



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

AUG 09 2010

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

Thank you for your comments regarding my letter to you dated June 1, 2010. I will offer clarification on my June 1, 2010 letter in response to those comments that are specific and pertain to the Federal Aviation Administration (FAA).

Regarding your concerns on our public process, and questions regarding who was involved, all of the comments received during the draft and final environmental impacts statement process are included on our web page, along with comment disposition. Our web page is: http://www.faa.gov/airports/airport_development/omp/eis/. You can review comments, who submitted them, and how the Federal Aviation Administration (FAA) responded.

When the FAA conducts an Environmental Impact Study (EIS), it models data based on future demand for an airport. The OMP EIS included air quality modeling based on significant increases to O'Hare traffic in the future, not on one single point in time in 2005. Please reference the Final EIS at this link: http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Section%205.06.pdf. Chapter 5, Section 5.6 details the air quality analysis, and Chapter 2 along with Appendix R discuss purpose and need, including considerations with regard to the aviation demand forecast.

With regards to your comparison to Boston Logan Airport, it is my understanding that Boston Logan Airport is not working on a new EIS. The airport is proposing projects for a bus terminal and Runway Safety Area (RSA) improvements. These projects will not impact airfield operations, and do not require an EIS. Massport, the airport operator, is a state agency. Massport, as a state agency, may have been directed by state law to participate in health studies. FAA funding has not been committed in support of these initiatives. The health studies cited in the articles you referenced are not part of an EIS and do not drive the requirement to do an EIS.

My office has not recently received correspondence from Congressman Roskam regarding O'Hare or the OMP. We have received correspondence from other elected officials, and those letters and our responses are posted on our website at: http://www.faa.gov/airports/airport_development/omp/FAQ/index.cfm.

I am familiar with the reports you reference from the General Accountability Office (GAO) regarding runway safety. Runway safety and incursion prevention are critical components

of overall aviation safety, and one of the FAA's highest priorities. The FAA has many initiatives in place to address these needs, and we continuously strive to improve our performance in this area. You may read about FAA-wide initiatives regarding runway safety at: http://www.faa.gov/airports/runway_safety/ Specifically at O'Hare, the FAA, City of Chicago and air carriers meet, discuss and work together frequently to improve runway safety at O'Hare. In the long term, we expect additional enhancement of runway safety because OMP airfield improvements result in fewer runway and taxiway intersections and crossings than exist today.

While I clearly appreciate the sincerity of your concerns, our environmental analysis gave full consideration to environmental impacts in accordance with Federal regulations, and we engaged the expertise of other federal, state, and local agencies, including the U. S. Environmental Protection Agency and Illinois Environmental Protection Agency to ensure the thoroughness and integrity of our analysis. The EIS contains required actions intended to mitigate, to the greatest extent possible, environmental impacts resulting from airfield development and the analysis considered the environmental concerns you raise in your letter. At the time it was approved, the planned OMP met all applicable state and federal regulations and policies, and it continues to do so.

I hope that the information provided above helps to clarify for you the work that has been done by the FAA to assess the environmental impacts of O'Hare operations, and the attention that has been devoted specifically to the impacts you highlight in your letter. Thank you for sharing your perspective with me.

Sincerely,



for
Barry D. Cooper
Regional Administrator
Great Lakes Region