

**Congress of the United States**  
**Washington, DC 20515**

July 30, 2015

Ms. Ginger Evans  
Commissioner  
Chicago Department of Aviation  
10510 W. Zemke Rd.  
Chicago, IL 60666

Dear Ms. Evans:

We are writing to urge your office to work with the Federal Aviation Administration (FAA) and in consultation with the O'Hare Noise Compatibility Commission (ONCC) to begin exploring practical and immediate options to redistribute flights on all available runways at O'Hare and provide noise relief for surrounding communities without compromising safety.

We make this request after recent conversations with senior FAA officials who tell us that in order for their agency to analyze potential options for changes to runway operations at O'Hare, it must first confer closely with the Chicago Department of Aviation (CDA). Accordingly, we ask your agency to immediately begin these important discussions with the FAA in consultation with the ONCC.

We believe that even small changes to flight paths and runway use at O'Hare, especially at night and during off-peak hours, could provide significant relief or at least a more even distribution of the noise among the surrounding communities. Your own agency advanced a tentative proposal last year to rotate nighttime traffic among runways. Now is the time to explore that plan and other options to distribute flight patterns more equally with the FAA's input.

Since the opening of runway 10C/28C and the resulting airspace changes in October 2013, our offices have been calling for noise relief for our constituents. Along with citizens groups such as FAiR and the Suburban O'Hare Commission (SOC), we have advocated for an expansion of the Fly Quiet program and retaining, as additional options, the two diagonal runways currently slated for decommissioning.

In our meetings with you and in your public statements, you have expressed a refreshing willingness to consider reasonable options to address O'Hare's noise issues. We urge you now to take that unbiased perspective into meetings with the FAA to develop viable options to bring a measure of relief to our noise weary constituents.

To that end, as you explore noise relief options, we hope you will not impose any arbitrary deadlines in deciding the fate of the 14/32 diagonal runways. We ask you, in collaboration with

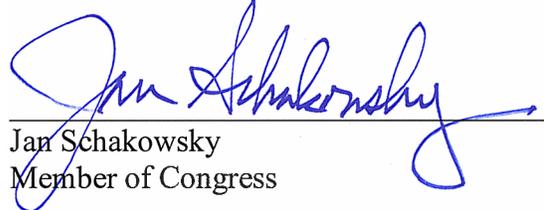
the FAA and community stakeholders like FAiR and SOC, to take the time your agency needs to fully review how these important assets could benefit a modernized O'Hare.

Our offices stand ready to facilitate these meetings in any way possible. We believe that with perseverance and creativity the CDA, the FAA, and the ONCC can develop solutions to make O'Hare the best neighbor it can be, without compromising safety or its importance as a transportation hub and regional economic asset.

We appreciate your attention to this vital matter and look forward to the results of your meetings with the FAA.

Sincerely,

  
\_\_\_\_\_  
Mike Quigley  
Member of Congress

  
\_\_\_\_\_  
Jan Schakowsky  
Member of Congress

  
\_\_\_\_\_  
Tammy Duckworth  
Member of Congress

cc:

Michael Huerta  
Administrator  
Federal Aviation Administration

Barry Cooper  
Regional Administrator  
Federal Aviation Administration

Arlene Juracek  
Chair  
O'Hare Noise Compatibility Commission