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

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

December 17, 2008

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

Mayor Frimark:

At the O'Hare Noise Compatibility Commission (ONCC) Meeting on December 5, 2008, Alderman Donald Bach read a statement that included the questions and concerns of the residents of Park Ridge regarding the operation of the new Runway 9L/27R at Chicago O'Hare International Airport. The Federal Aviation Administration (FAA) met with you, City Manager Hock, and Alderman Bach on December 12, 2008 to discuss the FAA's responses to the questions and concerns in the statement. The FAA's responses are included below:

1. Park Ridge statement: Most of the folks say to me, "We knew the runway was coming, but we had no idea that it would be used this much and that it would be used by large aircraft." That is because the information we were given at the ONCC, the information we passed along to them, was to the contrary.

We, as the representatives of our communities at the ONCC, were told that this runway would not be used a great deal, except in bad weather circumstances. The article about the OMP in Wikipedia says this. We were given materials at the ONCC Technical committee that I and Mayor Frimark attended on Tuesday, November 25th that said this, and yet, it has clearly not been the case.

FAA response: Projected usage of the runways was disclosed in the Environmental Impact Statement (EIS) and source documents made available for public review and comment prior to the publication of the Final EIS. The FAA met with and provided information to ONCC and communities surrounding O'Hare, and reviewed and accepted public comments prior to approving the City's requested runway alignment. The FAA is aware that the City of Chicago's (City) press documents and website may have created some confusion on how/when Runway 9L/27R would be used. The FAA has requested the City amend their information.

2. Park Ridge statement: I myself counted as many as 40 arrivals in a single hour several times on days when the sun was shining and no strong winds were present during

the first week after the runway opened. Is this runway intended for use primarily in poor weather or not?

FAA response: 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 runway use is estimated to be 22.4% of all annual arrivals. When the Parallel 27 configuration is being used the arrival rate for Runway 27R can be between 35-40 per hour, now and in the future. See EIS pages D-7, D-9, and F-82 (enclosed).

3. Park Ridge statement: Why does Wikipedia think it is, and why were we given materials at the ONCC that say it is? Why did the Chicago Tribune print an article that says this is the case?

FAA response: The FAA is now aware that the City of Chicago's (City) press documents and website may have created some confusion on how/when Runway 9L/27R would be used, which is inconsistent with the EIS. The FAA has requested the City amend their information.

4. Park Ridge statement: It is obvious at this point that the FAA and air traffic controllers intended to use this runway a great deal more than they indicated to us prior to its commissioning, in spite of communication from the air traffic controllers' management stating the runway would be used at less than 10% of its capacity to start.

FAA response: In response to a request from ONCC, in September 2008 the FAA provided information as to the intended runway use of the new Runway 9L/27R. Although it is unknown to the FAA where the "less than 10% of its capacity" portion of the comment above originated, the FAA accurately stated that this runway will not be utilized 100% of the time when it opens. This statement was meant to convey that when first opened, Runway 9L would only occasionally be used for arrivals, while Runway 27R would be used regularly for arrivals, as weather conditions dictate. The FAA did not state that arrivals on Runway 27R would not be used to its full capability. When Runway 10C/28C is opened, Runway 9L will be used to its full capability, and then Runway 9L/27R will be used to its full capability in both directions.

5. Park Ridge statement: If what we in Park Ridge have experienced is 10% of its capacity, we are going to have much bigger problems in the future when its use approaches higher percentages of its total capacity for use. From my own counts, it appears that this runway currently handles between 35 and 50% of all of the airport's daily arrivals. When will we get numbers that validate this?

FAA response: From the first couple of weeks, preliminary information indicates that between 20 and 30% of all arrivals landed on Runway 27R. This is generally consistent with what was evaluated in the EIS on an annual basis. According to the City, runway use data will be presented on February 6th at the next ONCC meeting. Runway usage is typically provided by the City to the ONCC at the full commission meetings.

6. Park Ridge statement: We were told that the runway was intended for use by small, regional aircraft. What we were not told is that the FAA and the City of Chicago apparently consider the Boeing 727, the Airbus A320 and the MD-80 to be small,

regional aircraft. Besides being some of the noisiest aircraft in the sky, these planes clearly are not small, regional aircraft.

FAA response: As stated in the EIS, the new runway was designed to accept all types and categories of aircraft that currently operate at the Airport. See Table F-31 in Appendix F for the aircraft fleet mix assumed for Build Out (enclosed).

7. Park Ridge statement: In the literature we were given at the ONCC Technical committee meeting that Tuesday, it says that this runway can even handle the Boeing 747. This was never mentioned to us once during the time that I have been on ONCC. We have already seen the 747 land on 9L27R, and it is clearly also not a smaller regional aircraft.

FAA response: The new runway was designed to accept all types and categories of aircraft that currently operate at the Airport. See response to Statement #6 above.

8. Park Ridge statement: The people in Park Ridge, and other nearby communities like Niles and DesPlaines, have a number of questions and concerns. Why are all of the ONCC meetings conducted during the daytime hours? This makes it difficult for working people to attend and voice issues.

FAA response: The ONCC can provide information with regards to the scheduling of their meetings.

For the FAA's Environmental Impact Statement (EIS) process, Public Scoping Meetings were held on August 21-22, 2002. They were held from 4-8 PM. 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 FAA issued the Draft Environmental Impact Statement (EIS) in January 2005, and public meetings on the Draft EIS were held on February 22-24, 2005. The public meeting located closest to Park Ridge was held on February 24th in Niles at the White Eagle and was from 2-9PM. The FAA provided, via email on April 28, 2005 and on May 2, 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 FAA issued the Final EIS in July 2005.

The Park Ridge library was provided copies of the Draft and Final EIS documents, in January and July 2005 respectively. The FAA requested that the documents remain available for public review during the documents' 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 on its website related to the EIS. The Park Ridge Library was also one of the 4 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.

9. Park Ridge statement: What about Roosevelt school in Park Ridge, which is directly in the flight path of this runway? How could this runway be completed and commissioned before Roosevelt school had been soundproofed?

FAA response: 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 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.

10. Park Ridge statement: Could it be that the City of Chicago and FAA do not have the appropriate concern for these children and the quality of their education?

FAA response: The FAA is committed to providing funding to support soundproofing schools in accordance with the ONCC's "worst first" policy. 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, with the use of Passenger Facility Funds, sound insulated Maine South High School, Maine West High School, and Maine East High School.

11. Park Ridge statement: The citizens of Park Ridge disagree that 65 decibels is an acceptable noise level. Our quality of life and the value of our homes have been grossly diminished by this assumption. Who decided that 65 db was the right threshold?

FAA response: 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.

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.

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 based on annoyance. 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."

12. Park Ridge statement: Who said the FAA model was correct? What modeling technology was used?

FAA response: The FAA's Integrated Noise Model (INM) produces DNL noise contours. INM is a computer model used to develop aircraft noise exposure maps. INM is the industry standard for calculating the level of aircraft noise at and around airports. INM uses a database of aircraft noise characteristics to predict DNL based on user input on the types and number of aircraft operations, annual average airport operating conditions, average aircraft performance, and aircraft flight patterns.

13. Park Ridge statement: And why should we wait until the OMP is completed in 2013, assuming it is ever completed, or done on time to figure that out?

FAA response: The FAA has been issuing grants for the funding of 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. The City has stated its commitment to the completion of OMP runways by December 31, 2014. See the City's PFC Application 08-21, Attachment E, and the Chicago Tribune Editorial and the Letter from Real Estate Vice Presidents of United Airlines and American Airlines, page 30, November 24, 2008 (enclosed).

14. Park Ridge statement: What about the variability in the flight path?

FAA response: There are currently no FAA approved procedures that would allow a variation in the location of arrivals for Runway 9L/27R.

15. Park Ridge statement: And why are the planes so low?

FAA response: The aircraft are flying the approach descent according to the glideslope to Runway 27R. This is set to 3.0 degrees and is the FAA standard.

16. Park Ridge statement: Is the Continuous Descent Approach method the best we can do?

FAA response: Continuous Descent Approach (CDA) is not currently being used at O'Hare. It is being tested at a number of locations, including at Atlanta (ATL) on the midnight shift. CDA can reduce noise impacts. However, according to preliminary results, the greatest environmental benefits are realized 30 to 40 miles from the runway.

