



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

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

DEC 13 2013

Mayor David Schmidt
City of Park Ridge
505 Butler Place
Park Ridge, IL 60068

Dear Mayor Schmidt:

Congresswoman Jan Schakowsky shared with me your August 19, 2013, correspondence to her regarding O'Hare Airport noise concerns, and she asked me to respond to the points raised in your letter.

The following paragraphs are provided in response to the content of your letter:

In regard to your request for an immediate halt to the proposed October 2013 takeoff and landing plan, from a Federal perspective, we had no reason to delay the commissioning of new O'Hare Runway 10C-28C on October 17, 2013, nor did we have reason to delay the use of the predominantly east-west traffic pattern that went into effect on that date. As you are aware from our past communications, appropriate environmental due diligence was accomplished through the Federal Aviation Administration's (FAA) completion of an Environmental Impact Statement (EIS) for O'Hare modernization, and that EIS included a full assessment of the newest runway as well as the arrival/departure patterns currently in use at O'Hare.

Regarding your request to have the FAA conduct a Supplemental Environmental Impact Statement (SEIS), you are aware that the FAA responded in detail to the City of Park Ridge's written request to the FAA for a SEIS to be performed. In our response, we concluded that Park Ridge's request did not provide sufficient information to warrant the preparation of a SEIS, as the FAA's EIS adequately and appropriately addressed future conditions and projected environmental impacts resulting from the modernization of O'Hare. Based on all information known to date, the FAA's position on the SEIS request remains unchanged.

In regard to utilization of all existing and new runways at O'Hare, the EIS referenced above details how current and future O'Hare runways will be utilized. Predominant utilization of O'Hare's parallel east-west runways provides for the safe and efficient movement of traffic into and out of O'Hare. Other existing runways - crosswind runways not oriented in an east-west direction - continue to be utilized, although to a lesser extent than the east-west runways. O'Hare's two northeast-southwest runways (4L-22R and 4R-22L) will remain in place as part of the end-state O'Hare and are used primarily as departure runways. O'Hare's two northwest-southeast runways (14L-32R and 14R-32L) remain in place and in use today, being utilized primarily as departure runways. These two runways will ultimately be decommissioned during a latter phase of O'Hare modernization.

In regard to expanding noise monitoring and abatement programs to ensure that specific communities are not unduly burdened, noise impacts resulting from O'Hare modernization were thoroughly analyzed as part of the EIS. The Chicago Department of Aviation (CDA) is currently adapting its longstanding residential and school sound insulation program to address the noise mitigation requirements specified in the EIS. All residential properties in the vicinity of O'Hare that meet Federal requirements for sound insulation are included in that program. Regarding noise monitoring, we refer you to the CDA and the O'Hare Noise Compatibility Commission (ONCC), as the entities responsible for noise monitoring programs.

Lastly, in regard to mandating that "Fly Quiet" is the official policy for O'Hare, we once again refer you to the CDA, as the owner and operator of O'Hare Airport. The Airport Noise and Capacity Act of 1990 defines very stringent requirements which airport operators must meet in order to establish mandatory noise management programs. The current Fly Quiet program at O'Hare, while not mandatory, is a result of years of collaboration between CDA and ONCC. The FAA works in partnership with CDA, ONCC, and O'Hare's air carriers to execute this voluntary program. Any changes to the Fly Quiet program, or any effort to make the program mandatory, would need to be initiated by the CDA.

The above paragraphs provide brief responses that endeavor to respond to the points raised in your August 19th letter to Congresswoman Schakowsky. Much more information, on all of the points your letter raised, is available on the FAA's website that was established to publicly share all aspects of our work on the O'Hare modernization initiative. The address of that website is http://www.faa.gov/airports/airport_development/omp. The FAA appreciates the opportunity to address the points raised in your letter.

Sincerely,



Barry D. Cooper
Regional Administrator
Great Lakes Region

cc: Congresswoman Jan Schakowsky, Member, United States House of Representatives
Congressman Mike Quigley, Member, United States House of Representatives
Rosemarie Andolino, Commissioner, Chicago Department of Aviation