OPR is AGL-1SP for RA's signature
Please coordinate with AGL-600 01/30/13 SMS

1124 LONGWORTH HOUSE OFFICE BUILDING
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CHICAGO, IL 60618
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1057 WEST BELMONT AVENUE
CHICAGO, IL 60657

MIKE QUIGLEY
CONGRESS OF THE UNITED STATES
5TH DISTRICT, ILLINOIS

COMMITTEE ON OVERSIGHT AND GOVERNMENT REFORM
SUBCOMMITTEES:
RANKING MEMBER
TARP, FINANCIAL SERVICES AND BAILOUTS
NATIONAL SECURITY, HOMELAND DEFENSE
AND FOREIGN OPERATIONS

COMMITTEE ON THE JUDICIARY
SUBCOMMITTEES:
COURTS, COMMERCIAL AND ADMINISTRATIVE LAW
CRIME, TERRORISM, AND HOMELAND SECURITY
THE CONSTITUTION

January 28, 2013

XRFAA-100811-002

Roderick Hall
Administrator for Government and Industry Affairs
Federal Aviation Administration
800 Independence Avenue, SW, Room 1022
Washington, DC 20591

Dear Mr. Hall,

I have received the enclosed information from my constituent, [redacted].

[redacted] and the Sauganash Community Association are concerned about the problems that will arise when the new runway at O'Hare International Airport opens in October 2013. The attached information will explain the situation in further detail.

I would appreciate your looking into this matter and advising Mary Ann Levar in my Chicago office at 773-267-5926 of your response as soon as possible.

Thank you for your cooperation and assistance.

Sincerely,

Mike Quigley

Mike Quigley
Member of Congress

MQ:MAL
Enclosure

FAA-130129-010

Sender: [redacted]

Received: 01/18/2013

FAA O hare landing change
Congressman - this following letter is from our communuity association - and wanted to to let you know i support this 100%

January 16, 2013

The Board of Directors of the Sauganash Community Association ("SCA") strongly denounces the Federal Aviation Administration's ("FAA") published plan, effective October 17, 2013, to significantly change runway usage patterns at O'Hare Airport. The noise created from these changes, especially from late night/early morning landings, will have a serious, negative impact on Sauganash and on the northwest side of the City of Chicago, without any benefits to us.

SCA, representing ÷700 households and ÷50% of Sauganashs 8,000 residents, challenges this plan and demands it to be redone in a more responsible manner for these economic, safety, property value, and quality of life concerns:

- The forced, arbitrary shift of 80,000 landings annually that now fly over the NW suburbs and the North Shore to fly over the near north suburbs, over the lake, and back over the NW side of the City:
  - o For 60,000 landings, adds up to 40 miles distance and 15 minutes flying time , wasting 40 Mil gallons of polluting jet fuel and costing the airlines an unnecessary $120 Mil. On top of continuing landing fee increases to pay off airport bonds, this makes O'Hare more costly and is a business and job killer.
  - o One of the diagonal runways to be closed directly feeds the new cut flower handling and freight-handling facility being built – planes will now have to taxi much further to use it, thereby reducing profitability for this major job-producing initiative by the City. FAA needs to work with the City –not against it.
  - o Forcing tens of thousands of flights to land perpendicular to the predominant wind directions at the airport – SSW to SSE – increasing risk of dangerous wind shear conditions
  - o Closing or non-use of 3 diagonal runways that today are operationally effective and safe – wastes $3 Bil of valuable airport assets.
  - o Benefits 100,000 (NW suburbs and North Shore) at the expense of 300,000 in north suburbs and City.
- The forced, arbitrary shift of practically all late night/early morning landings (wind allowing) onto Runway 27 Left/Thorndale. Runway currently has 15 landings per night typically before 11pm and after 6am but will now have ÷100 landings with many between midnight and 5am:
  - o 27 Left/Thorndale is among the oldest and shortest runways. The main runway Lawrence that now handles these landings is a mile longer than 27 Left and safer and more modern, but will sit idle to most late night landings, wasting a +$1 Bil asset. The 2 new runways, Wilson and Pratt, are state of the art but will sit idle to all traffic from 10pm to 6am – wasting $2 Bil of valuable assets. The west end of 27 Left called 9 Right is largely ignored, especially for takeoffs, but is among the best noise abatement runway segments as it flies over the no-people already noisy Elgin/O'Hare Xway-which is being expanded.
  - o Population density under 27 Left is among the highest around the airport, while runways flying over forest preserves, shopping centers, and industrial villages are being closed or ignored.
  - o Scientific studies show prolonged, repeated exposure to aircraft noise during sleep hours adversely affects health, especially for seniors. Daytime activities, especially for retirees, will be compromised. Sauganash has a lot of seniors and a lot of retirees plan greatly increases noise on this vulnerable population.
  - o Studies, based on actual observations, indicate homes under runways used heavily at night may suffer a decrease in property value; the Lawrence and NW suburbs runways have had this situation for 50 years and have adjusted; this sudden change could harm values for property owners under and around 27 Left.

FAA-130129-010

We think the diagonal runways should be kept open and cost-effectively used to maintain O'Hare's competitiveness and to maintain safety, we feel the main runway and the 2 brand new runways should be used more than part-time for landings; we believe flights should be directed over no-people commercial and park zones as much as possible, and we believe homes in flyover zones where heavy traffic cannot be truly avoided should get home insulation assistance. This plan is contrary to all of these – it needs to be redone quickly. We want to meet with the FAA

Sincerely,

[redacted] - President, Sauganash Community Association

FAA-130129-010