17. Park Ridge statement: Why doesn't O'Hare have RNAV in place and why can't a more rapid descent be used to mitigate our noise issues?

FAA response: RNAV's primary benefits for noise reduction surrounding airports are with departure procedures. Arrivals use the Runway 27R glideslope which is a standard 3.0 degrees.

18. Park Ridge statement: Why isn't there a preferential flight track for this runway yet?

FAA response: The current O'Hare Fly Quiet Program, which includes preferential flight tracks, is used for nighttime departures. Nighttime preferential tracks are for traffic between the hours of 10 pm and 7 am. This runway is not a preferred nighttime departure runway.

19. Park Ridge statement: Why is it that pilots and air traffic controllers have so much trouble sticking to the preferential flight tracks for other existing runways?

FAA response: Wind drift accounts for some variability in the departure aircrafts along a track. For example, Runway 28 has a Fly Quiet departure heading of 290 degrees. This heading is assigned to the departure aircraft, which the pilot complies with. Winds out of the north or south will cause the aircraft to drift either north or south of the track.

20. Park Ridge statement: What happened to the other runways that are intended to be used for arrivals?

FAA response: Other runways are being used for arrivals as assumed in the EIS. See EIS pages D-7 and D-9 (enclosed). As is with normal practice, the City of Chicago will provide actual runway use statistics to the ONCC at the Full Commission meetings.

21. Park Ridge statement: Why has Runway 4L/22R ceased to be used entirely?

FAA response: Runway 4L/22R has been 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) during 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) during a configuration that is anticipated to be used approximately 23% of the year. As with normal practice, the City of Chicago will provide actual runway use statistics to the ONCC at the Full Commission meetings.

22. Park Ridge statement: What about runway 10/28 and the others?

FAA response: Runway 10/28 is continuing to be used as weather conditions warrant. See EIS page D-7 (enclosed). As is with normal practice, the City of Chicago will provide actual runway use statistics to the ONCC at the Full Commission meetings.

23. Park Ridge statement: I have email from an airline pilot in PR who says that the airlines are livid over the amount of traffic being forced to 9L/27R. It is a 20 minute taxi from its end to the terminals, and causes them to use more fuel and makes it harder to reach the gates on time.

FAA response: The airlines have not submitted any comments to the FAA regarding taxi times from Runway 9L/27R. Arrivals from Runway 27R, based on modeling take between 15 and 16 minutes on average to reach the gate. The airlines are in the process of calculating their own travel times from runway exit to the gate. Although there is

extra taxi time when compared to closer in runways, the Airport is able to accommodate additional arrivals due to the new runway. Under the best case scenario before November 20th, the Airport was able to process no more than approximately 100 arrivals per hour. Today, with the new runway, the Airport is able to process up to 112 arrivals (the majority of which are on other runways than Runway 27R) per hour. The additional taxi time is offset (and then some) by the Airport's ability to accommodate additional flights that would have either been delayed or cancelled at the origination airport. Despite the taxi time, this arrangement provides for fuel savings and delay reduction.

24. Park Ridge statement: This email [noted above in Statement #23] says that other runways which could take some of this arrival traffic are not being used.

FAA response: Runways are being used as planned and set forth in the EIS. Again to reiterate, the majority of arrivals are using other runways.

25. Park Ridge statement: Who is responsible for this decision and who can decide to distribute the traffic evenly to some of those other runways? We have been told at ONCC meetings by the controllers that pilots decide which runways they will use and by the pilots that the controllers do. Who really decides this?

FAA response: The FAA determines which runways are used 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.

26. Park Ridge statement: What about the air quality?

FAA response: Before the scoping process, FAA met with USEPA and IEPA representatives to discuss their concerns and to develop specific air quality protocols to be used for air quality assessment purposes. The following main categories of sources were evaluated: aircraft, ground support equipment, auxiliary power units, motor vehicles on roadways and at curbsides and parking facilities located on Airport property, fuel storage facilities, Airport-related fire training activities, and on Airport stationary sources. The changes in emissions from airport operations that would affect air quality through Build Out +5 are shown in Table 7 in the Executive Summary of the Final EIS (provided to you on December 12, 2008).

Air quality impacts that would result from construction activities would be temporary (occurring over a period of ten years). When considering the total predicted air pollutant concentrations that were compared to the National Ambient Air Quality Standards (NAAQS). The results of the dispersion analysis for construction emissions indicate that NAAQS would not be exceeded, with or without the proposed improvements. The FAA, in consultation with the IEPA, has determined that the emissions associated with the proposed O'Hare Modernization Program improvements conform to the applicable State Implementation Plan (SIP), and thus to the Clean Air Act.

27. Park Ridge statement: The Environmental Impact Statement from the FAA has said it will be acceptable, but are we measuring the level of JP6 exhaust and fumes?

FAA response: The FAA performed the analysis contained in the EIS in compliance with the National Environmental Policy Act (NEPA) and the Clean Air Act. The following main categories of sources were evaluated: aircraft, ground support equipment, auxiliary power units, motor vehicles on roadways and at curbsides and parking facilities located on Airport property, fuel storage facilities, Airport-related fire training activities, and on Airport stationary sources. The FAA is not required to perform any further air quality monitoring for the O'Hare Modernization. The IEPA has monitors throughout the state for the six criteria pollutants (particulate matter, ozone, sulfur dioxide, nitrogen dioxide, carbon monoxide and lead), along with some heavy metals (e.g. mercury, hexavalent chrome), nitrates, sulfates and volatile organic compounds. The information is provided through the Agency's website www.epa.state.il.us/air/air-quality-menu.html.

28. Park Ridge statement: I have not seen any means of measuring this in Park Ridge, nor has it been a topic of discussion at ONCC meetings that I have attended.

FAA response: The ONCC or Park Ridge can address this with IEPA. ONCC was established to address noise issues around O'Hare.

29. Park Ridge statement: What about safety? Is it possible and that more over flights of Park Ridge make it more likely that a crash will occur? Doesn't the added capacity at O'Hare since October 31st make this even more likely?

FAA response: Safety is the FAA's highest priority, and the agency 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.

30. Park Ridge statement: What about the final traffic levels after the OMP is done? Is there a maximum of traffic that the FAA will allow? What is that level?

FAA response: There currently is no maximum traffic that the FAA will allow at O'Hare. The activity level will be determined by the business plans of the airlines and other airport users. The FAA evaluated 1.194 million total annual takeoffs and landings 5 years after the completion of the project. In 2007, the Airport accommodated approximately 926,000 total take offs and landings. The FAA's EIS did determine that delays would once again grow after completion the modernization effort to levels experienced today when the Airport reached approximately 1.4 million total annual take offs and landings. Though the flight caps were lifted in October 2008, the Airport will most likely end the 2008 calendar year with less than 900,000 operations, fewer than in 2007.

31. Park Ridge statement: If the information we get from ONCC is incorrect, what is the point of participating? Shouldn't the FAA and the City of Chicago be concerned about their credibility with the airport's neighbors and more importantly, shouldn't the participating communities be concerned?

FAA response: The FAA is concerned about the number of complaints in the communities surrounding O'Hare. The FAA is prepared to continue to provide further educational sessions with ONCC and elected community officials regarding what was

evaluated in the EIS and what is occurring now. The FAA will continue to respond to questions raised by the ONCC and the City of Park Ridge.

32. Park Ridge statement: What happens when a call is made to the O'Hare Noise hotline?

FAA response: The City of Chicago advised the FAA that the caller is transferred to the City's 311 operator service. The City can provide more information on this process.

33. Park Ridge statement: The support for the OMP is rapidly waning. The airlines recently tried to back out of it because they cannot afford it and see no sense in it during a time when air travel is declining for a variety of reasons.

FAA response: The airlines are currently working with the City of Chicago to define the best method to move forward on O'Hare Modernization. The airlines support completion of O'Hare Modernization airfield projects (runways and taxiways), but expressed their concerns on the planning of the proposed Western Terminal. See Chicago Tribune Editorial and the Letter from Real Estate Vice Presidents of United Airlines and American Airlines, page 30, November 24, 2008.

