

On Jun 26, 2017, at 12:29 PM, Allen Rapp <[alrapp1950@gmail.com](mailto:alrapp1950@gmail.com)> wrote:

Christina / Barry,

I am also a commissioner for the O'Hare Airport Commission in Park Ridge.  
Can the FAA provide clarification to the following questions / concerns so that I am better prepared to present the proper input at our next commission meeting?

- Is the FAA aware that Park Ridge will be getting overnight impacts at least every other week at night once Test 3 Begins?
- Is the FAA aware that Park Ridge Homes impacted by new configurations have not been sound insulated because they fall outside the 2005 modeled noise contours that allow for noise mitigation?
- If this plan is approved, Is the FAA going to provide Park Ridge a grant to insulate the homes impacted in these configurations?
- Are the Test 2 and Test 3 configurations compliant with the 1997 Fly Quiet Program?
- Are the new configurations land compatible as defined in the 1997 Fly Quiet Program?
- Does Departures on diagonal Runway 4L raise safety concerns for the departing of heavy wide body aircraft?
- How large an aircraft would air traffic feel comfortable departing off 4L?
- Was any of this new program modeled or studied in the 2005 Record of decision "ROD"?,
- Would a new environmental impact study "EIS" need to be done?

thanks in advance for your prompt response.....Al Rapp