AGL-1 BC Rad
AGL-3 JBS
OPR = AGL-1 SP for RA Signature

FAA-091008-004

RICHARD J. DURBIN
ILLINOIS

COMMITTEE ON APPROPRIATIONS

COMMITTEE ON THE JUDICIARY

COMMITTEE ON RULES
AND ADMINISTRATION

ASSISTANT MAJORITY
LEADER

United States Senate

Washington, DC 20510-1304

WASHINGTON, DC 20510-1304
(202) 224-2152
TTY (202) 224-8180

230 SOUTH DEARBORN 38TH FLOOR
CHICAGO, IL 60604
(312) 353-4952

525 SOUTH EIGHTH STREET
SPRINGFIELD, IL 62703
(217) 492-4062

701 NORTH COURT STREET
MARION, IL 62959
(618) 998-1677

durbin.senate.gov

September 30, 2009

Mary Walsh
Federal Aviation Administration
800 Independence Avenue, SW, Room 1022
Washington, DC 20591

Dear Ms. Walsh:

Please find enclosed a letter from [redacted] an Illinois constituent who has written to me to express concerns regarding noise and flight approaches at O'Hare International Airport.

I would appreciate whatever assistance you can provide to answer these concerns. Please respond directly to [redacted] and forward a copy of your response to Trevor Reuschel in my Washington, D.C., office.

Thank you for your attention to this matter.

Sincerely,

Dick Durbin

Richard J. Durbin
United States Senator

RJD/tr

Due 11/04/09

[redacted]

iawrmsg
Capitol Correspond
Incoming Email Message

Constituent ID: [redacted]

[redacted]

Activity Created: 7/21/2009
File Location: 10836231
Interest Code(s): AD31

Incoming Message:

RSP: Yes.

Date Received: 7/7/2009 9:46:27 PM
Topic/Subject Desc: Help with Federal Agnecy
Senator Durbin, I have written you previously regarding the airport noise at O'Hare since they opened runway 9L/27R last November. I am requesting an update from you on what you are doing, in general, to represent your constituents, specifically those in Park Ridge who are affected by this to the point that we are considering [redacted] moving.

I am also asking your assistance in a very particular aspect of this airport issue. We need your assistance in holding the FAA accountable for explaining the flight tracks it uses upon approach to this new runway (i.e. the lanes the planes use to land) and need their commitment to look at alternate solutions. I have requested this of the regional FAA director Barry Cooper recently, and in the past, but receive no meaningful response other than "we are following the guidelines."

In brief, the new runway is approached (east to west) by planes in multiple flight tracks -- in essence strafing an entire mile long neighborhood with a stream of up to 6 tracks of arriving planes. The 6 tracks ultimately converge to one runway no more than 3 miles west of our neighborhood to land at O'Hare. I have yet to receive any explanation for why, for example, the arrivals could not be on one track, single file in essence, as the planes cross our airspace to prepare to land. This would lessen the exposure of the entire neighborhood, and an added benefit could be that the location of that single track is moved every day to minimize the disruption in this one mile stretch. Moving the track even half a block would provide relief to homeowners who, like me, see the planes fly directly over my house. What the FAA and City of Chicago have done with these arrival patterns is expose a wide swath of Park Ridge to these multiple track arrivals (again, all coming into one runway 3 miles later). The community would be much better served if the FAA would consider altering its arrival track to allow for single file arrival at its 20 mile threshold as opposed to having the arriving planes lock in to their multiple tracks at 20 miles, only to converge to the same runway at landing.

I have written Congresswoman Schakowsky on the same topic, and as the senior senator from Illinois am strongly urging you to look into this at the Federal level. An entire community's quality of life has been severely impacted. Getting the FAA to consider arrival alternatives will minimize the adverse impacts all of us are feeling.

Regards,

[redacted]