U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
2300 E. Devon Avenue
Des Plaines, Illinois 60018

February 5, 2009

Mr. Howard Frimark
Mayor
City of Park Ridge
505 Butler Place
Park Ridge, IL 60068

Mayor Frimark:

On December 18, 2008, you and members of the Park Ridge City Council hosted a Town Hall meeting to provide a format for discussing issues related to the operation of the new Runway 9L/27R at Chicago O'Hare International Airport. On January 14, 2009, the Federal Aviation Administration (FAA) received your request to provide responses to the questions raised at the Town Hall meeting. The FAA's responses to the questions and comments are inserted below each question. We made no changes to the questions as transcribed by the City of Park Ridge.

1. **Linda Sloma** spoke about the use of the new runway during hours other than was proposed, specifically after 10 p.m. and midnight.

FAA response: The O'Hare Modernization EIS anticipated that Runway 27R would be used infrequently at night. Specifically, it included the assumption that nighttime arrivals would occur four percent (4%) of the time at the time of Build Out (See Table F-39 on page F-82 of the Final EIS - enclosed). "Build Out," as defined in the EIS, is the point in time at which Runways 9L/27R (new), 9C/27C (new), 9R/27L (extended), 10L/27R(extended), 10C/28C (new), 10R/28L (new), 4L/22R, and 4R/22L will all be in operation. The EIS estimated that Build Out would occur in 2013/2014. The City has stated its commitment to the completion of O'Hare Modernization Program (OMP) runways by December 31, 2014.

Between November 20, 2008 and January 31, 2009, there were three (3) nights with arrivals on Runway 27R after 10:00 PM. On the night of December 7, 2008, a flight check of the new runway was performed by a twin engine propeller aircraft, which completed six approaches between 10:47 PM and 1:48 AM. On the night of December 23, 2008, flights were delayed after 3.8 inches of snow fell at O'Hare during the day. However, the last aircraft landed on Runway 27R at 11:24 PM. On the night of December 24, 2008, an aircraft was disabled on Runway 28, so arrivals occurred later

Runway 27L or Runway 28. The last aircraft landed on Runway 27R on December 24, 2008 at 10:54 PM.

Although the normal hours of operation for the North Air Traffic Control Tower (ATCT) and Runway 9L/27R are 6:00 AM to 10:00 PM, there is no prohibition of aircraft arriving on Runway 27R after 10:00 PM. The FAA prefers to have the North ATCT open no later than 10:00 PM. However, the number and time of flights arriving on Runway 27R can be affected by weather conditions, alternate runways affected by disabled aircraft, and other issues. When the North ATCT and Runway 9L/27R are open past 10:00 PM, the FAA incurs additional operational expenses.

2. **Sue Fullman** stated she would like to know how the runway is going to be used. In regards to flights caps being lifted at ORD, who is responsible for making that decision and how the Park Ridge Group can get words to them to work with them? She also asked for projected contour maps for phase II and III.

FAA response: In reference to the usage of Runway 27R, the EIS evaluated the runway for use in all weather conditions; however, its delay reduction benefits are greatest in poor weather conditions. It is available for use approximately 63% of the time currently, and at full build out will be available for use approximately 72% of the time. Build Out annual daytime use is estimated to be only about 22.4% of all annual arrivals. 77.6% of arrivals will use other runways. When the Parallel 27 configuration is being used the arrival rate for Runway 27R can be between 35-40 arrivals per hour, now and at Build Out.

Arrivals at O'Hare were capped in 2004 at 88 operations per hour during most hours of the day to alleviate extreme congestion until the first runway of the O'Hare Modernization Program (OMP) could be opened. The extension to Runway 10/28 that opened on September 25, 2008 and the new Runway 9L/27R that opened on November 20, 2008 are part of the OMP, the purpose of which is to address the projected needs of the Chicago region by reducing delays at O'Hare, and thereby enhancing the capacity of the National Airspace System. As planned, the FAA eliminated the flight caps at O'Hare on October 31, 2008.

