

## **O'HARE NOISE COMPATIBILITY COMMISSION**

Fly Quiet Committee

July 2, 2019

Bensenville Village Hall

12 South Center Street, Bensenville, IL

### **Approved Meeting Minutes**

The O'Hare Noise Compatibility Commission (ONCC) Fly Quiet Committee met on Tuesday, July 2, 2019 at the Bensenville Village Hall.

Committee Chair Joseph Annunzio called the meeting to order at 9:30 a.m. ONCC staff recorded the meeting minutes.

The following committee members/representatives were PRESENT:

Mr. Evan Summers, Designee, Village of Bensenville  
Technical Committee Chair Catherine Dunlap, Member, Chicago Ward 41  
Chairman Joseph Annunzio, Designee, Village of Niles  
Technical Committee Vice-Chair Dennis Ryan, Village of River Grove  
Mr. Erik Trydal, Alternate, Village of Schaumburg  
Trustee Russell Klug, Alternate, Village of Schiller Park  
Mayor Nunzio Pulice, Member, City of Wood Dale  
Ms. Erin Jason, Alternate, City of Elmhurst  
Mr. John Arena, Member, Chicago Ward 45  
Alderman Malcom Chester, Designee, City of Des Plaines

The following invited guests were also present:  
FAA Regional Administrator Rebecca McPherson  
Chicago Department of Aviation Commissioner Jaime Rhee  
Mr. Dan Dwyer, FAiR  
Mr. Ron Seymour, Avion  
Ms. Cynthia Schultz, JDA  
Mr. Jeffrey Jackson, Landrum & Brown  
Mr. Ryan Anderson

The following members were absent:  
Mayor Arlene Jezierny,

### **Meeting Minutes Approval – April 23, 2019**

Mayor Pulice moved to approve the April 23, 2019 meeting minutes. Mr. Ryan seconded the motion. The minutes were approved by a unanimous voice vote.

### **ONCC Member Comments**

None

Chairman Annunzio read a short statement regarding the safety concerns of the Federal Aviation Administration regarding runway rotation on the north airfield during Fly Quiet hours.

### **Chicago Department of Aviation Review Process**

Commissioner Rhee said in an opening remark that the CDA anticipated balancing the use of the airfield runways with the completion of the O'Hare Modernization Plan. The Interim Fly Quiet plan, which the City supports would help the surrounding communities reduce nighttime noise. The completion of Runway 9C/27C will balance the noise as well as the additional east/west runways. She stressed that O'Hare would continue to be a good neighbor and partner.

Mr. Jeffrey Jackson reviewed the current Fly Quiet 21 process and pointed out that the Committee was at the Develop and Approve Alternatives Stage. The committee would still have to complete the following stages:

- Review and Revise Alternatives
- Committee Recommendations
- ONCC Recommendation
- CDA Request
- FAA Review
- Train, Outreach and Implement

### **FAA Safety Analysis Process**

FAA Regional Administrator Rebecca MacPherson addressed the committee and commented on the Develop and Approve Stage. She noted that the FAA would not approve at that stage. The agency looked at some of the considerations used for the IFQ and some configurations were not significant problems, but they were not ready for a formal approval. There have been some arrivals on 9C that the agency was not comfortable with during the nighttime hours.

She explained that the agency made assumptions in the 2005 Record of Decision that were changed in 2015 with the implementation of a robust Safety Management System.

- This SMS is vital for the safety of national airspace and follows an international safety mandate put into effect in 2013, which was required by international law.

### **North Runway**

She said that the entire north runway is not compliant with the SMS with the two maintenance hangars—aircraft would be crossing an active runway. The FAA would have to analyze this procedure to see if this was an efficiency issue.

Cease for a west runway, The Land and Hold Short (LAHSO) would be subject for safety management, but LAHSO would be available for mitigation. The FAA won't evaluate a tentative proposal and the plan would have to be in relative time. It would not be appropriate to say that the plan would "be implemented soon." There are no resources for "what ifs." She stressed that the City would have to say how the plan would be used upon completion of the runway in 2020. The City needs to report how it intends to use the runway based on an assessment of the SMS.

