

Congress of the United States

Washington, DC 20515

JUN 24 1986

June 19, 1986

Mrs. Elizabeth Hanford Dole
Secretary of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Secretary Dole:

The Waukegan Regional Airport is in need of an Air Traffic Control Tower to ensure the safe expansion of this airport, while protecting the \$10 million already invested by government agencies in this facility.

The completion of a 6000 ft. runway extension and the installation of the Instrument Landing System has induced nine large corporations to base their aircraft at Waukegan and another six large corporations to initiate regular use of the facility.

The Federal Aviation Administration is denying the installation of an Air Traffic Control Tower at Waukegan, based on criteria established in May, 1983 requiring that an airport has 200,000 annual operations to qualify for a control tower. We realize that Waukegan does not meet this criteria.

However, under the F.A.A. criteria, "a location may be exempted from Phase I and/or Phase II and considered an establishment candidate because of other special factors." The Waukegan Port District has presented the special factors to the F.A.A. and is receiving a negative response. Waukegan Airport is the only designated Reliever Airport, with bad weather approach capability, that does not have an Air Traffic Control Tower. Waukegan is also the only "designated Reliever" with a 6000 foot runway.

Another reason is the need to establish operational flight patterns that minimize the effect of aircraft noise on the surrounding communities. The airport has received an F.A.A. grant of \$165,000 to accomplish Phase I of an F.A.A. Part 150 Noise Study. This study will set up noise monitoring devices around the airport. With public participation, it will result in establishing arrival and departure paths and noise abatement procedures that will make the airport a more compatible neighbor; thereby, eliminating the need to restrict

aircraft operations through imposition of a curfew. In order to enforce the recommendations of the study, the airport must have a control tower.

We feel that it is time for the F.A.A. to reconsider these special criteria and concentrate on other factors for the establishment of air traffic control tower. The National Business Aircraft Association and the Aircraft Owners and Pilots Association, have gone on record in support of having "designated Reliever" airports equipped to provide for their reliever activities at the same level as the airports which they are relieving. Waukegan would fulfill this requirement with the installation of a control tower.

Two major accidents have occurred where the air traffic communications were flawed due to involved aircraft being on different radio frequencies. In both cases, all occupants were killed. Waukegan Regional Airport is just outside the Chicago T.C.A. and aircraft are cleared to the outer marker for an instrument approach to the airport communicating on the Chicago Center frequency. They consistently remain on this frequency and never contact Waukegan advisory frequency. Meanwhile, aircraft are operating on both runways.

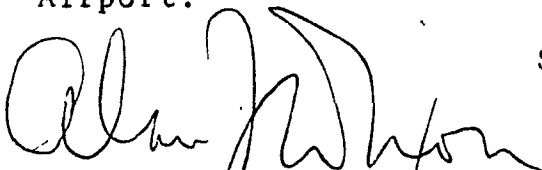
On May 28, 1986 uncontrolled aircraft touched down on intersecting runways in a position for a head-on collision which was avoided only by one aircraft pulling up steeply and passing over the other. One aircraft was on Chicago frequency while the other was on Waukegan airport advisory.

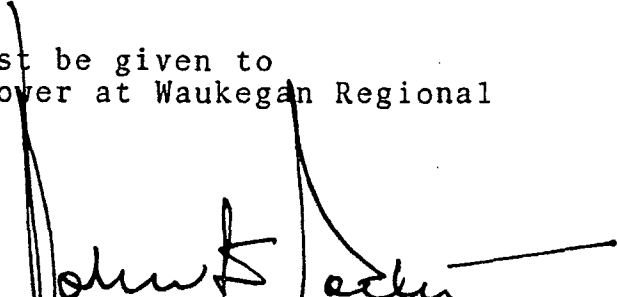
The FAA has stated that pilots have reported no "near misses." This is possible since the increase in traffic and introduction of jet aircraft has only occurred over the last two and one half years. Three near misses have been reported in the last two months.

Governor Thompson, has written a letter of support for a control tower. The State Senate, House of Representatives, County Board and the Waukegan Mayor and Council have also passed supportive resolutions, based on our special qualifications for a tower.

We feel that special consideration must be given to establishing an air traffic control tower at Waukegan Regional Airport.

Sincerely,


Alan Dixon
U.S. Senator


John E. Porter
Member of Congress

Purkin

Oliver J Dixon

Sam Evans

Gracie Collins

Dick Doherty

Alfred Rosler

Walter Price

~~Frank~~

George O'Brien

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Ly. Martin

Charles A. Hayes

Ed. Madigan

Johnny Myers

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Phil Crane

Hy. Hyde

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Harry Russo

William B. Lipski
