

THE O'HARE NOISE COMPATIBILITY COMMISSION
Technical Committee Meeting
September 13, 2022
Bensenville City Hall
Approved Meeting Minutes

Call to Order:

Chairman Evan Summers called the meeting to order at 9:00 a.m.

The following Technical Committee members were PRESENT:

Committee Chair Evan Summers, Bensenville

Mr. Peter Bialek, Chicago Ward 39

Mr. Frank Icuss, Chicago Ward 41

Mr. Giuseppe Zerillo, Harwood Heights,

Mr. Michael Latoria, Itasca

Ms. Ann Choi, Mount Prospect

Mr. Brian Gaseor, Norridge

Mr. Elias Koutas, Palatine

Mr. Ernie Kosower, Park Ridge

Ms. Karyn Robles, Schaumburg

ABSENT: Arlington Heights, Des Plaines, Hanover Park, River Grove, 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. Bialek seconded the motion to approve the May 17, 2022, Technical Committee Meeting minutes. Motion carried.

COVID 19 UPDATE

Mr. Anderson updated the committee on the impact of the COVID-19 pandemic on O'Hare and the general aviation system. The report showed the daily TSA checkpoints up to Saturday, September 10, 2022. He said the data indicated that 2022 flights were close to 2019 demand with 90 percent. O'Hare TSA checkpoints were at 85 percent; the business travel was still lagging. Midway Airport operations up to 97 percent. O'Hare operations year-to-date from 2019 to 2022 had a 23 percent reduction with 2,520 operations for 2019 versus 1,951 in 2022. Southwest markets were still doing better than most north/northeast airports. Passenger travel leveled off due to labor shortages, but cargo was still strong at O'Hare. Industry will recover.

ARRIVAL PROCEDURES

Mr. Anderson reported on arrival procedures for aircraft five miles out from O'Hare. He reviewed Instrument Approach Procedure which included Precision and Non-precision techniques. He discussed the Visual Approach, but said the best practice for airlines is the Instrument Approach Procedure. He discussed the glidepath angle of three degrees with the five mile out Final Approach Fix. He showed a

legend of the 16 Final Approach Fixes for O'Hare with the respective names to guide pilots. He used Runway 10C ILS as an example in the pilots' chart. It showed the altitudes and the 2,300-ft Final Approach Fix. The chart had an enlarged Vertical Profile and the actual glide path for 10C. He discussed the Precision Approach Path Indicator (PAPI) which provides guidance to pilots to acquire and maintain the correct glide slope. Four-unit lights are visible about five miles out during the day and 20 miles out at night. The system was developed in the 1970s.

Discussions included missed approaches, and the perception of the altitude of aircraft coming in for a landing. Mr. Anderson said he would incorporate into a fact sheet to gauge how aircraft look from the ground. Ms. Robles mentioned a letter from the FAA regarding 3-degree glide slope and that the only way to increase to 3.1-degree glide slope would be to avoid obstacles which there were none at O'Hare. Mr. Anderson explained that because of simultaneous arrivals on three runways it is necessary to maintain lateral separation because of the number of the variable altitudes beyond a specific glide slope. He said that the FAA had several measures to make the approach work as safely as possible. He also said that all final fixes are straight out on a center line except 10R which employs an offset approach to maintain spacing of the simultaneous arrivals.

AIRPORT NOISE CAPACITY ACT REVIEW (ANCA)

- Mr. Anderson noted this report was tabled from the last Technical Meeting. It was a refresher on the 1990 Act that focused on two things—one being what is possible with regulations to restrict nighttime demand.
- Noise was a significant issue including very loud planes.
- It was a national issue—people wanted to fly; flying good for the economy but noise from planes an issue
- Congress passed

Part 36: all U.S. airplanes adhere to noise standards

- Stage 1—1985
- Stage 2—2000 (not used since 2015)
- Stage 3, 4
- Stage 5—approved in 2017

Most aircraft today are stage 3-4-5 with Stage 5 the quietest.

Part 161: Notice and Approval of Airport Noise and Access Restrictions which limit uncoordinated airport restrictions and established a national program for federal review.

- Airports are not allowed to implement noise -related restrictions on aircraft operations unless obtain a voluntary agreement with aircraft operators or by obtaining FAA approval of mandatory noise-based restrictions. There are six statutory conditions supported by substantial evidence. The FAA has yet to grant approval of Part 161 restrictions requested by an airport.

FLY QUIET REPORT SECOND QUARTER 2022

FLY QUIET MODE: AVERAGE NIGHTLY TIME 6 HOURS, 51 MINUTES
NIGHTTIME DURATIONS—9 HOURS WITH 202 AVERAGE DAILY OPERATIONS
11:06 PM START TIME—5:57AM STOP TIME
AVERAGE NIGHTLY OPERATIONS—97
MOST USED NIGHTTIME DEPARTURE RUNWAY—28R—38 PERCENT
MOST USED NIGHTTIME ARRIVAL RUNWAY—28C—35 PERCENT
NIGHTTIME OPERATION 10 PERCENT OF OVERALL DAILY OPERATIONS
UNITED /AMERICAN—46%
OTHER DOMESTIC—15%
OTHER INTERNATIONAL—12%
DEDICATED CARGO—26%
GENERAL AVIATION—1%
NIGHTTIME DEPARTURE TRACKS—LESS THAN 0.5 MILES 82%/0.5 AND 1 MILE 14%/GREATER THAN 1 MILE 4%
NIGHTTIME COMPLAINTS—15,532

Mr. Summers wanted to know why foreign carriers have the greatest deviation to which Mr. Anderson said that there were fewer foreign carriers, and their deviation would skew highly.

FLY QUIET RECOGNITION PROGRAM

Mr. Anderson announced that there was some preliminary data and would work to update the numbers for November. The award was targeted for first quarter 2023 and he would work with the Executive Committee to designate the date and how the awards would be presented.

AD HOC DAYTIME NOISE COMMITTEE UPDATE

Mr. Kosower announced that the Ad Hoc Daytime Noise Committee met in June and listened to a report on arrival procedures. The next meeting would be held on Thursday, September 15 at 9 a.m. at the Park Ridge City Hall. The presentation would be on aircraft noise profiles.

Mr. Summers announced that instead of the next Technical Committee Meeting, there would be an airfield tour on the October 18th date. Further details would come. The tour was open to all ONCC members.

Member Comments

None.

Audience Comments

Mr. Dan Dwyer commented on arrival altitudes. He wanted to know the distance of the noise monitor from the house in relationship to altitude. The Bensenville experience of one over flight. It compresses the clock to mitigate noise. He was interested in arrival or departures with ANCA as it was presented as a break wall. If you brought back Stage 2 aircraft as a key provision, you do not have to make a modification. It is not too early to look at if you want to sustain the TAP with 12 percent at night. He also wanted to know the option incentives.

Mr. Icuss took a screen shot of August 19 at 9:06 p.m. that showed two altitudes and two locations at the same time. He emailed the data to CDA.

MOTION: Ms. Robles moved, and Mr. Bialek seconded the motion to adjourn. Motion carried with a roll call vote.

The meeting adjourned at 10:26 a.m.