



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Great Lakes Region  
2300 East Devon Avenue  
Des Plaines, IL 60018

**DEC 11 2012**

Mr. Mark D. Delhotal  
Airport Manager  
Rochelle Municipal Airport  
1201 W. Gurler Road  
Rochelle, Illinois 61068

Dear Mr. Delhotal:

Thank you for your letter dated November 19, 2012, concerning parachute operations at Rochelle Municipal Airport. The Federal Aviation Administration (FAA) has reviewed your request to leave a clear radius of eight nautical miles (NM) up to an elevation of 17,999 feet above mean sea level (MSL) around the Rochelle Municipal Airport in Rochelle, Illinois.

Rochelle Municipal Airport (RPJ) is 53 miles from O'Hare International Airport (ORD) and it lies beneath airspace that is currently utilized for departure traffic from ORD and the other Chicagoland airports, and beneath airspace that will be utilized for arrival traffic to ORD starting in October 2013. The FAA completed the O'Hare Modernization Final Environmental Impact Statement (FEIS) in 2005. In addition to evaluating the impact of O'Hare projects, the study also analyzed major airspace changes for the Chicago area which the FAA was planning to implement (the Chicago Airspace Project). Airspace procedure design began in 2005, new procedures were implemented in 2007 and 2008, and the last stage of the airspace changes will be implemented in October 2013 when new Runway 10C/28C commissions at O'Hare. Design for this final stage of airspace changes was completed earlier this year.

Four west bound Standard Instrument Departures (SIDs) and one Standard Arrival Route (STAR), the TRIDE, have been designed, that may affect the airspace around RPJ. The enclosed excerpt of the FAA Sectional Chart provides an approximate horizontal location of these routes and their proximity to RJP.

The Chicagoland Skydiving Center contacted the Chicago Terminal Area Radar Control (TRACON) facility in December of 2010 to notify the TRACON they would be operating out of RJP. Shortly thereafter the FAA reviewed its preliminary design for the TRIDE STAR, and was able to change it from approximately one mile east of RJP to approximately three miles east of RJP. Given the framework established by the FEIS, the complexity of airspace design, and the significant benefits O'Hare and other airports will gain as a result of the OMP and Chicago Airspace Project, the airspace around RJP cannot be protected to the extent you request.

The FAA's Air Traffic Organization will contact the Chicagoland Skydiving Center in the near future to discuss future operations and airspace changes in more detail. I believe this response addresses the points raised in your letter. The FAA appreciates the opportunity to respond to your questions and concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry D. Cooper". The signature is written in a cursive style with a large initial "B" and a long horizontal stroke at the end.

Barry D. Cooper  
Regional Administrator  
Great Lakes Region

Enclosure

# FAA Sectional Chart

