

General Concerns

1. Q: When did the new (north) runway open?

FAA Response: The City of Chicago (City) and the Federal Aviation Administration (FAA) opened the new runway with an inaugural flight on Thursday, November 20, 2008. The new runway is 7,500 feet long, 150 feet wide, and is called Runway 9 Left / 27 Right (9L/27R).

2. Q: Why did O'Hare build a new runway?

FAA Response: In 2001, the City announced a major initiative to modernize the airfield at O'Hare International Airport (O'Hare). The Purpose and Need included in the Federal Aviation Administration (FAA) Environmental Impact Statement (EIS) is: to address the project needs of the Chicago region by reducing delays at O'Hare, and thereby enhancing the capacity of the National Airspace System; and ensure that the existing and future terminal facilities and supporting infrastructure can efficiently accommodate airport users. The O'Hare airfield re-orientation requires realignment of three runways, the construction of one new runway, and numerous enabling projects. The City of Chicago's O'Hare Modernization Program (OMP) is a multi-year construction program that will conclude by December 31, 2014 (Build-Out). For more information on the OMP, please visit the OMP website on the Internet at www.oharemodernization.org.

3. Q: What about safety? Is it possible and that more over flights of Park Ridge make it more likely that a crash will occur? Doesn't the added capacity at O'Hare since October 31st make this even more likely?

FAA Response: Safety is the FAA's highest priority, and the agency reviewed the design of City's proposal to ensure that it would properly protect the public safety. The new Runway 9L/27R was designed to meet and operate to FAA standards.

4. Q: If the information we get from ONCC is incorrect, what is the point of participating? Shouldn't the FAA and the City of Chicago be concerned about their credibility with the airport's neighbors and more importantly, shouldn't the participating communities be concerned?

FAA Response: The FAA is concerned about the number of complaints in the communities surrounding O'Hare. The FAA is prepared to continue to provide further educational sessions with ONCC and elected community officials regarding what was evaluated in the EIS and what is occurring now. The FAA will continue to respond to questions raised by the ONCC and the City of Park Ridge.

5. Q: The support for the OMP is rapidly waning. The airlines recently tried to back out of it because they cannot afford it and see no sense in it during a time when air travel is declining for a variety of reasons.

FAA Response: The airlines are currently working with the City of Chicago to define the best method to move forward on O'Hare Modernization. The airlines support completion of O'Hare Modernization airfield projects (runways and

taxiways), but expressed their concerns on the planning of the proposed Western Terminal. See Chicago Tribune Editorial and the Letter from Real Estate Vice Presidents of United Airlines and American Airlines, page 30, November 24, 2008.

6. Q: What commercial or financial benefit is Park Ridge receiving for allowing all the travelers to use surrounding communities, such as Rosemont or Bensenville?

FAA Response: Section 5.5 of the EIS (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Section%205.5.pdf>) presents information on secondary impacts, such as regional growth patterns and jobs.

7. Q: Who do I talk to for help on my concerns?

FAA Response: You may contact the ONCC, the DOA, the FAA or your elected officials to voice your concerns.

8. Q: Can kites be flown near the airport (i.e. in Centennial Park)?

FAA Response: 14 CFR Part 101 (enclosed) states that "...within 5 miles of the boundary of any airport...No person may operate an unshielded moored balloon or kite more than 150 feet above the surface of the earth unless, at least 24 hours before beginning the operation, he gives the following information to the FAA ATC facility that is nearest to the place of intended operation: (a) the names and addresses of the owners and operators, (b) the size of the balloon or the size and weight of the kite, (c) the location of the operation, (d) the height above the surface of the earth at which the balloon or kite is to be operated, and (e) the date, time and duration of the operation." There are also additional lighting and marking requirements, if the balloon or kite would be operated above 150 feet above the surface of the earth.

Part 101 also states "(a) no person may operate any moored balloon, kite, unmanned rocket, or unmanned free balloon in a manner that creates a hazard to other persons or their property, and (b) no person operating any moored balloon, kite, unmanned rocket, or unmanned free balloon may allow an object to be dropped there from, if such action creates a hazard to other persons or their property."

9. Q: Cook County did not take the aircraft noise into consideration when they revised my property value. Who do I talk to having it modified?

FAA Response: The FAA recommends that the resident contact the Cook County Assessor for information on home property values.

10. Q: What emergency procedures are in place if an aircraft states that it is in distress? Which runways are used or preferred for landings when an aircraft is distressed, in danger or otherwise compromised. Are certain runways used more than others during such conditions? If so, which?

FAA Response: When a pilot notifies Air Traffic that they have an emergency, Air Traffic asks the pilot what they need. This includes the possibility that if the aircraft needs to return to the airfield or to land at the airport, the pilot selects the runway. The FAA simultaneously contacts the City of Chicago Department of Aviation Operations Department and the three fire stations located on the airport.

11. Q: What is the definition of the "Point of No Return" as it relates to crash paths and which runways are used? Which runways at ORD are designated as Crash Site runways?

FAA Response: There are no FAA definitions that match "Point of No Return," "crash paths" or "Crash Site runways." All current and future runways at O'Hare have been evaluated and meet FAA safety standards.

12. Q: Have you heard of any yellow goo falling on the neighborhoods?

FAA Response: A Park Ridge resident called the O'Hare Flight Standards District Office (FSDO) on December 24, 2008 and stated that they believed that a yellow material covering an area of approximately 15 yards by 20 yards was extruded from an aircraft and landed on his property. The resident obtained a sample of the material from the snow and took photos. A FSDO Inspector visited the property on December 29, 2008 and received the sample of the material from the resident. The sample was given to the City of Chicago for laboratory testing and the test results determined that the sample was water. The FSDO inspector informed the resident of the results of the testing

13. Q: What are the FAA guidelines with regard to flight safety altitudes? 600 ft above my school/house just doesn't seem to me to meet the guidelines concerning the safety of those on the ground.

FAA Response: The Federal Aviation Regulations do not prescribe minimum altitudes for aircraft when necessary for takeoff and landing. Federal Aviation Regulations (FAR) Part 91 prescribes the rules governing the operation of aircraft.

Sec. 91.119 - Minimum safe altitudes: General.

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

14. Q: There has also been some information about the forest preserve just to the west of Maine South High School being an emergency landing area for the airport. Can you confirm this information?

FAA Response: The forest preserve to the west of Maine South High School has not been designated as an emergency landing area.

15. Q: Will the FAA meet with residents?

FAA Response: The FAA participates in the ONCC monthly meetings, which are open to the public and take input from the public as part of the meetings. The ONCC website provides information on the next monthly meeting.