



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

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

JUN 10 2014

I am in receipt of your recent emails regarding the flight paths of arrivals for O'Hare International Airport in the vicinity of your neighborhood. This letter is being provided to address questions raised in your emails.

As you may know, Runway 10C/28C opened on October 17, 2013. It is located 1,200 feet south of Runway 10L/28R. One of the big changes that happened when the new runway opened was that planes that had been arriving on Runway 28R now arrive on Runway 28C. Since last October Runway 28R is usually used for departures (not arrivals) while Runway 28C is usually used for arrivals. The enclosed diagram (Enclosure 1) shows the area you describe in your May 13, 2014 email, and includes the extended runway centerlines (in blue) for reference. You correctly observed that in the past arrivals appeared closer to Lawrence Avenue, and now they appear closer to Leland Avenue.

This change in operations was analyzed and presented in the FAA's Environmental Impact Statement (EIS) for the O'Hare Modernization. Also enclosed is Exhibit D-3 (Enclosure 2) from the EIS, which details how the current configuration of four east-west parallel runways will be utilized. You may also find the exhibits in Appendix F of the EIS informative, as they show modeled flight tracks and illustrate what you appear to be observing. The exhibits on pages F-340 to F-344 illustrate the operational configuration that became effective last October. Page F-340 is enclosed (Enclosure 3) to illustrate possible flight paths for the current runway configuration. The EIS is the best document to reference to learn about planned airport operations. You can find the full EIS and other important documentation at our website: [http://www.faa.gov/airports/airport\\_development/omp](http://www.faa.gov/airports/airport_development/omp)

We believe the documents you saw with straight lines along the runways and out towards Lake Michigan were prepared by the Chicago Department of Aviation (CDA). CDA prepared these to illustrate where the runways are relative to major streets, congressional districts, and aldermanic wards. These documents are not intended to show precise arrival or departure paths for the airport.

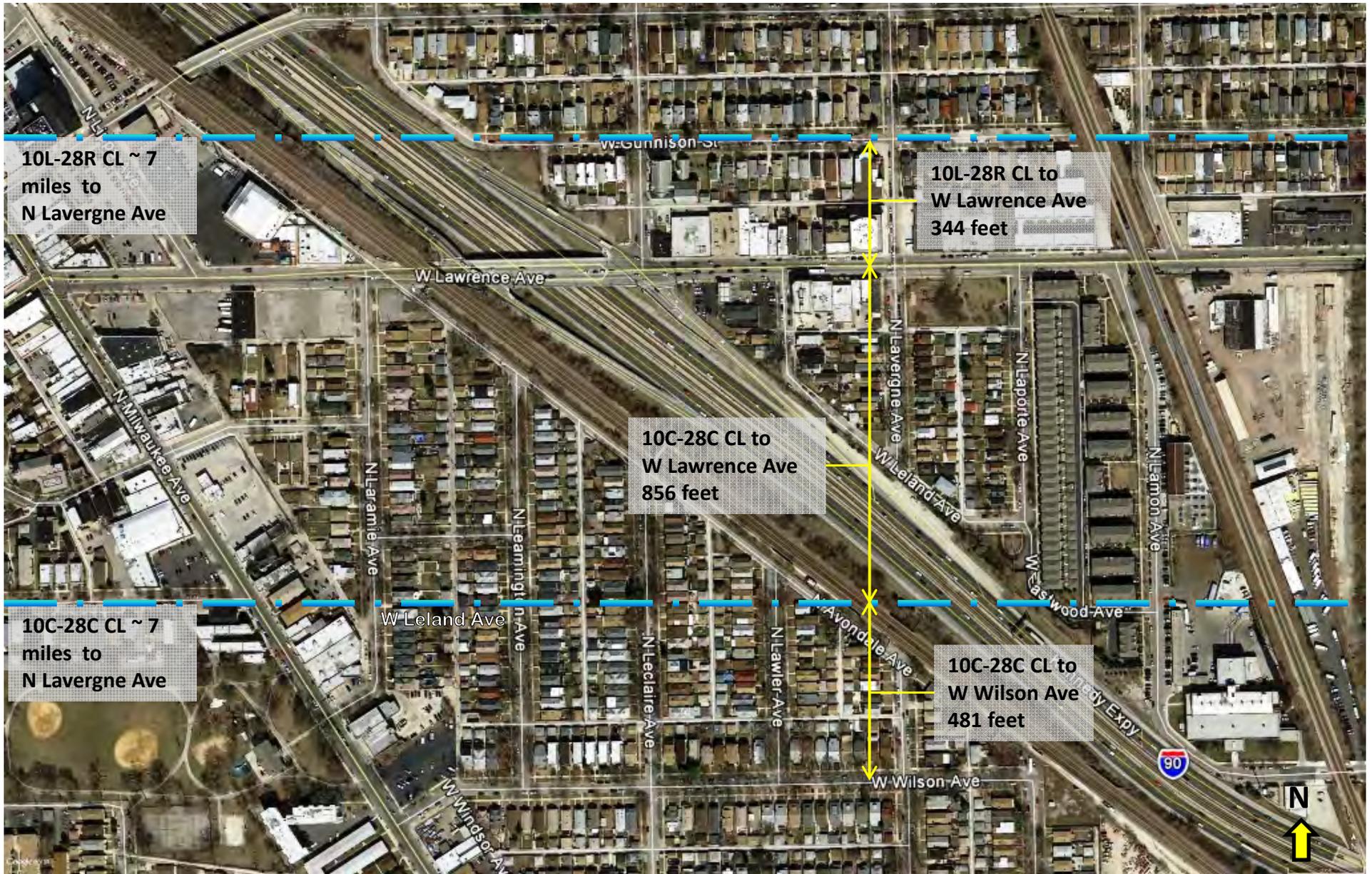
I believe this response addresses the points raised in your emails. The FAA appreciates the opportunity to respond to your questions and concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry D. Cooper". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

