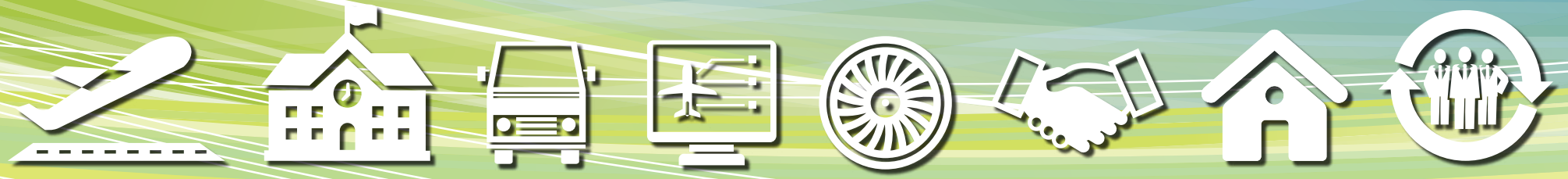
O'HARE NOISE COMPATIBILITY COMMISSION

Celebrating 20 years 1996-2016

2016 annual report



Message from the Chair

The O'Hare Noise Compatibility Commission is 20 years strong and still committed to its original agreement with the City of Chicago "to mitigate O'Hare aircraft noise through sound insulation programs and technological advancements in the aircraft industry."

Its members took a leap of faith to work with the City of Chicago, the Federal Aviation Administration (FAA), the airlines, and industry stakeholders. As a result, ONCC has become one of the most recognized and respected airport noise commissions throughout the world. Its achievements are tangible.

- The Residential Sound Insulation Committee is completing its oversight duties for the remaining eligible homes identified by the FAA's 2005 Record of Decision (ROD). More than $113 million of grant money has been allocated for this project.
- Since 1982, approximately $350 million has been spent to sound insulate 124 schools in Chicago and suburban communities to ensure that students and educators have a quiet learning environment. That program was completed in 2016 under the guidelines set forth in the ROD.
- Twenty years ago, the airlines operating at O'Hare agreed to abate nighttime noise through a voluntary program—Fly Quiet. The program encourages pilots and air traffic controllers to use designated preferential runways and flight tracks developed by the Chicago Department Aviation (CDA) and ONCC.

Today, O'Hare's modernization program has created both interim and permanent changes to the airport's configuration. As a result, the burden of aircraft noise has shifted largely to communities east and west of the airport at all hours and necessitates a fresh look at the Fly Quiet program. In 2016 the Commission took another leap of faith, through the formation of an Ad Hoc Fly Quiet Committee. Its aim is to work with CDA consultants, Suburban O'Hare Commission consultants, and citizen groups to develop an overnight runway rotation plan to better balance the impacts of nighttime noise.

As a result of their deliberations, in spring 2016, ONCC members developed a six-month overnight runway rotation test that met with FAA approval. It ended in late December, 2016. A second runway rotation test was approved to start in spring 2017.

ONCC continues to be relevant as it faces new and complicated challenges. The Fly Quiet program will need to be revised for interim conditions and full build out; schools may need to be revisited for possible sound insulation improvements; residents living under narrow flight paths caused by NextGen technology will need advocates; the air traffic control industry, if privatized, will raise new issues regarding noise standards, and technological advancements, which will reduce noise and carbon footprints, must be monitored and encouraged. I appreciate the ongoing commitment of all our members to this long term effort.

Finally, I would like to give a special recognition to FAA Great Lakes Regional Administrator Barry Cooper who is retiring in 2017. ONCC has been very fortunate to have had such a longstanding relationship with the FAA and this is due to Mr. Cooper. He has been accessible, fair, transparent, helpful and willing to attend meetings even when conditions were less than friendly. We thank him and wish him all the best.

We look forward to continuing our work.

Arlene A. Juracek
ONCC Chair,
Mayor of Mount Prospect

State and Federal Lawmakers Propose Noise Relief Legislation

State and federal lawmakers continued their bipartisan efforts to mitigate O'Hare aircraft noise for their constituents in 2016. State Representative Christine Winger introduced a bill that would create an tax credit for the purpose of purchasing acoustical materials, other materials, labor, and professional services to soundproof a residential home located at an eligible address against aircraft noise.

