November 15, 2012

Honorable Ray LaHood
Secretary of U.S. Transportation
Headquarters Building
1200 New Jersey Ave. S.E.
Washington D.C. 20590

Re: Help save Runways 32R & 32 Left at O'Hare Airport

Good morning Mr. Secretary

On behalf of the impacted families living within the five air mile ring of the 2nd busiest Hub airport in the country , we thank you for taking the time to listen to our plea to help save runways 32 Right and 32 Left

As you are very much aware this Hub processes nearly 3,000 flights per day. Yet, cargo and passenger volume are down

Across our great country we see where nearly 70,000 flights take off each day and engulf our skies with most traffic lanes and air routes being over booked

Here at O'Hare we attended the November 2012 ONCC meeting where your Tower Manager/ATC Mr. Bob Flynn, explained the processing of the air traffic for arrivals from the east to the west and the take offs as well. See Attachments

Yet, Mr. Flynn when questioned from the floor , further explained brilliantly that should we have a huge snow storm - then he would direct all air traffic for take offs to the " ***Go To*** " runways such as the 32 Right and 32 Left. It should be noted that at night just about each month - there is well over a 36 % usage rate that goes to these runways by the cargo flights ---now

O'Hare airport management has also invited the **747-800-F freighter** and other larger type aircraft
Yet - we don't understand this move to close down these two twin parallel ten thousand foot runways

We have followed the suggestion as a working airport group, CAPP, in seeking the federal support from both Senator Dick Durbin and Rep. Jan Schakowsky's offices. No response to date

We also have contacted State Senator Dan Kotowski in seeking to submit our Resident's Resolution for passage in this next session of the Illinois state legislature

Therefore, your assistance in keeping these two key runways - is a must

*Shifting the **night time take off loads** over the already busy two key take off plates for the community of Park Ridge - is not an option*

We thank you in advance for your help in this matter of mutual respect in providing a safe and balanced night time flight departure load. We further understand that Mr. Bob Flynn believes in the practice of "Distance ***Favoring*** ". This too helps clog up the vectors at night over our community from the hours off 10 pm and throughout the night

We look towards your leadership in settling this matter

[redacted]

S10-121123-003

(2013) East-flow

Interim State

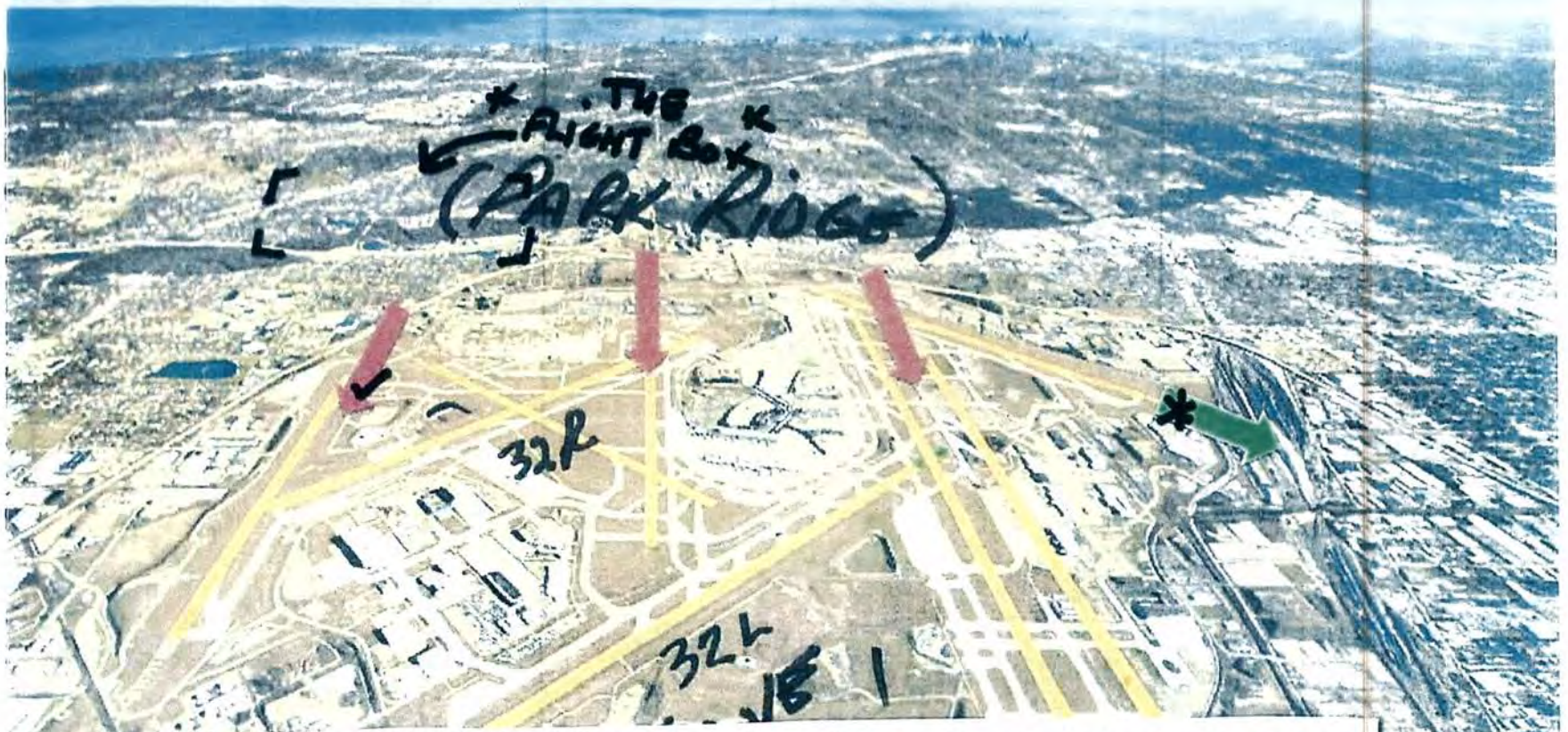
Federal Aviation Administration

N ← (LET'S ENFORCE IT) THANK YOU.

S10-121123-003

(2013) West-flow

Interim State



Just some key points here in living under neath two glide paths and two take off plates [*The Flight Box] [***22R , 9L27R, East Flight Track & N.E. Flight Track***].
A typical daytime/night time ***around the clock 7 days a week*** bombardment is:

- **350** + flights Inbound on 9L27R air traffic at 2,000 Feet from 0600 Hours to 10 pm daily ***7 days per week.***
- * Should the Winds shift up to 20 Knots at anytime - then they use 22R with larger A/C four engine at 2,000 Feet above ground level [AGL].
- Then after 10 pm the take offs start with larger cargo type four engine A/C that _____ the Fly Quiet altitude at 3,000 Feet most of the time.
- Note: We seen over **200** plus night time flights after the ten pm hours - ***monthly.***

* The Flight box is made up of homes within the ***5th, 6th and 7th*** wards that remain the have a ***high targeted air space*** that remains dissected by the FAA their programmed ***Vectors.***

S10-121123-003