

THE O'HARE NOISE COMPATIBILITY COMMISSION
TECHNICAL COMMITTEE MEETING
April 19, 2022
BENSENVILLE VILLAGE HALL
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:**

Mr. Ron Hudson, Arlington Heights
Committee Chair Evan Summers, Bensenville
Mr. Frank Icuss, Chicago Ward 41
Ms. Ann Choi, Mount Prospect
Mr. Brian Gaseor, Norridge
Mr. Ernie Kosower, Park Ridge
Ms. Lori Ciezak, Rolling Meadows
Ms. Karyn Robles, Schaumburg

ABSENT: Chicago Wards 39, 45; Des Plaines; Hanover Park; Harwood Heights; Itasca; Palatine; River Grove, and 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.

There not being a quorum, committee business could not be conducted.

APPROVAL OF MEETING MINUTES

No quorum for motion.

COVID 19 UPATE

Mr. Anderson updated the Committee on the impact of the COVID-19 pandemic for both O'Hare and Midway airports. He showed the daily TSA national domestic travel checkpoints up to Sunday, April 10, 2022. He said the data indicated a strong recovery since the Omicron variant outbreak. Demand was high and up to 80 percent of 2019 numbers. The increase was in leisure travel. At the end of March, O'Hare travel was back to pre-pandemic levels and summer bookings indicated an 85 percent uptick for travel this summer. At Midway, Southwest Airlines was primarily focused on leisure travel and was coming back to pre-pandemic operations. March flights were 21 percent below 2019. Operations at O'Hare were 2,520 in 2019 and just 1,836 in 2022. At Midway, operations were 636 in 2019 and 451 in 2022 which was 20 percent below pre-pandemic. Again, the south and southwest airports had a higher recovery rate. Dedicated cargo had a stronger demand at O'Hare, with more operations than in past years. Through February, cargo at O'Hare had a high demand.

Mr. Summers asked about mask regulations at O'Hare since a federal ruling to end mask mandates for transportation just occurred yesterday. Mr. Frame said that the CDA would still be following a mask mandate at O'Hare until further notice.

2021 FLY QUIET ANNUAL REPORT

Mr. Anderson presented the 2021 Fly Quiet Annual Report and said that the airport average for the Fly Quiet Mode was 7 hours and 14 minutes while there were 93 operations during that timeframe. FQM started at 10:49 p.m. and ended at 6:03 a.m. The most used departure runway was 28R at 41 percent and the most used arrival runway was 28C at 31 percent.

Nighttime operations were 10 percent of total operations. United and American Airlines accounted for 42 percent of operations; domestic carriers—15 percent; international carriers—13 percent; and dedicated cargo—29 percent.

Preferential flight tracks: 82 percent at 0.5 miles; 13 percent at 0.5 to 1 mile; and 5 percent deviated higher. He said that the CDA had sent the deviation reports to the air traffic control management to get feedback why some flight tracks were in red. He would report the findings at future meetings. The request had come out of leadership meetings regarding the uptick in deviations.

There were 210 operations in 9 hours from 10 p.m. to 7 a.m. with 40 percent in FQM and 60 percent during the shoulder hours. There were 275 verifiable households for complaints. The GRE had 93 percent compliance.

He said that he wanted to look at the shoulder hours to look at the trends. He said that the Fly Quiet Mode start time was influenced by departures and the decision to use one runway would vary on demand especially at 10 p.m. Arrivals dictate when to come out of Fly Quiet Mode especially in the early morning hours.

He relied on historical data from the last 15 years at O'Hare. He said the average shoulder hours were 10 to 11 p.m. each year with July being the busiest month. He reported that departures influence the Fly Quiet hours and were steady up until 2019 when they peaked at 60 operations per hour. The reason being that O'Hare is a connection airport where American and United passengers make connections to smaller markets. Those flights are final destinations to make last connection thus pushing operations into the shoulder hours. For arrivals, the average start time is 5:45 a.m. and if one looked at the flight track, the smaller markets coming into O'Hare to connect to larger markets. Over the last 15 years the 6 a.m. to 7 a.m. peaked until 2018. In another chart (called the heartbeat chart) from July 2021, one could see the arrivals by the hour. United Airlines in blue, American Airlines in green and other airlines in yellow show waves of arrivals corresponding with bottom line departures.

Mr. Summers said the takeaway is that operations are market driven and passengers want to land in the morning to connect to other markets the airlines accommodate those needs.

Mr. Icuss asked if the FAA would permit O'Hare to control those times and Mr. Anderson referred to the 1990 amended federal regulation NEPA that airports could not regulate operations based on noise. NEPA prohibits demand restrictions and is a convoluted process with varied measures including funding. There is no interest by the FAA or the CDA or the airlines to regulate based on noise abatement.

Mr. Icuss stated that he did not see improvement short of weather and it is up to airlines what they will fly into which Mr. Anderson said not to stop lobbying the airlines to become better neighbors.

Mr. Icuss asked if other airports limit nighttime flights to which Mr. Anderson responded that some airports are grandfathered in for a noise curfew.

Mr. Summers said that airlines were forced to retire older aircraft and add newer aircraft to their fleets to make the skies quieter.

Mr. Anderson said he agreed and sympathized that Fly Quiet hours do not match up. It is educational to look at the shoulder hours and look at them comprehensively. To influence change, you must look at the deviations in flight tracks and work with the airlines. The demand is not going to change. A good educational piece is the Fly Quiet hours and have the deviations data when talking to the airlines.