State Representatives Michael McAuliffe and Marty Moylan along with Senators Laura Murphy and John Mulroe joined Representative Winger and other lawmakers whose districts have been impacted by aircraft noise to provide relief to the families struggling with the burden of O'Hare noise.

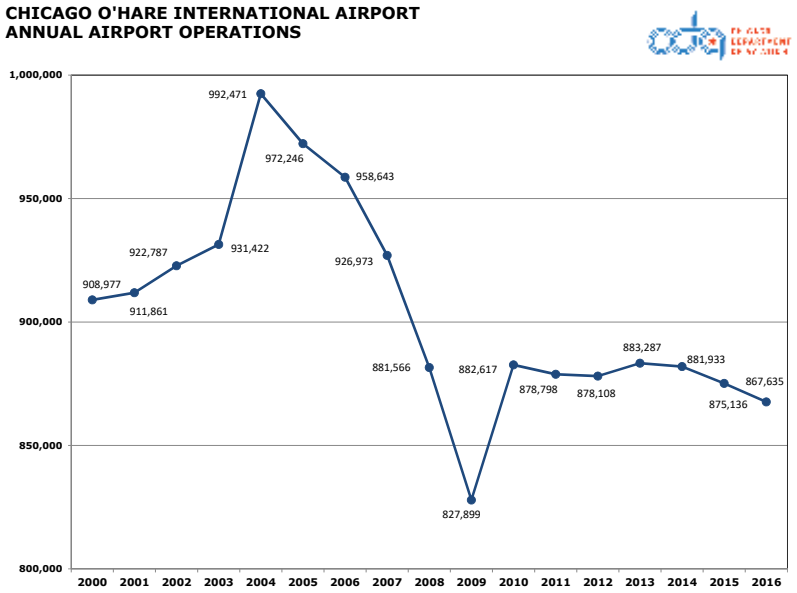
Their proposals included: urging the CDA to use the latest technology to measure noise, requesting the FAA to use CNEL data to redraw noise contour maps, requesting that the Illinois Environmental Protection Agency conduct a study on environmental and human health impacts of runways and air traffic at O'Hare, and urging the CDA to adopt the Suburban O'Hare Commission's recommendations to the Fly Quiet program.

At the federal level, U.S. Representative Mike Quigley introduced the Airplane Impacts Mitigation (AIM) Act. He was joined by members of the Quiet Skies Caucus, including U.S. Representatives Daniel Lipinski, Tammy Duckworth and Jan Schakowsky.

The AIM Act would examine the health impacts of airplane overflights on local communities and would ensure that independent research into the health impacts of prolonged exposure to airplane noise and emissions is available to inform FAA policies and decision-making.

None of the aforementioned legislation has been voted on to date.

O'Hare Operations Down, Passenger Traffic Up



Source: Federal Aviation Administration (FAA), Air Traffic Activity System (ATADS), January 2017. Operations consist of arrivals and departures as reported by Air Traffic Control Towers (ATCTs). It does not include overflights.

The FAA reported in January 2017 that O'Hare operations were down 0.9 percent in 2016 while Atlanta Hartsfield-Jackson International Airport operations were up 1.8 percent in 2016 and Los Angeles was up 6.5 percent for the year.

Ten years ago O'Hare operations totaled approximately 926,973; there were 867,635 operations in 2016 or a 6.40 percent decrease since 2007. Fewer operations could have been blamed on the recession in 2008-2009, but today's lower numbers reflect the major airlines' decision to replace smaller, regional jets with larger narrow-bodied aircraft. These planes carry more passengers, resulting in fewer operations which translates into less fuel, fewer personnel and other cost-savings features.

Passenger traffic at O'Hare had grown 1.3 percent to almost 78 million, while international passenger traffic in 2016 had an increase of 5.7 percent with more than 11.6 million passengers passing through the airport system.

Aircraft Noise Affects Property Values

Cook County Assessor Joseph Barrios adjusted property values of homes near O'Hare International Airport in 2016 to reflect the impact of airport noise due to changed flight patterns.

More than 8,000 Norwood Park Township property owners received four to five percent reductions in the 2016 assessed value of their homes as did homeowners in sections of Maine, Leyden and Jefferson townships.

