

**From:** [REDACTED]

**Sent:** Monday, May 22, 2017 10:13 PM

**To:** Evans, Ginger; Cooper, Barry (FAA); Drouet, Christina (FAA); [rahm.emanuel@cityofchicago.org](mailto:rahm.emanuel@cityofchicago.org); Kirkman, Kelvin (FAA); [Wagner.anna@epa.gov](mailto:Wagner.anna@epa.gov); Rossi, Rosalind; Kilmer, Owen; Frame, Aaron

**Subject:** 27L

It's after 10pm, why are you still using 27L as the primary arrival runway?

Why has 28L never been used since it was opened in October of 2015?

Why is 9R never used for arrivals?

**From:** Cooper, Barry (FAA)  
**Sent:** Friday, May 26, 2017 3:45 PM  
**To:** [REDACTED]  
**Subject:** RE: 27L

[REDACTED]

Responding to questions from your 5/22/17 email.

***Question: Why is 27L still being used for arrivals after 10PM?*** In an effort to reduce impacts of aircraft noise on the surrounding neighborhoods during night hours, ORD's Fly Quiet Program was established. In 2016, a test program was developed to utilize a runway rotation scheme to address the issue of nighttime noise impacts around ORD. That initial test was conducted during the second half of 2016. ORD is now in the second phase of runway rotation plan testing. Regarding use of the runway rotation plan, it takes time each night, due to traffic volume and weather, to get into the night rotation. If 27L is being utilized as a West Flow arrival runway, it continues to be used that way in evening hours until Air Traffic can transition to the fly quiet rotation. I should also point out that, under Test 2 of the Fly Quiet runway rotation program, 27L is sometimes used as the primary arrival runway during night hours. Please see the following website for more information on the schedule for the previous and current tests: <http://www.airportprojects.net/flyquiettest/>

***Question: Why has 28L never been used since it was opened in October of 2015?*** First, please refer back to information I provided to you on this subject via emails dated 3/30/16 and 4/22/16. Runway 10R-28L was commissioned on 10/15/2015 and it has a straight-in ILS (Cat II/III) approach to 28L. For arrivals, 28L has been used infrequently, with reason. As I explained in my 4/22/16 email, 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 in the 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. There are also ground taxiing complexities that can cause airfield inefficiencies when using 28L for arrivals in West Flow. Lastly, ORD's South Airport Traffic Control Tower (ATCT), which controls traffic on 10R-28L, is closed during night hours, which prohibits night use of 10R-28L.

**Question: Why is 9R never used for arrivals?** In my 4/22/16 email, I also provided an explanation on the use of 9R for arrivals. With the commissioning of 10R-28L, 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. This runway utilization creates an optimal arrival/departure efficiency scenario when the airfield is operating in an East Flow configuration.

As I've mentioned in prior emails, if you desire an avenue for input to the discussion on noise impacts and utilization of ORD runways, I encourage you to talk to your O'Hare Noise Compatibility Commission (ONCC) representative or attend one of the upcoming ONCC meetings. The ONCC holds meetings that are open to the public. The next meeting is Friday, June 2<sup>nd</sup> at 8:00AM at Café La Cave in Des Plaines.

Barry Cooper

Regional Administrator

Great Lakes Region

Federal Aviation Administration