The aviation industry has been deregulated since 1978. The FAA does not have the authority to determine airline routes, destinations or schedules, but may intervene in extreme cases of congestion, such as the delays that were impacting O'Hare and the entire national air transportation system in 2004.

Pages 5.1-8, 5.1-16, 5.1-25, 5.1-38, and 5.1-55 (enclosed) depict the noise contours evaluated in the EIS.

3. **Jim** stated he has followed the event for the last two years and this has been no surprise to him. He believes there was a lack of detailed information disseminated. What types of corrections were made to reduce the noise from runway 22R on the north side of

Park Ridge? What is the time parameter for any corrections to be made for those residents currently affected by the noise?

FAA response: In reference to the "lack of detailed information disseminated," as a part of the FAA's Environmental Impact Statement (EIS) process, Public Scoping Meetings were held on August 21-22, 2002. Mayor Wietecha and a number of Park Ridge residents attended the Scoping Meetings, and the City of Park Ridge submitted comments on the materials presented at this meeting. In March 2003, the FAA conducted a public meeting introducing the preliminary purpose and need statement for the EIS. The City of Park Ridge submitted comments on the materials presented at this meeting, and the FAA responses are contained in Appendix U of the Final EIS, pages U.4-12 through U.4-34. In October 2003, the FAA conducted a working session with invited members of local government to discuss the alternatives for consideration during the EIS process. Aldermen Jeff Cox and Dawn Disher attended this meeting.

The Draft Environmental Impact Statement (EIS) was issued in January 2005, and public meetings on the Draft EIS were held on February 22-24, 2005. Notice of the publication of the Draft EIS and the public meetings was issued in local newspapers, the *Federal Register*, the local TV media, and the FAA's O'Hare Modernization EIS website. The public meeting located closest to Park Ridge was held on February 24th in Niles. The FAA provided, via email on April 28, 2005, an information package on the potential noise impacts to Park Ridge presented in the EIS, requested by Alderman Disher in March 2005 (the material is enclosed). The Final EIS was issued in July 2005. Notice of the publication of the Final EIS was issued in local newspapers, the *Federal Register*, and the FAA's O'Hare Modernization EIS website.

The Park Ridge library and the City of Park Ridge Mayor's Office were provided copies of the Draft and Final EIS documents, in January and July 2005 respectively. The FAA requested that the library documents remain available for public review during the designated public review and comment periods. Within the EIS process hundreds of pages of comments were submitted on the Draft and Final EIS and responded to by the FAA.

In order to inform the public of the development of the EIS, the FAA published environmental modeling data and other documentation related to the EIS on its website. The Park Ridge Library was also one of the libraries surrounding O'Hare that had copies of all of the modeling data starting on March 4, 2005. The FAA requested that the CDs and DVDs be available for public use.

In reference to the "noise from runway 22R," Runway 4L/22R has continued to be used since the new runway opened and will continue to be used. With the existing airport layout, it is planned to be used as an arrival runway (Runway 22R) as part of a configuration that is anticipated to be used approximately 10% of the year. It is also planned to be used as a departure runway (Runway 4L) as part of a configuration that is anticipated to be used approximately 23% of the year. The effect of the change in use of

Runway 22R can be seen in the change in shape of the noise contours over time presented on pages 5.1-8, 5.1-16, 5.1-25, 5.1-38, and 5.1-55 (enclosed).

We do not know what is meant by "the time parameter for any corrections to be made for those residents currently affected by the noise."

4. **Judy Barclay** said the frequency of the aircraft has been the most disturbing in addition use of the runway in the extreme early morning hours (3 a.m.). She asked if the monitor is working at Prospect and Gillick. Ms. Barclay also asked if the ONCC ever thought of having a regional airport authority of the surrounding three suburbs provide input as opposed to the City of Chicago determining what is best for the surrounding communities? What steps can be taken in this direction?

FAA response: In response to the "use of the runway in the extreme early morning hours (3 a.m.)," see the FAA response to #1 above. Residents can also contact O'Hare Noise Compatibility Commission (ONCC) or City of Chicago Department of Aviation (DOA) to determine if any late night flights are associated with Runway 27R or another runway.