Mr. Summers agreed that the runway rotation plan would work.

Mr. Icuss asked if they could standardize operations; there are 93 operations on average.

Mr. Frame said that the tracks in green, orange and red are Fly Quiet, the other tracks are in the non-Fly Quiet mode. All the flights between Fly Quiet are purple. They went on to explain the actual length of each track and the actual flight from take off to 3,000 ft. based on the different aircraft size, performance, and weight. The air traffic controllers directing them to how long before 3,000 ft. Some aircraft are fast and have a shorter line.

Mr. Icuss wanted to know if they take off to the east and not turn to 3,000 ft. to which Mr. Anderson replied that it depended on the runway and the runway headings. Mr. Icuss wanted an explanation to which Mr. Anderson said that those are the deviations and aircraft stay until 3,000 ft. The CDA is communicating with the FAA to find out what are the causes—weather in some instances or some other situation.

Mr. Hudson wanted to know why altitude was 3,000-ft. to which Mr. Anderson said the altitude was established with the FAA and air traffic control as a feasible altitude within the airspace before aircraft would interfere with other layers of airspace to cause other issues. The 3,000-ft. altitude was a happy medium. The Fly Quiet meeting will discuss this variable along with other issues to examine what if any can be changed.

FLY QUIET RECOGNITION AWARD

Mr. Anderson announced that the Technical Committee had established the criteria for the Fly Quiet Recognition award and that the metrics will apply for the 2022 year. The goal is to clean up the data and group into three categories: air carriers, dedicated cargo carriers, and regional carriers. The numbers for 2021 include at least one nighttime flight, a fleet quality score, a nighttime schedule, a deviation score, and the GRE utilization. Cargo: only flights at O'Hare at one or greater and Emirates comes out on top. A lot of airlines were focused on taking advantage of cargo demand to the extent of putting boxes in passenger seats. There needs to be a categorizing of carriers versus dedicated cargo carriers. We can delineate by checking the tail number and the registration matched to passenger aircraft with boxes in seats. The question is how much delineations with categories will influence the schedule. Which airlines catered to cargo not passengers. Specific breakouts for not a traditional cargo carrier mean the committee must get into the details. China Eastern was 70 percent majority passenger not cargo.

Mr. Kosower discussed the hybrid flight because of the pandemic and said that a fair part of the operations were based on the pandemic. When it happens, an assumption was needed to delineate the carrier was not flying boxes.

Mr. Anderson said that was still lucrative to do and he did not know the answer. There had been a ramp up of cargo at O'Hare. He said that we do not know where the flights are. Mr. Kosower wanted to know if there was any idea how many flights are involved to which Mr. Anderson said a majority one or the other on arrival and he would bring in the breakout to the next meeting. The number of flights that are outliers was a handful on any certain day. He went on to discuss the GRE and said that the stats do not change the calculation; a change to the score would not make that much of a difference.

Ms. Robles said the committee was getting into the weeds and airlines are more forthcoming when to customize flights. The award should stimulate an incentive and not worth the operational anomalies. What data we have for them is more important for them to achieve their goals

Mr. Frame said there is a Lufthansa and a Lufthansa Cargo and there was no registration number on the tail or number registration without the name difference. He said that to Ms. Robles' point the committee may not have an impact on certain airlines and the data may not be as clean as we would like. He said that the CDA could bring back to the committee a percent of the operations and then they can make that assumption.

Mr. Gaseor said to keep it simple for two years.

Mr. Kosower asked if there was a frame of reference from other airports. Mr. Anderson said to focus on O'Hare because it had a unique level of carriers and other airports may not have a program like this. Mr. Kosower said he thought the Committee investigated airport recognition awards a year ago especially west coast airports. Mr. Anderson said that west coast airports do a better job. They have specific delineations with the level of detail. He proposed the breakout for all individual airlines to match for the Fly Quiet Recognition Award.

AD HOC DAYTIME NOISE SUBCOMMITTEE REPORT

Mr. Kosower reported that the *ad hoc* Daytime Noise Subcommittee met for its third meeting on Thursday April 14th at 9 a.m. at Park Ridge City Hall. The meeting's focus was the continuation of information and education regarding the daytime operation of O'Hare International Airport. Mr. Ryan Anderson of Landrum & Brown gave an exceptional presentation on the operation of the airspace from the viewpoint of Air Traffic Control, breaking down in lay terms the substantial number of people it takes to control the airspace and the complexities of what happens when the airport needs to be adjusted from west flow to east flow. The effort of the subcommittee continues to focus on one major topic at a time to build a foundation for addressing the first goal which is can anything be done operationally to affect change in daytime noise. Once the foundation is set, the committee will be in a better place to address such issues. The next subcommittee meeting will be held on Thursday May 12th at 9 a.m. at Park Ridge City Hall.

Mr. Summers announced the next Technical Committee Meeting would be held at the Bensenville Village Hall at 9 a.m. on May 17, 2022.

Member Comments

None

Audience Comments

Mr. Dwyer said the meaningful data for the Fly Quiet Recognition Award for noise complaints to improve the resident experience. Take the Web Track data and integrate that data with the complaint data. The current complaint data features are out there and it's time to think about what would be useful.

Mr. Summers recognized two new members on the committee, Mr. Ron Hudson of Arlington Heights, who had been involved with aviation planning and design since 1978. Ms. Ann Choi from Mount Prospect said that she was new to the subject of ONCC and would be learning.

The meeting was adjourned at 10:09 a.m.