

**O’HARE NOISE COMPATIBILITY COMMISSION  
TECHNICAL COMMITTEE MEETING  
APPROVED MEETING MINUTES—January 17, 2023  
BENSENVILLE VILLAGE HALL**

The O’Hare Noise Compatibility Commission (ONCC) Technical Committee met on January 17, 2023, at the Bensenville Village Hall. Chairman Evan Summers called the meeting to order at 9:01am. ONCC personnel recorded the meeting minutes.

The following 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. Michael Latoria, Itasca  
Ms. Ann Choi, Mount Prospect  
Ms. Hadley Skeffington-Vos, Palatine  
Mr. Ernie Kosower, Park Ridge  
Ms. Karyn Robles, Schaumburg

The following members were **ABSENT**:

Des Plaines  
Hanover Park  
Harwood Heights  
River Grove  
Wood Dale

A quorum was present for the transaction of business.

The following staff members were present: Maura El Metennani - ONCC; Vildana Celik - Chicago Department of Aviation; Ryan Anderson - Landrum & Brown; Marla Bradley - ONCC Consultant

**APPROVAL OF MEETING MINUTES-NOVEMBER 15, 2022**

**MOTION: Ms. Robles moved, and Mr. Kosower seconded the motion to approve the Technical Committee Meeting minutes from November 15, 2022. Motion carried.**

**AIRPORT OPERATIONS UPDATE**

Mr. Anderson reviewed the Airport Operations Update. He reminded the committee that the variables affecting operations at O’Hare are less specific to the COVID pandemic and more related to the economy, labor shortages, conflicts in Europe and other. Data reported shows that the daily national TSA checkpoints for all the national airports through the end of the year are at 90% of the 2019 levels. O’Hare is about 80-85% of the 2019 demand and is higher than the demand in both 2020 and 2021. Demand at Midway has seen passenger demand increase compared to 2019. Demand levels at the end of December at Midway drastically dropped due to the troubles that Southwest Airlines was experiencing over the holidays. There was an average of 1,950 daily operations in 2022 compared to 2,520 daily operations in 2019. The lower number of daily operations is due to the fact that the airlines’ fleet mix is changing. They are using larger aircraft and therefore have fewer daily operations even though they are flying the same number of passengers. Midway saw operations at or above 2019 in the summer with a slight reduction in the fall and a 12% reduction in December due to the problems Southwest Air Lines experienced at that time. For the year, there was an 8% reduction in operations at Midway with an average of 588 daily operations in 2022 compared to 636 in 2019. O’Hare passenger operations have remained consistent throughout the year whereas dedicated Cargo operations saw a drop in demand throughout the course of the year due to the economy. The Aviation Systems Shock and Recoveries shows that the industry is indeed recovering and climbing back towards pre-pandemic levels. Chairman Summers requested that the terminology used for enplaned passengers or TSA checkpoint

passengers is consistent with the terminology in the terminal action plan. Mr. Anderson confirmed that understood the question and will be consistent with the terminology in the TAP. Chairman Summers asked the committee if they would like to continue to receive this information at each meeting. Mr. Anderson believes it had been agreed upon to be reported quarterly and Ms. El Metennani confirmed that the committee agreed to receive these updates quarterly going forward.

## **NOISE MONITOR UPDATE**

Ms. Celik reported that the installation of the two new permanent noise monitors in Wards 39 and 41 is complete. The consultants are currently validating the data and by the end of January or the middle of February there should be enough data to consider the work on the monitors completed and the monitors commissioned. There is one site to complete in Ward 41, in the Norwood Park neighborhood, that was decommissioned. Site 6 had previously been selected for this site and once there is confirmation from Mr. Icuss and the Ward 41 staff, initiation for installation of that monitor will commence. These monitors take a long time to install and it will take almost an entire year to complete installation.

As mentioned in the November meeting update, there were quite a few requests for portable noise monitors from the same three blocks in Ward 41. Progress has been made towards deploying those monitors and issuing reports upon the retrieval of those monitors. There have been two new requests from Ward 41 that are not in the same area. Three new monitors have been installed with 10 requests awaiting deployment and 8 reports to be issued.