The DOA would be the appropriate entity to answer the concern regarding the monitor at Prospect and Gillick. The question regarding a regional airport authority was directed to the ONCC.

5. **Ann Chavie** stated she wants to know what else will be done in addition to soundproofing the schools and residential insulation?

FAA response: The FAA is always evaluating new technologies and procedures to reduce and mitigate aircraft noise. Aircraft noise is a natural outgrowth of our mobility, and the FAA has taken a number of steps in partnership with the aviation industry to reduce public exposure to aircraft noise over the past 20 years. Considerable effort has been expended to provide relief to noise impacted areas by funding noise compatibility projects under the Airport Improvement Program (AIP). The recent phase-out of air carrier aircraft that use older and louder engines (i.e. Stage 2 aircraft) has contributed greatly to the reduction in the number of people exposed to 65 DNL or higher levels of aircraft noise. The Stage 2 phase-out was completed on December 31, 1999. Research continues on quieter engine technology, but it has not advanced to the point that would result in further aircraft noise reductions in the near future. Therefore, for the foreseeable future, noise mitigation measures and noise compatibility projects will be the principal means available to further reduce the number of people exposed to airport noise.

The FAA is also currently participating in the following programs:

1. Partnership for AiR Transportation Noise and Emission Reduction (PARTNER): fosters breakthrough technological, operational, policy, and workforce advances for the betterment of mobility, economy, national security and the environment. PARTNER comprises nine universities, and 53 advisory board members. Its

members include aerospace manufacturers, airlines, airports, national, state and local government, professional and trade associations, non-governmental organizations and community groups.

2. Civil Aviation Authority Aircraft Engine Emissions: the databank contains information on exhaust emissions of aircraft emissions that have entered production.
3. International Civil Aviation Organization: a worldwide group that focuses on the problems that benefit most from a coordinated approach, like aircraft noise and the impact of aircraft engine emissions.

6. **Mr. Spatafora** asked if a higher flight pattern or a slight alteration to the flight pattern would be possible?

FAA response: There are currently no FAA approved procedures that would allow a variation in the location of arrivals for Runway 9L/27R. Aircraft are flying the approach descent according to the glideslope to Runway 27R, consistent with the FAA standard of 3.0 degrees.

7. **Joanne Cameron** commented on the late nights flights, and asked although the contour map is lessening, has anyone determined the specific number of homes within the contour? Has the runway been considered for departures instead of arrivals? She also questioned the map, having three incoming runways, why are there are 5 or 6 rows of planes coming in towards O'Hare and what are the added effect of fumes and noise over this area?

FAA response: Please see #1 above in reference to the "late night flights."

The number of homes in the Build Out noise contour is presented in Table 5.2-4 on page 5.2-13 of the EIS (enclosed).

Runway use is determined based on the prevailing wind and weather conditions at any given time. Combinations of runways (called configurations) are used based on the weather conditions in order to maximize the safety and efficiency of the Airport. Using Runway 9L or Runway 27R as a departure runway would result in a less efficient use of the available runways, potentially leading to higher delays or higher travel times compared to other configurations. Runway 9L/27R will be used occasionally as a departure runway during abnormal operating conditions such as usually high winds, snow removal operations or when other runways are closed due to maintenance or perhaps a disabled aircraft. The EIS evaluated daytime departures off Runway 9L 0.1% of the time, daytime departures off Runway 27R 0.3 % of the time, and nighttime departures off of Runway 27R 0.1% of the time (see Table F-39 on page F-82 – enclosed).

Although there may appear to be more lines of aircraft, when arrivals are occurring from the east on Runways 27R, 27L, and 28, there only three arrival streams of aircraft, one for each runway.

The EIS evaluated the impacts of noise and air quality. Those impacts are presented in Sections 5.1 and 5.6 (enclosed).

