

**From:** [REDACTED]  
**Sent:** Thursday, April 21, 2016 8:52 PM  
**To:** Evans, Ginger; Cooper, Barry (FAA); Drouet, Christina (FAA)  
**Subject:** 27L

WHY WON'T YOU USE 28L IN WEST FLOW?????

**From:** Cooper, Barry (FAA)  
**Sent:** Friday, April 22, 2016 1:46 PM  
**To:** [REDACTED]; Evans, Ginger; Drouet, Christina (FAA)  
**Subject:** RE: 27L

[REDACTED]

Regarding the question below in your email from yesterday (and a few prior emails in the past couple of weeks), this subject was partially addressed in the last informational email I sent you (3/30/16). The Runway 28L straight-in ILS approach can be used in West Flow, but only under very restrictive conditions. As I explained previously, because of 28L's proximity to Runway 28C (3100 feet centerline to centerline) and FAA's operating rules for simultaneous parallel runway operations, 28L and 28C (a primary ORD arrival runway in West Flow) cannot be used together as part of a triple approach West Flow configuration, except when conditions allow for visual approaches. Additionally, using 28L for West Flow arrivals has an impact on departure capacity, as it affects the use of Runway 22L for departures. Consequently, 28L would only be used for arrivals under wind conditions that preclude the use of 22L for departures. Lastly, there are ground taxiing complexities that can cause airfield inefficiencies when using 28L for arrivals in West Flow.

In another recent email, you also asked another question, and I wanted to provide a response:

Why is Runway 9R rarely used for arrivals, yet Runway 27L is the most used runway at ORD for arrivals?

Response: Prior to the commissioning of Runway 10R-28L, Runway 9R was used in East Flow as a mixed use runway, meaning that it was used for both arrivals and departures simultaneously. Doing this does not create the most efficient operating scenario for ORD arrivals and departures. With the commissioning of 10R-28L last fall, including an offset ILS approach on 10R, we are now able to independently utilize, in East Flow, 9L, 10C, and 10R for simultaneous triple arrivals, which allows 9R to become exclusively a departure Runway on East Flow most of the time, along with 10L. Conversely, in West Flow, triple simultaneous parallel approaches must be done on 27R, 27L, and 28C due to ATC runway separation rules (recall my explanation above regarding limitations on the use of 28L), with 28R and 22L being used exclusively for departures in that configuration.

Barry Cooper  
Regional Administrator  
Great Lakes Region  
Federal Aviation Administration