



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

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

**MAY - 8 2015**

[REDACTED]  
[REDACTED]  
[REDACTED]

Dear [REDACTED]:

I am in receipt of your email to the Federal Aviation Administration (FAA) Office of Accident Investigation and Prevention through the Aviation Safety Hotline and have been asked to respond to your concerns about operations at O'Hare International Airport. From your email, it appears you have specific concerns about aircraft safety.

Safety is the FAA's highest priority. The FAA thoroughly reviewed the design of the City of Chicago's proposal for the O'Hare Modernization Program (OMP) to ensure public safety. Your residence on Hillside Drive in Bensenville is located less than one mile west of Runway 10C/28C and just slightly south of the extended runway centerline. This runway, along with other existing and proposed runways, is designed to safely operate to all FAA standards.

Federal Aviation Regulations do not prescribe minimum altitudes for aircraft on takeoff and landing. The glide slope provides landing aircraft with the appropriate angle of descent, which is a standard 3.0 degree glide path. A localizer provides aircraft navigational equipment information that allows the aircraft to align with the extended runway centerline. Aircraft will fix on the localizer from 10 to 22 miles away from a runway end and then stay in alignment with the localizer, on the centerline of the runway, for its entire descent. Inbound aircraft receive the signals emitted by the localizer and glide slope and those signals are used to ensure a consistent approach descent until the aircraft touches down on the runway.

Given the location of your residence in reference to the airport, an aircraft on final approach to Runway 10C is approximately 300 feet above Hillside Drive. Size differences between narrow-body aircraft, such as the 737 and regional jets may be visually perceived to be flying higher than larger aircraft like 747s and 777s. Our visual perception is to associate small object images to appear farther away, and associate large object images to appear close. Aircraft approaching to land on O'Hare Runway 10C are flying the standard 3.0 degree approach descent profile that ensures safe clearance of obstacles and maintains the aircraft in the proper airspace and sequence for landing. A query of aircraft arrival data was performed for O'Hare Runway 10C during the time frame of the video submitted with your email. The results of that query determined that there were no aircraft operating in an unsafe manner.

In recent follow-up communication with the FAA you also asked which communities around O'Hare have accepted federal funds to perform land use planning. The communities of Bensenville, Des Plaines, Harwood Heights and Wood Dale all accepted Airport Improvement Program (AIP) planning grants to prepare land use compatibility plans for their respective communities. The purpose of the land use plans developed by state and local governments is aimed at reducing existing non-compatible land uses and to address ways of achieving and

maintaining compatible land uses through the establishment and enforcement of local zoning and building codes.

Thank you for sharing your perspective with the FAA.

Sincerely,

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

Barry D. Cooper  
Regional Administrator  
Great Lakes Region