



FAiR

Allocation in Runways

FAiR Solutions:

Use all existing and new runways
Neighborhood-based air traffic plan
Mandatory Fly Quiet
Noise monitoring and abatement
Environmental Impact Statement

FAiR gathers democratically as a citizen led initiative to build community

October 12, 2015

To the attention of Barry Cooper, FAA Great Lakes Regional Administrator:

As FAiR anticipates and prepares for the first ONCC Ad Hoc Committee meeting on Fly Quiet, we want to have the fullest understanding of current runway and taxiway use at O'Hare as well as the operations of the new south runway 10R/28L to be commissioned this week. It is our desire to have meaningful conversation with the committee and make informed recommendations. We are asking for your help: **FAiR formally requests responses to the following questions so that we can work toward the goal shared by all parties gathered at the table: providing meaningful solutions that will improve the quality of life for O'Hare's neighbors; in this case during the overnight hours.**

If possible, please reply by Friday, October 16. FAiR members are available to meet at the FAA regional office if this will help expedite the process.

We greatly appreciate your time and assistance.

Kind Regards,

Al Rapp and Cheryl Hansen
FAiR Leadership
Representatives to the ONCC Ad Hoc Committee on Fly Quiet

General

1. When will the Optimized Profile Descent (OPD) be implemented at O'Hare? Could OPD be tested during low demand periods?
2. Which runways should not be part of the Fly Quiet rotation discussion, and why?
3. Which operations utilizing the 14/32s, past or present, interfere with Midway airspace as Southwest Airlines contends?
4. Which operations utilizing the 14/32s, past or present, violate new federal regulations about separations between planes?
5. Have any operations, past or present, utilizing runways in compliance with current safety procedures, posed a safety threat to airline passengers?

10R/28L Offset Approach

1. If East/West Flow is a 30/70 split due to wind/weather patterns and, according to the FAA briefing, 10R/28L will be used primarily for arrivals from the West (East Flow) under 8 percent of the time, and only during the day because it is not a 24-hour runway, how will the new runway have any significant impact to airport operations during West Flow?

FAiR is a coalition of community organizations dedicated to the equitable distribution of O'Hare aircraft traffic

Contact: Colleen Mulcrone • (773) 610-4008 • info@fairchicago.org

FAiR gathers democratically as a citizen led initiative to build community

2. Without an offset localizer and approach, it is our understanding that 28L and 28C are too close for simultaneous parallel arrivals. Will the offset approach capability be added in the future? Is there a visual approach for this procedure that doesn't require an offset localizer?
3. At what point do aircraft landing on 10R make their final parallel approach? Do aircraft bank at the threshold?

Taxiways

1. Who controls ground operations of aircraft when they taxi to and from the terminals?
2. What part of the newly closed diagonal runway 14L/32R is being used as a taxiway and why?
3. How do the average times required for the taxi routes to terminals compare between newly closed 14L/32R and 10C/28C or 10R/28L?
4. Does the use of even a portion of diagonal runway 14L/32R for taxiway create the possibility of runway incursion?
5. With the current procedures for 4L departures, which taxiways will be used in transit from the terminals to the point of departure when arrivals are active on 9R?
6. When 32R was utilized for departures, which taxiways were used in transit from the terminals to the point of departure when arrivals were active on 27L?

Go Arounds

1. Does the new Converging Runway Display Aid that the FAA has implemented for aid in landing planes with converging runways or converging flight paths, when used in conjunction with aborted arrivals or go-arounds, allow for safe operations?
2. Has there been an increase in aborted arrivals or go arounds? If so, what are the reasons?
3. Are certain larger aircraft limited to use of longer runways given all the recent talk of aborted departures and arrivals? If so, could the FAA provide model numbers of pertinent aircraft?

Safety and Capacity of Current Configuration

1. What limitations are the diagonal runways 14R/32L, 4L/22R and 4R/22L subject to relevant to arrivals given that no CAT II/III capabilities are present?
2. Does the Converging Runway Operations Order (CRO) allow for safe use of East/West parallel and diagonal runways if a 120 second interval is adhered to?
3. Is the arrival configuration using 4R as the primary with overflow and larger planes on 10C safe using current procedures? What is the AAR for this configuration in good weather?
4. Is the arrival configuration using 22R as the primary with overflow and larger planes on 28C safe using current procedures? What is the AAR for this configuration in good weather?

FAiR gathers democratically as a citizen led initiative to build community

5. Is the arrival configuration using 14R as the primary with overflow on 10C safe using current procedures? What is the AAR for this configuration in good weather?
6. Are departures on 4L with arrivals on 9R safe using current procedures? What is the ADR on 4L for this configuration in good weather?
7. Were departures on 32R with arrivals on 27L safe using current procedures? What was the ADR on 32R for this configuration in good weather?
8. With the new Converging Runway Display Aid, will 32L have the same or greater capacity as 32R during peak daytime departure periods?

Alternative Runway Configurations

1. Are there any runway configurations using at least one diagonal that can meet an arrival demand of 45-60 per hour?
2. Are there any runway configurations using at least one diagonal that can meet an arrival demand of 60-75 per hour?
3. With the closure of 14L, can 14R be paired with any other runways that would have the same arrival capacity as parallel 14s?
4. After the peak arrival period of 7am to 8am, on many days the demand drops below 75 per hour until the next peak in the noon hour. Can alternative configurations for arrivals be utilized in the 8am to 12pm period on these days?
5. After the peak evening arrival period, on many days demand drops below 75 per hour. Can alternative configurations for arrivals begin at 8pm on these days?
6. Arrival demand on Saturdays is typically below 75 per hour for almost the entire day. Can alternative configurations for arrivals be utilized on Saturdays or any other day where external weather events or system problems reduce demand to these levels?