



## O'Hare Nighttime Noise Abatement Panel Discussion—May 1, 2015

### **Panel Moderator**

Mayor Arlene A. Juracek, Village of Mount Prospect, ONCC Chairman

### **Panelists**

#### **Federal Aviation Administration – Elliott Black**

Elliott Black is Director of Planning and Programming for the FAA's Office of Airports, Washington, DC. His duties include oversight of the FAA's Airport Improvement Program (AIP), overall planning and capacity of the nation's airport system, and the FAA's Environmental Program as it relates to airport development.

#### **Federal Aviation Administration – Paul Litke**

Paul Litke is District Manager for the Great Lakes Region, Lake Effect District, Des Plaines, Ill. He oversees all air traffic facilities in Wisconsin and northern Illinois with the exception of the Enroute Center in Aurora. Mr. Litke began his FAA career in 1988 as a controller at Chicago Executive Airport. He transferred to O'Hare in 1990 where he spent the next 23 years working as controller, traffic management coordinator, support manager, and staff manager.

#### **United Airlines – Captain Jeff Bayless**

Jeff Bayless is Assistant Chief Pilot for United Airlines at O'Hare. Captain Bayless, a 30-year veteran pilot for United, currently serves in the company's Flight Operations Division. Today, he flies the Boeing 777 aircraft, but has also operated the A320, B-737, DC-10, B-727 and DC-8 during his United career. Captain Bayless has been a volunteer for the Air Line Pilots Association (ALPA), and earned the organization's D.B. Robinson Award for outstanding achievements in safety. He has also served as United's Managing Director of Aviation Safety.

#### **American Airlines - Franco Tedeschi**

Franco Tedeschi is Vice President, Chicago and is responsible for operations at American Airlines' hub at O'Hare. Mr. Tedeschi has also served as the airline's Managing Director – Airport Operations, where he led Airport Services Planning activities including Customer Services, Ramp, Cabin Services and Ground Service Equipment in support of day-to-day field operations. He also headed up American's Joint Business efforts with British Airways and Iberia for airport operations. During the last 15 years, Mr. Tedeschi has held various positions at both hub and spoke airports, both in the United States and in Europe.

#### **American Airlines - Captain Jim Condes**

Captain Jim Condes began flying for American Airlines in 1988. He currently serves as a 737 captain and in the Chief Pilot's office at Chicago O'Hare – one of American Airlines' largest hubs. Captain Condes has previously qualified on the 727, S80, B-757, B-767 and B-777 and has served the pilots of American Airlines through multiple roles including in special assignments in Safety and Operations. He also has served on local and national Allied Pilots Association (APA) committees and several terms on the APA Board of Directors.

#### **Chicago Department of Aviation—Aaron Frame**

Aaron Frame is an Assistant Commissioner in the Environment Division of the Chicago Department of Aviation. Mr. Frame has worked for the CDA for eight years as an Assistant Commissioner in the Environment Division, concentrating on aircraft noise issues for both O'Hare and Midway. He came to Chicago from Denver International Airport, and has over thirteen years of work experience in the aviation environmental field.

## **Aviation Experts Discuss O'Hare Noise Abatement at ONCC May Meeting**

A group of aviation experts discussed the O'Hare International Airport Fly Quiet Program, a voluntary nighttime noise abatement procedure, as it pertains to the Federal Aviation Administration (airport system and air traffic control), pilots and O'Hare airport. (read more)

ONCC Chairman Arlene A. Juracek led a question and answer panel discussion during the ONCC May general meeting to clarify nighttime noise abatement and how it affects runway closures, pilot and air traffic decisions, mandatory nighttime airport closures and modifications to O'Hare's Fly Quiet Program.

**Panelists included:** Elliott Black, director of planning and programming for the FAA's Office of Airports, Washington, DC; Paul Litke, district manager for the FAA's Great Lakes Region; Captain Jeff Bayless, assistant chief pilot, United Airlines- O'Hare; Franco Tedeschi, vice president, Chicago- O'Hare Hub; Captain Jim Condes, pilot, American Airlines; and Aaron Frame, assistant commissioner, Environment Division - CDA.

### **How aware are pilots of nighttime noise abatement?**

**Captain Bayless:** United pilots are trained every year with regards to noise abatement procedures. Pilots, air traffic control and United dispatch work as group.

