

**O'HARE NOISE COMPATIBILITY COMMISSION**  
**Technical Committee Meeting**  
**October 19, 2021**  
**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:

Committee Chair Evan Summers, Designee, Bensenville

Mr. Peter Bialek, Chicago Ward 39

Mr. Frank Icuss, Chicago Ward 41

Mr. Guiseppe Zerillo, Harwood Heights

Mr. Jon Kunkel, Hanover Park

Mr. Brian Gaseor, Norridge

Mr. Elias Koutas, Palatine

Mr. Ernie Kosower, Park Ridge

Mr. Dennis Ryan, River Grove

Ms. Karyn Robles, Schaumburg

Mr. Brian Gilligan, School District 59

Mr. Art Woods, Wood Dale

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

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

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

**Approval of Minutes**

**MOTION: Mr. Gaseor moved, and Mr. Kunkel seconded the motion to approve the meeting minutes of April 20, 2021. Motion carried by roll call vote.**

**Noise Monitors**

CDA representative Vildana Celik reported that there were three requests and deployments of residential noise monitors, two for Park Ridge and one for Wood Dale. There were no requests for the municipal noise monitor.

Ms. Celik also presented the reading for the long-term portable monitor located in Chicago Ward 39. The March reading is 51.8 DNL, the April reading is 54.8 DNL, the May reading is 55.3 DNL, the June reading is 55.8 DNL, the July reading is 55.6 DNL and the August reading is 54.1 DNL. The average reading for 2021 is 53.9 DNL.

**Permanent Noise Monitor Replacement Update**

Ms. Celik updated the committee on the process of the noise monitors and said she would have more information at the next meeting. Seven new locations are still left, three in Ward 39, two in Ward 41,

one in Ward 40 and one in Niles which was activated on May 21. There have been permit problems at the Chicago sites, but the contractor secured building permits and temporary parking permits.

### **COVID 19 Impacts**

Mr. Anderson updated the committee on the impact of the COVID-19 pandemic on O'Hare and the general aviation system. He showed the TSA checkpoints and see the return of demand levels at 80 percent where we were in 2019. He showed TSA specific to O'Hare where we are leveling off after September 25 but better than where we were last year. He said Midway is still showing strong because it is Southwest Airlines that carries the airport with leisure travelers. O'Hare in September is 15 percent down compared to 2019 with a 28 percent reduction. Midway had an 11 percent reduction from September 2019 and an annual reduction of 22 percent. In regions aircraft operations are healthy in the South and Southwest while the Northeast is struggling without the international traveler. Warmer markets are driving the demand. He compared the demand of passenger operations to cargo operations and said that while there was a spike in passenger demand for the summer, demand is down, and cargo continues to track above 2020 numbers with expectations higher for the holiday season. He said the shocks over the years to the aviation industry fully recover but COVID has been worse than any other shock in the past, but the industry continues to recover. Mr. Summers added that nothing seems to compare like COVID, and he will keep the report as a sustained agenda item.

Mr. Anderson said that Southwest Airlines flights make up for Midway Airport's operations but fewer gates for that airline at O'Hare. He said that 90 percent of gates at Midway and a small fraction at O'Hare.

### **Fly Quiet 2<sup>nd</sup> Quarter Report**

Mr. Anderson reported the highlights of the Fly Quiet 2<sup>nd</sup> Quarter Report

- Average Start Time: 10:24 p.m.
- Average Stop Time: 6:07 a.m.
- Average Nightly Time in FQM: 7 hours and 43 minutes
- Average Nightly Operations in FQM: 97
- Most Used Departure Runway: 28R—37 percent
- Most Used Arrival Runway: 28C—31 percent

Nighttime duration was 9 hours with 170 operations.

Carrier Category:

- |                                |             |
|--------------------------------|-------------|
| • United and American Airlines | 36 percent  |
| • Other Domestic               | 21          |
| • Other International          | 11          |
| • Dedicated Cargo              | 31          |
| • General Aviation             | 01          |
| • Total                        | 100 percent |

Flight path deviations were 79 percent for 0.5 miles; 13 percent for greater than 0.5 miles to 1.0 miles; and 8 percent for greater than 1.0 miles. A solid C+ but not the best.

Mr. Summers questioned the deviations for this quarter to which Mr. Anderson said he would investigate the situation. He said there were weather events. He thought perhaps it was an outlier. Mr. Summers asked if the tower sent flights onto destinations because of reduced operations. Mr. Anderson did not have an answer but promised to reach out to the tower. Mr. Summers also felt that Runway 9C/27C was not shouldering its fair share of operations and again Mr. Anderson did not have the answer. He did say that perhaps construction on the north airfield may be contributing to the issue. Mr. Kosower echoed Mr. Summers concern and added his concern about smaller aircraft missing their mark. He also questioned the navigational markers for 9C/27C and wanted that verified for the runway extension when fully commissioned. There were 16,281 nighttime complaints from verifiable households. There were 212 runups in the GRE and other locations.

Mr. Icuss wanted to know if the homes complaining were sound insulated and Mr. Anderson said he was not sure, but they can break out the numbers between the sound insulated and the not sound insulated homes. Mr. Icuss wanted to know if this was consistent with the numbers reported. The deviations from the headings what point measured from the take off procedure measured the exact point the aircraft reaches 3,000 feet a departure on 10L the end of the line tracks miles at 3, 000 feet supposed to be on that [referential flight path.