34. Park Ridge statement: The misinformation about this runway's implementation and subsequent use seems deliberate to many of us.

FAA response: The anticipated runway use has been publicly available since the issuance of the Draft EIS in January 2005. See the information provided above regarding coordination with the ONCC and Park Ridge and public meetings on the DEIS.

The FAA appreciates the opportunity to address the concerns of the residents of Park Ridge. The materials that were handed out at our meeting on December 12, 2008 are attached. Again, we are prepared to continue to provide further educational 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 questions raised by the ONCC and the Village of Park Ridge.

Sincerely,

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

List of Attachments

1. Experimental Design for Alternative A, Final EIS, July 2005
2. 2007 Experimental Design for Alternatives C, D & G, Final EIS, July 2005
3. Experimental Design for Alternative C, Final EIS, July 2005
4. Table F-39 Runway End Use Percentage – Build Out Alternative C, Final EIS, July 2005
5. Chicago Tribune – Articles – November 24, 2008
6. Crain's Chicago Business – Article – April 2, 2008
7. Email and attachments from Richard Kula to Alderman Disher dated April 28, 2005
8. Email from Richard Kula to Alderman Disher dated May 2, 2005
9. Potential Change in Noise Exposure – All Build Alternatives Phase I Compared to Alternative A (No Action), Final EIS, July 2005
10. Potential Change in Noise Exposure – Alternative C Build Out Compared to Alternative A (No Action), Final EIS, July 2005
11. Table F-31 – Average Daily Operations by Aircraft Type and Time of Day Build Out Alternative C, Final EIS, July 2005

Experiment	Runway Option	Weather	Flow	Runway Configurations	Runway Diagram	Percent Utilization	Demand Level	Operations
1	No Action	VFR	East	Plan X		36.4	2002	2,648
7						27	2007 Constrained	2,750
12							2009 Constrained	2,750
17							2013 Constrained	2,750
22							2018 Constrained	2,750
27							2007 w/ NAR	2,898
2	No Action	VFR	West	Plan W		41.5	2002	2,648
8						46.6	2007 Constrained	2,750
13							2009 Constrained	2,750
18							2013 Constrained	2,750
23							2018 Constrained	2,750
28							2007 w/ NAR	2,898
3	No Action	VFR	South	Plan B		11.8	2002	2,648
9						17.1	2007 Constrained	2,750
14							2009 Constrained	2,750
19							2013 Constrained	2,750
24							2018 Constrained	2,750
29							2007 w/ NAR	2,898
4	No Action	VFR	South	Plan B Modified		4.3	2002	2,648
5	No Action	IFR	West	Parallel 27s		3.8	2002	2,648
10						6.0	2007 Constrained	2,750
15							2009 Constrained	2,750
20							2013 Constrained	2,750
25							2018 Constrained	2,750
30							2007 w/ NAR	2,898
6	No Action	IFR	East	Parallel 14s		2.2	2002	2,648
11						3.3	2007 Constrained	2,750
16							2009 Constrained	2,750
21							2013 Constrained	2,750
26							2018 Constrained	2,750
31							2007 w/ NAR	2,898

Existing Runways

Proposed Runways

Departure Purposes Only

Closed

Primary Arrivals

Primary Departures

Overflow Departures

Overflow Arrivals

Overflow Arrivals Dependent on use of Departure Overflow Runway

Overflow Departures Dependent on use of Arrival Overflow Runway

VFR conditions assume visibility is greater than or equal to 3 miles and cloud ceiling is greater than or equal to 1,000 feet
IFR conditions assume visibility is less than 3 miles and/or cloud ceiling is less than 1,000 feet

Source: Ricondo & Associates, 2004.

Experiment	Runway Option	Weather	Flow	Runway Configurations	Runway Diagram	Percent Utilization	Demand Level	Operations
32	2007 North Runway	VFR	East	Plan X		23.1	2007	2,898
50	2007 North Runway	VFR	West	Parallel 27s		57.0	2007	2,898
34	2007 North Runway	VFR	South	Plan B		10.6	2007	2,898
35	2007 North Runway	IFR	West	Parallel 27s		6.0	2007	2,898
37	2007 North Runway	IFR	South	Parallel 14s		3.3	2007	2,898

Existing Runways

Proposed Runways

Departure Purposes Only

Closed

Primary Arrivals

Primary Departures

Overflow Departures

Overflow Arrivals

Overflow Arrivals Dependent on use of Departure Overflow Runway

Overflow Departures Dependent on use of Arrival Overflow Runway

VFR conditions assume visibility is greater than or equal to 3 miles and cloud ceiling is greater than or equal to 1,000 feet
IFR conditions assume visibility is less than 3 miles and/or cloud ceiling is less than 1,000 feet

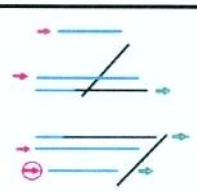
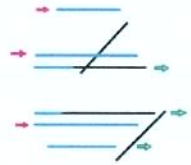
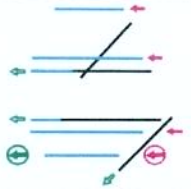
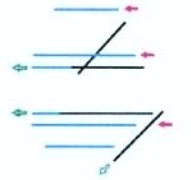
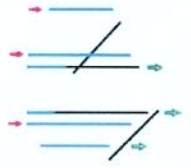
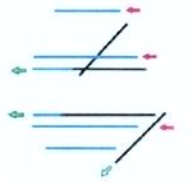
Source: Ricondo & Associates, 2004.

Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

2007 Experimental Design for Alternatives C, D, & G

▶ Exhibit D-2

Experiment	Runway Option	Weather	Flow	Runway Configurations	Runway Diagram	Percent Utilization	Demand Level	Operations
44	Alternative C	VFR-1 [3/]	East	Parallel 9s (Quads)		12.6	2013	3,169
33							2018	3,374
45	Alternative C	VFR-2 [4/]	East	Parallel 9s (Trips)		10.6	2013	3,169
51							2018	3,374
46	Alternative C	VFR-1 [3/]	West	Parallel 27s (Quads)		41.4	2013	3,169
52							2018	3,374
47	Alternative C	VFR-2 [4/]	West	Parallel 27s (Trips)		26.1	2013	3,169
53							2018	3,374
48	Alternative C	IFR	East	Parallel 9s		4.5	2013	3,169
54							2018	3,374
49	Alternative C	IFR	West	Parallel 27s		4.8	2013	3,169
55							2018	3,169

Existing Runways | Proposed Runways | Departure Purposes Only | Closed | Primary Arrivals | Primary Departures

Overflow Departures | Overflow Arrivals | Overflow Arrivals Dependent on use of Departure Overflow Runway | Overflow Departures Dependent on use of Arrival Overflow Runway

VFR conditions assume visibility is greater than or equal to 3 miles and cloud ceiling is greater than or equal to 1,000 feet
IFR conditions assume visibility is less than 3 miles and/or cloud ceiling is less than 1,000 feet

Source: Ricondo & Associates, 2004.

TABLE F-39
RUNWAY END USE PERCENTAGE — BUILD OUT ALTERNATIVE C

Runway	Arrivals		Departures		Operations	
	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)
04L	0.0	0.0	0.8	1.2	0.4	0.5
04R	0.8	1.0	0.0	0.0	0.4	0.6
09L	8.8	1.0	0.1	0.0	4.4	0.6
09R	0.1	0.0	10.4	4.1	5.3	1.7
22L	0.0	0.0	16.2	10.8	8.2	4.6
22R	0.3	0.3	0.0	0.0	0.1	0.2
27L	0.0	59.8	25.3	12.2	12.8	39.7
27R	22.4	4.0	0.3	0.1	11.2	2.3
09C	8.2	0.6	0.0	0.0	4.1	0.3
10C	8.9	1.3	0.0	0.0	4.4	0.7
10L	0.0	23.8	10.3	20.4	5.2	22.4
10R	0.9	0.0	6.1	1.2	3.5	0.5
27C	22.1	2.9	0.0	0.0	11.0	1.7
28C	23.5	5.3	0.0	0.0	11.7	3.1
28R	0.2	0.1	27.7	50.0	14.1	21.2
28L	3.8	0.0	2.7	0.0	3.3	0.0
Total(b)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: (a) Night is defined as 10:00 p.m. to 6:59:59 a.m.
(b) Totals may not add due to rounding
Source: Leigh Fisher Associates [TPC] analysis, October 2004.