The assessor's office started investigating the impact of aircraft noise on property values after noise complaints increased dramatically due to the reconfiguration of parallel runways and flight paths more than two years ago.

In a letter to homeowners, the assessor stated that his office had "compiled the data necessary to identify those areas in which a market transaction has established that residential property values have been adversely impacted by aircraft noise."

The assessor's office also explained that assessment reductions were not decided based on quality of life issues, but rather on data analyzing market trends and behavior.

The Fly Quiet Runway Rotation Test by the Numbers

97 Fly Quiet operations on average nightly.

7 hours in overall average time of Fly Quiet.

67 percent operations occurred on scheduled rotation runways.

The average Fly Quiet start time was **10:42 p.m.**

The average Fly Quiet stop time was **5:42 a.m.**

The average Fly Quiet Runway Rotation start time was **11:16 p.m.**

The average Fly Quiet Runway Rotation stop time was **5:25 a.m.**

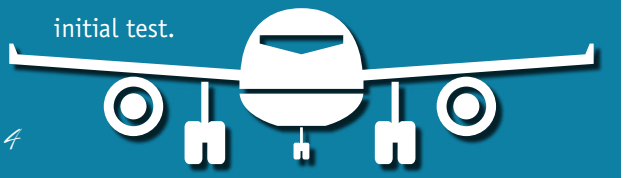
Runway 33—the most used departure runway at **25** percent; average nightly departures equaled **42** operations.

Runway 22R—the most used arrival runway at **19** percent; average nightly arrivals equaled **55** operations.

6,160 surveys received.

3,837 respondents represented **84** communities.

51 percent of the respondents wanted the runway rotation to continue after the initial test.



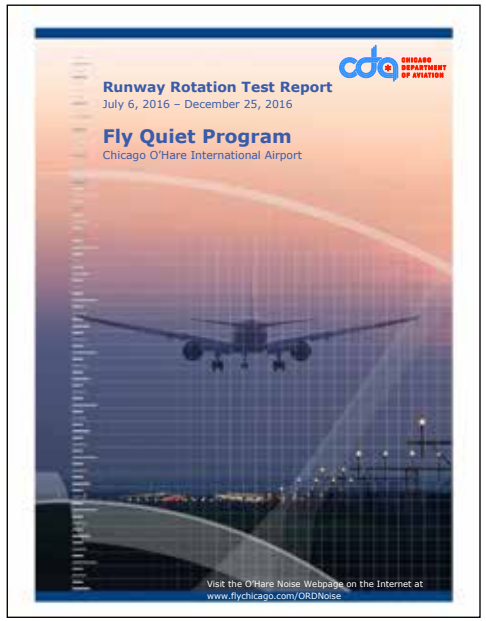
ONCC Approves Fly Quiet Test Rotation Plan, Test Runs for Six Months

The ONCC Ad Hoc Fly Quiet Committee proposed a runway rotation plan in early 2016 to bring relief quickly to communities most impacted by nighttime noise.

The proposal contained a set of criteria that would alternate east/west flow runway use to evenly balance noise, use diagonal Runway 15/33 which is slated to be decommissioned in 2018, request the FAA implement a six-month test and monitor performance, survey the public for feedback, and require ONCC to review the data.

ONCC members voted to approve the Fly Quiet Rotation Test at the May 2016 meeting by a 45 to 5 decision after the original proposal failed to get a two-thirds vote at the March meeting. The six-month runway rotation plan included 25 one-week periods that incorporated three parallel and three diagonal runways alternating east/west flow.

The FAA approved the plan and it was in effect from July to December 25. Weekly runway schedules were posted online and a citizen survey was available on the CDA, ONCC, several legislator and municipal websites.



What Did We Learn?

The runway rotation test took a great deal of coordination among several O'Hare entities, which included: airlines; cargo managers; airport operations; construction managers; FAA airports, air traffic and technical operations; pilot requests and short- term operational phasing.

The 25-week schedule used 10 configurations during the test, five configurations were in east flow, six were in west flow, four parallel runways and five diagonal runways.

City of Chicago Lays Out Plans for O'Hare's Future

Mayor Rahm Emanuel announced in summer 2016 plans to add new gates, expand and redesign terminals and upgrade amenities as part of a multimillion-dollar capital investment program designed and developed in partnership with the airlines.

