

**From:** Drouet, Christina (FAA)  
**Sent:** Friday, May 26, 2017 1:50 PM  
**To:** Daniel R. Dwyer  
**Cc:** Bartell, Deb (FAA)  
**Subject:** RE: Test 3 FAA Approval

Dan,

Here are responses to the questions you sent earlier this week. Per our conversation, we were going to follow up on the Feb letter (answer to Q5) and also on your question if there is an appeal process when the agency makes a Categorical Exclusion, or CatEx decision. As discussed, if you have comments to submit on Test 3, should CDA submit a Test 3 for review to the FAA, you can address the comments to the Regional Administrator's office.

Questions:

(1) Does the FAA require a test without 15/33 in order to perform the environmental analysis of an interim Fly Quiet to run from 2018-2020?

A test is not required to complete an environmental analysis of a potential interim condition between the closure of Runway 15/33 and the commissioning of Runway 9C/27C. A test, however, could inform decisions on how to operate the potential interim condition, and could provide additional public input.

(2) Would failure to pass Test 3 preclude CDA and the ONCC from recommending an interim Fly Quiet to run from 2018-2020?

The City of Chicago Department of Aviation, as owner and operator of Chicago O'Hare International Airport could propose a potential interim condition without ONCC approval of a Test 3. The City of Chicago and ONCC could provide additional input on their decision making process for a Test 3 and an interim condition. See also the response to Question 1 above.

(3) Would operating 15/33 in a test rotation that ran until its scheduled decommissioning inhibit the FAA in performing the environmental analysis of an interim Fly Quiet to run from 2018-2020?

Tests are limited to six months. If any information from a test would be used to inform an environmental analysis of a potential interim condition, and any approval would occur just before the beginning of an interim condition, the test would need to be complete approximately five to six months prior to the beginning of the interim condition.

(4) Would the elimination of 15/33 during FQ2 in Test 3 impair ATC from utilizing this runway during the FQ shoulder hours?

Runway 15/33 could be used in shoulder hours outside of a potential Test 3.

(5) Has ATC confirmed that in Configuration L, 33 can be utilized for longer runway requests when 4L is the primary departure runway?

The FAA will use a longer runway provided by the City of Chicago for aircraft that cannot depart Runway 4L. Runways 10L/28R and 10C/28C are requested for availability in the FAA's February 6, 2017 comment letter to the City on Test 1.

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