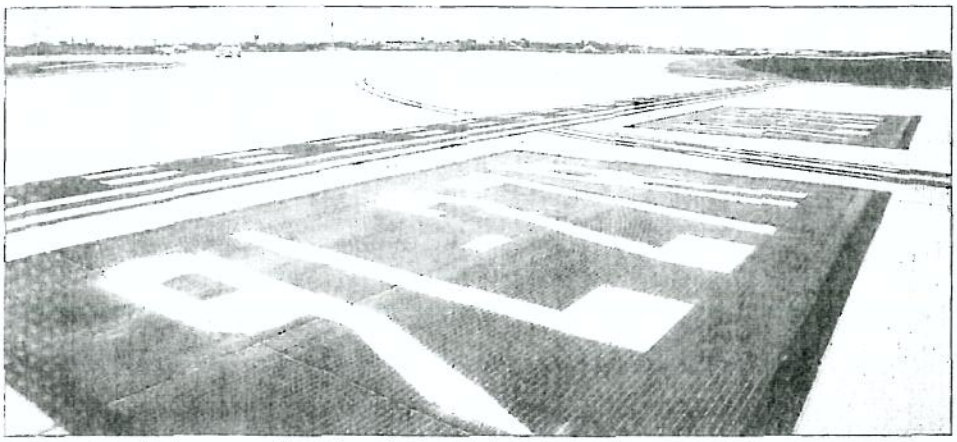
TABLE F-40
RUNWAY END USE PERCENTAGE — BUILD OUT ALTERNATIVE D

Runway	Arrivals		Departures		Operations	
	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)	Day (%)	Night (%) (a)
04L	0.0	0.0	0.6	3.6	0.3	1.6
04R	0.6	2.9	0.0	0.0	0.3	1.6
09L	9.2	6.8	0.1	0.1	4.7	3.8
09R	0.1	0.0	14.0	13.0	7.1	5.8
22L	0.0	0.0	21.4	9.1	10.8	4.1
22R	0.3	0.3	0.0	0.0	0.1	0.1
27L	0.0	52.6	24.5	9.4	12.3	33.3
27R	24.0	4.6	0.2	0.1	12.0	2.6
09C	8.1	2.9	0.0	0.0	4.0	1.6
10C	8.9	4.0	0.0	0.0	4.4	2.2
10L	0.0	20.2	12.1	23.5	6.1	21.7
27C	24.2	3.3	0.0	0.0	12.0	1.8
28C	24.3	2.6	0.0	0.0	12.1	1.4
28R	0.2	0.0	26.8	41.1	13.6	18.4
Total(b)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Notes: (a) Night is defined as 10:00 p.m. to 6:59:59 a.m.
(b) Totals may not add due to rounding
Source: Leigh Fisher Associates [TPC] analysis, October 2004.

Chicago Tribune
November 24, 2008

EDITORIALS



Will 9L-27R, which was unveiled Thursday, be the last runway to open at O'Hare International Airport for the next 40 years? CHUCK BERMAN/TRIBUNE

O'Hare: Finish the job

A Boeing 757 touched down Thursday on Runway 9L-27R at O'Hare International Airport, inaugurating the first new runway at the airport in nearly 40 years.

This was an impressive feat, given the massive legal, political and logistical hurdles the airport expansion project has faced.

But you have to wonder if 9L-27R will be the *last* runway to open at O'Hare for the next 40 years.

The Tribune reported Thursday that major airlines are balking at the rest of the expansion plans.

The city has asked the Federal Aviation Administration for nearly $200 million in passenger ticket taxes to get going on Phase Two of the O'Hare expansion. The money would pay for design and engineering work for a new southern runway, reconfiguration of existing runways and a terminal at the west end of the airfield.

This expansion project is critical to Chicago's future.

United and American Airlines, O'Hare's dominant carriers, asked the FAA in June not to approve those funds. The city and the airlines are negotiating the timing and financing of O'Hare's future.

Our firm view is that completion of the O'Hare expansion project is absolutely critical to the economic future of Chicago and Illinois. The FAA should grant the city's request and keep this project on track.

We understand the airlines are in a difficult financial position. The number of passengers flying over the Labor Day weekend dropped 6 percent compared with last year, according to the Air Transport Association, which represents the nation's commercial airlines. The ATA predicts 10 percent fewer passengers will travel over the Thanksgiving holiday compared with last year.

That reflects a deeply troubled economy. But the U.S. and the world will eventually recover. The FAA projects domestic air travel will grow more than 40 percent, to more than 1 billion passengers a year, by 2016.

O'Hare has operated at capacity for years. That means other airlines have not been able to fly there, and airlines have considered expanding operations at other airports. That's an economic risk for Illinois.

O'Hare has to get away from playing catch-up. It needs to prepare for the future, to have adequate capacity to meet demand.

It has to have the capacity to embrace new airline competitors. Despite the slump in air travel, Virgin America wants to get into O'Hare but can't. It has landing rights but hasn't been able to lease gates. United and American have reduced passenger capacity at O'Hare by more than 20 percent since 2000. They have gates to spare, but they control leasing rights to those gates until 2018 and they aren't about to welcome a feisty competitor. Making room for Virgin and other competitive threats at O'Hare won't make United and American happy. It is, however, in the best interests of Chicago and passengers.

The airlines have concerns about cost overruns and the efficiency of expansion plans. Chicago can't afford to be arrogant—it needs to listen. In today's Voice of the People, representatives of United and American say they "remain committed to working with the city to enhance and improve this world-class airport."

That's good to hear. But negotiations can't be allowed to put this project on hold. That will mean higher costs and greater risk to Chicago's economic future.

It took an enormous effort to build Runway 9L-27R. Let's get the rest of the job done.

SIGNE WILKINSON/PHILADELPHIA DAILY NEWS

VOICE OF THE PEOPLE

For online exclusive letters please visit **chic**
ctc-TribLetter@tribune.com or to Voice of t
Chicago, IL 60611. Include your name, addre

The next target of c

Since the historic election of Barack Obama, African-American fathers and mothers can say to their children: "You c dream of being anything you want to be now."

Change has, in fact, happened in Amer ca.

But what about corporate America? Hc many minority parents are saying to thei children: "You can be a CEO"?

Too few, especially here in Chicago.

Here's a startling fact: According to Ch cago United's 2008 Corporate Diversity Profile, the growth rate of minorities in corporate leadership ranks in Chicago is paltry 1.1 percent annually. At that pace i will be another 89 years—or the year 209 before minorities in executive ranks refle the work force they manage.

We can't wait that long.

The survey also shows that diversity in Chicago corporate board rooms increase to just 13 percent in 2007 from 12 percent 2005. The CDP is a biennial survey measu ing racial diversity in corporate boards a senior management of Chicago's large companies.

