

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee Meeting
September 15, 2020
Zoom Teleconferencing
Approved Meeting Minutes

Call to Order:

Chairman Evan Summers called the meeting to order at 9:01 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. Giuseppe Zerillo, Designee, Harwood Heights
Mr. Dino Gavanis, Alternate, Itasca
Mr. Brian Gaseor, Designee, Norridge
Mr. Elias Koutas, Designee, Palatine
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

Absent: Chicago Ward 45, Des Plaines, Mount Prospect, Rolling Meadows

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

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

Approval of Minutes

Motion: Mr. Woods moved, and Ms. Robles seconded the motion to approve the meeting minutes of August 18, 2020. Motion carried by roll call vote.

Noise Monitors

Portable Monitors

Ms. Celik reported that there was one new request for the portable residential monitor from Elk Grove Village. The homeowner requested to postpone the deployment by 3 months, so CDA will follow up with them. There is one pending report from Bensenville. The municipal noise monitor is available to be requested.

Long Term Portable Monitor

Ms. Celik presented the readings for the long-term portable monitor Site D located in Chicago Ward 39. The July reading is 53.2 DNL. The monitor will be replaced in the fall with a permanent monitor.

Permanent Noise Monitor Replacement Update

Ms. Celik updated the committee on the process of updating the noise monitors. She said they have confirmed the for Site 38 in Ward 39, now that they have 4 City of Chicago locations confirmed for Ward 39 and Ward 40, the sites will be bundled into one contract and they can move forward. CDA is in the process of securing the addresses and contractor paperwork for these sites. The CDA will also bundle the four suburban sites in Niles (Site 45), Des Plaines (Site 7), Northlake (Site 23), and Schiller Park (Site 28). Sites 7, 23 and 28 are replacements, they are currently located on utility poles; they will be installed on their own masts. There has been progress on these monitors as well. The license agreements,

contracts and the paperwork are in motion. Franklin Park was completed in March. She continued by showing maps of each site location and by designating the site and the street.

Mr. Frame said the maps were not available on the website.

Mr. Icuss requested an overlay of the new sites.

Mr. Frame said he could provide that when the project is complete, he will get the committee an updated map.

Discussion

Mr. Icuss wanted to know if the data from the noise monitors was used by the FAA to develop new noise contours.

Mr. Frame explained that the noise captured by the monitors is actual noise while the noise contours are models based on future noise in a future year for the purpose of sound insulation eligibility.

Mr. Icuss asked what the purpose is of the noise monitors.

Chairman Summers added that he relies on the noise monitor readings as a basis for complaints to see if the noise increased or decreased.

Mr. Frame continued to explain the history of the monitors which were installed in 1996 with the purpose of measuring noise in the communities as a way to be transparent and with the approval of the OMP in 2005 and the new noise contours based on future noise, that shift happened 15 years ago. CDA is committed to operating and maintain the system.

Mr. Icuss said people believe their ears and thought the level of sound would qualify for sound insulation and had nothing to do with the FAA.

Mr. Icuss wanted to know when the FAA will come out with the noise contour for Runway 9C/27C.

Mr. Frame said the re-evaluation was approved in November 2015, but again that was not used for sound insulation it was just the interim noise contour. Sound insulation is determined by the full build out noise contour which includes all new runways and the runway extension. The buildout contour, which is what used, does contemplate the shift of air traffic and it represents the final condition.

Fly Quiet Program

Ground Run-up Enclosure Procedural Manual:

Mr. Anderson stated the manual needed to be updated due relocation of the Ground Run-up Enclosure to accommodate Runway 9C/27C. It is located on the northeast quadrant of the airport. The manual is shared with the airlines and CDA operations. The manual highlights how the GRE should be used and how run-up procedures should be conducted. He explained that maintenance personnel conduct full power run-ups to make sure aircraft are operating properly before they go back into service. The engines are run at full power and the GRE attenuates the noise and isolates it to a small area. The location as well as alternate run-up locations have changed. The GRE is the preferred location. There are alternative locations that are only to be used if the GRE is occupied or weather conditions are not conducive to using the GRE at that time. There are two alternate sites located on Runway 22R (#2 and #3) and two alternates located on the south airfield on Runway 10R/28L (#4 and #5). The 10R/28L locations are only used in the daytime hours and only for aircraft coming to and from the southeast cargo area. He described the GRE as being 280 feet deep and 263 feet wide and containing a 210 foot blast fence. It does not accommodate military aircraft, or aircraft design group 6 including Airbus A-380 and Boeing 747-800s, but he noted these aircraft rarely receive maintenance at O'Hare. He said large

aircraft do have to be towed into the facility, which involves additional labor, but it can accommodate larger aircraft. He said there is also a new fact sheet for the GRE, noting the new location with photograph of the new facility, a wind diagram and said it will be available on the website. Mr. Frame pointed out that the Fact Sheets are the highlights of the manual.