She said that the FAA has notified the City that time is about right concerning Runway 9C. She stated:

- Operations at night are dangerous
- Maintenance work takes place at night
- Reduced team of controllers at night

She stated that the FAA is not comfortable looking at proposals and arrivals on 9C would require mitigations. They are ripe for review and complete and then the FAA will look at the issue to see if the SMS is good. It would be highly unlikely LHASO would not fall into that category.

The timeline for the assessment may be one week if the risk was low to perhaps six months if the risk was high. She told the Committee to think creatively and don't assume that the FAA is not going to have problems.

Mayor Pulice stated that the evening has more maintenance but aren't there more flights during the day.

Ms. MacPherson reminded the Committee that there were more runways used during daytime operations and nighttime maintenance was not an O'Hare phenomenon.

Mr. Summers stated that after three years of work, the North Airfield was thought to provide relief. There was a 2005 Record of Decision and now there is a change in 2013 for a SMS. This development makes it difficult for city planners.

Ms. MacPherson said the SMS assessment has LAHSO procedures in place, but efficiency would be a trade off if LAHSO would not be available. When the City makes a recommendation, it has to be in good faith and do not prevent the FAA from making changes. The issue did not come up before the agency. We evaluated it at the moment and it came to our attention in the spring. It raised a red flag.

Mr. Summers asked if the FAA could participate on the Fly Quiet Committee as a non-voting participant to help the Committee understand the FAA's position.

Ms. MacPherson explained that the FAA is always present in the audience, but the Federal Advisory Committee Act prohibits the FAA from an active role on the Committee.

Mr. Summers then asked if the FAA could have a standing agenda item and the Committee could invite the agency for a comment.

Ms. MacPherson said that for efficiency the comments should come prior to the meeting.

Ms. Dunlap said that the Committee believed that the center runway would not be changed. The ROD said that it would not be an issue who gets sound insulation. Are we still considering departures for the center runway?

Ms. MacPherson said the configurations did not have departures from a safety perspective. And she did not see inherent concerns from LAHSO procedures.

Ms. Dunlap said that we need to provide information where people didn't expect departures. What about altitudes? We need clarity for decision-making purposes. The FAA can help there regarding altitudes.

Ms. MacPherson explained that if the airport has to use the entire runway and there is no intersecting traffic that arrivals are tricky. The question becomes how we manage the safety risk and manage vehicles on the runways and it delays arrivals. We are not here to discuss efficiency on the ground. We are here today to discuss safety with LAHSO procedures. We will give pilots full runways; LAHSO is weather dependent. If the winds are wrong and the pilot wants the entire runway, he gets it.

Mr. Arena asked for clarification regarding the IFQ before the FAA and it is of no concern of what the Committee is discussing today. Arrivals on Runway 9C and a discussion on departures means there is no problem for departures.

Ms. MacPherson said that was correct. We said we cannot make assessments premature to present to the ONCC. The FAA did not raise the same level of concerns.

Mr. Arena clarified again that the FAA would default to the longest runway, 28R if the pilot requested that runway and that there are only departures on Runway 9C

Ms. MacPherson agreed.

Mayor Pulice said that there are still 11 configurations that are not in the discussion. He asked how many planes go to hangar each evening? He said those options were not put in front of the Committee. There will be changes and LAHSO can be used.

Ms. MacPherson said not always. There are weather conditions Whether LAHSO is available will be problematic. The FAA must evaluate the amount of aircraft going for maintenance, the reduced nighttime workforce and nighttime visibility.

Alderman Chester asked if Runway 4L/22R had those concerns.

Ms. MacPherson said she could not speak to that. Runway 9R is only for departures. The FAA has not looked at whether 9Cc would be a LAHSO runway during the day. Runway 9C does not have the infrastructure issue.

Mr. Dwyer asked if the airlines would have a seat at the table.

