

## **Runway Utilization**

### **1. Q: How many flights are arriving on runway 9L/27R?**

**FAA Response:** As the airport operator, the City determines which runways are open and available for use by the airlines and the air traffic controllers. The FAA utilizes these runways based on airfield, air traffic, and weather conditions, all of which cause the number of aircraft utilizing individual runways to vary every day. The FAA's EIS assumed that in Build-Out conditions the average annual day arrival count for Runway 27R would be 326. This is an average count, and it was assumed that some days would experience more or less arrivals, due to prevailing winds, aircraft demand, and weather conditions.

The FAA's forecast used in the EIS assumed that operational levels at O'Hare would be higher than what are currently being experienced. Due to the decrease in actual operation levels, the arrivals occurring on Runway 27R are currently less than what was assumed in the EIS.

### **2. Q: Isn't this runway only supposed to be used only during bad weather?**

**FAA Response:** Runway 9L/27R is considered an all-weather runway. O'Hare will receive the greatest benefits of the new runway during bad weather conditions by allowing air traffic controllers to utilize a third east-west parallel runway for aircraft arrivals. In order to maintain a safe and efficient airspace, the FAA utilizes all seven of O'Hare's current runways as needed depending on airfield, air traffic, and weather conditions, as well as noise abatement restrictions.

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.

### **3. Q: When will this runway be used?**

**FAA Response:** During the day the runway will be used for simultaneous triple parallel approaches during all weather conditions. The runway is anticipated to be used infrequently at night. The City's nighttime noise abatement program, called the Fly Quiet Program, does not include the new runway as a preferential nighttime runway.

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 FAA EIS pages D-7 and D-9

(<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20D.pdf>), and F-82 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20F/Appendix-F.pdf>).

#### **4. Q: How will this runway be used?**

**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. Q: What aircraft types are using Runway 9L/27R?**

**FAA Response:** Runway 9L/27R can accommodate aircraft as large as Boeing 747s. Regional jets, MD-80s, Airbus 319s and 320s, and Boeing 737s and 757s are using the runway routinely. 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

(<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20F/Appendix-F.pdf>) for the aircraft fleet mix assumed for Build Out.

#### **6. Q: 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

(<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20D.pdf>). As is with normal practice, the City of Chicago will provide actual runway use statistics to the ONCC at the Full Commission meetings.

#### **7. Q: Why has Runway 4L/22R ceased to be used entirely? Has runway 4L/22R closed? Where did planes land before 27R (was it 22R?) If runway 4L/22R handled the planes before runway 9L/27R opened, why can't it handle the traffic again? Can traffic be alternated more frequently?**

**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.

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 – <ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20D.pdf>) was removed as of November 20, 2008, due to airspace changes, reducing the number of landings on Runway 22R. Now Parallel 27s will be the most frequently used (See pages D-7 and D-9 – <ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20D.pdf>).

**8. Q: 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 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Appendix%20D.pdf>). As is with normal practice, the City of Chicago will provide actual runway use statistics to the ONCC at the Full Commission meetings.

**9. Q: An airline pilot in Park Ridge said 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. What is the FAA's response?**

**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 20, 2008 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.

**10. Q: What will the final traffic level be 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.

**11. Q: 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 in the EIS Information section below regarding the FAA's coordination with ONCC and the City of Park Ridge and public meetings held on the Draft EIS.

**12. Q: Is the new runway being used 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 – <ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Appendix%20F/Appendix-F.pdf>). "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.

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.

**13. Q: Who was responsible for the flight caps at O'Hare being lifted, and why were they lifted?**

**FAA Response:** 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.

**14. Q: Is operation of the new runway safe, especially with so many aircraft flying over my house and these schools?**

**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.

**15. Q: Who decides where the planes will actually land?**

**FAA Response:** 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.

**16. Q. Can you provide me with the FAA approved glideslopes to runway 27R?** I see aircraft moving east to west from Touhy to as far south as Devon -- literally stacks of 6 plus arrival lanes. I can only assume they are all heading to 27R since the 27L runs roughly in line with the Kennedy Expressway. I drive home in the evening and see stacks of planes coming east to west, all of which I assume are converging on 27R.

What are the current approved glideslopes for 27L?

**FAA Response:** O'Hare currently has three parallel runways that allow for simultaneous approaches from the east, landing to the west. The lateral (horizontal) separation between Runway 27R and 27L is 7,418 feet. The lateral separation between Runway 27L and Runway 28 is 5,594 feet.

The glide slope provides an approaching aircraft with the appropriate angle of descent. A localizer provides an aircraft information that allows it to line up on the centerline of a runway. Typically an aircraft will fix on the localizer from 10 to 22 miles away from a runway end and then stay in alignment with the localizer, on the centerline of the runway, for its descent. A runway with instrument approaches (like Runways 27R, 27L, 28 (future Runway 28R) and the future runways at O'Hare) has one glide slope and one localizer. The electronic signals are fixed, and provide consistent information to aircraft.