**Captain Condes:** Recurrent noise abatement policy procedures occur every nine months...noise abatement strictly adhered to airline policies. Air traffic Chicago is the best in the country. They are in concert with safety and works efficiently.

### **How aware is air traffic control of nighttime noise abatement?**

**Paul Litke:** Very, air traffic control use different headings... different runways every day...we are reminded daily. We are very aware of Fly Quiet and the preferential runways. At each facility we approach the controllers with monthly random audits. O'Hare Tower is not allowing pilots to drift on approach to the airport...we are very aggressive. Every two weeks tower management performs a non-compliance report outside what is in reason such as weather etc. We have a conversation to monitor closely.

**Aaron Frame:** The airport is in charge on the ground. We try to make all the runways available however; runways may be closed due to snow removal, safety inspections and construction.

**Paul Litke:** We look for the available surface...wind/velocity... weather impacts approach...preferential runways in use. Limited shelf for departure (over 3,000).

### **Why use a non-fly quiet runway?**

**Captain Bayless:** It depends on the cargo, a pilot would request 28C based on performance. In winter it is a matter of safety. It is like driving and trying to stop a Toyota vs. a Mack truck. There is a margin of

safety regarding stopping with a plane full of passengers and cargo. We could stop by slamming on the brakes but it would not a very comfortable or safe ride.

**Paul Litke:** Landing the plane depends on trust. An aircraft requesting a runway for the control tower means the pilot is always in command. We are not going to question; we are going to accommodate the pilot. Will not deny request for runway.

#### **How far ahead do pilots know the flight plan and arrival runway?**

**Captain Bayless:** Flight plans start before an aircraft lands. It includes the arrival runway, but is orchestrated by the number of flights the airport is receiving. The traffic flow is going to take us to the runway. There may be a request for change to keep the flow moving. Flight plans for departures are based on performance given the weight of the aircraft.

#### **Why doesn't O'Hare close at night?**

**Aaron Frame:** In 2014, O'Hare was designated the world's busiest airport. Nighttime flights account for 11 percent of daily operations. It is not good service or good for the economy to close an airport at night. Not our goal to eliminate flights we are trying to improve air travel.

**Elliot Black:** Some airports do have a mandatory curfew. Those airports were grandfathered in before Congress passed ANCA. It is extremely difficult to close an airport. It is of national concern. To be proposed closing an airport at night would have to be approved by every airline and the FAA.

There are criteria that have to be approved. Recently Los Angeles tried and could not meet all the criteria. This is the law... it is a Congressional process for all airports.

#### **Are there mandatory programs to close airports at night?**

**Elliot Black:** We are not aware... they predate ANCA. Safety is the number one concern at all airports. There are complex decisions to be made within a complex environment. The rule was set down by Congress because of the transition to quieter airplanes. The noise contour area improved the quality of life for many citizens. The number of citizens impacted went from 7 million to 325,000 because of the reduction of noise at the source...airplane engines.

#### **How does the O'Hare Modernization Program Environmental Impact Statement affect Fly Quiet?**

**Elliot Black:** According to the 2005 FAA Record of Decision for the OMP, there would be updates to the Fly Quiet Program. It could be modified only if needed.

ONCC is an extraordinary group. The organization is routinely pointed to as a shining example of how effective cooperation can be among community groups and aviation stakeholders.

#### **Would CDA consider changes to Fly Quiet?**

**Aaron Frame:** Yes, the CDA would consider and we could work toward consensus.

**Would the CDA consider adding additional runways to Fly Quiet preferred runways?**

**Aaron Frame:** Using non-Fly Quiet runways at night is seasonally dependent. Currently there is construction on the south airfield. In the winter we contend with 10L/28R snow removal – longest runway (1300 ft.). Construction is not just on a runway, but near a runway also. The south runway, taxiways, south ATC tower, utility trenching, electrical maintenance, safety inspections, these are all reasons to use non-Fly Quiet runways.

**Currently there is legislation in Springfield to increase 8 mandatory runways to 10 runways and keep the two intersecting runways open. Will that have an effect on Fly Quiet?**

**Aaron Frame:** Closing 14L/32R in August will have a minimal effect on FQP. The new runway 10R/28L is exactly like the north Runway 9L/27R. The Fly Quiet shoulder hours are 10 pm to 11 pm and 6 am to 7 am.