8. **Lorie Gorman** stated that she has recorded planes passing overhead. She spoke of a recent complaint registered with Amy Hansen due to the low flying aircraft. Ms. Gorman was told by the operator, "it was her perception. They are not low." Ms. Gorman said that she could see the windows and even inside the windows. She questioned and spoke about the chemicals and 8 types of aldihyde chemicals found in increased levels downwind from O'Hare airport. She asked Mayor Mulder if anyone has looked into these chemicals and contained in the dark smoke?

FAA response: Ms. Hanson spoke with Ms. Gorman and explained that the difference in size between narrow-body aircraft, like MD-80s and regional jets, can appear to the human eye to be flying higher than larger aircraft, like 747s and 777s. In fact, all of the aircraft arriving on Runway 27R are flying the approach descent according to the glideslope to Runway 27R and are all at approximately the same altitude at the same points along the arrival flight path. This is set to 3.0 degrees and is the FAA standard.

In reference to Ms. Gorman's air quality concerns, the FAA's EIS analysis of air quality impacts is presented in Section 5.6 and Appendices I and J (enclosed).

9. **Maura Mitchell** said over the last four weeks, 23 of the 28 days runway 9L 27R handled about 326 planes per day. Where did the 326 planes come from? Was it mainly from runway 4L22R, a runway that is the same length as 9L27R and runs NE and SW? Has runway 4L22R closed? If runway 4L22R handled these 326 planes per day before runway 9L27R opened, why can't it handle the traffic again? Can traffic be alternated more frequently?

FAA response: In reference to the number of flights using Runway 9L/27R, please see #2 above.

Many of the flights landing on Runway 27R previously used Runway 22R. This is because the configuration Plan W (see page D-6 of the EIS – enclosed) was removed as of November 20, 2008, due to airspace changes, reducing the number of landings on Runway 22R.

Runway 4L/22R has been used since the new runway opened and will continue to be used. With the existing airport layout, it will still be used as an arrival runway (Runway 22R) as part of a configuration that is anticipated to be used approximately 10% of the year. It will also be used as a departure runway (Runway 4L) as part of a configuration that is anticipated to be used approximately 23% of the year.

10. **Christopher Henn** said that noise and safety is his main concern. Why was it just discovered this year that there were potential noise problems with the schools?

FAA response: In reference to Mr. Henn's safety concern, safety is the FAA's highest priority. The FAA 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.

The "noise problem with schools" was not just discovered. The FAA has been working with the DOA and the ONCC for more than two decades to soundproof schools. Well over one hundred schools in the O'Hare area have been soundproofed at a cost of about $285 million with FAA financial support since 1984.

The following schools in Park Ridge have already been sound insulated with FAA grants: Washington Elementary School, Lincoln Middle School, Embers Elementary School, St. Paul of the Cross, Mary Seat of Wisdom, and St. Andrews. In addition, the City of Chicago used Passenger Facility Funds to sound insulate Maine South High School, Maine West High School, and Maine East High School.

In addition, Roosevelt has been determined to be eligible. However, there is no specific requirement to complete school soundproofing prior to runway commissioning. The FAA will consider providing financial assistance to soundproof the school when an application has been received by the FAA and when funding becomes available. Schools are funded based on the "worst first" policy adopted by ONCC. The policy ranks schools based on their DNL level and their interior Equivalent Sound Level (Leq). The FAA considers financial assistance for soundproofing in the context of all funding requests nationwide. Currently there are two schools on the ONCC list with higher DNL levels than Roosevelt. One has already received design funding and is awaiting construction dollars. The other has not received any FAA grants to date.

11. Michelle Spanos spoke of the FAA's definition of noise abatement and how education was addressed along with the adverse effect noise has on education. As a parent, resident and educator within the community, she is very concerned about sleep deprivation and the results it has on the students. In essence, she described it as being a domino effect, which results in a decrease in test scores, state funding, and property values. She said the safety and well being of the children in the community are not for sale for windows.