Today companies in the Fortune 500 average 38 percent of their revenues over seas, compared to 30 percent five years ag It is simply good business practice to mal diversity a reality, with management ranl reflecting the many faces and perspective of the global community. Companies with diverse employees and leaders position

epresentatives of United and American
hey "remain committed to working with
ity to enhance and improve this world-
airport."
at's good to hear. But negotiations can't
lowed to put this project on hold. That
mean higher costs and greater risk to
ago's economic future.
took an enormous effort to build Run-
9L-27R. Let's get the rest of the job done.

at tenure

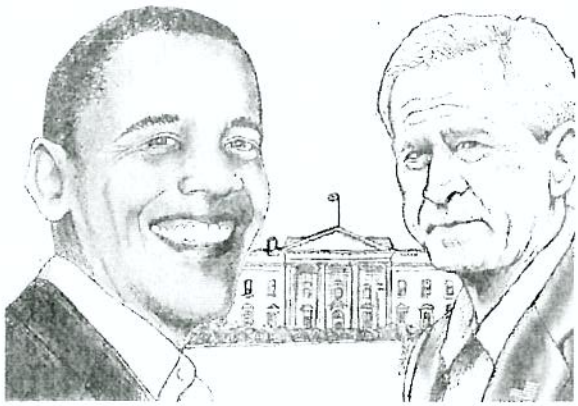
in the country. Risk-averse teachers
d choose to remain on the existing sala-
rack and keep their tenure, but they
idn't qualify for the big bucks. New
ers would come in under the merit
. Seniority would carry little weight.
ashington Teachers Union members polled during the summer opposed the plan by about 3-1, and the union vice president has said that by voting for the proposed changes, teachers would be "slitting their own throats." What are afraid of? We'll be willing to venture it's the $131,000 part. Teachers whose stu-
s are making adequate progress would
little to fear and much to gain—those
he very teachers Rhee wants to keep and
rd.
achers say they worry that the evalua-
process would rely too heavily on test
es or — pretty much the opposite — that
cipal favoritism would carry the day.
y also say Rhee, a Teach For America
ma, is enamored of that organization's
el, under which the best and brightest
ge grads are encouraged to work in
ggling schools for a few years before
ing on to their chosen (and generally
e lucrative) careers. This approach, they
attracts short-termers who would burn
quickly and undermines teaching as a
-term calling.
at's nonsense. What it would do is elimi-
the senseless job protections for teach-
who can't or won't do the very important
k of educating kids. And it would provide
ntives to help hire and keep the ones who
It's a promising strategy that could help
ue the nation's most troubled schools—
we're not just talking about the ones in
hington.

ld be own ne on.

CALENDAR

435 Days until the Feb. 2, 2010, Illinois primary election

diverse employees and leaders position



JENNIFER M. KOHNKE

Obama's success

In response to the curious letter from someone who wonders whether the election has given Barack Obama the ability to walk on water: Not really. What it has given him is the opportunity to steer our ship of state—God willing—with competence and good judgment through unbelievably rough waters.

And every American should have a stake in his success.

—Jerry Partacz, Oak Lawn

Baby Boomer Barack

There are many pundits and publications that have taken to referring to President-elect Barack Obama as the first "post-Baby Boom" president.

Unfortunately for them they are quite incorrect, factually and culturally, in assigning this designation.

Historians identify the Baby Boom generation as those born during the period of 1946 to 1964. So Obama being born in 1961 is definitely a member of the Baby Boom generation and has been influenced by the same culture any other Baby Boomer was influenced by (at least during those periods when he and his mother resided in the U.S.).

The difference for Obama lies in the fact that the Baby Boom generation in the U.S. is split into two distinct segments, the first being those who were shaped by the Vietnam War and especially by the military draft for that war (those born between 1946 and 1954). Bill Clinton and George W. Bush are prime examples of that first segment of Boomers and the variety of different ways used then to avoid being sent to Vietnam.

The second segment of the Baby Boom generation then is made up of those born between 1955 and 1964, who did not have the same level of personal concern about the Vietnam military draft or the war seriously interrupting or derailing the paths they had chosen for their lives—still Boomers but too young during the period of the draft to be involved in it.

This is the segment of the Baby Boom generation to which Barack Obama belongs.

To be correct, then, Obama is, historically, a member of the Baby Boom generation and will definitely not be the first post-Baby Boom president.

However, he can certainly and more correctly be identified as the first post-Vietnam era president.

Walter R. Kowalczyk, Chicago

O'Hare expansion

The Tribune's headline "Airlines: Stop O'Hare expansion; As a new runway opens, 6 top airlines break with City Hall and call further construction 'ill-conceived' and 'premature'" (Page 1, Nov. 20) is inaccurate and the article is misleading. The airlines have never told the city to "stop O'Hare expansion."

Additionally the airlines are not "breaking with City Hall."

The article is misleading because it takes out of context portions of a letter that was sent to federal officials last June regarding an application to use passenger facilities charges for planning purposes.

United Airlines and American Airlines have for years supported the runway project at O'Hare, and though in June we may have disagreed with the size of the city's Passenger Facility Charge application, we remain committed to working with the city to enhance and improve this world-class airport.

The article says the airlines have called for halting the next phase of the expansion project, which is not true.

The airlines have had very positive discussions with the city about the O'Hare Modernization Program and these talks continue. In the current economic environment, capital resources are scarce for all, and as we have discussed with the city, we need to make sure there is a sound business case as we make all investment decisions.

United Airlines and American Airlines are extremely pleased with the opening of the new runway at Chicago O'Hare on Thursday.

This is a momentous event for the City of Chicago and the airlines serving O'Hare and, importantly, for all our customers.

We congratulate the city on this great achievement.

—Ajay Singh, vice president, Corporate Real Estate, United Airlines

—Laura Einspanier, vice president, Corporate Real Estate, American Airlines

Chicago Tribune
November 24, 2008

City preparing to finish design of O'Hare expansion

By Paul Merrion
April 02, 2008

(Crain's) — With the first new runway of the O'Hare Modernization Program nearing completion, Chicago is gearing up to finish designing how the rest of the airport expansion will look.

The major airlines at O'Hare have yet to agree to pay for the second and much larger phase of the project, but the city is seeking approval from the Federal Aviation Administration to use $200 million in future ticket-tax collections for detailed design and engineering drawings of another new runway, a new western terminal and access point, plus other improvements.

"The timing is right," says OMP Executive Director Rosemarie Andolino. "This $200-million commitment moves the project forward" to meet its scheduled completion date of 2014.

A 30-day public comment period is required before the FAA can approve a project funded by passenger facility charges. O'Hare generates about $160 million in PFCs a year at $4.50 for each departing passenger; that would increase to $7.50 under legislation pending in Congress.

While the first phase of O'Hare expansion ran about $400 million over budget, at about $3.2 billion, the entire expansion is still projected to cost $8.35 billion in 2007 dollars. "We've very confident the cost of the program hasn't changed," Ms. Andolino says.

Amy Hanson/AGL/FAA
AGL-CHI-ADO, Chicago, IL

12/16/2008 12:41 PM

To
cc
bcc
Subject Fw: Potential Overflights of Park Ridge, Illinois

Richard Kula/AGL/FAA
04/28/2005 10:05 AM

To DisherDawn[redacted]
cc Marie.Ann.Limjoco@mail.house.gov, Barry Cooper/AGL/FAA@FAA
Subject Potential Overflights of Park Ridge, Illinois

Hi Dawn -

Per our discussion at the end of March, we have prepared a response to your question concerning potential flights traversing the airspace above Park Ridge, Illinois. Please see the attached files that include a narrative of our review of material developed during the Environmental Impact Statement process and a summary table that illustrates the percent of forecast runway use. For this analysis we have used the year 2018 time frame, which represents the full build plus 5 years time frame. All build alternatives have been included in the development of our summary.

In addition, our office has responded to various requests from Representative Jan Schakowsky's office. We have included one of her staff members as a cc: to this transmittal.

After reviewing the information, if you have any questions or need additional information, please feel free to contact us.

Thank you.

Rich

Potential Overflights of Park Ridge Final.doc Annual Runway Use Park Ridge Final.xls

Richard Kula
Chicago Area Modernization Program Office
(847) 294-7507 direct
(847) 294-8157 fax
[redacted] cell

Potential Overflights of Park Ridge, Illinois

In January 2005 the FAA publicly released the O'Hare Modernization Draft Environmental Impact Statement. As part of the environmental consequences analysis, the FAA performed a comprehensive noise analysis. This analysis included projections of the number of daily operations that would utilize each proposed runway and whether they would occur during the daytime (7:00 am to 9:59 pm local) or nighttime (10:00 pm to 6:59 am local).

Recently the FAA was questioned as to how many flights would traverse the airspace above Park Ridge, Illinois. By evaluating the runways and headings that aircraft may utilize, it is possible to compare how many flights from each of the proposed alternatives could potentially traverse the airspace above Park Ridge on an annual average day basis.

To answer this question, the FAA has compared runway use for each build alternative at the unconstrained forecast 2018 activity level. This is compared with the no build constrained forecast 2018 activity level. Without any airfield development, the airport is expected to process approximately 974,000 annual operations or about 2,670 operations on an average day. These projected levels of operations are very similar to the level of activity observed today. Assuming that one of the airport development alternatives was to be implemented, the airport is expected to process approximately 1,194,000 annual operations or about 3,270 operations on the average day which is 22.6% greater than the no development case.

