

**O'HARE NOISE COMPATIBILITY COMMISSION**  
**Technical Committee**  
**November 12, 2019**  
**Mount Prospect Village Hall**  
**50 S. Emerson, Mount Prospect, IL 60056**  
**Approved Meeting Minutes**

**Call to order**

The meeting was called to order at 9:00 a.m.

The following committee members were PRESENT:

Committee Chair Evan Summers, Designee, Village of Bensenville

Mr. Peter Bialek, Designee, 39<sup>th</sup> Ward, City of Chicago

Mr. Frank Icuss, Designee, 41<sup>st</sup> Ward, City of Chicago

Mr. Jon Kunkel, Designee, Village of Hanover Park

Mr. Brian Gaseor, Designee, Village of Norridge

Mr. Elias Koutas, Alternate, Village of Palatine

Mr. Ernie Kosower, City of Park Ridge

Mr. Dennis Ryan, Alternate, Village of River Grove

Ms. Karyn Robles, Designee, Village of Schaumburg

Mr. Art Woods, Alternate, City of Wood Dale

Mr. Brian Gilligan, Alternate, School District 59

The following committee members were ABSENT:

Arlington Heights, Des Plaines, Harwood Heights, Itasca, Mount Prospect and Rolling Meadows

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

Aaron Frame and – CDA; Jeanette Camacho – ONCC; Ryan Anderson – Landrum & Brown;

and Maura El Metennani – ONCC Consultant.

**Approval of minutes**

Mr. Gaseor moved, seconded by Mr. Ryan to approve the minutes of September 17, 2019.

**Noise Monitors**

Mr. Frame provided the Noise Monitor Update. He stated that there was a deployment to the Village of Niles on July 22, 2019. There was a period of unusable data due to background noise from an air conditioner very close to the monitor, so the deployment was extended to the end of November to get three months of good data.

The long-term portable monitor report for site D, located at 5801 N. Pulaski Rd., Chicago. For the month of August, data showed a DNL of 58.6, and for September, 59.6.

Mr. Summers asked if municipalities were informed when the reports were issued to homeowners. Mr. Frame replied that they don't typically inform municipalities, but they can. Reports are uploaded to the CDA-website.

Mr. Koutas asked how residents can acquire a noise monitor – monitors are free to residents. Applications are available on the CDA web site website. Deployments can usually be made quickly, there are 10 monitors and monitors are usually available. It takes about an hour to set up a monitor, and they have the monitor for two weeks.

Mr. Icuss asked about the Permanent Noise Monitor Location Map, showing projected areas of aircraft noise for post-OMP. He inquired about the "Projected Areas of Aircraft Noise Increasing 3.0 dB and Greater." Mr. Frame replied that it could be anywhere from 4.0 to 5.0 dB. The specific numbers are available in the EIS report (published in 2005).

### **Airfield Update**

Mr. Frame provided an airfield update. He reported that a portion of the old Taxiway Tango (south of Runway 10C, parallel to Runway 15-33) has been renamed as to Taxiway Sierra. On the east side of the airport, there has been work on pavement with regard to Terminal 5. An apron area has been added for hardstands, which is where an airplane parks if it has no connected passenger gate. For aircraft utilizing Terminal 5, it will provide 4 four places to park until new gates are online. Taxiway geometry has also been cleaned up. Taxiway Victor 6 has been added, which will be an east-west parallel taxiway that planes use to take off on Runway 28R or to the south on Runway 22L).

On the west side of the airfield, Taxiway Tango 3 has been removed. Mr. Frame remarked that a number of taxiway changes would be taking place over the next two years, leading up to the commissioning of Runway 9C-7C. Contractors are currently building new taxiway networks, and that work will continue in 2021 as they work on taxiways to and from Runway 9R-27L.