FAA response: As directed by the U.S. Congress in the Aviation Safety and Noise Abatement Act (ASNA) of 1979, the FAA and other branches of the federal government have established guidelines for noise compatibility. In 1980, the Federal Interagency Committee on Urban Noise (FICUN) was formed with representatives from the U.S. Environmental Protection Agency, the U.S. Department of Transportation, U.S. Department of Housing and Urban Development, the U.S. Department of Defense and the Veterans Administration. FICUN established the use of the Day-Night Average Sound Level (DNL) as the descriptor to be used for all noise sources. The noise compatibility guideline of 65 DNL was also established as the threshold below which residential land uses are considered to be compatible. The 65 DNL threshold was reaffirmed by the Federal Interagency Committee on Noise (FICON) in 1992. In 1993

the Federal Interagency Committee on Aviation Noise (FICAN) was formed to provide forums for debate over future research needs to better understand, predict and control the effects of aviation noise, and to encourage new technical development efforts in these areas.

FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, Appendix A, paragraph 14.3, page A-61, defines the threshold of significance for noise impacts as follows. "A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe."

DNL has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning. The DNL has also been identified by the U.S. Environmental Protection Agency (USEPA) as the principal metric for airport noise analysis.

Section 5.21 of the EIS (enclosed) presents environmental justice impacts, including impacts to children and the elderly.

12. Jennifer Foley said living under the flight path, she is most concerned about her children. One of her children is hearing impaired and she fears that more damage may occur due to the noise.

FAA response: Please see #11 above for information on noise impacts and on impacts to children.

13. Judy Johnson would like to know how long it takes to build a runway. She said no notice was given and asked why it was a surprise. She asked to have a busy street (Touhy or Devon) considered for overhead traffic instead of Belle Plaine. She chose her property initially since it was an area in Park Ridge with decreased aircraft noise and now it has disrupted her quality of life. 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: The DOA would be the appropriate entity to explain how long it took to build the new runway.

In reference to Ms. Johnson's statement that no notice was given, please see #3 above. In reference to the use of Devon or Touhy, please see #6 above. Section 5.5 of the EIS (enclosed) presents information on secondary impacts, such as regional growth patterns and jobs.

14. Mary Paganis said her son had developmental problems earlier in life. She had him tested for chemicals and he tested positive for three, which are found in jet fuel. She is a personal trainer and Pilates instructor. She said that children playing outside would have

decreased oxygen levels. She also commented and asked if anyone looked at a wind-rose pattern. She said most winds come from a south-southwesterly direction toward Park Ridge. Therefore, Park Ridge gets a disproportionate amount of the pollution generated from O'Hare.

FAA response: FAA's EIS analysis of air quality impacts is presented in Section 5.6 and Appendices I and J (enclosed) and Section 5.21 (enclosed) presents environmental justice impacts, including impacts to children and the elderly. Please see #7 above for information on how wind conditions affect airfield configuration and use.

15. Gene Spanos is a former resident of Rosemont and trained fire lieutenant now residing in Park Ridge. He spent four hours at the crash site of Flight 191. He said that 300 planes flying over the heads of Park Ridge residents per day is unacceptable. He said more that 5 aircraft emergencies have occurred within the last month. He said the value of his home has decreased and that his main concern is safety.

FAA response: Safety is the FAA's highest priority. The FAA 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.

16. Phil Oenning asked for the length of the monitor studies. He believes the situation that is bad now will only get worse. He also asked if noise is greater landing or taking off. Mr. Oenning asked, whom they should rely on for help to get their concerns heard.

FAA response: The DOA would be the appropriate entity to answer the question regarding the length of the monitor studies.

The noise an aircraft generates depends on the amount of thrust being applied to the engines and the amount of flaps being used. However, in general, aircraft generate less noise landing compared to taking off.

The resident may contact the ONCC, the DOA, the FAA or his elected officials to voice his concerns.

17. Tom Johnson said he resides in the cross path of two runways and offered his home for a monitor. Mr. Johnson questioned the initial findings of data from the noise generated from the new runway from November 20 - November 30 and that of November 1- 19. (Chicago DOA) Mr. Johnson also said that soundproofing homes is not going to make an impact on the community and nor will it improve the quality of life for most people in Park Ridge. That is a major concern for the Park Ridge residents, since half of their time is spent outdoors in warm weather months. How can this be changed?

