



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

Mission Support Services
800 Independence Avenue, SW.
Washington, DC 20591

DEC 03 2012

Thank you for your letter November 15 letter to U. S. Secretary of Transportation, Ray LaHood. Secretary LaHood asked me to respond to your letter on his behalf. From your correspondence it appears you have concerns about runway utilization at O'Hare, and the future decommissioning of Runways 14R/32L and 14L/32R.

In your correspondence you mentioned attending the November 9, 2012, O'Hare Noise Compatibility Commission (ONCC) meeting. As you stated, Mr. Bob Flynn, Air Traffic Manager for O'Hare, presented information on airfield operations after Runway 10C/28C commissions in October 2013. With the commissioning of that new runway, approximately 99% of O'Hare operations will be in an east/west configuration. Over the past several years, the Federal Aviation Administration (FAA) has redesigned the airspace for the Chicago area to accommodate new runway configurations at O'Hare, to improve operational efficiencies for the O'Hare and Midway airports, and incorporate available technological advancements. The final stage of the airspace changes will take effect in October 2013 with Runway 10C/28C. Eliminating Runways 14R/32L and 14L/32R are a crucial element in the design of the O'Hare Modernization Program (OMP) and the Chicago Airspace Project. Overall airport capacity increases, and fewer runway intersections on the airfield allow for safer operations.

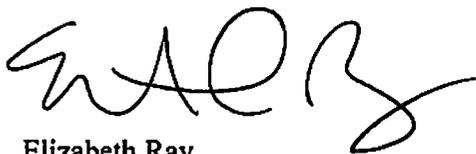
Runways 14R/32L and 14L/32R will be decommissioned during the completion phase of the OMP. The Chicago Department of Aviation currently does not have a published date for runway decommissioning or OMP completion. As briefed at the ONCC meeting, Runways 14/32 will be used very infrequently after Runway 10C/28C commissions because the airport will have four parallel runways in an east/west orientation, which will accommodate a broad variety of conditions and provide more operational flexibilities than O'Hare has today with several intersecting runways.

With regards to runway pavements, existing Runway 10/28 (future 10L/28R) is 13,001 feet, Runway 10C/28C will be 10,800 feet, existing Runway 9R/27L is 7,967 feet, and existing Runway 9L/27R is 7,500 feet. Other future OMP work includes two additional east/west runways and a 3,000 foot extension to existing Runway 9R/27L. A significant portion of the existing Runway 14R/32L, which is 9,685 feet, will be converted to taxiway and Runway 14L/32R, which is 10,005 feet, will be demolished, as it intersects three other operational

runways which remain as part of the OMP. More information on the OMP and future runway utilization can be found on our website, http://www.faa.gov/airports/airport_development/omp/.

Thank you for sharing your perspective with the Secretary and the FAA.

Sincerely,

A handwritten signature in black ink, appearing to read 'ERAY', written in a cursive style.

Elizabeth Ray
Vice President, Mission Support Services
Air Traffic Organization