## **FLY QUIET RECOGNITION PROGRAM**

Resuming the discussion on the Fly Quiet awards Chairman Summers explained that the full commission will need to formally adopt the program prior to giving out rewards. The metrics will be reviewed with the full commission to ensure that everyone understands them. The Technical Committee first needs to adopt the program to be forwarded to the full commission for their approval. The intent is that the full commission approval will occur at the special February 10, 2023 meeting. That keeps the timeline intact with giving out the awards this March. In review, there are 4 different metrics to be measured. The Fleet Quality category goal is to encourage all the airlines to adopt and include the quietest aircraft in their fleet and to operate those aircraft during the overnight hours at O'Hare. The FAA aircraft certified staged noise levels are used as the basis for this category. Stage 5 is the best category as far as noise reduction standards. Any aircraft in an airline's fleet that are comparable with Stage 5 will get the best score, a 5, and ratings will go down from there. The Airline Schedule category goal is to encourage airlines to schedule less flights during the overnight hours and encourage them to do the bulk of their operations during the daytime. The measure used is a percentage of their total operations that occur during the defined nighttime hours of 10pm to 7am and that is weighted 35%. The Preferential Flight Tracks category goal is to encourage airlines to follow the dedicated flight departure flight tracks and the current Fly Quiet program. As seen in the Fly Quiet quarterly reports, the average deviation in nautical miles from the preferred preferential flight path is used to come up with an average deviation for the time period. This scoring will be an annual average for that deviation from those flight paths. Any airlines that have less than a 1 nautical mile deviation will get the highest score. As the average deviation increases the score gets lower and lower. This is the highest weighted category at 40%. Lastly, there is the Ground Run-Up category encouraging airlines to utilize the ground run-up enclosure at all times to minimize noise generated from aircraft engine test runs. The percentage utilization of each airline's ground run up use is compared to their non ground run up enclosure use when they do run ups at other locations on the airport. The airline that does all their ground run ups at the enclosure will receive the highest score. This category is weighted at 5%.

Chairman Summers asked if the preferential flight tracks are tracked only during Fly Quiet hours or if it was also tracked during the daytime operations as well. Mr. Anderson confirmed that the Preferential Flight Track category is for usage during the Fly Quiet hours as designated by when O'Hare is operating in Fly Quiet Mode. That is the only time air traffic will be giving those headings. Chairman Summers followed up commenting that air traffic are also a reason for deviation and he ask if that was factored in? Mr. Anderson stated that is absolutely factored in as far as complicit in those deviations. The only way it is being addressed right now is that there is communication with air traffic regarding deviations so that they can look and make sure all the deviations that they are incurring are due to reasons out of their control such as weather and that they are not the fault of the controller. The weighting is pretty high and the air traffic variable is not really considered in the scoring.

Mr. Anderson stated that only airlines with at least 1 average nightly operation will be scored. That is to filter out airlines that operate once a month or less. The award will be given to the top scoring airlines in each of the three categories: Air Carrier (such as United, American, Delta, Southwest, Spirit), Regional (American Eagle, Delta Connections, etc), and dedicated Cargo operators. Mr. Kosower asked will the smaller regional carriers be broken out by operating certificate and not who they are affiliated with? Mr. Anderson stated that as in the Fly Quiet report, we will say they fly for X airline but, for example, we will say Sky West is Sky West.

It is the intent of ONCC to present the awards annually. March is the target for the 2022 awards. The ONCC and the CDA will publish a Fly Quiet Awards report showing all the airlines' performance and all the categories. The report will be distributed to all airlines so that everyone can see how they perform and will also serve as a way to show them that if they increase their nightly operations at O'Hare they will be watched closely by this commission as to how well they adhere to the Fly Quiet Program. The ONCC and CDA will promote the winners through press releases, social media, etc. The CDA is in the early stages of considering the possibility of highlighting this in the terminal.

#### **MOTION**

Chairman Summers asked for a motion to approve the Fly Quiet Awards program. Mr. Kosower moved and Ms. Robles seconded.

Mr. Kosower asked if representatives from the airlines would be invited to the awards ceremony? Mr. Anderson stated yes, the intent is to work with the CDA to have the appropriate airline representative present. Ms. El Metennani commented that there will be an actual award to be presented to the airlines' representatives. The motion carried by unanimous roll call vote. Chairman Summers requested that everyone be in attendance at the special ONCC February meeting.

#### **AD-HOC DAYTIME NOISE SUBCOMMITTEE REPORT**

Mr. Kosower announced there is no update to report at this time. This committee has not met since the last Technical Committee meeting. The next Ad-Hoc Daytime Noise Subcommittee will meet February 9, 2023 at the Park Ridge City Hall at 9am. The subcommittee will begin to consider policy items and forward back to this committee.

#### **MEMBER COMMENTS**

Chairman Summers welcomed the new representative from Palatine and invited her to introduce herself. Hadley Skeffington-Vos introduced herself and she is taking over for Elias Koutas who retired in December. She previously worked in Niles and is the Deputy Village Manager of Palatine.

#### **AUDIENCE COMMENTS**

Mr. Dan Dwyer wondered if delving into the technicalities of the TAP EA was on any of the meeting agendas for the new year. One of the key promises of OMP was if you did the runway alignment, built the terminals and the gates, it would take the pressure off nighttime operations. OMP had 5-6% of the total operations nightly. TAP EA has 12%. Fly Quiet was tested under those operational levels. Something to track is as the operational levels increase, what kind of pressure that will put on Fly Quiet. Attribute of the recognition program through tracking is whether they use the Schedule does that have an impact to mitigate encroachment into Fly Quiet hours. Chairman Summers stated that market forces are what drives the encroachment in the Fly Quiet hours. The ONCC is using the carrot approach to see if offering the opportunity to win an award impacts the airlines' schedules.

#### **MOTION:**

Ms. Robles moved to adjourn and Mr. Kosower seconded the motion to adjourn. Motion carried. The meeting adjourned at 9:36am.