA and ONCC website. He said that on February 1, 2021 air traffic patterns would change. He did not know when the FAA would install the navigational equipment on the new runway.

### **Audience Comments**

Mr. Dwyer wanted a follow up on the last four remaining permanent noise monitors.

Mr. Frame said that the suburban noise monitors would be completed in a timely manner, but not the city monitors. He said there are too many steps to complete. He said that once sites 39, 40 and 41 have contractor authorization, the monitors would be deployed in early 2021. Sites 38, 41 and 43 have work to do and should be mid-term.

Mr. Icuss commented on the value of the noise monitors and said the tangible data was for runway usage and not sound insulation.

Mr. Frame said that noise monitors do not drive airport decisions. He said to look at the DNL values of the monitors and compare at OMP full build out to learn how the noise is trending.

Mr. Icuss said that he did not see the urgency of completing the noise monitors in a timely manner.

Mr. Frame said he was frustrated by the time-consuming progress of the noise monitor installations.

Mr. Icuss felt that residents would not be happy anyway. They thought noise monitors meant everything. Why are we wasting time on noise monitors?

Mr. Frame said we are installing noise monitors to share the data, to which Mr. Icuss said residents thought they were getting something special.

Mr. Frame said that the noise monitors will dispel the myths about noise increases and said that the CDA has fact sheets regarding noise monitors and there are disclaimers regarding sound insulation and noise monitor readings.

Mr. Icuss argued that no one reads the fact sheets or the disclaimers.

Mr. Anderson said that ONCC and the Fly Quiet Committee understand the value of the noise monitors.

Mr. Icuss said the planes are still there...nothing has changed. Residents have to decide to live in the area or not. If you change an episode of the noise, the noise is still there. If you do not live within the noise contour, there is no remediation. It is just a feel-good thing.

**MOTION: Mr. Ryan moved, and Mr. Gaseor seconded the motion to adjourn. Motion carried with a roll call vote.**

The meeting adjourned at 10:11 a.m.