

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee Meeting
October 13, 2020
Zoom Teleconferencing
Approved Meeting Minutes

Call to Order:

Vice-Chairman Dennis Ryan 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
Trustee Giuseppe Zerillo, Designee, Harwood Heights
Trustee Mike Latoria, 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. 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, Hanover Park

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: Ms. Robles moved, and Mr. Kosower seconded the motion to approve the meeting minutes of September 15, 2020. Motion carried by roll call vote.

Noise Monitors

CDA representative Vildana Celik reported that there was one request for a portable residential deployment to Elk Grove Village. There was a residential monitor report issued to a resident of Bensenville. The municipal monitor was not deployed.

Ms. Celik also presented the reading for the long-term portable monitor located in Chicago Ward 39. The August reading is 53.2 DNL the same reading as the July report. 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 the noise monitors. She said there is now a location for sites 39, 46 and 40 which have completed addresses. Site 38 is in the process of being reevaluated for a new site address. For the relocations, the agreement for the site in Des Plaines had been signed

and mailed back to CDA; the license was signed for Schiller Park. She completed her report with a map of the noise monitor network which Mr. Icuss requested at last month's meeting. Red dots indicated permanent monitors, green dots confirmed locations, and blue boxes indicated location not confirmed.

Fly Quiet Recognition Program

Mr. Anderson presented an overview of a Fly Quiet Awards program with the potential of a recognition program and a review of past ONCC Fly Quiet awards. He focused on what metrics the committee could implement in the future. In 2001, ONCC gave awards to carriers using two categories: 1.) five or more operations/night; 2.) less than five operations/night. It was not fair for the majority to compare operators with less flights. The program was based on four weighted criteria.

- 20% - deviation from preferential flight tracks
- 20% - GRE usage
- 40% - nighttime fleet rating based on FAA regulations Part 36 (since then aircraft are up to stage 4 aircraft)
- 20% - Carrier participation which included attending ONCC meetings, meaningful correspondence, phasing out loud aircraft, and working with the ONCC

ONCC started the annual Fly Quiet Awards Program in 2001 using the criteria to tally points based on the four criteria to arrive at a total score. The last award was given 13 years ago in 2007.

Mr. Anderson discussed other award programs nationwide and used Seattle-Tacoma International Airport as an example, which has three levels of awards.

- Bravo—the quietest of the top five carriers
- Fly Quiet Award—quietest air carrier with at least 1,000 annual operations
- Fly Quiet Regional Airline Award—quietest with at least 360 annual operations

Three Core Elements: 1.) Compliance with noise abatement procedures, 2.) average airline noise contribution metric (based on four noise monitoring stations), and Ground Run-Ups. These all translate into points.

San Francisco Airport started its program in 2003. Awards include the quietest airline overall, the most improved with the largest positive change, and the chairman's award for airline or stakeholder that has taken a positive step in noise reduction even though may not be the quietest. The elements:

- Overall quietest noise quality—compares by fleet/frequency
- Noise excellence—single event maximum noise
- Nighttime preferential runway use
- Gap departure quality rating—follow departure procedure
- Shoreline departure
- Foster city arrival quality rating

Mr. Anderson discussed potential metrics for the ONCC Fly Quiet Awards. It was recommended that the awards be based on quantifiable metrics which could include:

- Nighttime preferential flight tracks

- GRE usage
- Preferential runway usage
- Airline fleet
- Scheduling

He discussed the frequency of the award and wanted the committee's thoughts on an annual or quarterly recognition. He asked about the committee's willingness to initiate the awards program and what types of metrics would be considered.

Mr. Ryan suggested that the discussion be added to the November agenda.

Mr. Gilligan wanted to know about the criteria for preferential flight tracks since deviations have gone down. Mr. Anderson thought it would be good to focus on Runway 22L, which has improved but there are still deviations.