When aircraft are more than 22 miles away from O'Hare they are at least three miles apart laterally (horizontally). The aircraft are also three or more miles apart in their longitudinal (one behind the other) separation. As they approach the airport they are in closer proximity laterally (see runway separation distances above), and at approximately the same separation longitudinally. Despite appearances, there are only three streams of aircraft into O'Hare from the east.

A depiction of the various flight tracks when the OMP is completed is located in the EIS, Appendix F, Attachment F-2. Please see the Alternative C exhibits. <ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Appendix%20F/F-Attachment-2.pdf>

**17. Q. What is the latest runway utilization?** Also, in today's current runway configuration, what is the % breakout by runway of arrival traffic?

**FAA Response:** The City of Chicago provides data to the O'Hare Noise Compatibility Commission (ONCC) on runway utilization. This information is available on the ONCC's web site.

**18. Q. If they are using 3 runways for arrivals, why are there are 5 or 6 rows of planes coming in towards O'Hare?**

**FAA Response:** 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.

## **Aircraft Noise & Noise Monitoring**

### **1. Q: If I live north or south of the new runway, why am I hearing aircraft noise?**

**FAA Response:** There are many variables that would increase the noise levels around your home, depending on the aircraft fleet mix, your home's proximity to the new runway's flight path, weather, altitude, and other factors. A typical noise "footprint" for any individual aircraft utilizing O'Hare airfield covers an area on the ground between 5 and 45 square miles, depending on the specific aircraft.

### **2. Q: What is a noise contour?**

**FAA Response:** Noise contours depict levels of aircraft noise surrounding an airport. The FAA analyzed noise impacts for the OMP in the EIS using established aviation industry methods. The noise contour developed for the OMP for build-out conditions is called the Build-Out Noise Contour. The noise contour is used for land use compatibility and noise exposure and mitigation purposes. The Build-Out Noise Contour was approved on September 30, 2005, as part of the Record of Decision.

### **3. Q: What is the 65 DNL?**

**FAA Response:** As FAA's primary metric for aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of the day-night average sound level (DNL) in decibels (dB). The 65 DNL is the Federal significance threshold for aircraft noise exposure.

### **4. Q: 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 ([http://www.faa.gov/documentLibrary/media/order/energy\\_orders/1050-1E.pdf](http://www.faa.gov/documentLibrary/media/order/energy_orders/1050-1E.pdf)), 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."

**5. Q: Is there a permanent noise monitor located around O'Hare to capture noise events?**

**FAA Response:** Since 1996 the City has utilized the Airport Noise Management System (ANMS) to monitor the amount of noise being generated over the communities surrounding O'Hare by the aircraft operating at the airport. The ANMS collects, analyzes, and processes data from a number of sources of information including a network of 30 noise monitors near O'Hare, FAA radar data, weather data, and telephone calls to the City's noise hotline. On average, over 120,000 flights and 400,000 noise events are recorded by the ANMS each month for the Chicago Airport System.

**6. Q: 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.

**7. Q: 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.

**8. Q: What types of corrections were made to reduce the noise from runway 22R on the north side of Park Ridge?**

**FAA Response:** 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 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Section%205.1.pdf>).

**9. Q: How do I get a noise monitor placed at my house?**

**FAA Response:** Contact the City of Chicago at (773) 686-3563.

**10. Q: I took readings in my back yard with a decibel meter that registered levels in the 70s, 80s, and 90s. How can the 65 DNL contour be correct when my house is located outside of it and I am getting such high readings?**

**FAA Response:** Your readings of 70+ 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.

**11. Q: How many homes/people would be affected with or without the O’Hare Modernization?**

**FAA Response:** See pages 5.2-13 and 5.2-16 of Section 5.2 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Section%205.2.pdf> ). At the time of Build Out (the city currently estimates Build Out to be in 2014) with the O’Hare Modernization there is estimated to be a total of 6,754 total housing units and 19,577 people within the 65 DNL noise contour. Without the O’Hare Modernization it is estimated that there would be 5,199 total housing units and 14,512 people within the No Action 65 DNL noise contour at the time of Build Out.

**12. Q: Where can I find the projected contour map for Build Out?**

**FAA Response:** Page 5.1-38 of Section 5.1 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Section%205.1.pdf>) depicts the Build Out noise contour evaluated in the EIS.

## **Sound Insulation**

### **1. Q: Does my home qualify for sound insulation?**

**FAA Response:** When the FAA issued the ROD, the ROD identified the 65 DNL Build-Out Noise Contour as the noise contour to be used for sound insulation purposes. Each home must also meet additional eligibility criteria as established by the City and the O'Hare Noise Compatibility Commission.

For more information, please call the City's Residential Inquiry Line at 773.894.3255 or visit the Property Locator on the City's website at <http://maps.cityofchicago.org/aviation>.

