

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee Meeting
January 18, 2022
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, Bensenville

Mr. Ron Hudson, Arlington Heights

Mr. Peter Bialek, Chicago Ward 39

Mr. Frank Icuss, Chicago Ward 41

Mr. Giuseppe Zerillo, Harwood Heights

Mr. Jon Kunkel, Hanover Park

Mr. Elias Kautas, Palatine

Mr. Ernie Kosower, Park Ridge

Mr. Dennis Ryan, River Grove

Ms. Karyn Robles, Schaumburg

Mr. Brian Gilligan, School District 59

Absent: Chicago Ward 45, Des Plaines, Mount Prospect, Rolling Meadows, Itasca, Norridge, Wood Dale

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 Meeting Minutes

MOTION: Mr. Kosower moved, and Mr. Ryan seconded the motion to approve the November 16, 2021, meeting minutes. Motion carried by roll call vote.

Noise Monitors

CDA representative Vildana Celik reported that there was one request for the portable noise monitor and deployment it in Chicago Ward 41. There were no requests for the municipal noise monitor.

Ms. Celik also presented the October and November readings for the long-term portable monitor located in Chicago Ward 39. The October reading was 54.9 DNL and the November reading was 57.7 DNL. The readings were lower than the 2019 data but higher than 2020. The monitor is no longer in place – it was replaced by permanent noise monitor, Site 46, which will be reported in the December ANMS report.

Permanent Noise Monitor Replacement Update

Ms. Celik updated the committee on the progress of the noise monitor installations. All relocations have been completed. The last site to be replaced was Schiller Park, Site 28. The new permanent noise monitor locations – 3 have been completed. She said that Albany Park monitor (39) was completed on December 10; Acadia monitor (40) was completed on December 7; and monitor 46 was completed on December 7. All three monitors are solar powered. Site 38 (Sauganash), Site 41 (Norwood Park), and Site 43 (Edgebrook) will be completed in 2022. A new map with sites 39, 46, and 40 would be forthcoming.

COVID 19 Comparisons

Mr. Anderson updated the committee on the impact of the COVID-19 pandemic on O'Hare and the general aviation system which now was in year three with four years of data. He showed the daily TSA checkpoints up to January 16, 2022. He said the data indicated that the fall months were close to 2019 demand to 84 percent of 2019 numbers. Toward the end of 2021, Omicron affected the operations level

with flight cancellations due to staffing issues. Even with the Omicron impact, the data was still close to 2019 operations. When comparing the O'Hare data, operations were down 26 percent year to date: 2,520 operations in 2019 and 1,874 operations in 2021. At Midway Airport there was a 20 percent reduction with 636 operations in 2019 and 509 operations in 2020. Regional operations were still higher in the western and southern regions of the country. Demand level for cargo at O'Hare continued to increase. Cargo operations maintained high numbers but leveled off toward the end of 2021. As for shock and recovery, there was an uptick to resume recovery.

Ad Hoc Daytime Noise Insight Subcommittee

Mr. Kosower reported that he had seated most members for the committee and planned to meet soon.

Fly Quiet Recognition Program

Mr. Anderson said that he had received valuable feedback and had additional metrics and weightings for the recognition program.

- Fleet Quality—20 percent: Stage 5 aircraft would be weighted at 100 percent
- Airline Schedule—35 percent: Total operations at nighttime from 10 p.m. to 7 a.m.
- Preferential Flight Tracks—40 percent: Fly Quiet Mode deviation adherence 0 is 100 percent
- GRE—5 percent: Compare annual percent utilization of GRE facility. Full utilization 100 percent adjusted not penalized.

Mr. Anderson showed a chart of airlines and how they played out for a discussion and adjustment. For the second quarter 2021, the data list of carriers showed the following:

- Piedmont Airlines:
 - Fleet Quality—100 percent
 - Nighttime Operations—90 percent
 - Preferential tracks—100 percent
 - GRE—100 percent
 - Total Score—96 percent**

Dedicated Passenger—Delta Airlines has highest score with 88 percent

Regional Carriers fly for main hub carriers—Piedmont example

Cargo—Kalitta Air—79 percent

UPS—65 percent because a vast majority of flights take place 10 p.m. to 7 a.m. They have poor operations with the fleet at 60 percent but excellent preferential preferred flight tracks which gives them 95 percent.

Discussion:

Mr. Summers said he is happy with how things are shaping up, that the metrics are addressing the right things. Ms. Robles agreed and questioned the GRE scoring to which Mr. Anderson said that a score of zero would be if they had run-ups but not in the GRE. Ms. Robles asked if all airlines had a GRE? Mr. Anderson said no. In fact, Korean Air has not done any run-ups but still gets 100 percent. He said that would be a question for the committee to reward airlines that are using the facility and highlight airlines that are not using the facility.