Fly Quiet Manual:

Mr. Anderson noted that the Fly Quiet Program was developed many years ago, prior to the conception of the O'Hare Modernization Plan. The ONCC Fly Quiet Committee is developing a new program to accommodate future and current conditions on the airfield. Changes to the Fly Quiet Manual included updates to the GRE section and the locations. It features a new airport layout diagram indicating where Runway 9C/27C will be located and new taxiway location changes close to the airport terminal.

Fly Quiet Fact Sheet:

Mr. Anderson explained that the fact sheet contains the background and history of the Fly Quiet Program, which now includes the three tests that lead up to the IFQ; the new GRE and new logos. He said all fact sheets are on the CDA and ONCC websites, which include several on noise monitors—the history, purpose, and locations. All these materials are for members to share with their constituents.

Airfield Changes:

Mr. Frame went on to highlight changes to the airfield beginning with the extension of Runway 9R/27L. The extension is underway – 75% is already constructed. They are pouring the concrete this year. They will do some of the work this fall and continue next spring. He noted that runway will be out of service from February until November/December 2021 when the runway is scheduled to be commissioned. He mentioned taxiways that are reopened or extended. Tango 8 reopened and Kilo 3 and Alpha 9 are being extended. The purpose of this is to get aircraft from the west airfield to the terminal core. He noted an operational change that had taken effect - Runway 22R will be an arrival runway due northeast only and Runway 4L will be a departure runway due northeast only. This decision would not affect the Fly Quiet Committee since this is the current practice of that runway.

Mr. Kosower and Mr. Frame engaged in a discussion regarding long runways with both 10L/28R will be the longest runway, 9C and 9R second and third at approximately 11,000 feet, and 10C as the fourth longest runway. These additional long runways should provide flexibility with respect to Fly Quiet.

Mr. Kosower wanted to know this has taken the possibility of a runway incursion out of play.

Mr. Frame replied not necessarily, that the two are not related. We have to separate what is happening in the sky vs. what is happening on the ground. The FAA has concerns with aircraft taxiing on the ground, and the issue missed approaches. However, if there are no aircraft taxiing, that will give us more options.

New Runway 9C/27C Opening

Mr. Frame reminded the committee that the new runway, 9C/27C would open seven weeks from Thursday, on November 5, and it would be the last new runway for the O'Hare Modernization Plan. He said there is still construction of the runway extension 9R/27L. He said the CDA prepared FAQs as they had previously for other new runways. These questions deal with (1) the OMP is still alive for the next year and four months, (2) the opening of a new runway, and (3) noise impacts. There are 15 questions answered. He said not all questions will work for members, but if members have additional questions, they should let him or Ms. Camacho. The document will be available on both the CDA and ONCC websites along with the video that the FAA prepared. The FAA is concerned with air traffic, air space, and runway utilization. The CDA manages the airport. He said the CDA could prepare individual maps for members' communities.

Chairman Summers noted that the Commission had been more active on Facebook and suggested members check there for information.

Mr. Frame offered a deeper briefing for members, he said he would be happy to schedule individual meetings with them.

COVID 19 Impact

Mr. Anderson reported on the impact of the COVID-19 pandemic on O'Hare and the general aviation system. He said it was important to keep this on the agenda and to keep the commission up to date on the latest information. He compared traveler volume from 2019 to 2020. He said that over the summer there was a bit of a return of traffic up to Labor Day; however it is 40 percent below 2019. Operations through August had a 48 percent reduction from 2019. The increase in demand over the summer months has been driven by the leisure traveler not the business traveler.