Comparison of Daily Flights in 2018

Based on these assumptions and modeling results, Park Ridge would have approximately 713 daily flights traversing its airspace for Alternative A (Do-Nothing) on the average annual day in 2018. For Alternative C (the City of Chicago's proposal), Park Ridge is projected to have approximately 941 daily flights overhead on the average annual day. For Alternative D, (no south runway), Park Ridge would observe approximately 1,051 daily flights overhead. Finally, for Alternative G (no south runway but a runway oriented in the northwest/southeast direction), Park Ridge would experience approximately 970 daily overflights.

As observed above, each build alternative has an increase in total daily flights. However, it is important to note that each build alternative is evaluated with a forecast that is 220,000 operations (or about 600 operations per day) above the forecast for the Alternative A (Do Nothing).

Another way of evaluating the increase in potential overflights is to compare the proportion of additional flights and whether they overfly Park Ridge or not. In other words, which alternative has the smallest increase in daily flights relative to Alternative A. Based on the results of the detailed noise analysis shown in the table attached, Alternative C has the lowest increase in potential overflights followed by Alternative G and finally Alternative D.

Attachment 1
Chicago O'Hare International Airport
O'Hare Modernization Draft Environmental Impact Statement
Runway Use Comparison - Potential Park Ridge Overflights

Forecast 2018 Annual Runway Utilization (Percentage)

	Alternative A				Alternative C				Alternative D				Alternative G			
	Arrivals		Departures		Arrivals		Departures		Arrivals		Departures		Arrivals		Departures	
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Proposed Runway 9L	NA	NA	NA	NA	NA	NA	0.1%	0.0%	NA	NA	0.1%	0.0%	NA	NA	0.1%	0.0%
Proposed Runway 27R	NA	NA	NA	NA	22.4%	4.6%	NA	NA	23.7%	5.5%	NA	NA	23.4%	6.1%	NA	NA
Runway 4L	NA	NA	7.1%	0.4%	NA	NA	0.8%	1.3%	NA	NA	0.6%	4.3%	NA	NA	0.4%	1.2%
Runway 22R	25.0%	11.0%	NA	NA	0.3%	0.3%	NA	NA	0.3%	0.3%	NA	NA	0.6%	0.6%	NA	NA
Runway 4R	NA	NA	0.0%	0.1%	NA	NA	0.0%	0.0%	NA	NA	0.0%	0.0%	NA	NA	0.0%	0.0%
Runway 22L	1.8%	1.0%	NA	NA	0.0%	0.0%	NA	NA	0.0%	0.0%	NA	NA	0.0%	0.0%	NA	NA
Proposed Runway 9C	NA	NA	NA	NA	NA	NA	0.0%	0.2%	NA	NA	0.0%	0.0%	NA	NA	0.0%	0.3%
Proposed Runway 27C	NA	NA	NA	NA	22.2%	2.2%	NA	NA	24.6%	2.8%	NA	NA	24.3%	3.2%	NA	NA
Proposed Runway 9R	NA	NA	9.7%	9.0%	NA	NA	10.4%	5.4%	NA	NA	13.7%	10.8%	NA	NA	9.1%	4.3%
Proposed Runway 27L	12.1%	6.4%	NA	NA	0.0%	60.1%	NA	NA	0.0%	52.0%	NA	NA	0.0%	57.9%	NA	NA

Forecast 2018 Annual Runway Utilization (Operations)

	Alternative A				Alternative C				Alternative D				Alternative G			
	Arrivals		Departures		Arrivals		Departures		Arrivals		Departures		Arrivals		Departures	
Runway	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Proposed Runway 9L	NA	NA	NA	NA	NA	NA	2	0	NA	NA	2	0	NA	NA	2	0
Proposed Runway 27R	NA	NA	NA	NA	341	5	NA	NA	358	7	NA	NA	357	7	NA	NA
Runway 4L	NA	NA	88	0	NA	NA	12	1	NA	NA	9	4	NA	NA	6	1
Runway 22R	304	13	NA	NA	5	0	NA	NA	5	0	NA	NA	9	1	NA	NA
Runway 4R	NA	NA	0	0	NA	NA	0	0	NA	NA	0	0	NA	NA	0	0
Runway 22L	22	1	NA	NA	0	0	NA	NA	0	0	NA	NA	0	0	NA	NA
Proposed Runway 9C	NA	NA	NA	NA	NA	NA	0	0	NA	NA	0	0	NA	NA	0	0
Proposed Runway 27C	NA	NA	NA	NA	338	2	NA	NA	372	4	NA	NA	370	4	NA	NA
Proposed Runway 9R	NA	NA	121	8	NA	NA	162	4	NA	NA	212	10	NA	NA	142	4
Proposed Runway 27L	147	7	NA	NA	0	68	NA	NA	0	68	NA	NA	0	68	NA	NA
Potential Overflights	474	22	209	9	684	75	176	5	734	79	223	14	736	79	150	5
Grand Total				713				941				1051				970
% Increase over Alt. A								32%				47%				36%
Average Daily Ops (All)	1218	117	1243	91	1523	112	1559	77	1511	130	1550	95	1525	117	1560	85

Source: Federal Aviation Administration - O'Hare Modernization Draft Environmental Impact Statement
Appendix F, Revised Tables F-34 through F-37 and F-42 through F-45.
April 2005.

Prepared by the Federal Aviation Administration

Richard Kula /AGL/FAA
05/02/2005 12:12 PM

To DisherDawn[redacted]
cc Marie.Ann.Limjoco@mail.house.gov, Barry Cooper/AGL/FAA@FAA
bcc
Subject Runway Lengths/New Runways & Potential Impacts on Park Ridge, Illinois

Hi Dawn -

There are two issues that must be addressed in Ms. Markech's question. The first has to do with runway extensions and the second has to do with relocated runways. First of all, runway extensions. Under all proposed build alternatives, existing Runway 9R/27L and Runway 9L/27R are the only two runways proposed to be extended with landings from the east and departures going to the east on existing 9L/27R being of particular interest to the Park Ridge area. However, both runways are proposed to be extended to the west. Therefore, arrivals from the east (over Park Ridge) would not change in altitude. Departures going to the east (over Park Ridge) on the same extended runway would begin their take-off run further west than they do today and may be higher in altitude over Park Ridge than they are today. Secondly, it is important to note that four runways are proposed to be reoriented in an east/west direction with two of the four being of particular interest to Park Ridge. Therefore, there will be aircraft arriving and departing on these runways visually seen in a location where aircraft are not seen today. However, the landing thresholds and start of take roll for these proposed runways are all located to the west of these same points on the existing runways today. Therefore, although aircraft would be seen in locations not seen today, it is unlikely that aircraft would be flying lower over the community of Park Ridge under any of the proposed build alternatives.

All of these factors were included in the detailed noise assessment conducted by the FAA. Results of all proposed build alternative noise analyses can be observed on pages ES-20 through ES-22 of the Executive Summary of the O'Hare Modernization Draft Environmental Impact Statement. If we can be of further assistance, please let us know.

Thank you.

Rich

Richard Kula
Chicago Area Modernization Program Office
(847) 294-7507 direct
(847) 294-8157 fax
[redacted]
DisherDawn[redacted]

DisherDawn[redacted]
04/28/2005 12:59 PM

To williambrogan@cityofchicago.org, bgilligan@cityofchicago.org, Richard Kula/AGL/FAA@FAA
cc
Subject Fwd: Potential Overflights of Park Ridge, Illinois

Bill, Brian or Richard:

Would any or all of you like to respond to this?

Dawn
----- Message from [redacted] Thu, 28 Apr 2005 13:54:12 EDT -----

To [redacted]

cc [redacted]

Subject: Re: Potential Overflights of Park Ridge, Illinois

Thank you Dawn:

As part of the EIS and noise study, did anyone ask about the extension of runways and how that will effect noise levels? It seems to me, expanding the length or runways will bring flights *lower* over Park Ridge (assuming the FAA madated 3 degree glide slope). So, not only will the number of flights increase, but also their proximity to the gound (over homes, businesses, schools, etc.), which would seem to mean increased noise levels...