Mr. Summers said he thought it was an appropriate weight for the GRE, it shows maintenance is being responsible. Ms. Robles said we would have to put the program in place and live with it, be open to with making modifications. Foreign airlines that do long hauls are not going to score well, but will not change operations because of it. The program should play out with more data. Mr. Summers questioned some airlines listed are they cargo or passenger or both? He asked to double check the carriers and make sure they are accurate.

Mr. Icuss said he was told of only four homes that have sound insulation made noise complaints, they are in the preferential flight path. He thought it made sense to weight the preferential flight tracks higher. That is where we want to keep the planes at night – they are the ones that are sound insulated. Raise from 40 percent to as high as 60 or 70 percent. Another topic - reduce nighttime operation - airlines with one flight should be at the top. The total must come up to 100 percent - complaints come from homes that do not

have sound insulation. We should reward carriers to stay within the noise contour. If you reduce flights, you reduce noise.

Mr. Kosower agreed and said that residents who already had sound insulation in his community still complained. He asked if we would be able to incorporate the new Fly Quiet program into this plan? Mr. Anderson said that he would incorporate the runway rotation configurations. Mr. Kosower said that 40 percent we know transition to recent programs the diagonals have one departure, and the parallels have two paths. If we incorporate it will complicate.

Mr. Anderson said that we can always check and adjust the complexity of future program adapt in place trading and rewarding for this program.

Mr. Bialek asked if the data would be available to the airlines so they can see what they are deficient in.

Mr. Summer said there would be a news release and back up with a chart available to everyone. We want to improve the numbers, they cannot change the fleet overnight – we can always borrow 5 percent from another section.

Ms. Robles said she was happy and there would always be an opportunity to adjust going forward.

Mr. Anderson said that they have the 2021 data and could apply the weighting for the entire year. He went back to Mr. Kosower's question and said it was worth discussing how to make this data readily available and accessible to airlines and the public. They would have in place the data ready to the airlines, the community, and the public to track adherence quarterly or annually. It would be accessible and even more frequently than that. He has some ideas and will discuss those options with Mr. Frame. The data was great and making it more transparent and accessible was a good thing.

Mr. Icuss asked to clarify the data he received about the four complaints. Mr. Anderson clarified that was information was specific to Ward 41. Mr. Icuss asked to know the number for the entire O'Hare community. His point was to find out if the sound insulation system is effective.

Next Meeting

Mr. Summers said the next Technical Committee meeting will be held on Tuesday, March 15, 2022.

Member Comments

None

Audience Comments

Mr. Dan Dwyer commented on the preferential flight tracks score—0 being the highest score – the formula has a penalty for flight dispersion built in – this would penalize less maneuverable aircraft. This would result in the concentration of noise. The heading starts at the end of the runway. Creating RNAV with vector headings - is that desirable? The effectiveness of existing sound insulation under OMP – noise is not currently following contour and has yet to be challenged. Fly Quiet Committee gives a 10-degree parameter. The sound insulation effectiveness was run at the OMP and not following the noise contour now. The effectiveness may never be challenged. The Fly Quiet must adapt.

Mr. Summers said that the preferential flight tracks were a solution. Start penalty at + or -.5 mile the CDA coded green - whether .5 mile is the magic number is up for debate. Penalize larger aircraft start penalty at .5-mile marker if using current metric being used for Fly Quiet.

Mr. Anderson agreed with the concern on whether we wanted to concentrate flights or disperse them. Penalizing aircraft that may not be able to make the turn – not clear cut. He can show examples of cargo carriers that you think aircraft may not be able to make the turn as easily as a smaller aircraft are getting 90-95 percent adherence to flight tracks. It is worth looking into with the implementation of a new program

which has more complex preferential departure procedures – worth looking at how to accommodate these varying degrees without looking to concentrate flights like an RNAV.

Mr. Dwyer clarified that it is not that they don't take the turn, but they take a larger radius for the turn. The larger aircraft cannot complete the turn by the end of the runway.

Mr. Icuss had a quick question and wanted to know who determined when and where the plane makes the departure heading. He asked if it was a safety concern from the FAA or convenience for the airline.

Mr. Anderson replied that it is definitely based on safety - the FAA overriding when the air traffic controllers make a direction and sole responsibility of the pilot to make the turn when it is most safe to do so. Mr. Icuss asked if it was a safety issue for the plane to turn at 5,000 feet instead of 3,000 feet.

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

The meeting adjourned at 9:53 a.m.