FAA response: The DOA would be the appropriate entity to answer the concern regarding the initial noise data. See also #11 above for more information on noise analysis.

18. Marek Ludwig said this issue must be looked at in all practicality and believes it is a done deal. He said unfortunately, the runway cannot disappear overnight, as Mayor Daley did by bulldozing Meigs Field. He said the FAA responded to one of Ald. Bach's questions pertaining to projected usage, stating that the Environmental Impact Statement disclosed the information. The resident explained that not many people have probably seen the statement since it is at the Des Plaines library and placed in ten, 3-ring binders. He is unsure why more information was not publicized to Park Ridge regarding the matter. He mentioned that some homes in Park Ridge, not in the direct paths of flights that were soundproofed. Therefore, the resident questioned if the ONCC even knew of the exact flight path. He pointed out the FAA is aware that the City of Chicago made errors in some of the information in press documents may have caused some confusion and that the FAA has requested that the City of Chicago amend their information. He said any other field making untrue statements to gain advantage would most likely see consequences and this is no exception.

FAA response: The DOA and the ONCC would be the appropriate entities to answer the concern regarding the location of homes being soundproofed and ONCC's knowledge of the flight path. See also #3 above for information on the EIS process.

19. Kenneth Marcuccilli has been a resident since 1972 and complaining since 1973. He will accept the soundproofing. He asked, how long will it take to address one of the problems heard tonight? At one point in his life, he said that he was flying a kite with his son in Centennial Park. The kite was too high and he was asked to bring it down because the kite was interfering with air traffic.

FAA response: It is unclear what Mr. Marcuccili's question is. However, 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 therefrom, if such action creates a hazard to other persons or their property."

20. Neil Leslie is also located in a cross-path of two runways. He also volunteered his home for placement of a noise monitor and would appreciate soundproofing.

He found it very coincidental that the planes stopped flying overhead at 7:20 p.m. this evening before the meeting. He suggested raising the flight paths and rerouting the planes. He asked that the new runway be used for take-off instead of landing. He suggested pre-qualifying for noise abatement so it is in place before the noise occurs. With both runways being used, he feels it is unfair that he will not be able to enjoy life outside. Who decides where the planes will actually land?

FAA response: The resident should contact the DOA and the ONCC to determine the eligibility of his home for sound insulation and for the placement of a noise monitor.

Please see #6, #7, #9, and #16 above for information on "raising the flight paths and rerouting the planes," and "takeoff instead of landing."

The FAA determined the eligibility for residential sound insulation to be those homes within the 65 DNL Build Out noise contour presented in the Final EIS. That determination was made before any construction for O'Hare Modernization occurred. The FAA has been funding residential sound insulation so that all homes within the Build Out contour will be insulated by the time that Build Out occurs. As a condition of the Record of Decision for O'Hare Modernization (ROD), at the time that Build Out occurs, the City will be required to generate a Build Out +5 contour and then sound insulate all eligible residences within that contour by the time that Build Out +5 occurs. The FAA's EIS estimated that Build Out would occur in 2013/2014. As "Build Out +5" is the point in time five (5) years in the future from Build Out, the contour would be for 2018/2019.

The FAA determines which runways to use based on available runways and prevailing weather conditions. It is a complex decision-making process which includes consideration of an airplane's origin or destination, as well as other en route traffic. Safety, efficiency to the users and capacity of the National Airspace System (NAS) are all taken into consideration when planning complex operations such as at O'Hare. The preference is to allow arriving aircraft to be routed to the runway that is closest to the origination city without having to cross other aircraft streams enroute to the Airport.

Please see #7 and #16 above for information on the use the runway for departures instead of arrivals.

21. Robert Cozzini lives in a newly constructed home with soundproofing and it doesn't make a bit of difference. He commented on figures provided by Mr. Frame for the 10 days in November. According to Mr. Cozzini, he believes the number was close to 350 flights per day. What is the total number of arrivals coming in on the new runway in comparison to the other three arrival runways? Mr. Cozzini asked if the monitors are on 24/7 or just during the hours programmed to run? How will the problem be solved?