Ms. Robles said she liked the idea of rewarding points to airlines that engage with the ONCC because that would pay the greatest dividends down the road, helping both sides to understand each other's plans. Airline business decisions impact the community. There is a benefit to rewarding interaction with the ONCC. She thought there should be a quarterly report for airlines to adjust and the award frequency should be annual.

Mr. Gilligan asked what the definition would be of a quiet aircraft fleet since many airlines have retired louder aircraft.

Mr. Anderson replied that in 2001 airplanes were louder and today that may not be a good metric since the airlines have moved to a more modern fleet. He said the committee could look at how they are using the fleet...are they operating quieter during the night.

Mr. Bialek asked if the data was available now to quantify this award retroactively for the first three quarters. Ms. Robles suggested that there be a most improved - 2020 could be the benchmark.

Mr. Anderson said the committee could talk more about the metrics. He wanted to know if that is what the committee wanted to pursue. There had to be a decision on how points were assigned.

Mr. Icuss asked about admonishment rather than awards. If airlines got that kind of recognition perhaps, they would try to do better.

Mr. Anderson suggested that there could be arguments if that was a worthwhile approach. He said that a ranking of what airline is on the top and what airline is on the bottom would be a way to call out poor performers. Mr. Anderson went on to say that airlines love recognition awards especially from community groups. They appreciate the recognition to reduce aircraft noise and to catch the attention of other airlines that are not on the top of the rankings.

Mr. Ryan mentioned that in the past, ONCC sent letters to airlines pointing out which pilots were flying out of line.

Mr. Anderson agreed that the committee had sent out letters to airlines flying noisy aircraft at night and the airlines did respond. An awards program and a follow-up with airlines not in compliance both have valid merits.

Mr. Icuss said the committee has to get the airlines to improve and the committee has to take an active role in how we can accomplish that goal.

Mr. Ryan thought letters to admonish an airline was a good thought.

Mr. Gilligan said that the airlines submit a nomination by informing the ONCC what the airline has done for O'Hare and its neighbors in addition to the metrics the Commission is tracking. For example, a pilot education program that the committee is not aware of.

Mr. Anderson said it would be a good idea to invite the airlines to speak to the committee on operating procedures especially how they are contributing to noise reduction. They may be doing things the committee is not aware of and they would be happy to address the committee.

Mr. Ryan went on to recognize Mr. Gilligan who was a past ONCC executive director and stated he is very knowledgeable of airline industry standards.

Mr. Anderson said the Fly Quiet Awards would continue to be an agenda item for the committee to discuss and develop a baseline for 2020 and an award program for 2021.

Mr. Gaseor wanted to know how the committee would handle public recognition to bring awareness to the airlines.

Mr. Frame said in the past, airlines would be recognized at public meetings, and that would be highlighted in ONCC newsletters.

Mr. Gaseor thought television or billboards would be more effective.

Mr. Spitz thought that if news releases were sent to the media outlets that would be picked up by the press.

Mr. Ryan commented that in River Grove he submits ONCC newsletters that are picked up on village newsletters and the website. His residents are reading ONCC news.

Mr. Koutas said that it would be good to provide points in our metrics if airlines speak and/or participate at ONCC meetings.

Mr. Anderson said that it was a criteria and airlines had representatives speak at ONCC meetings. Airlines participated in discussions. If points are awarded it starts to get subjective and the metric becomes hard to quantify.

Mr. Frame shared a link online to a past ONCC newsletter with award details from 2008.

Trustee Zerillo thought a banner at the entrance of the airport would be effective.

Airfield Changes

Mr. Frame reminded the committee that the new runway would open in three weeks. He presented the latest diagram of the airfield which included Runway 9C/27C and four new high-speed taxiways (E1, E2, E3, and E4) that will all be active on November 5. North airfield taxiways YY and YY2 were realigned. Former Runway 15/33 is a third of what it once was since the north end was cut off. All that is left is Taxiway SS and K. Runway 9R/27L is parallel with the Kennedy Expressway – this runway extension is two-thirds complete, the pavement was poured. The runway will be closed from February to the end of 2021, when the runway is scheduled to open. This is the 56-day pilot awareness charting poster tool and is on the CDA website under Pilot Awareness.

