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Sent: Thursday, August 31, 2017 10:34 AM
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Subject: RE: O'Hare 15/33 response

Hello Don,

Thank you for your comments regarding Fly Quiet Runway Rotation Test 3 and the future Fly Quiet program.

It's important to distinguish between the recent rotation tests, a possible proposed interim Fly Quiet program, and the existing approved Fly Quiet program.

Rotation Tests

The tests are reviewed by the FAA for operational safety and environmentally approved in accordance with FAA Order 1050.1F. Three have been approved so far, including Test 3. As requested by the CDA, Test 3 includes a bi-weekly schedule for the planned use of the parallel runways (Runways 9R/27L, 10L/28R, and 10C/28C) alternating with two diagonal runways (Runways 4L/22R and 4R/22L). As stated in the CDA's request to the FAA, "The purpose of Test 3 is to test a condition that could be in place from Runway 15/33 decommissioning until Runway 9C/27C commissioning."

Possible proposed interim Fly Quiet program

As you are aware, Runway 15/33 is scheduled to be decommissioned under the CDA's O'Hare Modernization Program (OMP) in March 2018. The ONCC and CDA have been involved in discussion about a possible interim Fly Quiet program, which may involve runway rotation configurations from the tests, for quite some time. However, the City has not determined if they will request an interim Fly Quiet program, which would run from the time of Runway 15/33 decommissioning until the opening of Runway 9C/27C. Any proposals CDA may submit to the FAA for review will be evaluated for both operational safety and environmental compliance.

Existing Fly Quiet program

The existing approved Fly Quiet Program Manual is available at http://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/FQ/ORD_Fly_Quiet_Manual_2016.pdf. This depicts the existing approved Fly Quiet Program that is used outside of these recent tests. As indicated on pages 3-4 of the manual, arrivals on Runway 22R are included in one of the Preferred Runway Configurations. Arrivals and departures on Runway 15/33 are also included in the Preferred Runway Configurations. Runway 4L departures and Runway 15/33 departures are also shown on page 5 of the Manual. The existing Fly Quiet Program is operated on a nightly basis and is dependent upon wind, weather, and operational demand. Runway 22R and Runway 15 arrivals are more common on nights when there are winds from the south, and Runway 4L and Runway 33 departures occur when there are winds from the north. The existing Fly Quiet program was approved with the 2005 Record Of Decision for the O'Hare Modernization Program Environmental Impact Statement.

We appreciate your concerns about aviation safety. The FAA would not allow for airfield operations that compromise safety. Arrivals and departures on Runways 4L/22R and 4R/22L, during Test 3 and at all other times, are performed in accordance with FAA safety standards. As stated in the CDA's request to the FAA, when the diagonal runways are in use, pilot requests for a longer runway will be granted, even with less than two hours' notice. If Runway 10L/28R is closed, Runway 10C/28C will be made available.

As previously stated, the City has not determined if they will request an interim Fly Quiet program after Runway 15/33 is decommissioned. If they do, any proposals they submit to the FAA will be carefully evaluated for operational safety and reviewed in full compliance with applicable environmental laws and FAA policies.

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