



CITY OF ELMHURST
209 NORTH YORK STREET
ELMHURST, ILLINOIS 60126-2759
(630) 530-3000
www.elmhurst.org

STEVEN M. MORLEY
MAYOR
PATTY SPENCER
CITY CLERK
ELAINE LIBOVICZ
CITY TREASURER
JAMES A. GRABOWSKI
CITY MANAGER

October 23, 2017

Ms. Christina Drouet, P.E.
Acting Regional Administrator
Great Lakes Region
Federal Aviation Administration
2300 Devon Ave
Des Plaines, IL 60018

Dear Ms. Drouet:

I want to thank you, along with your staff, for speaking at the public meeting here at City Hall. The information you shared regarding the many changes at O'Hare was very valuable for the residents.

In the past you have answered the written resident questions and it was very beneficial. We have attached a list questions asked by attendees of the October 3rd meeting. It would again be appreciated if the F.A.A. would provide written responses to the questions.

Best Regards,

Jim Grabowski
City Manager

Attachment

Questions from October 3, 2017 Meeting with FAA

1. I thought that landings on the runway impacting Elmhurst were going to stop. Why do they continue?
2. Is the current flight path, which has greatly increased the number of planes (both day & night) over my home, temporary or permanent?
3. Is there a plan to ever close the runway impacting Elmhurst? Why/not?
4. What programs are available to help protect our homes from the noise? Is there financial help with soundproofing our homes at a Federal level?
5. How much weight is given to the data from the 3 test runs, beyond ONCC's recommendation? Surveys vs complaints vs. noise data?
6. How much impact does the O'Hare noise complaint system (i.e., phone call complaints) have on decision-making for approval of current Fly-Quiet Plan vs. changing the plan to appease communities with excessive noise?
7. How much consideration is being put into an ONCC recommendation when, A) there is no definitive decision-making process behind that recommendation? B) the ONCC is stacked with east-west communities?
8. The ONCC does not have a defined decision-making process, only a recent white paper offering guidance. This means community reps can vote strictly based on what is best for their community. East-west communities outnumber diagonals. How will that be taken into consideration?
9. When will the FAA make their final decision?
10. Does the FAA feel test #3 is a fair allocation of night fly quiet program i.e., ½ the flights will be on 5 parallel runways and the other ½ on 2 diagonal runways.
11. A. Why is night time runway rotation needed? There are 3.14 miles between the furthest north runway (9L/27R) and the furthest south runway? B. Why does the FAA (and CDA) accept ONCC recommendations so readily? Runway rotation test 3 was passed/accepted without adequate review of the data.
12. If we reject the overnight flight plan, will that cause a greater increase in daytime jet noise?
13. How do changes to the quantity of nighttime flights brought on by a potential nighttime rotation impact the already completed Environmental Impact Study?
14. What is the approx. budget for environmental studies to be completed?
15. Can a newly created committee of northeast/southeast 4R/22L diagonal communities propose flight path recommendations to the FAA? Why is an updated Environmental Impact Study needed since one was completed for the OMP?

16. Is parallel with diagonal runways the safest configuration?
17. Widebody A/C – is there a min runway length?
18. Is 4/22 safe for wide bodied aircraft?
19. Do wide body planes, like the cargo planes landing at night on the shorter diagonal runways like 4R22L, have to fly lower on approach to land safely?
20. For arrivals, what is a safe elevation for planes flying in residential area?
21. Are the planes landing lower than in the past? These planes are so much louder than in the past.
22. What is the FAA process to evaluate CDA/ONCC flight path proposals? Will 4R/22L be used more frequently (outside of night-time rotation)?
23. Why are runways being de-commissioned when an adequate night rotation is not yet in place?
24. In absence of an interim or final OMP Fly Quiet Plan, can we reasonably expect flight conditions to return to levels which began October 2013 but prior to Test 2 & 3?
25. What is future capacity of O'Hare? What is the long term (2021 & beyond) plan for the percentage of 4R-22L take-offs/landings at daytime & at night time?
26. Will 9/27S be used in future runway rotation?
27. Is the FAA verifying data sets used by the ONCC to develop fly quiet plans? Is the FAA holding the ONCC accountable for their fly quiet plans? Minority voices are not equally considered when majority interests are at stake. In 2015 the FAA said that 4R would be used very infrequently for arrivals, is that still true? If so, how was 4R allowed to have 33% of all fly quiet arrivals allocated for test 3?
28. 4R/22L has been planned to close as part of 15-20 year old expansion plan. Was based largely on safety—why now is a revolving plan in place—w/very little notice & when will it end? How/who makes the decision to abort the original plan? What is the current plan?
29. Will the FAA's final assessments of the 3 test phases disregard noise complaints and instead focus on safety and emergency when it comes to scheduled use of runways on a going forward basis?
30. Can the North South Towers be opened at night? Is there any hope to keep open 15/33? Why can't planes @ O'Hare have a flight pattern similar to LAX. Their flight pattern is designed to minimize noise.
31. Has a Metro-plex scheme using the airports been developed? To share noise.