Titled *O'Hare 21*, the multilayered plan to modernize the airport is based on the foundation that O'Hare must be a convenient travel option for passengers as well as an economic driver for the region.

In January the airport received a $1.3 billion investment to build a north airfield runway and complete other critical airfield projects, that are expected to add 6,000 jobs, shorten passenger time on planes, decrease airline costs and ensure that the airport system is the newest and most efficient in the country.

American Airlines also announced that it would add five more gates to its Concourse L, the first gate expansion at O'Hare since 1993. The CDA plans to add nine gates to Terminal 5, the international terminal.

The CDA also announced it would begin hotel development projects at O'Hare more than doubling the current hotel capacity at the airport and suggested there are options in the future for concourses on the airport's west side alongside Illinois 390, which is expected to reach O'Hare by 2019, and an underground tram system to get passengers to the terminal core.

In other developments at O'Hare, the $200 million state-of-the-art Northeast Cargo facility, began operations in late 2016 and was fully completed in early 2017.

Vito Buonsante, cargo operations manager for Nippon Airlines and chairman of the Chicago Airlines Cargo Managers Association (CACMA), explains to Technical Committee members the function and purpose of his organization and how the Fly Quiet Runway Rotation Test impacted cargo operations at O'Hare.

ONCC members tour United Airlines maintenance facility during the summer.

United and American Airlines Invest in Quieter Skies

Robert Schlingman, director of environmental policy programs at United Airlines, told ONCC members in October 2016 that United would be retrofitting its fleet of Airbus 319 and 320 with vortex generators.

These small pieces of sheet metal mounted on the underside of each wing reduce the whistling sound produced by the aircraft during the landing approach. Retrofitting would start in early 2017.

United is the first American carrier to install the vortex generator. European airlines, such as Lufthansa, Air France and British Airways have already started retrofitting their A320 and A319 fleets. The vortex generator was developed by Lufthansa and the German Aerospace Center after years of research.

A320s and A319s produced after 2014 already come with the device installed. American Airlines announced it had no plans to retrofit its Airbus fleet with vortex generators since it is flying the youngest fleet of all major U.S. carriers. American has reduced its fleet of MD80s, one of the noisiest planes in the sky, to just 52 aircraft.

MD80 operations at O'Hare have dropped over the last three years and will continue to decline through the summer of 2017. According to Franco Tedeschi, American Airlines vice president – O'Hare, no MD80s are scheduled during the Fly Quiet hours of 10 p.m. to 7 a.m.

American continues to invest in new aircraft and added 97 new aircraft in 2016. Currently there are 146 B737s and A320s at O'Hare, up from 75 three years ago. These jets are 34 percent quieter than MD80s at take-off.

CDA Completes Historic Homes Pilot Program, FAA Funds Residential Sound Insulation

In 2016, the Residential Sound Insulation Committee oversaw the completion of the Historic Homes Pilot Program conducted on four dwelling units under Phase 16. The program sought to attain a 5dBA noise level reduction while maintaining the historic integrity of the home. The final average reduction in decibels exceeded expectations with 8dBA on the low end and 12dBA on the high end.

Under Phase 17C, approximately 167 eligible historic homes will be sound insulated.

The Chicago Department of Aviation received a $20 million grant for Phase 17C and Phase 18 for continued work on residential sound insulation in late 2016. The funds are to be used for historic homes and eligible homes that still have not taken advantage of the sound insulation program. All eligible homes under the FAA's Record of Decision for O'Hare's modernization are to be sound insulated by final build-out.

FAA grants awarded have been over $113 million for the O'Hare Residential Sound Insulation Program; mitigation is eligible under FAA Airport Improvement Program (AIP) and Passenger Facility Charge(PFC) funding. All expenses are paid 100 percent by the PFC funds and reimbursed up to 80 percent by AIP grants. To date 10,925 homes have been sound insulated; the total number of homes allotted under the program are 12,467.

As O'Hare Noise Complaints Soar, CDA Looks to Improve System

Noise complaints reached an all-time high of approximately 4,970,000 in 2016. However that data cannot be analyzed to remedy valid problems when the raw data is skewed. After every monthly noise complaint report, there is an asterisk indicating that a third of the complaints have come from approximately nine or ten addresses. The complaint data does not accurately reflect the number of operations at O'Hare.

