



U.S. Department
of Transportation
Federal Aviation
Administration

FEB 26 2009

Great Lakes Region
2300 E. Devon Ave.
Des Plaines, IL 60018

Mayor Arlene Mulder
O'Hare Noise Compatibility Commission
P.O. Box 1126
Des Plaines, IL 60017-1126

Dear Mayor Mulder,

Thank you for your letter of January 21, 2009 concerning nighttime operations occurring on Chicago O'Hare's new Runway 9L/27R. The FAA understands ONCC's concerns regarding the utilization of Runway 9L/27R and appreciates the opportunity to work in a cooperative manner with the ONCC.

Although the normal hours of operation for the North Air Traffic Control Tower (ATCT) and Runway 9L/27R are between 6:00 a.m. and 10:00 p.m., there is no prohibition of aircraft utilizing the runway between 10:00 p.m. and 6:00 a.m. The FAA prefers to have Runway 9L/27R and the North ATCT open no later than 10:00 p.m., since we incur additional operational expenses when they are. Weather, mechanical failures and other factors not within our control can impact operations at O'Hare, thus necessitating the use of available runways for safe and efficient operations.

The O'Hare Modernization Environmental Impact Statement (EIS) anticipated Runway 9L/27R would, on an annual basis, be used infrequently at night. Specifically, for the Build Out scenario it included the assumption of Runway 27R nighttime arrivals occurring 4.0% of the time and departures 0.1%. For Runway 9L it included the assumption of 1.0% nighttime arrivals and 0.0% departures. See Table F-39 on page F-82 of the Final EIS (enclosed) for a complete table of runway end use percentage.

"Build Out" is defined in the EIS as the point in time at which all runways in the end-state O'Hare (after OMP Completion) are in operation. The EIS estimated that Build Out would occur in 2013-2014. The City has stated its commitment to the completion of O'Hare Modernization Program (OMP) runways by December 31, 2014.

In regards to activity between the dates of November 20, 2008 and January 31, 2009, Runway 27R was used on three occasions for arrivals between the hours of 10:00 p.m. to 6:00 a.m. It was not used for departures, and Runway 9L was not used at all during those hours. Runway 27R was used for arrivals on December 7, 23 and 24, 2008. On December 7 from 10:47 p.m. to December 8 at 1:48 a.m., a twin engine propeller FAA Flight Check airplane flew the runway performing inspections, an operation typically performed overnight to have ready access to our navigation systems and to minimize impact on airport operations. On December 23 and 24

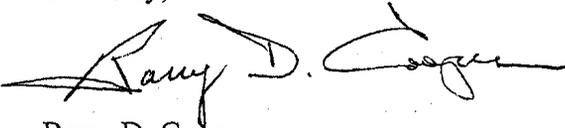
commercial air carrier activity continued on the 27R approach until 11:24 p.m. and 10:54 p.m., respectively, due to operational and weather conditions at O'Hare.

Although the above information does not comprise a full year of compiled data, on a percentage basis, between November 20, 2008 and January 31, 2009, Runway 27R experienced approximately 2 percent of O'Hare's nighttime arrivals, currently less than anticipated on an annual basis.

My staff will provide you this type of information on a monthly basis. You will receive correspondence from me, within the first ten days of each month with the information on any overnight activities that occurred after 10:00 p.m. on Runway 9L/27R during the previous month.

I trust this response meets your needs. The FAA appreciates the opportunity to address the concerns of the ONCC. We would be happy to continue to provide further information sessions with the ONCC and community elected officials regarding what was evaluated in the EIS and what is presently occurring. If you have any further questions please feel free to contact me.

Sincerely,



Barry D. Cooper
Regional Administrator
Great Lakes Region

Enclosure

cc: Sharon Kurywchak, Staff Manager, Chicago O'Hare ATCT
Bob Everson, Director Tactical Operations, Midwest United States
Richard Rodriguez, City of Chicago, Commissioner of Aviation