



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

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

SEP 07 2010

The Honorable Mike Quigley
Member, United States House
of Representatives
3742 W. Irving Park Road
Chicago, IL 60618

Dear Congressman Quigley:

We are in receipt of your letter dated August 3, 2010 and correspondence from your constituents,

which offers suggestions for changing the Fly Quiet Program and operations at O'Hare International Airport. To specifically address your recommendations, I have summarized them and offer the following comments:

Change the hours of the Fly-Quiet Program from 10:00 p.m. to 7:00 a.m. to 11:00 p.m. to 6:00 a.m., make the program mandatory and change the runways used in the program.

The Fly-Quiet Program is a collaborative program developed in cooperation between the airport owner (City of Chicago), the air carriers, the Federal Aviation Administration (FAA) and the communities surrounding O'Hare as represented by the O'Hare Noise Compatibility Commission (ONCC).

We note that your constituent copied Mr. Brendan McLaughlin, the Executive Director of the ONCC, on the correspondence sent to your office. The ONCC is the citizen's best avenue for expressing concerns and gaining information regarding noise around O'Hare Airport and the Fly Quiet Program.

The Fly Quiet Program provides comprehensive guidance for pilots and air traffic controllers to use designated flight and operating procedures. The airlines and FAA's Air Traffic Organization voluntarily agreed to use designated noise abatement flight procedures under the Fly Quiet Program to reduce the impact of aircraft noise. The City of Chicago distributes Fly Quiet Aviator's Manuals to pilots and air traffic controllers. The manual contains information on preferred runways and flight tracks which route aircraft over the least populated areas. The Fly Quiet Program is voluntary and the FAA does not have the ability to make use of this program mandatory, absent agreement by the airport and the users. It is at the discretion of the City, as owner and operator of O'Hare Airport, to pursue these types of initiatives, and participation from all parties is voluntary.

Make Continuous Descent Arrivals (CDA), or Optimum Profile Descent (OPD) mandatory on a trial basis from 12:00 a.m. to 4:00 a.m. and then expand the trial if it proves feasible. Make RNAV departures mandatory.

Chicago's airspace is complex not only because of the many O'Hare runways, but also because of O'Hare's proximity to other major airports, namely Midway and Milwaukee. Airspace development and design are long, involved processes that may have significant

impacts to other airports, especially those in close proximity. We are working on developing new procedures for O'Hare operations as part of the O'Hare Modernization Program (OMP). Currently various Area Navigation (RNAV) arrival procedures are in place, and additional RNAV procedures are under development for arrivals and departures.

Optimum Profile Descent (OPD) and RNAV are important future components of the FAA's planned NextGen air traffic management system. Both of these concepts, as well as important additional technology improvements such as Required Navigation Performance (RNP) together comprise Performance Based Navigation. For an overview of these concepts, and the FAA's status in implementing these new technologies please reference our web sites at: http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=10856 and <http://www.faa.gov/about/initiatives/nextgen/flashmap/>.

Various components of Performance Based Navigation are under development nation-wide. FAA's initial efforts adding performance based procedures are in early stages and focus on places where fleets utilizing a particular airport are appropriately equipped, or where airspace changes are less complex than metropolitan areas such as Chicago. As the FAA and industry continue to move towards these technological advancements, more performance based procedures will be developed for Chicago and the rest of the nation. At this point in time the fleet utilizing O'Hare is not completely equipped for OPD, and procedures have not yet been developed.

Ascribe arrival and departure activity to the end of the runway segment where the departure lifts off and where the arrival touches down to avoid confusion concerning reported information.

Runway naming conventions are standardized throughout the industry and the world, and details can be found in FAA Advisory Circular No. 150/5340-1K, Standards for Airport Markings, and located at: http://www.faa.gov/documentLibrary/media/Advisory_Circular/draft_150-5340-1K.pdf. During our work with the City of Chicago, the airlines, and the ONCC, all parties have used these standards, and will continue to do so.

When the wind is from the east, alternative runways (differing from runways utilized today) should be utilized for O'Hare arrivals/departures.

The City of Chicago's OMP proposed a future O'Hare runway configuration that would yield the greatest degree of capacity, efficiency and safety. The FAA modeled numerous operating configurations for the future O'Hare with these same capacity, efficiency and safety priorities in mind. The operating configurations were designed to safely accommodate changing weather conditions while maintaining airport efficiency. Many configurations were studied, and those providing optimal safety and efficiency were ultimately approved under the Environmental Impact Statement (EIS).