Mr. Icuss said it was his understanding that the flight changes when it reaches 3,000 feet to which Mr. Anderson concurred and said that was why the red not doing what we wanted he can breakdown by individual airlines in the report. All operations on 10L averaging red than orange.

Mr. Icuss said can we demand that they stay on the flight path to which Mr. Anderson said yes, the air traffic controller utilize if safe for demand levels. There is no legal leverage it is a voluntary program, and the pilot absolutely can do. As for slower aircraft get out of the way for safety and efficiency intent to stay, we report back how that is happening. Most reports are good, but he said he would look further and will follow up.

Mr. Icuss said that an overlay to look at the number of complaints outside the contour area where they are taking place. He never realized the length of traces tell the whole story of deviating at 2,400 feet above the roof tops.

Mr. Anderson said to focus on the red, the number of operations just 165 compared to a vast occurring within that half mile. Count those red traces, they tell the whole story. Six hundred complaints for the 165 operations.

Mr. Summers wanted clarification that pilots cannot navigate airspace to which Mr. Anderson said that the tower complies with the pilot and the pilot is in charge but over Chicago airspace the tower is in charge.

Mr. Summers said that the committee needed to meet with air traffic control regarding the deviation trend to clarify if the pilots or the air traffic control initiating the deviations.

### **Fly Quiet Recognition Program**

Mr. Anderson reviewed the three major categories for recognition:

### **Preferential Flight Tracks**

Acknowledge/encourage operators to direct aircraft over less populated areas to limit the noise effects on the surrounding communities.

- Measure deviation in nautical miles
- Annual average in all departments
- Zero is a perfect score

### **Ground Run Ups**

Acknowledge/encourage operators to utilize the GRE facility whenever possible to minimize noise from all engines during maintenance and repair.

- Encourage utilizing GRE whenever possible
- Compare annual percentage use

### **Fleet Quality**

- The quietest aircraft in nighttime hours
- Replacement of fleet with quiet aircraft
- Utilize stage 5 aircraft

He said the committee discussed new preferential runways when there is a new Fly Quiet Program.

Scoring the system:

- Results scaled on a 0 to 100 percent scoring system
- 100 percent considered but not possible
- Overall best score highest average on all three categories
- Carrier must have at least one average nightly operation between 10 p.m. and 7 a.m.

For example: Airline/ type of aircraft (passenger)/total operations/average operations/average departure deviations in Fly Quiet Mode/ GRE/Fleet mix rating would = Fly Quiet Score.

Mr. Summers said that the committee needed to consider a couple of things weighting equals. The GRE is less than a deviation—look at the weighting system. The quietest aircraft does not fly what percentage at night is it 10 percent at night and 90 percent during the day.

Mr. Anderson said that he mentioned different weighting for the categories and the committee can break out. We can do with these metrics, or we can what find what is used more during the day at night. Ms. Robles said once the committee gets the metrics to run a test report the nuance to many airlines to airlines that does not have it easy a category based on what characteristics are based on these. United and American harder to use the GRE based like American Eagle who has easiest for GRE. Most improved category not the best but trying. A one-page sheet here is how you scored how you can improve.

Mr. Kosower the GRE never use the GRE considered doing maintenance move to use the GRE would not want to penalize before an operation. The Committee should look at some other airports. Vancouver awards for 16 years—see what other people have done. The majority of west coast operate at different circumstances. Regulatory covered under part 150.

Mr. Anderson said that he had no concerns and that the committee had already looked at a summary of major programs, but he could recirculate the information.

Mr. Gaseor wanted to let the public know what airlines were not following the report. Mr. Summers said he did want to shame them but to go with the carrot. Mr. Gaseor said to at least send them a letter to which Mr. Summers agreed it should look like a report card. Mr. Ryan said that he thought the committee should look at the information the committee put together in the past.

Mr. Anderson said the considerations would be the best commercial/best regional jet airlines to delineate airlines. There would be a list which would be a way to delineate. Incorporate a weight system as well as schedules and types/ call out the most improved carrier. There should be an award name. He said this would all be good feedback for the next time the committee comes back to this agenda item.

Mr. Icuss wanted to send a memo for the 3,000-foot guideline to try to adhere to the program. Be direct with the FAA and CDA sound insulating to try to stick to the heading we can have a deviation committee. Mr. Summers said that a comprehensive plan listing ways to improve.

Mr. Woods said since 2021 things got better, but some things got worse. He asked, what have we accomplished? Is there is a program in place? The question is what drives further deviations? Mr. Summers said that it will grow with the new Fly Quiet Program. For example, Alaska does a good job give them good recognition and Public Recognition. Use acknowledgement.

Mr. Woods said he was not against that, and it was more than the committee had done in the past. He said that he appreciates the leadership. Mr. Summers said that a good public relations program would be a metric adhering to those runways. Mr. Anderson said that we would have an essential metric when we have a new program. Mr. Summers asked if he could get the committee a draft program to which Mr. Anderson said yes, he would shoot for the November meeting. Mr. Summers said that weighting the program would come into play.

Mr. Summers said the next Technical Committee meeting will be held on Tuesday, November 16 on Zoom.

### **Member Comments**

None

### **Audience Comments**

Mr. Dan Dwyer commented on the progress of the noise monitor system reminding everyone that the updates started in 2015. Ms. Celik said four were remaining two are working on replacing and three left to finish next year. The three would be completed this year.

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

The meeting adjourned at 10:23 a.m.