FAA response: Please see #2 above for information on the use of Runway 27R.

The FAA obtained operational data on the use of the Parallel 27 configuration (when arrivals are landing to the west on Runways 28, 27L, and 27R) from November 20, 2008 through January 31, 2009. During the daytime of that period, while the Parallel 27

configuration was used, Runway 27R had approximately 27 percent of the arrivals, Runway 28 had approximately 36 percent of the arrivals, and Runway 27L had approximately 38 percent of the arrivals. Runway 27R was the least-used of the three runways. During the nighttime (between 10:00 PM and 6:00 AM) of that same period, Runway 28 accommodated approximately 84 percent of the arrivals, Runway 27L had approximately 14 percent of the arrivals, and Runway 27R had approximately 2 percent of the arrivals. These percentages show that in both daytime and nighttime hours, while the parallel configuration was used, Runway 27R was used the least compared to Runways 27L and 28.

The DOA would be the appropriate entity to answer the question regarding the operation of the noise monitors.

22. Rick Hughes asked how many people onstage and sitting in the representatives sitting in the front row have been affected by the noise of the planes? And those in the audience? He said whatever changes are being made is obviously not enough and that the quality of life isn't being improved and that needs to be the main priority.

FAA response: No question for FAA to answer.

23. Mike Cubon asked where the answers to questions brought forth tonight would be posted. What immediate steps can be taken to improve the quality of life in Park Ridge? He would like to see a list of immediate steps. What happens when there are violations? What is the impact and who is penalized? Mr. Cubon asked what could the City of Park Ridge do in terms of a legal remedy such as an injunction to get this thing closed until the environmental questions are addressed and answered?

FAA response: This question was directed to the City of Park Ridge.

The FAA cannot determine what types of "violations" were being referred to by Mr. Cubon, and as such cannot respond.

24. Christopher Buckley asked if anyone knows how he could download and assist him in obtaining a copy of the Environmental Impact Statement off the computer. He also asked how much revenue is generated by O'Hare annually? What is the predicted revenue to be generated when the ONP is completed? Where does the revenue go? He also said we have methods in place for sound improvements, but believes these costs should have been included in the cost of expansion. Where is the money trail and why isn't the money being placed in the communities adversely affected?

FAA response: Mr. Buckley can contact Vince Siciliano of the FAA at (847) 294-8058 for a copy of the EIS if it cannot be obtained from www.faa.gov/airports/airport_development/omp/eis/feis

The cost of sound insulation was included in the City's projected "Other Program Costs" included in Table 1-11 of the EIS on page 1-54 (enclosed).

The DOA would be the appropriate entity to answer the questions regarding revenue generated by O'Hare.

25. Cherelyn Barbee takes issue with the economic situation that lowered property values. Cook County that did not take that into consideration when then increased the property values. She believes that the decibel levels are forthcoming. According to her readings on her own decibel meter, they are registering at the high 70 and low to mid 80's. She said the City is under attack and something needs to be done. She said her "Mayberry" town has turned into an airport.

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

Ms. Barbee's individual readings of "high 70 and low to mid 80's" decibels are not the same as the DNL.

Day-Night Average Sound Level (DNL) is a 24-hour equivalent sound level. DNL is expressed as an average noise level on the basis of annual aircraft operations for a calendar year. To calculate the DNL at a specific location, Sound Exposure Levels (SELs) (the total sound energy of a single sound event) for that particular location are determined for each aircraft operation (landing or takeoff). The SEL for each operation is then adjusted to reflect the duration of the operation and arrive at a "partial" DNL for the operation. The partial DNLs are then added logarithmically— with the appropriate penalty for those operations occurring during the nighttime hours— to determine total noise exposure levels for the average day of the year.

26. Arlene Francone spoke about the FAA requesting the City of Chicago amend their statement. Have we been mislead? Would the Olympic Committee be interested in knowing how Park Ridge has been mislead and that perhaps they [the Olympic Committee] may be mislead if they come to Chicago?

FAA response: The DOA would be the appropriate entity to answer the questions raised by Ms. Francone.