As part of the environmental analysis of the O'Hare Modernization Program (OMP), the FAA evaluated the combinations of runways that could be safely and efficiently used based on specific wind and weather conditions. Specific diagrams illustrating the runways to be used can be found starting on page D-7 in Appendix D of the EIS at the following site: http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Appendix%20D.pdf.

These diagrams illustrate the runway use primarily during the daytime hours. During the EIS night modeling, it was assumed that the Fly Quiet Program would be used for the runways that remain in place, after the OMP is completed.

Runways 14R/32L and 14L/32R should be kept open and used during the recommended Fly Quiet Program period from 11:00 p.m. to 6:00 a.m.

As stated above, Chicago's OMP proposed a future O'Hare runway configuration that would yield the greatest degree of capacity, efficiency and safety. A key component of that configuration was the reduction of intersecting runways and the establishment of a predominantly parallel runway configuration. Elimination of 14R/32L and 14L/32R is necessary to achieve that end-state goal, with a safer and more efficient O'Hare being the end product.

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides the greatest degree of safety and efficiency for the airport and the public. Through its analysis of the OMP the FAA took great care to examine health and safety concerns to ensure that all appropriate impact mitigation actions are taken. While we acknowledge that impacts such as noise cannot be completely eliminated, the FAA has taken significant steps to minimize those impacts, and we will continue to do so as technological advancements in the aviation industry provide those opportunities.

We have received several inquiries similar to the one your constituents wrote, and in response have established a website with frequently asked questions and posted copies of relevant correspondence. You may reference this information at:
http://www.faa.gov/airports/airport_development/omp/FAQ/index.cfm .

I have sent an identical letter to Congresswoman Jan Schakowsky.

It is my hope that the above information clarifies some of the questions and concerns of the . Regarding their request to meet with me, should the above information not be sufficient to answer their questions, I would be happy to discuss a possible future meeting with representatives of your staff and the . Please contact my office at 847-294-7294 if a meeting is desired, or if you need any further assistance or information.

Sincerely,

Original Signed by
Barry D. Cooper

Barry D. Cooper
Regional Administrator
Great Lakes Region

cc: Washington Office
Rosemarie S. Andolino, Commissioner, Chicago Department of Aviation
Brendan McLaughlin, Executive Director, O'Hare Noise Compatibility Commission
The Honorable Arlene Mulder, Chair, O'Hare Noise Compatibility Commission



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

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

SEP 07 2010

The Honorable Jan Schakowsky
Member, United States House
of Representatives
5533 N. Broadway
Chicago, IL 60640

Dear Congresswoman Schakowsky:

We are in receipt of your letter dated August 3, 2010 and correspondence from your constituents, [REDACTED], which offers suggestions for changing the Fly Quiet Program and operations at O'Hare International Airport. To specifically address your recommendations, I have summarized them and offer the following comments:

Change the hours of the Fly-Quiet Program from 10:00 p.m. to 7:00 a.m. to 11:00 p.m. to 6:00 a.m., make the program mandatory and change the runways used in the program.

The Fly-Quiet Program is a collaborative program developed in cooperation between the airport owner (City of Chicago), the air carriers, the Federal Aviation Administration (FAA) and the communities surrounding O'Hare as represented by the O'Hare Noise Compatibility Commission (ONCC).

We note that your constituent [REDACTED] copied Mr. Brendan McLaughlin, the Executive Director of the ONCC, on the correspondence sent to your office. The ONCC is the citizen's best avenue for expressing concerns and gaining information regarding noise around O'Hare Airport and the Fly Quiet Program.

The Fly Quiet Program provides comprehensive guidance for pilots and air traffic controllers to use designated flight and operating procedures. The airlines and FAA's Air Traffic Organization voluntarily agreed to use designated noise abatement flight procedures under the Fly Quiet Program to reduce the impact of aircraft noise. The City of Chicago distributes Fly Quiet Aviator's Manuals to pilots and air traffic controllers. The manual contains information on preferred runways and flight tracks which route aircraft over the least populated areas. The Fly Quiet Program is voluntary and the FAA does not have the ability to make use of this program mandatory, absent agreement by the airport and the users. It is at the discretion of the City, as owner and operator of O'Hare Airport, to pursue these types of initiatives, and participation from all parties is voluntary.

Make Continuous Descent Arrivals (CDA), or Optimum Profile Descent (OPD) mandatory on a trial basis from 12:00 a.m. to 4:00 a.m. and then expand the trial if it proves feasible. Make RNAV departures mandatory.