Thanks,
[redacted]

In a message dated 4/28/2005 12:46:04 PM Central Standard Time, DisherDawn writes:

Good morning.

After the public hearings on the Environmental Impact Statement for the O'hare Modernization Project, I asked Richard Kula from the FAA if he could summarize for us the impact on Park Ridge from the expansion. I was specifically trying to understand how many new flights would be going over our community. Mr. Kula has completed this analysis and I wanted to share it with you.

Dawn Disher

Forwarded Message:

Subj: **Potential Overflights of Park Ridge, Illinois**
Date: 4/28/2005 10:06:07 AM Central Standard Time
From: Richard.Kula@faa.gov
To: DisherDawr [redacted]
CC: Marie.Ann.Limjoco@mail.house.gov, Barry.Cooper@faa.gov
Sent from the Internet (Details)

Hi Dawn -

Per our discussion at the end of March, we have prepared a response to your question concerning potential flights traversing the airspace above Park Ridge, Illinois. Please see the attached files that include a narrative of our review of material developed during the Environmental Impact Statement process and a summary table that illustrates the percent of forecast runway use. For this analysis we have used the year 2018 time frame, which represents the full build plus 5 years time frame. All build alternatives have been included in the development of our summary.

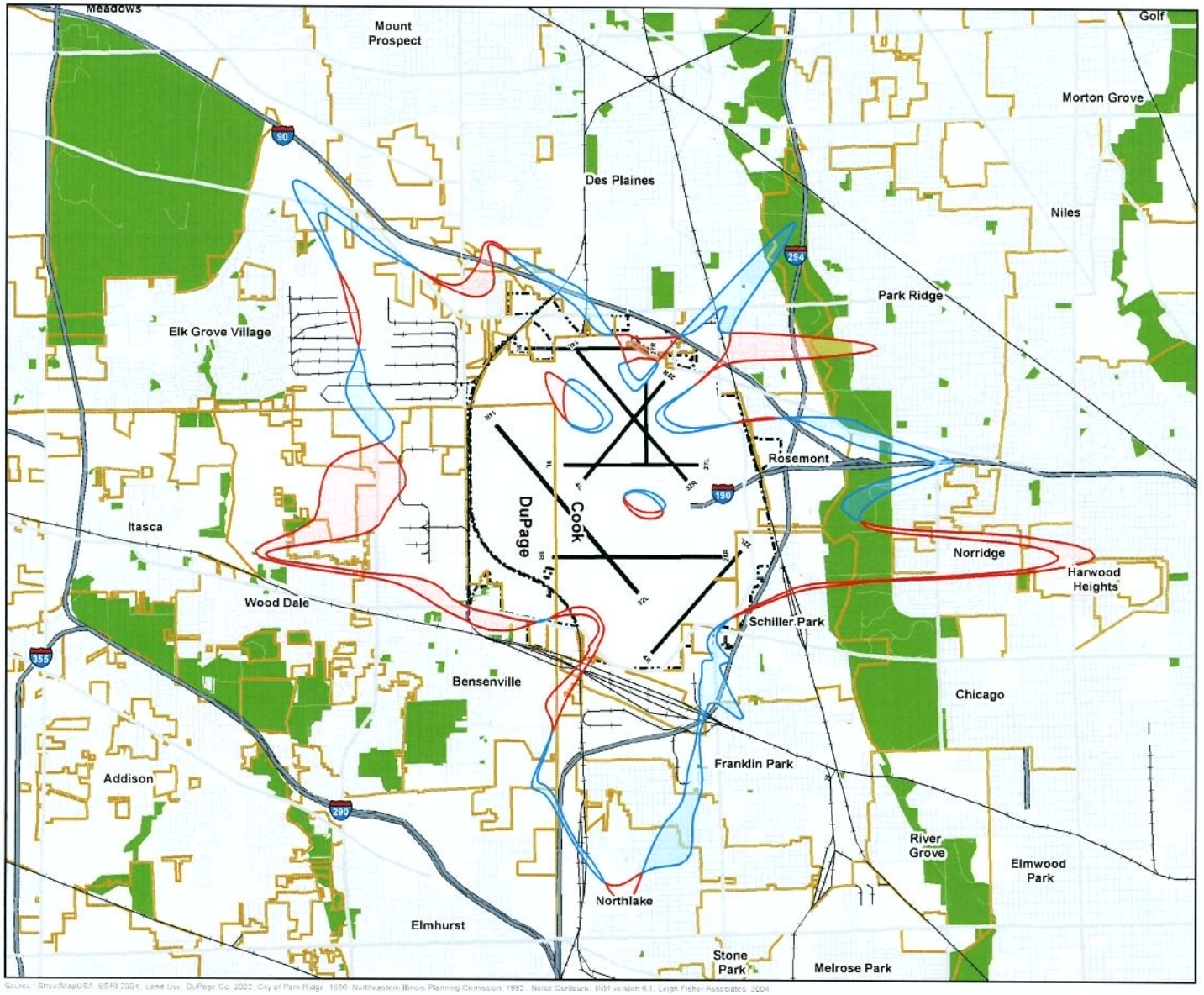
In addition, our office has responded to various requests from Representative Jan Schakowsky's office. We have included one of her staff members as a cc: to this transmittal.

After reviewing the information, if you have any questions or need additional information, please feel free to contact us.

Thank you.

Rich

Richard Kula
Chicago Area Modernization Program Office
(847) 294-7507 direct
(847) 294-8157 fax
[redacted] cell



Source: StreetMapUSA, ESRI 2004; Land Use: DuPage Co. 2002, City of Park Ridge 1998, Northeastern Illinois Planning Comission, 1992; Noise Contours: INM version 6.1, Leigh Fisher Associates, 2004

Chicago O'Hare International Airport

O'Hare Modernization Environmental Impact Statement

- Rail Roads
- Freeways
- Secondary Roads
- Local Streets
- Municipal Boundary
- Airport Property
- Noise Sensitive Land Use
- Parks and Forest Preserves
- Areas Newly Exposed to 65 DNL
- Areas No Longer Exposed to 65 DNL

Note: Refer to Table 5.2-1 for types of Noise Sensitive Land Uses.