27. Christine Allen said her life, liberty and pursuit of happiness has been taken from her and will probably become a legal matter and end up in court. She asked Mayor Frimark, what independent environment analysis agency could be hired? - since the EPA and FAA are in this together with Mayor Daley.

FAA response: The Federal Aviation Administration is the agency authorized and required by Federal law to ensure compliance with the National Environmental Policy Act (NEPA) with respect to major airport projects. The FAA conducted the EIS in full compliance with NEPA and in coordination with all relevant Federal, state, and local agencies.

28. Jim Habschmidt said his property taxes increased 44% last year. How was 65 figured to be the right decibel level for airplanes? From Park Ridge's standpoint, what is going to be done? The air traffic will only get worse. He also spoke about the deal made by ex-Governor Ryan and Mr. Harris with the City of Chicago, even though Ryan said he was against O'Hare expansion. Are we going to be a good neighbor or line up to fight this problem? He suggested that residents install their own noise monitors and bill the City for violations. He said that the City of Park Ridge needs to go on record stating specifically what is going to be done.

FAA response: Please see #11 above for information on FAA's use of the 65 DNL noise contour. The rest of Mr. Habschmidt's question was addressed to Park Ridge Officials.

29. Ken Dort asked, why are we talking about this now and why wasn't this addressed two years ago? He believes residents were lied to or that the Elected Officials have failed to do their job. He has failed to see any pro-active steps taken to address this growing problem. For the record, Mr. Dort said the residents are not happy and they do not like what is going on.

FAA response: Please see #3 above for information on the EIS process. The City of Park Ridge would be the appropriate entity to answer the other concerns of Mr. Dort.

30. Donna Reese of Des Plaines said her main concern is the jumbo jets going directly overhead and believes she is in a danger zone. She recalled an emergency landing last year made by a jumbo jet and wondered if she was in danger. She asked if any emergency notification system or an evacuation plan is in place.

FAA response: Safety is the FAA's highest priority. The FAA reviewed the design of the 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.

In the event that the FAA is alerted that an aircraft is experiencing an emergency, the FAA simultaneously contacts the City of Chicago Department of Aviation Operations Department and the three fire stations located on the airport. The DOA would be the appropriate entity to provide more information on their procedures following such a call from the FAA, including notification of emergency response agencies in neighboring communities.

31. Glen Gronke asked if and how the noise monitors could be adjusted to specific times instead of running 24/7. Mr. Gronke also questioned the scheduling of meetings. His concern was that many people work and cannot attend morning meetings.

FAA response: The DOA would be the appropriate entity to answer the question regarding the noise monitors. The ONCC would be the appropriate entity to answer the concern regarding the scheduling of meetings.

32. Dave Ferguson commented on the airplane noise and how it decreases the effectiveness of the lightning alert system. He also asked are there any boundaries on the airspace above an individual's home?

FAA response: The FAA recommends that the City of Park Ridge contact the manufacturer of the lightning alert system to determine is there is any effect of aircraft noise on the equipment.

The navigable airspace is a limited natural resource that Congress has charged the FAA to administer in the public interest as necessary to ensure the safety of aircraft and its efficient use. The amount of usable airspace above a given property will vary depending upon the location of the property relative to an Airport. Federal Regulation 14 CFR Part 77 establishes standards and notification requirements for objects affecting navigable airspace. Specifically, Part 77 includes a section (77.13 - see attached) which describes what types of construction requires notice with and study by the FAA. See also #19 above for information on airspace hazards.

The FAA appreciates the opportunity to address the concerns of the residents of Park Ridge. We would be happy to continue to provide further informational sessions with ONCC and community elected officials regarding what was evaluated in the EIS and what is occurring now. The FAA will continue to respond to future questions raised by the ONCC and the City of Park Ridge.

Sincerely,

Original Signed by
Barry D. Cooper

Barry D. Cooper
Regional Administrator
Great Lakes Region

cc: Brian Gilligan; Executive Director, O'Hare Noise Compatibility Commission
Richard Rodriguez; Commissioner, City of Chicago Department of Aviation

Attachments