Chicago's airspace is complex not only because of the many O'Hare runways, but also because of O'Hare's proximity to other major airports, namely Midway and Milwaukee. Airspace development and design are long, involved processes that may have significant

impacts to other airports, especially those in close proximity. We are working on developing new procedures for O'Hare operations as part of the O'Hare Modernization Program (OMP). Currently various Area Navigation (RNAV) arrival procedures are in place, and additional RNAV procedures are under development for arrivals and departures.

Optimum Profile Descent (OPD) and RNAV are important future components of the FAA's planned NextGen air traffic management system. Both of these concepts, as well as important additional technology improvements such as Required Navigation Performance (RNP) together comprise Performance Based Navigation. For an overview of these concepts, and the FAA's status in implementing these new technologies please reference our web sites at: http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=10856 and <http://www.faa.gov/about/initiatives/nextgen/flashmap/>.

Various components of Performance Based Navigation are under development nation-wide. FAA's initial efforts adding performance based procedures are in early stages and focus on places where fleets utilizing a particular airport are appropriately equipped, or where airspace changes are less complex than metropolitan areas such as Chicago. As the FAA and industry continue to move towards these technological advancements, more performance based procedures will be developed for Chicago and the rest of the nation. At this point in time the fleet utilizing O'Hare is not completely equipped for OPD, and procedures have not yet been developed.

Ascribe arrival and departure activity to the end of the runway segment where the departure lifts off and where the arrival touches down to avoid confusion concerning reported information.

Runway naming conventions are standardized throughout the industry and the world, and details can be found in FAA Advisory Circular No. 150/5340-1K, Standards for Airport Markings, and located at: http://www.faa.gov/documentLibrary/media/Advisory_Circular/draft_150-5340-1K.pdf. During our work with the City of Chicago, the airlines, and the ONCC, all parties have used these standards, and will continue to do so.

When the wind is from the east, alternative runways (differing from runways utilized today) should be utilized for O'Hare arrivals/departures.

The City of Chicago's OMP proposed a future O'Hare runway configuration that would yield the greatest degree of capacity, efficiency and safety. The FAA modeled numerous operating configurations for the future O'Hare with these same capacity, efficiency and safety priorities in mind. The operating configurations were designed to safely accommodate changing weather conditions while maintaining airport efficiency. Many configurations were studied, and those providing optimal safety and efficiency were ultimately approved under the Environmental Impact Statement (EIS).

As part of the environmental analysis of the O'Hare Modernization Program (OMP), the FAA evaluated the combinations of runways that could be safely and efficiently used based on specific wind and weather conditions. Specific diagrams illustrating the runways to be used can be found starting on page D-7 in Appendix D of the EIS at the following site: http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Appendix%20D.pdf.

These diagrams illustrate the runway use primarily during the daytime hours. During the EIS night modeling, it was assumed that the Fly Quiet Program would be used for the runways that remain in place, after the OMP is completed.

Runways 14R/32L and 14L/32R should be kept open and used during the recommended Fly Quiet Program period from 11:00 p.m. to 6:00 a.m.

As stated above, Chicago's OMP proposed a future O'Hare runway configuration that would yield the greatest degree of capacity, efficiency and safety. A key component of that configuration was the reduction of intersecting runways and the establishment of a predominantly parallel runway configuration. Elimination of 14R/32L and 14L/32R is necessary to achieve that end-state goal, with a safer and more efficient O'Hare being the end product.

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides the greatest degree of safety and efficiency for the airport and the public. Through its analysis of the OMP the FAA took great care to examine health and safety concerns to ensure that all appropriate impact mitigation actions are taken. While we acknowledge that impacts such as noise cannot be completely eliminated, the FAA has taken significant steps to minimize those impacts, and we will continue to do so as technological advancements in the aviation industry provide those opportunities.

We have received several inquiries similar to the one your constituents wrote, and in response have established a website with frequently asked questions and posted copies of relevant correspondence. You may reference this information at:
http://www.faa.gov/airports/airport_development/omp/FAQ/index.cfm .

I have sent an identical letter to Congressman Mike Quigley.

It is my hope that the above information clarifies some of the questions and concerns of the . Regarding their request to meet with me, should the above information not be sufficient to answer their questions, I would be happy to discuss a possible future meeting with representatives of your staff and the . Please contact my office at 847-294-7294 if a meeting is desired, or if you need any further assistance or information.

Sincerely,

Original Signed by
Barry D. Cooper

Barry D. Cooper
 Regional Administrator
 Great Lakes Region

cc: Washington Office
 Rosemarie S. Andolino, Commissioner, Chicago Department of Aviation
 Brendan McLaughlin, Executive Director, O'Hare Noise Compatibility Commission
 The Honorable Arlene Mulder, Chair, O'Hare Noise Compatibility Commission