Runway 9C-27C is being constructed, crews are enabling work in and around that runway. Taxiway Kilo Kilo has been commissioned, a portion of Taxiway Yankee Yankee has been renamed as Taxiway Delta. He said that it was standard for all runways to have a parallel taxiway. For Runway 9C that is Taxiway Echo.

On the scenic hold pad, Taxiway Charlie 2 has been renamed Charlie 3. Offshoot taxiways are numbered. Some pavement is being retained/repurposed from an old remnant of Runway 14L-32R. Other portions were demolished for 4L-22R. The new hold pad has been named Orchard Pad

Taxiway M has been closed, probably just temporarily, to get everything ready for the opening of Runway 9C-27C, on Nov. 5, 2020.

Mr. Gilligan asked what impact the changes have to take offs and landings.

Mr. Frame replied that the taxiways help get planes to and from runways, which is important for the ground traffic. Much of the work was planned for in the OMP. But he doesn't see much impact on take offs and landings. The purpose of the work on the taxiway network north of Runway 9C was to clean up things that were in "clear zones."

Mr. Gaseor asked if any work will be taking place over the winter.

Mr. Frame said the construction will be on hold during the winter months. He said that was one of the reasons they were able to do the Fly Quiet Rotation at this time is because there wouldn't be any closures of runways during this time. Work is expected to resume in March or April.

### **3<sup>rd</sup> Quarter 2019 Fly Quiet Report**

Mr. Anderson presented the 3<sup>rd</sup> Quarter 2019 Fly Quiet Report, covering the months of July, August and September 2019.

For the 3<sup>rd</sup> Quarter, average Fly Quiet start time was 11:20p.m.; average stop time was 5:40a.m. Mr. Anderson explained that during the summer months, weather events are more common and there is also increased traffic, both resulting in a shorter time in Fly Quiet mode.

Average Fly Quiet operations for the 3<sup>rd</sup> Quarter were 102. The most used departure runway was 28R at 37percent; the most used arrival runway was 10C at 30percent. Nighttime operations were 13percent of total operations. Mr. Anderson reported that deviation has a tendency to be greater in summer months due to weather events.

The nighttime hourly operations report (all hours of nighttime from 10:00a.m. – 7:00a.m.) for the quarter showed that for departures in west flow, the most used runway was 28R at 38percent; in east flow, 10L at 22percent. For arrivals, the most used arrival runway was 28C for west flow at 27percent, east flow was 10C at 27percent.

Construction taking place during this period resulted in Runway 9R-27L closures to accommodate construction activity, which pushed traffic to Runway10C-28C.

Mr. Summers asked if airlines can pick which runways they use.

Mr. Anderson replied not necessarily. Mr. Summers commented that Runway 10C is not a Fly Quiet preferential runway. Mr. Anderson responded that use of this runway was most likely due to construction on the north airfield.

The Fly Quiet Quarterly report includes nighttime noise complaints, recorded between 10:00p.m.- 7:00a.m. 97 percent of complaints were filed via the website.

Mr. Summers asked how the 311 app is working overall for City of Chicago.

Mr. Frame replied that app is well used citywide, but they are seeing just a small percentage for CDA use. He said he would check with co-workers to see how it is trending.

Mr. Anderson stated that the third-party noise complaint button spikes website results.

The Ground Run-up Enclosure (GRE) had 92percent adherence in the 3<sup>rd</sup> Quarter. The alternate GRE location near Runway 4L-22R was closed during this time for construction. If aircraft couldn't use GRE they had to find another suitable location.

Mr. Kosower asked where controllers would put aircraft for alternate location.

Mr. Anderson replied that the tower and operations had preferred identified locations, depending on what flow the airport is in.

Mr. Gaseor asked what is number of flights that moves operations into Fly Quiet mode.

Mr. Anderson replied that it is not magic number, but rather a combination of arrivals and departures and other variables including weather.

Mr. Icuss asked what the difference is between nighttime and Fly Quiet operations.

Mr. Anderson explained that Fly Quiet mode is driven more by demand than time.