While most everyone agrees aircraft noise has impacted a significant population of the O'Hare region because of interim conditions during the airport's modernization program, noise complaints cannot be measured and investigated thoroughly because a handful of residents continually make complaints.

Citizens have the choice to lodge complaints anonymously. For instance, when a caller files a complaint without a valid address the complaints are logged in as an "individual complainant" and this increases the complaint number for that community.

Currently, the Chicago Department of Aviation is working with the city of Chicago's 311 call system personnel to identify problems related to aircraft noise complaints. CDA hopes to identify the problems, develop a better customer service system regarding noise complaints and improve validation of raw data.

O'HARE NOISE COMPATIBILITY COMMISSION

ONCC, an internationally recognized commission of aviation environmental advocates, seeks to reduce aircraft noise through residential and school sound insulation programs and technological advances.

JEANETTE CAMACHO
Executive Director

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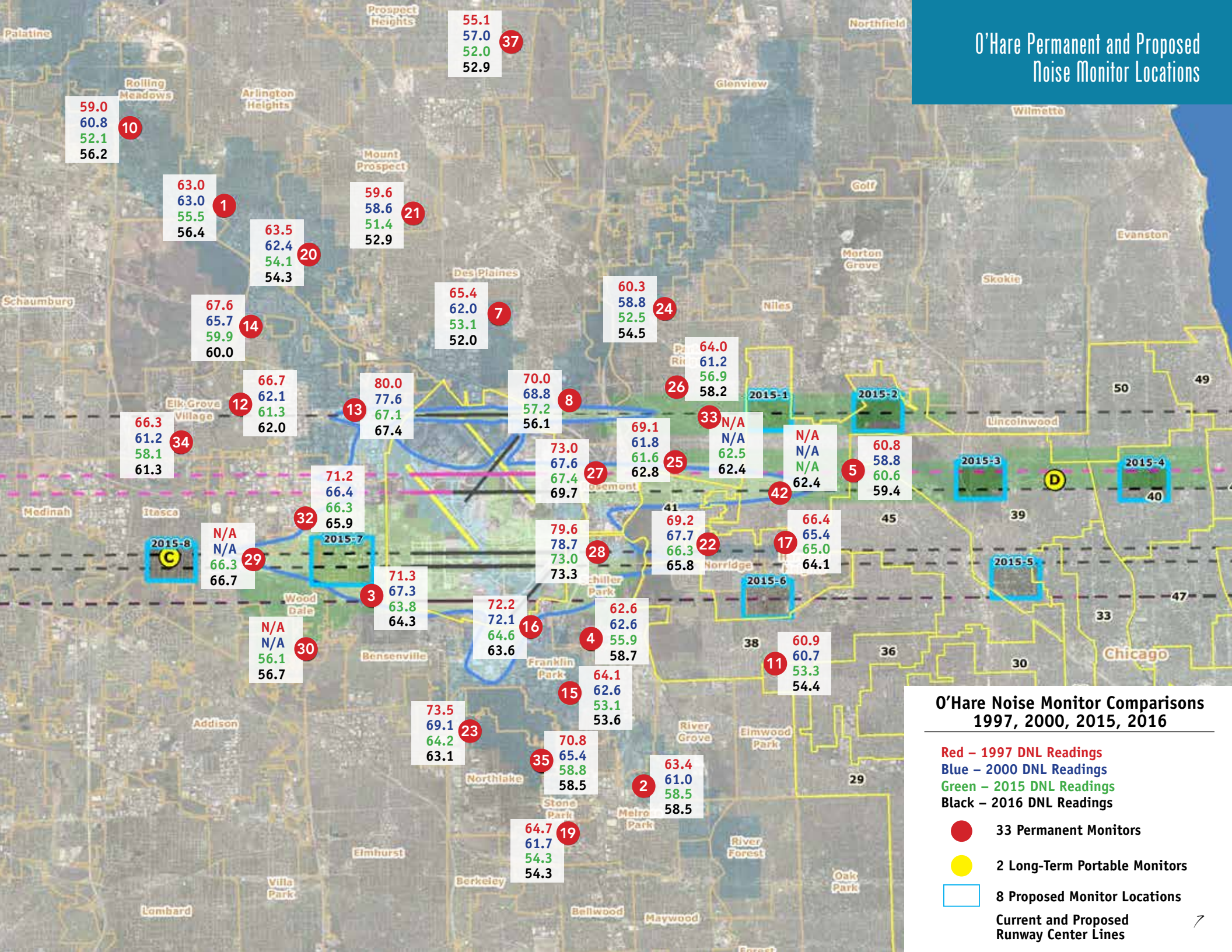
ONCC By-Laws Committee Recommends Changes to Improve Governing Guidelines

