

Great Lakes Regional Air Space

Summer 2014'

The Honorable Anthony Foxx
Secretary
U.S. Dept. of Transportation
1200 New Jersey Ave, S.E.
Washington, D.C.

United States Senate Aviation Comte
United States House Transportation Comte
Washington, D.C. 20515

Re: Environmental Assessment (EA) Request
Great Lakes Regional Air Space
Air Space and Procedures

Dear Mr. Secretary:

Today we call on your office to seek approval for an (EA) Environmental Assessment for the Great Lakes Regional Air Space which involves the hundreds of thousands of flights the feed into this immediate area.

The Great Lakes Region is a geographic area covering many cities and within the states of Illinois, Indiana, Ohio, Wisconsin, Minnesota, South and North Dakota combined.

Then we have the immediate Great Lakes airspace that too involves four major airports that also feed into the same airspace such as Chicago's O'Hare International Airport, Midway Airport, Rockford Airport, Milwaukee Airport and Chicago - Executive Airport [small private jet] Airport.

Given the amount of air traffic in this immediate 50 square mile air space and the grand total number of flights for just last year involved, we believe the following plane count of O'Hare AP at 880,000 flights, Milwaukee AP at 116,000 flights, Midway AP at 225,000 flights, Rockford AP [Pending] and the Chicago-Executive AP reporting over 79,000 should be included in this (EA) request. And that is just arrivals alone not counting take offs. We firmly believe that it's time to seek an assessment for the immediate and Great Lakes Region air space combined given the fact that the United States air travel moves both passengers and cargo within the FAA approved Hub & Spoke System. At any given time---we can have well over 70,000 flights above us and that continues to increase per www.flightradar24.com

By optimizing this same air space, we believe we can agree that a more efficient use of this air space is needed to move people and cargo from the airport to airport based on less fuel burn, reduced flight traffic involving many flights programmed to the same airport within the same time span, and reducing overloaded direct air routes of today and more. Then you are planning to insert (PBN) as well and without the public being properly made fully aware of what Performance Based Navigation really is all about. Yet again there is an exception to this exemption involving (PBN).

The need to evaluate potential environmental impacts of the Great Lakes regional air space project, the FAA needs to establish a General Study (GSA). The same type of study currently ongoing within the Western Region of Southern California Air Space or So Cal OAPM project.

Additionally, there have been aviation incidents in the past that have caused air disasters or near collisions involving the following as stated by the NTSB July 2013' Warning letter such as; Flights Diverted, Flights that took Evasive Action, Flights that needed to Go-Around and finally Non-Intersecting Runway type flight operations such as Chicago's O'Hare Airport that currently runs without any Flight Cap and or Federal Oversight.

Therefore, in closing, given the fact that public participation involving workshops will and should be a part of this Great Lakes (EA) project - this would greatly help inform the impacted residents within these cities that border these same airports while assisting the (ATO) Air Traffic Organization in achieving their goals as well.

Most respectfully submitted,



13 June 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

Regarding: An EA/EIS for the FAA Great Lakes Region Air Space Expansion.

Mr. Secretary: Your attention is needed to enforce or correct Federal economic policies and environmental problems in the Great Lakes Region which continue *due to Federal policies* which:

- favor after-the-fact noise and pollution *mitigation*, rather than *abatement*;
- require most revenue from airport operations be used to provide *airline services and facilities*;
- deny State and local authorities a meaningful role in scheduling commercial operations; and,
- increase environmental impacts, limit airline competition or exceed actual economic need.

The concentration of connecting flights using urban airfield with closely spaced runways, found unsafe by the NTSB, unwisely exacerbates these negatives. We petition you to take these steps with respect to airspace management plans and airport capacity expansions in the FAA Great Lakes Region and elsewhere.

Replace the Integrated Noise Model (INM) and annual-average forecast day-night level (DNL) with a more reliable and predictive standard by September 30, 2014, and direct the FAA to more frequently exercise its authority to control flights for noise reduction and related health and safety benefits until more predictive standards are developed.

Make conservative safety adjustments to airspace management plans and airport rules and procedures that are consistent with *current air traffic systems and aircraft capabilities* and discontinue efforts to operate (schedule commercial flights) as often as possible at minimum separations (intervals).

Assure that automated flights and satellite-based surveillance systems are functional, reliable, and fully deployed for airport air traffic control, and that that aircraft are properly equipped and air crews properly trained and rested prior to a change-over to PBN/RNAV routes (or other Next Gen air traffic control depending on flight automation).

Reconsider all US flight routes and schedules to more effectively use existing airport capacity and reduce fuel burn associated with city-hub-city and other multi-leg air travel that increases the distance traveled (compared to more direct routes) or increase airport operations per passenger transported.

Thank you for your efforts. Please keep us advised of your actions in support of the Petition. SMAAC is available to answer questions, research the facts, and propose changes in laws, rules, or agency policies.

Sincerely,
FOR THE BOARD OF DIRECTORS

James R. Spensley

James R. Spensley, President,
South Metro Airport Action Council,
PO Box 19036, Minneapolis, MN 55419-0036



CAPP of Park Ridge

Volunteer residents seeking solutions to a workable fly quiet program, proper intervals, an approved (EA) along with reduced air traffic at peak hours and finally, a quantified reduction in jet fuel toxic emissions

June 19, 2014

Honorable Anthony Foxx
Secretary
United States Department of Transportation
1200 New Jersey Ave, S.E.
Washington, D.C. 20590

**Re: Request for (EA)
Great Lakes Regional Shared Air Space
Immediate Four Airport Area
2013' Flight Data and More**

Dear Secretary Foxx:

In follow up

Thank you again for allowing the 38,000 impacted families this time to present the grand total number of **1. Airport Flight Operations and 2. Airport Tower Operations - numbers for 2013'**

We are currently waiting for the additional information that we believe is Bundled into the above airport and tower flight operations as well. This includes the following key factors:

- Flights That Needed To Be Diverted.
- Flights That Needed to Take Evasive Action While On Final.
- Flights That Needed to Go Around

Inclosing, as you can see for 2013' there was over **One Million, Three Hundred and Eighty Eight Thousand five Hundred and Fifteen grand total flight operations** for the **shared Great Lakes Regional Air Space.**

We not only meet the U.S. DOT (FAA) (ATO) set (EA) criteria, we exceed it with these events and numbers...respectfully when compared to the recently awarded (EA) review for the Western Region of our great country.

Sincerely, *A J*