Mr. Icuss asked if the airport limited demand.

Mr. Anderson replied that there are limitations on what the airport can do under federal law. The law was a result of negotiations establishing an agreement that airlines would implement quieter aircraft if airports agreed not to limit or close airports at night or impose fines.

Mr. Frame stated that the CDA tries to stick as close to the 10:00p.m. and 7:00a.m. times as possible, but often Fly Quiet doesn't start until 10:30-10:45p.m. and ends around 5:45a.m. Mr. Frame also stated that weather has the potential to impact the schedule – even weather in other parts of the country.

### **AAAE Airport Noise Conference Review**

Mr. Anderson reported on the AAEE Airport Noise Conference he attended in Seattle. Highlights included the Future of Flight tour at the Boeing at the facility where they build all of their wide body aircraft (767, 777, 787, 747). Boeing engineers gave a presentation on their efforts to mitigate aircraft noise.

Mr. Anderson said there was another presentation on the A320 wing vent whine. He explained that the design of the wing has a porthole in the bottom of wing, which created a whistle. He said there is a fix for it, and that Seattle airport was writing letters to airlines requesting a timeline to install the fix on A320 fleet. He asked if there was interest from the committee in contacting carriers at O'Hare.

Mr. Summers replied yes, he felt that a significant effort of the committee was outreach – to federal partners as well as the airlines. Mr. Anderson said he would provide a list of carriers that operate that aircraft at O'Hare.

Mr. Anderson shared that there was also a session on the Community Annoyance noise button. That it was not only in use here but was being marketing across the country. He said some airports have clear rules that they will not accept 3rd party complaints. O'Hare is focusing on verifiable households, less on the overall number of complaints. Mr. Anderson said one issue with the noise button was the question of equity, energy was being focused on residents that can make thousands of complaints, but is only available to people who pay for it. Engagement should be tailored to the benefit of all, not just those who pay for the button.

He reported that there was an update at the Conference from the FAA on the Annoyance Survey that the FAA announced in 2015. The FAA reauthorization bill from Congress requires that the results be reported to Congress by October 2020.

Mr. Anderson stated that Mr. Summers requested a review of what other airports are doing with regard to nighttime noise programs to be presented at the January meeting. He said it was a new era where aircraft are now quieter, but flights are more frequent. He said that the ONCC is a leader in the field.

### **Next Meeting**

The next Technical Committee meeting will be January 21, 2020.

### **Comments from ONCC Members**

Mr. Summers thanked former Chair Catherine Dunlap, for her stewardship of the committee. He said that he looks forward to following in her footsteps as chair, continuing what she started, and taking a deeper dive into topics of interest. He said he would work with CDA and Landrum and Brown to determine pertinent topics for discussion.

Mr. Woods stated that he has always been an advocate of allowing residents to voice their opinion. He is alarmed that the committee is discussing quieting people that are pushing a button because they pay for it.

Mr. Icuss asked the CDA if any effort was made to see if those complaints are an extraordinary nuisance based or based on real noise higher than neighbors.

Mr. Frame replied that there was no direct outreach. Data show that 87percent of complaints list aircraft noise as basis for complaint. Low flying, vibration, frequency of flights are other basis.

Mr. Summers said that the Village of Bensenville tracked down residents who were making frequent complaints, he believes it is the members' responsibility to do so. Bensenville sat down and talked to the complainants so they know what the Village and the ONCC are doing to address the situation.

### **Comments from the audience**

Dan Dwyer of Medinah had comments on GRE compliance. He stated that United Airlines is the largest deviator. He asked why they are not complying? Is aircraft size an issue? Is it possible to see fleet mix breakdown of non-compliance. Regional aircraft compliance is almost 100percent. Should larger aircraft get priority? Is there a need for a second GRE? Is seems like a solvable problem.

Mr. Ryan moved, seconded by Mr. Gaseor to adjourn the meeting. Motion passed. The meeting was adjourned at 10:03 a.m.