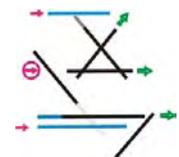
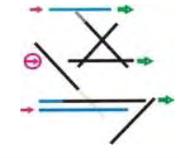
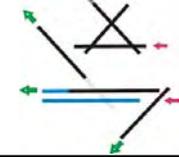
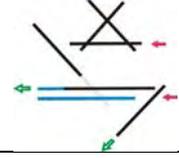
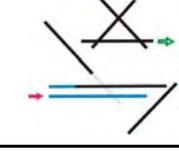
Barry D. Cooper  
Regional Administrator  
Great Lakes Region

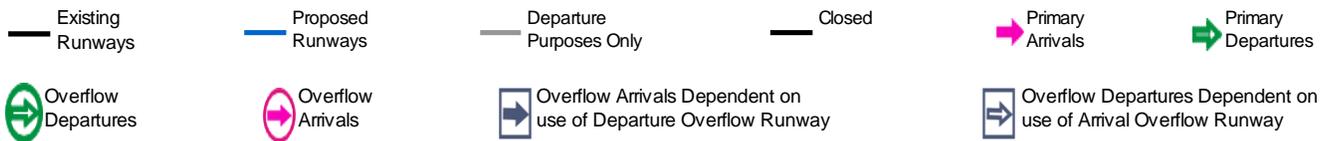
3 Enclosures



1,200 ft. separation between 10C-28C and 10L-28R

May 28, 2014

Experiment	Runway Option	Weather	Flow	Runway Configurations	Runway Diagram	Percent Utilization	Demand Level	Operations
38	2009 Closely Spaced South Runway	VFR-3 <sup>1/</sup>	East	Parallel 9s		17.9	2009	2,987
39	2009 Closely Spaced South Runway	VFR-4 <sup>2/</sup>	East	Parallel 9s		5.2	2009	2,987
41	2009 Closely Spaced South Runway	VFR	West	Parallel 27s		67.6	2009	2,987
42	2009 Closely Spaced South Runway	IFR	West	Parallel 27s		4.8	2009	2,987
43	2009 Closely Spaced South Runway	IFR	East	Parallel 9s		4.5	2009	2,987



VFR conditions assume visibility is greater than or equal to 3 miles and cloud ceiling is greater than or equal to 1,000 feet  
 IFR conditions assume visibility is less than 3 miles and/or cloud ceiling is less than 1,000 feet

