



U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
2300 East Devon Avenue
Des Plaines, IL 60018

JUN 13 2013

Dear

Thank you for your recent letter to Michael Huerta, Administrator, Federal Aviation Administration (FAA). Administrator Huerta asked me to respond on behalf of the agency. From your correspondence, it appears that runway utilization and delays at Chicago O'Hare International Airport are of concern to you.

The approved Airport Layout Plan (ALP) for O'Hare has six parallel runways, including future Runway 10C/28C and Runway 9C/27C. These two particular runways will be designed and built to the standards for Airplane Design Group (ADG) VI, per FAA's Advisory Circular AC 150/5300.13, Airport Design. ADG VI runways are designed to accommodate new large aircraft such as the Boeing 747-800 and Airbus 380. The Final Environmental Impact Statement (EIS) details how the runways will be used in Appendix D, Exhibits D-2 through D-5, pages D-6 through D-9. From the ALP and these exhibits, you can see these runways are not adjacent, and will be built over 8,200 feet apart. Under certain conditions these two runways will be used simultaneously. The runways and airspace meet FAA standards and safely accommodate simultaneous parallel operations.

The ALP and EIS also address the decommissioning of Runways 14R/32L and 14L/32R. These runways will not be decommissioned until other runways are completed. O'Hare will be able to manage the current volume of traffic, provide for future demand and also accommodate bad weather operations. The same exhibits mentioned in the paragraph above show how the interim and final O'Hare runway configurations will be used. The ALP is on our web site at:

http://www.faa.gov/airports/airport_development/omp/planning/alp/sept2005_alp/

The EIS Appendix D is at:

http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Appendix%20D.pdf

In June 2008, Acting FAA Administrator Robert A. Sturgel announced the Congestion Management Rule (Flight Caps) for O'Hare would be allowed to expire at the end of October 2008. New Runway 9L/27R commissioned in November 2008 and provided improved operating capacity for O'Hare. Continuation of the O'Hare Modernization Program (OMP) will provide additional improvements and address the potential for delays. Data shows better O'Hare arrival and departure performance since Runway 9L/27R was completed. Please reference the U.S. Department of Transportation web site:

http://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/subject_areas/airline_information/index.html . While O'Hare and Midway have experienced specific months during which we have seen significant delays, O'Hare's overall on-time performance has improved since 2008, and it does not have the most chronic delay problems in the country.

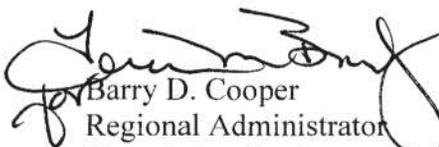
The FAA responded to State Representative Moylan's correspondence. Those responses can be found on our web site at:

http://www.faa.gov/airports/airport_development/omp/FAQ/FAQ_2013/

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides improved safety and efficiency for the airport and public. Through its thorough analysis of the OMP, the FAA took great care to examine environmental and other concerns and to ensure that all appropriate impact mitigation actions are taken. Further review of the OMP is not required, nor is there a need for Temporary Flight Restrictions (TFRs) at O'Hare with respect to future development.

Thank you for sharing your perspective with the FAA.

Sincerely,


Barry D. Cooper
Regional Administrator
Great Lakes Region