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Sent: Thursday, August 17, 2017 4:46 PM

To: Limjoco, Ann <ann.limjoco@mail.house.gov>; Drouet, Christina (FAA) <Christina.Drouet@faa.gov>

Cc: Hannah Bresson <hbresson@glenview.il.us>

Subject: RE: O'Hare 15/33 response

Thx Ann for the feedback on O'Hare Runways 15/33 closure next year...very disappointing that it will be permanently closed.

Christina, in my view, the planned permanent closure of Runways 15/33 will severely deteriorate the value of the rotation plan as shown in the recent Fly Quiet III test, which eliminates use of Runways 15/33 and shockingly places **50% of the flights on the 4L/22R corridor (thereby using the narrowest, shortest, least safe runway at O'Hare half of the time).** Under unrestricted operations where safety is a primary consideration, flights using Runways 4L/22R are negligible. It cannot be debated that passenger and aircraft safety are reduced under the current Fly Quiet plan; please consider the outcome of the planned 15/33 closure and seek input from the experts (Air Traffic Controllers, Pilots, etc.) to determine if the Fly Quiet Program can remain effective without Runways 15/33. In my view, the answer is no and it should be abolished. I will restate, in unrestricted operations where safety is a primary consideration, flights using Runways 4L/22R are negligible – there are valid safety reasons why this is the case. **Please do not accept another request for a Fly Quiet Program test at O'Hare without significant review of the consequences of Runways 15/33 closing next year.**

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