Runway 9C/27C FAQs

Mr. Frame reviewed the Runway 9C/27C FAQs, which was reviewed by the FAA. He thought that the 15 FAQs would help members with messaging for their residents. He said that some individuals learn verbally, some are data driven and some learn visually. He proceeded to review the document. He said the first few questions deal with the history of OMP which can still be found on the FAA website. He said the runway will be used mostly as an arrival runway, and as a departure runway when operationally necessary. It can be used all of the time depending on weather, wind, what is happening on the airfield. If other runways are closed, this runway can be used at those other times of day. He continued with Question 6 that addressed the use of the runway which stated that the use in November will be different than next year after completion of the OMP. In the near term, the runway will be used dual parallel approaches. Later, it will be used for simultaneous triple parallel approaches. The new runway will operate much the same as Runway 10C does on the south airfield. When demand warrants, the airport will use 2 runways or 3 runways. Traffic from 9R/27 will shift to 9C/27C both in west flow and east flow. The runway will be used when operationally necessary at night during and after the completion of the IFQ in January 2021.

In Question 7 he said the runway can accommodate Group VI aircraft which include the 747-800 and the A380. It is the last of the OMP new runways. Runway 9R/27R, the final piece of the OMP, will be extended by 3,293-ft for a total of 11,260 ft.

Question 9 referred to work on Fly Quiet 21. After completion of the OMP, Fly Quiet will go back to the existing Fly Quiet until FQ21 is completed. Question 10 refers to noise comparisons; Question 12 addresses 65DNL; Question 13-14 reviews noise monitors and their functions and sound insulation completed with Phase 19. Question 15 explains sound insulation for homeowners. The end of the FAQs document lists information resources. Mr. Frame showed the document on the CDA website under noise management. The FAQs and the FAA video are on the website.

Mr. Icuss asked if 27C and 27L would be used simultaneously for arrivals.

Mr. Frame replied that they were not modeled that way. As far as he knows there are no plans to do so. He used runways 10C and 10R – even if they did use them at the same time, additional rules would kick in.

COVID 19 Impact

Mr. Anderson reported again on the impact of the COVID-19 pandemic on O'Hare and the general aviation system. He said that the Columbus Day weekend was 39 percent below 2019. There was a bit of return in demand levels in the summer which had leveled off, but not as much as he expected. He anticipated leveled off slow growth through the fall. September was 49 percent below 2019 levels; Midway had a 41 percent reduction. *Scheduled Flights*: Mr. Anderson said there has been a reduction of schedules with American and United at 50 percent and Southwest below 45.6 percent. *Passenger vs. Dedicated Cargo*: He updated the data through September with a passenger increase of operations per day while cargo peak in July. *Aircraft Retirements*: He said the trend is continuing to retire aircraft such as 757s and 767s. *Shock and Recovery*: Mr. Anderson said that it is too early to say when the system gets back to 2019 numbers. It will be several years.

Vice Chairman Ryan announced the next Technical Committee Meeting would be held November 17, 2020 via Zoom teleconference.

Member Comments

None.

Audience Comments

Mr. Dan Dwyer wanted a follow up on the last four remaining permanent noise monitors. Since the runway would be commissioned in three weeks, he wanted to know if the monitors would be finished by the end of 2020.

Mr. Frame responded that the monitors would not be finished in the next three weeks. He said the good news is that half of the remaining monitors have addresses. They will be proceeding with the contractor to get quotes, authorize work, and pull permits. He said the chart does not show the long lead between steps four and five. The suburban monitors are farther along; Ms. Celik is working with the construction team and checks in weekly. The goal is to be finished with some of those by the end of the year. There is a fair amount of work to finish.

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

The meeting adjourned at 10:07 a.m.