Ms. MacPherson said that safety rests with the FAA alone. Efficiency is a City proposal and the FAA determines whether that is relevant or not.

Mr. Seymour suggested just "Stop and Hold".

Ms. MacPherson said the configurations only applied to LAHSO and Atop and Hold would have to worry about the taxiway. The FAA said they only have concerns for LHASO.

Mr. Seymour said Stop and Hold doesn't apply, and Ms. MacPherson said the FAA had not addressed that procedure.

Mr. Ryan asked if there would be any way to reconfigure another runway to which Ms. McPherson replied there was not enough room to the west with the railway tracks.

Mr. Summers asked if the workforce could be increased at night to which Ms. MacPherson responded that fatigue is always an issue at night along with staffing.

Mr. Summers suggested three air traffic controllers would help.

Mr. Arena asked how to propose the questions since we need to work with the CDA. Do we work with "Hold for Clearance" if we have scenarios not presented here today? If we hand these proposals to the FAA it may not meet the criteria but may trigger more concerns from the FAA. Would that be a better approach?

Ms. MacPherson said any proposal that is considered in good faith and is fully intended to be implemented if approved sufficiently near the time the runway opens. It has to be the proposal the City intends to implement.

Mr. Arena said we have to challenge CDA to ask FAA if the runway can be used for arrivals if hold for procedures can be approved.

Ms. Dunlap said LAHSO procedures is just one. How do we know the universe? Is there a list of procedures?

Ms. MacPherson replied that there is a list of airport procedures.

Mr. Dwyer raised the timeline question to which Ms. MacPherson reiterated that it depended on the risk factor of low to medium high and the FAA would leave that up to the City.

Chair Annunzio said the FAA never provides the information to which Ms. MacPherson responded that she was at the meeting to raise FAA concerns in a timely manner so that the Committee could make a proposal.

## **IFQ Report Update**

The FAA announced the IFQ Report was in production with 295 submissions and 1,890 comments. The FAA thanked the ad hoc Fly Quiet Committee and the Technical Committee.

Mayor Pulice asked when the document would be released to which the FAA thought mid-July and go into effect in November 2019.

Mr. Arena said that there was a lot of complexity working to bring relief in the coming months. We are prepared with help from the CDA to stay on track and appreciate the FAA coming here today.

## **FQ21 Next Steps**

Chair Annunzio asked the Committee for the next steps. He suggested they could do nothing for the next six months or continue. He opened up the discussion.

Mayor Pulice questioned how many flights were in maintenance each evening. Perhaps 300 which were mostly in the shoulder hours. He said Stop and Hold doesn't take but a minute to cross the runway. He said he wanted to know what was going on with this decision.

Mr. Jackson said that the committee already started a package of arrivals for 9R/27L and 9C all without LAHSO which would be appropriate. The Fly Quiet Committee already looked at 19 configurations and while the FAA just looked briefly and didn't start the review process, they generally seemed feasible.

## **Departure Procedures**

Members liked this direction and asked the City to guide them through the process. Ms. Dunlap said the Committee did not have the right information to ask the right questions.

Mr. Dwyer wanted to know what is under the Safety Management Assessment. Is there consideration for intersecting departures and are we conceding that Intersecting Departures could be another surprise down the road.

Chairman Annunzio said that the Committee is writing the manual. There are no roadmaps to follow. ONCC cannot throw up its hands and say stop the noise.

Mr. Jackson suggested that it might be the right time to start community outreach.

CDA Commissioner Jaime Rhee thanked the Committee and the FAA and looked forward to working together to find the best possible solution. She praised the incredible relationships.

## **Comments from the Audience**

Mr. Philip Carrisi of Chicago stated he lived in his neighborhood for 45 years and there is one flight pattern now and the neighborhood never gets a break.

Mr. Annunzio announced the next Fly Quiet Committee would be held on August 27 at the Chicago Department of Aviation building.

### **Adjournment**

Ms. Ryan moved to adjourn the meeting; Mr. Evans seconded the motion.

The meeting adjourned at 10:45 a.m.