Scheduled Flights: Now that we are coming out of summer, we expect quite a bit of change. In the past, low cost carriers had less of a schedule impact than legacy carriers. There has been a reduction of schedules with United at 51 percent, Delta at 44.5 percent, American Airlines at 48.4 percent and Southwest below 45.6 percent. We are continuing to see lower levels of scheduled flights than 2019, and while the summer travel season did show some return of demand, it was nowhere near pre-pandemic numbers. He expects to see demand drop off again in the fall and winter months with demand significantly lower than a year ago.

Passenger vs. Cargo: He updated the data through July with a passenger increase of 1,200 operations per day while there had been a decrease in cargo to 90 operations per day. We did see a heavy increase in cargo demand in the early days of the pandemic, driven by O'Hare's geographic location as well as connections to rail and roadway transportation to get equipment and medications dispersed as quickly as possible.

Aircraft Retirements: He said the trend is continuing to retire heavy aircraft such as Boeing 757s and 767s. We expect this trend to continue, as airlines want to be as lean as possible. He showed an image of aircraft parked on the former 14R/32L Orchard pad.

Chairman Summers wanted to know why they park in that location.

Mr. Anderson said that location was not affecting movement and it was better to keep the aircraft close in order to reestablish the aircraft back into the system.

Mr. Kosower raised a question regarding parked aircraft on Runway 22R.

Mr. Anderson said we would get back to him with the information.

Shock and Recovery: Mr. Anderson said there were no new updates on recovery since there was no containment and no vaccine to eliminate COVID-19. He said this just pushes recovery further away and it will be several years before we get back to the operational levels of 2019.

Chairman Summers said we are laying witness to an unparalleled time in history. Some things will never be the same and business travel will probably not come back, having adapted to conducting business via Zoom.

Discussion

Mr. Icuss asked a question regarding the GRE and wanted to know if the attenuated sound mitigates the jet blast. He wanted to know if the alternate locations are inundated with jet blast.

Mr. Anderson said only if absolutely necessary. The direction is not pointing at the Northeast Cargo Facility or the Administration Building, but there will be an increase in noise level.

Mr. Icuss wanted to know if an additional GRE locations had been contemplated.

Mr. Frame replied no.

Mr. Frame clarified for run-ups that occur outside of the GRE, that the engine was to be pointed away from the community towards the interior of the airfield.

Mr. Anderson added that the CDA tracks GRE usage in the ANMS reports.

Chairman Summers announced the next Technical Committee Meeting would be October 13, 2020 and the method of the meeting will be on Zoom for the foreseeable future.

Member Comments

Mr. Kosower asked for clarification regarding alternates #4 and #5 for daytime use and #2 and #3 for nighttime use.

Mr. Frame replied yes.

Audience Comments

Mr. Dan Dwyer asked if there was any information in the Runway 9C/27C outreach to show how that runway would be utilized for Fly Quiet post IFQ.

Mr. Frame said no, the video does not get into that level of detail – it discusses the time period between 2020 and 2021. He did not believe there was mention of what would happen beyond the OMP. He said the focus now is on the interim condition; he expects there will be another outreach effort next fall as we get closer to completion of the OMP.

Mr. Dwyer asked if when IFQ ends and the FAA returns to original fly quiet.

Mr. Frame replied that there was an item in the FAQs - under A.6 they did add a sentence. It states “the new runway will also be used when operationally necessary at night during and after the completion of the IFQ in January 2021.”

Mr. Frame stated no runway has a “0” for nighttime usage. Runways may be closed, it may need to be utilized to some extent during the night time. There is a potential that CDA may use 9C between February and December 2021 when the 9R extension is open. It may not be designated as a preferential runway for Fly Quiet, its use will be addressed for Fly Quiet 21.

Chairman Summers said that Runway 10C/28C is not a designated Fly Quiet runway, he asked if the new runway would be treated in the same manner.

Mr. Frame said that the north and south airfields do not have the quite same operational configuration, but both are built to handle group 6 aircraft standards. They are wider and longer; they are all able to do so but given the orientation of the rest of the airfield there is not the same functionality.

Chairman Summers noted that the north runway has better compatible land uses than 10C/28C.

Mr. Frame concurred and said it would be discussed in the Fly Quiet Committee.

Mr. Dwyer wanted to know if the four city noise monitors would be completed by the opening of the new runway.

Mr. Frame said that CDA will do their best to get them completed, he expects it will be November or early December.

Adjournment

Motion: Mr. Ryan moved, and Mr. Kosower seconded the motion to adjourn. Motion carried with a roll call vote. The meeting adjourned at 10:20 a.m.