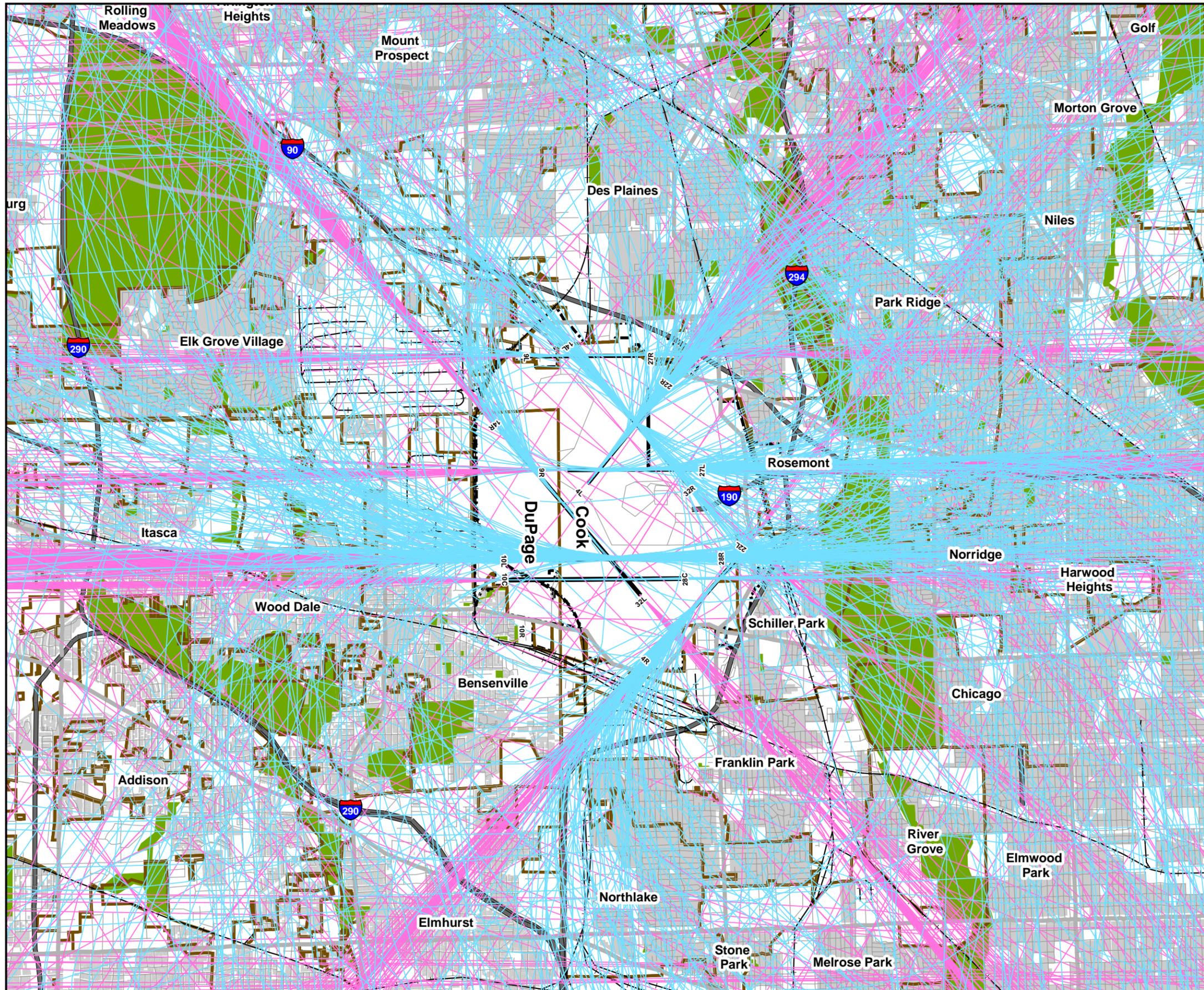
Source: Ricondo & Associates, 2004.



Chicago O'Hare International Airport  
 O'Hare Modernization  
 Environmental Impact Statement

**2009 Experimental Design for  
 Alternatives C, D, & G**

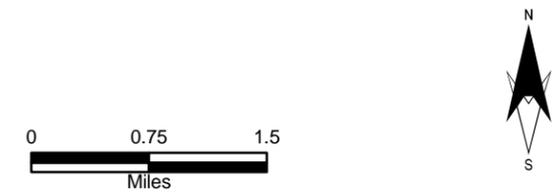
**► Exhibit D-3**



Chicago  
O'Hare  
International  
Airport

O'Hare Modernization  
Environmental Impact Statement

- Departure Flight Tracks
- Arrival Flight Tracks
- +— Rail Roads
- Freeways
- Secondary Roads
- Local Streets
- Forest Preserves
- Airport Property
- Municipal Boundary
- Noise Sensitive Land Use



**All Build Alternatives Flight Tracks  
Construction Phase II**

► Exhibit 14

Source: StreetMapUSA, ESRI 2004. Land Use, DuPage Co. 2002, City of Park Ridge, 1996, Northeastern Illinois Planning Commission, 1992. Flight Tracks: INM version 6.1, Leigh Fisher Associates, 2004.