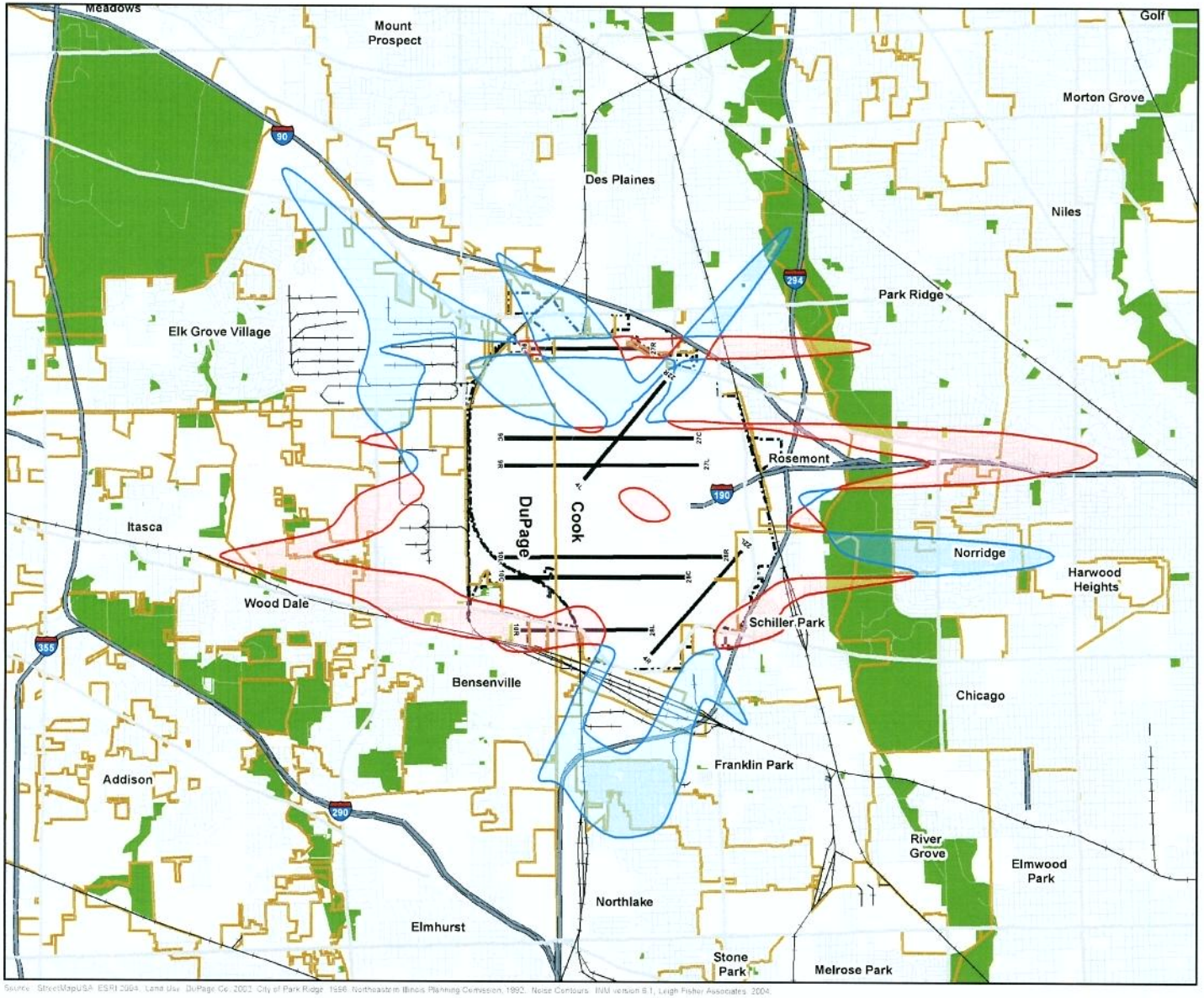
Population	**8,274**	**4,673**
Housing Units	**3,386**	**1,531**
Single-Family Housing Units (included above)	*1,617*	*145*
Multifamily Housing Units (included above)	*1,047*	*590*
Sound Insulated Housing Units (included above)	*722*	*796*

0 1 2 Miles

N S

Potential Change in Noise Exposure All Build Alternatives Phase I Compared to Alternative A (No Action)

▶ Exhibit 5.2-1



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Note: Refer to Table 5.2-1 for types of Noise Sensitive Land Uses.

Population	**16,218**	**10,937**
Housing Units	**5,619**	**4,007**
Single-Family Housing Units (included above)	*3,373*	*2,076*
Multifamily Housing Units (included above)	*1,144*	*1,502*
Sound Insulated Housing Units (included above)	*1,102*	*25*

N

S

0 1 2

Miles

Potential Change in Noise Exposure Alternative C Build Out Compared to Alternative A (No Action)

▶ Exhibit 5.2-3

TABLE F-31
AVERAGE DAILY OPERATIONS BY AIRCRAFT TYPE AND TIME OF DAY
BUILD OUT ALTERNATIVE C

INM Category(b)	Description	Day			Night			Total Operations
		Arr(a)	Dep(a)	Total	Arr(a)	Dep(a)	Total	
Wide Body Jets								
74720B	B747-200	6.05	4.96	11.01	3.88	4.24	8.12	19.13
747400	B747-400	9.48	9.20	18.69	3.60	3.63	7.23	25.91
767300	B767-300	30.10	38.97	69.07	13.49	4.63	18.12	87.19
767400	B767-400	1.94	1.94	3.88	0.00	0.00	0.00	3.88
767CF6	B767-200	0.00	0.00	0.00	1.94	1.94	3.88	3.88
777200	B777-200	19.18	22.09	41.27	2.91	0.00	2.91	44.18
777300	B777-300	10.85	9.89	20.74	0.00	0.96	0.96	21.70
A300	Airbus 300	1.94	0.00	1.94	4.84	6.78	11.63	13.56
A310	Airbus 310	0.00	0.97	0.97	1.94	0.97	2.91	3.88
A330	Airbus 330	2.91	2.91	5.81	0.00	0.00	0.00	5.81
A33034	Airbus 330-343	2.91	2.91	5.81	0.00	0.00	0.00	5.81
A340	Airbus 340	12.59	10.66	23.25	0.00	1.94	1.94	25.19
MD11GE	MD-11	0.97	0.97	1.94	2.91	3.88	6.78	8.72
747200	B747-200	0.01	0.24	0.25	0.23	0.00	0.23	0.48
Subtotal		98.93	105.69	204.63	35.73	28.97	64.70	269.33
Jets								
7373B2	B737-300	0.97	0.97	1.94	0.00	0.00	0.00	1.94
737700	B737-700	11.63	12.59	24.22	0.97	0.00	0.97	25.19
737800	B737-800	328.05	330.79	658.84	13.94	13.13	27.07	685.91
757PW	B757-200	0.00	0.00	0.00	0.97	0.97	1.94	1.94
757RR	B757-200	0.00	0.00	0.00	0.97	0.97	1.94	1.94
A319	Airbus 319	171.10	175.92	347.02	12.00	4.28	16.28	363.30
A320	Airbus 320	58.18	58.07	116.25	5.76	5.87	11.63	127.88
A32023	Airbus A320-232	151.12	158.68	309.80	8.73	3.11	11.84	321.64
A32123	Airbus A321-232	52.45	56.12	108.57	3.74	0.07	3.81	112.38
CIT3	CIT 3	5.81	5.81	11.63	0.00	0.00	0.00	11.63
CL600	CL600	4.84	5.81	10.66	0.97	0.00	0.97	11.62
CL601	CL601	364.32	369.30	733.62	7.70	3.69	11.39	745.01
CNA500	CIT 2	2.91	2.91	5.81	0.00	0.00	0.00	5.81
CNA750	Cessna Citation X	5.81	6.78	12.59	0.97	0.00	0.97	13.56
EMB145	Embraer EMB-145	134.91	134.54	269.45	1.69	1.10	2.78	272.23
GIV	Gulfstream GIV-SP	4.84	3.88	8.72	0.00	0.00	0.00	8.72
LEAR25	Learjet 25	3.87	2.91	6.78	0.00	0.97	0.97	7.75
LEAR35	Learjet 36	9.69	10.70	20.38	0.97	0.93	1.90	22.28
MU3001	MU300-10	5.81	5.81	11.63	0.00	0.00	0.00	11.63
717200	B717-200	6.78	6.78	13.56	0.97	0.97	1.94	15.50
MD81	MD-81	2.35	2.65	5.01	0.31	0.01	0.32	5.33
MD82	MD-82	4.71	5.30	10.01	0.62	0.02	0.64	10.66
MD83	MD-83	2.35	2.65	5.01	0.31	0.01	0.32	5.33
Subtotal		1,332.51	1,358.99	2,691.50	61.59	36.09	97.68	2,789.19

TABLE F-31
AVERAGE DAILY OPERATIONS BY AIRCRAFT TYPE AND TIME OF DAY
BUILD OUT ALTERNATIVE C

INM Category(b)	Description	Day			Night			Total Operations
		Arr(a)	Dep(a)	Total	Arr(a)	Dep(a)	Total	
Propeller								
CNA441	Conquest II	0.00	0.97	0.97	0.97	0.00	0.97	1.94
GASEPV	1985 1-ENG VP prop	1.94	1.94	3.88	0.00	0.00	0.00	3.88
GASEPF	1985 1-ENG FP prop	2.91	2.91	5.81	0.00	0.00	0.00	5.81
Subtotal		4.84	5.81	10.66	0.97	0.00	0.97	11.63
Total		1,436.29	1,470.50	2,906.79	98.29	65.06	163.35	3,070.14

Notes: (a) Arr = Arrivals; Dep = Departures
(b) For noise modeling purposes, aircraft are assigned INM aircraft codes based on aircraft model and engine type. Several INM codes may apply to the same aircraft model because of different types of engines used. Departure and arrival counts may not equal due to the splitting of general aircraft types, as described in airline schedules, among the more numerous and detailed INM codes.

Source: Leigh Fisher Associates [TPC] analysis, October 2004.