

From: Cooper, Barry (FAA)
Sent: Friday, July 01, 2016 3:28 PM
To: [REDACTED]
Subject: RE: noise

[REDACTED]

I am in receipt of the numerous emails you have sent to me, including the email below, which was sent yesterday and which covers the essence of all of your emails to me. As you know, I provided an email response to you on April 4, 2016, in which I endeavored to provide an overview of various facts relevant to your concerns. In this email, I'll attempt to add to my April 4th email with some current information.

I mentioned in my April 4th email that the annual wind/weather patterns at O'Hare Airport favor aircraft arriving from east to west (known as "West Flow", with arrival paths coming to O'Hare over parts of the City of Chicago) upwards of 70% of the time throughout a typical year, with the other 30% of the time having aircraft arriving from west to east (known as "East Flow", with arrival paths coming to O'Hare over western suburbs). As I stated previously to you, this predicted breakdown is based on 10 years of weather data analyzed as part of the O'Hare Modernization Environmental Impact Statement, completed in 2005 and revalidated in 2015.

Regarding what I stated above, on June 3rd I attended the most recent meeting of the O'Hare Noise Compatibility Commission (ONCC). At each of those meetings, data is provided concerning, among other things, day and night utilization of runways. For the most recent reporting month of available data – which at the June 3rd ONCC meeting was data for the month of April – it was reported that "East Flow" (landing over the western suburbs) was utilized approximately 62% of the time during that month. This is a predictable pattern for this time of year, with a greater frequency of weather favoring East Flow than at other times of year. Given what we've seen over the past few weeks, I would expect a similar result to be recorded for the month of May and into June. Today, for instance, O'Hare is again operating on East Flow, which is why you are not seeing aircraft arriving over your neighborhood at the moment. I need to acknowledge that a high percentage of East Flow usage is not necessarily the case at other times of year. For instance, at the ONCC meeting it was stated that the April data contrasts visibly with data from January, when West Flow was used about 90% of the time (again, a predictable pattern based on seasonal weather norms).

Additionally, I want to reiterate, in regard to your stated concern that arriving traffic is concentrated over your neighborhood, that O'Hare utilizes three separate runways simultaneously for arriving traffic

during higher traffic hours (early morning, daytime, and evening hours). Arriving traffic is distributed fairly evenly among those three runways, and that is the case every day that weather permits.

I also mentioned in my April 4th email to you that the City of Chicago and ONCC were working on a proposal to rotate arrival and departure runway utilization during night hours to incorporate as many runways as possible and share nighttime aircraft noise impacts among more surrounding communities. This proposal is intended to address the concerns of communities currently impacted more than other communities. The City and ONCC have continued to pursue this proposal, and the parties hope to begin a nighttime runway rotation test sometime in July, to run throughout the remainder of 2016. Once the test begins, I would expect you to see changes in the traffic you observe over your neighborhood during night hours, for at least the duration of the test period. This is especially true because Runway 27L is currently a primary nighttime arrival runway, and arrivals on that runway do pass over your neighborhood. The rotation plan seeks to, at times, distribute some of that arrival traffic to other runways.

In closing, I want to assure you that your input is not being ignored. The City of Chicago and ONCC, with FAA's technical support, are working diligently to make improvements where improvements can be made, to address noise impact concerns of surrounding communities. As I stated in my prior email, these issues are complex, with few simple answers. I also mentioned previously that ONCC is a key player in present-day discussions about O'Hare noise issues. I would encourage you to contact your designated ONCC representative to discuss your concerns and get a first-hand update on the things ONCC is discussing and working on.

Barry Cooper
Regional Administrator
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