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From: Reef Ecosystems <reefecosystems.com@live.com>
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Subject: Park Ridge ORD comission

Christina thanks for taking the time to answer the following questions. As you know first hand our community has been severely impacted by the over use of RWY 27R. Hopefully we can work together and find a working solution with a reasonable noise abatement program.

1

With a meeting with our mayor it was indicated that the air traffic controllers give a "suggested heading," but that individual pilots are basically given veto power over the suggestion because they are the best judge of how to safely take off. Variables include the weight of the aircraft and its payload. In a nutshell, "preferred flight paths" are strictly voluntary for now." Why are preferred flight paths voluntary? And can pilots really deviate from ATC vectors on late night or daytime departures?

2

When runway 27R was proposed, sold and was labeled a bad weather runway.

" O'Hare International Airport : At O'Hare International Airport, the new Runway 9L/27R is O'Hare's first new runway since 1971. The 7,500 foot long runway will be used primarily as a bad-weather arrival runway, addressing one of O'Hare's biggest causes of delay. It is a Group 5 CAT II/III Runway, designed for planes as large as a Boeing 747. CAT II/III Capability is the best available for landing arriving airplanes in inclement weather. The runway is also equipped with a state-of-the-art Instrument Landing System as well as embedded weather sensors in the pavement to alert the tower of ice on the runway."

http://aci-na.org/news/2008_Nov20

Why is it now used as a primary runway?

3

Arrivals on the PAITN ONE ARRIVAL (PAITN.PAITN1) 14 Nov 08 are lined up perfectly with the Final Approach Fix FNUCH on Runway 22R. Why are the airlines subject to an additional 5 minutes flight time and an additional 10-15 minutes taxi time resulting from landing Runway 27R under Day VMC conditions (nice weather)? Why are aircraft Arriving on the Janesville Five Arrival (JVL.JVL5) 6 Mar 09 subject to an additional 10-15 minutes taxi time?

4

Landing a Parallel configuration is easier. At what traffic volume is this necessary and why is not the pre November 2008 west landing configuration used when the weather is VMC winds are out of the southwest and volume is at or below that of Nov 2008?

5

Does the EIS prevent a landing configuration using 22R, 28 and 27L? Basically the pre November 2008 west configuration.

6

Who is ultimately responsible for determining landing configuration and what specific criteria do they use?

7

Winter is coming. Under the OMP will aircraft be deiced at the gate? If so how will the excess propylene glycol be collected and what volume is allowed to saturate the soil and air under current EPA guidelines? Is it acceptable under EPA and OSHA guidelines for passengers and ground crew to walk and work on a tarmac saturated with propylene glycol?

Bill Donovan