Commission members voted to amend the current ONCC by-laws in 2016. After routine edits to the document to reflect the language of the 2015 Intergovernmental Agreement, the Ad Hoc By-laws Committee recommended that the Commission's annual meeting be moved from the first quarter to the second quarter of each year to accommodate municipal elections usually held the first week in April.

Another change to the document was to add language concerning meeting decorum and time limitations to the public comment period.

The committee plans to reconvene in 2017 to review other procedural changes.


O'Hare Permanent and Proposed Noise Monitor Locations
55.1 57.0 52.0 52.9 37
59.0 60.8 52.1 56.2 10
63.0 63.0 55.5 56.4 1
63.5 62.4 54.1 54.3 20
59.6 58.6 51.4 52.9 21
65.4 62.0 53.1 52.0 7
60.3 58.8 52.5 54.5 24
67.6 65.7 59.9 60.0 14
64.0 61.2 56.9 58.2 26
66.7 62.1 61.3 62.0 12
80.0 77.6 67.1 67.4 13
70.0 68.8 57.2 56.1 8
66.3 61.2 58.1 61.3 34
69.1 61.8 61.6 62.8 25
N/A N/A 62.5 62.4 33
N/A N/A N/A 62.4 42
60.8 58.8 60.6 59.4 5
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71.2 66.4 66.3 65.9 32
69.2 67.7 66.3 65.8 22
66.4 65.4 65.0 64.1 17
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79.6 78.7 73.0 73.3 28
71.3 67.3 63.8 64.3 3
72.2 72.1 64.6 63.6 16
62.6 62.6 55.9 58.7 4
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60.9 60.7 53.3 54.4 11
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73.5 69.1 64.2 63.1 23
70.8 65.4 58.8 58.5 35
63.4 61.0 58.5 58.5 2
64.7 61.7 54.3 54.3 19
2015-1
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2015-5
2015-6
2015-7
2015-8
Prospect Heights
Palatine
Rolling Meadows
Arlington Heights
Mount Prospect
Des Plaines
Schaumburg
Elk Grove Village
Medinah
Itasca
Wood Dale
Bensenville
Addison
Elmhurst
Villa Park
Lombard
Berkeley
Bellwood
Maywood
Franklin Park
Northlake
Stone Park
Melrose Park
River Grove
Elmwood Park
River Forest
Oak Park
Norridge
Schiller Park
Northfield
Glenview
Wilmette
Golf
Morton Grove
Skokie
Evanston
Niles
Lincolnwood
Chicago
O'Hare Noise Monitor Comparisons
1997, 2000, 2015, 2016
Red – 1997 DNL Readings
Blue – 2000 DNL Readings
Green – 2015 DNL Readings
Black – 2016 DNL Readings
33 Permanent Monitors
2 Long-Term Portable Monitors
8 Proposed Monitor Locations
Current and Proposed Runway Center Lines

O'HARE NOISE COMPATIBILITY COMMISSION
Celebrating 20 years 1996-2016

MISSION

O'Hare Noise Compatibility Commission will assist in developing meaningful methods to reduce aircraft noise in neighborhoods surrounding O'Hare International Airport through home and school sound insulation and to reduce, wherever possible, aircraft noise at its source.

Today ONCC includes 41 communities and 16 school districts committed to mitigate aircraft noise from O'Hare International Airport.

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Chair, Ad Hoc Fly Quiet Committee

Dr. Raymond J. Kuper
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Chair, School Committee

Ginger S. Evans
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Catherine Dunlap
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Frank A. Damato
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Dan Barrie

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Dr. Paul O'Malley, Superintendent

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John Barry, William Horn
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