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In response to your questions from 3/28/17:

FAA's Order 1050.1F provides categorical exclusion eligibility for "Tests of air traffic departure or arrival procedures conducted under 3,000 feet above ground level ... the duration of the test does not exceed six months ..." The Fly Quiet Runway Rotation Test in 2016 was reviewed by the FAA and approved under this process before the test started. The FAA approval for the 2016 Test is available at: <http://www.airportprojects.net/flyquiettest/wp-content/uploads/sites/2/2016/04/Rotation-Test-Approval-Document.pdf>

On March 17, 2017 CDA submitted a request for a Fly Quiet Runway Rotation Test 2, which the FAA is reviewing in accordance with FAA Order 1050.1F. As mentioned in my previous email, we will review that proposal for both safety of operations and environmental impacts. If the FAA has operational safety concerns regarding the proposed configurations, they will be addressed in comments back to CDA. CDA has posted its request on their website at: <http://www.airportprojects.net/flyquiettest/about/>

All proposed future tests, regardless of length, will be reviewed in accordance with the guidance contained in FAA Order 1050.1F.

Tier I and Tier II Environmental Impact Statements were completed for the Elgin O'Hare Western Bypass in 2010 and 2012, respectively. The documents are available at: <http://www.idot.illinois.gov/projects/Elgin-OHare>. The location of land proposed for acquisition was evaluated in those documents.

The FAA does not believe that any agreements between the CDA and the Illinois Tollway have been signed yet. Airport sponsors may legally sell or release land in accordance with FAA policy, which sets the process and criteria for when and how a release of land is allowed. The FAA will review any proposal to release or sell land to insure the action is in keeping with FAA policy, the airport's grant assurances, and the law.

Christina Drouet, P.E.
Deputy Regional Administrator

Federal Aviation Administration
Great Lakes Region

847-294-7812 office
224-545-7782 mobile