### **2. Q: Will the eligibility criteria for the RSIP ever change?**

**FAA Response:** When the OMP is complete, the FAA has directed the City to prepare a new noise contour reflecting the aircraft noise impacts surrounding O'Hare for the fifth year after Build Out. If the new noise contour includes any additional homes inside the 65 DNL, these homes will become eligible for sound insulation. The City will contact those homeowners at that time.

### **3. Q: Is there anything I can do on my own to alleviate the noise in my home?**

**FAA Response:** The City of Chicago prepared a "Sound Insulating Your Home" booklet to outline some available options that you can implement in your home to decrease the effects of aircraft noise. This booklet is available for homeowners surrounding the airport who are not eligible to participate in the Residential Sound Insulation Program. To download a copy of the booklet, please visit the Chicago Airport System website at [www.flychicago.com](http://www.flychicago.com) and click on Environment.

### **4. Q: 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 funding becomes available. 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 list with higher DNL levels than Roosevelt. One has already received design and

construction funding. The other has received design funding and is awaiting construction dollars.

**5. Q: Why was it just discovered this year that there were potential noise problems with the schools? Does the City of Chicago and FAA have the appropriate concern for these children and the quality of their education?**

**FAA Response:** 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 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 used Passenger Facility Funds to sound insulate Maine South High School, Maine West High School, and Maine East High School.

**6. Q: Will I get my home sound insulated when OMP is complete?**

**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.

**7. Q: 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.

**8. Q: Was the cost for sound insulation included in the City's projected Program Costs?**

**FAA Response:** 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 (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Chapter%201.pdf> ).

## **Air Quality**

### **1. Q: What about the air quality?**

**FAA Rresponse:** 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.

### **2. Q: The Environmental Impact Statement from the FAA said the air quality 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](http://www.epa.state.il.us/air/air-quality-menu.html).

### **3. Q: I have not seen any means of measuring air quality 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.

**4. Q: What about the air quality around O'Hare? Are my children going to be affected by this project?**

**FAA response:** FAA's EIS analysis of air quality impacts is presented in Section 5.6 (<ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Section%205.6.pdf>) and Appendices I (<ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Appendix%20I.pdf>) and J (<ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Appendix%20J.pdf>) and Section 5.21 (<ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Section%205.21.pdf>) presents environmental justice impacts, including impacts to children and the elderly.

## **Airspace Utilization**

### **1. Q: 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.

### **2. Q: 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.

### **3. Q: 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. Communities within 3-5 miles of O'Hare would likely not receive any noise benefits from CDA.

### **4. Q: 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:** O'Hare does have RNAV procedures. They are overlays for existing arrival and departure procedures. Arrivals use the Runway 27R glideslope which is an FAA standard of 3.0 degrees.

### **5. Q: 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.

### **6. Q: 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.

### **7. Q. A concerned resident 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.

**8. Q. It looks like a number of the aircraft flying over my house are flying too low, isn't that dangerous?**

**FAA Response:** 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.

**9. Q: Are there any boundaries on the airspace above an individual's home?**

**FAA Response:** 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 – [https://oeaaa.faa.gov/oeaaa/external/content/FAR\\_Part77.pdf](https://oeaaa.faa.gov/oeaaa/external/content/FAR_Part77.pdf) ) which describes what types of construction requires notice with and study by the FAA.

**10. Q. What streets do the O'Hare approaches line up with?**

**FAA Response:** A depiction of the various flight tracks, superimposed over a map can be found in the EIS, Appendix F, Attachment F-2. Please see the Alternative C exhibits.  
<ftp://public-ftp.agl.faa.gov/ORD%20FEIS/Appendix%20F/F-Attachment-2.pdf>  
You can see from these exhibits that the approach for an individual runway might vary by a few blocks, the further away from the airport you are. This is due to wind and weather conditions, and is acceptable.

## **EIS Information**

### **1. Q: Was there public outreach during the EIS process?**

**FAA Response:** 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 24<sup>th</sup> 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.

### **2. Q: Was the OMP analyzed for environmental impacts?**

**FAA Response:** Yes. The FAA analyzed the OMP's and the Master Plan Projects' potential environmental impacts for approximately three years, from 2002 to 2005. Public scoping meetings for the FAA EIS were held on August 21-22, 2002. An information meeting was held on August 29, 2002, specifically for the mayors of municipalities surrounding O'Hare. In March 2003, the FAA conducted a public meeting introducing the preliminary purpose and need statement for the EIS. 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. In order to inform the public of the development of the EIS, the FAA made public on its website the environmental modeling data and other documentation related to the EIS.

The FAA issued the Draft EIS in January 2005, public meetings on the Draft EIS were held on February 22-24, 2005, and the Final EIS was issued in July 2005. On September 30, 2005, the FAA issued the Record of Decision (ROD) for O'Hare Modernization. Information on the FAA's analysis of the OMP and Master Plan Projects can be found on the Internet at:  
[www.faa.gov/airports\\_airtraffic/airport\\_development/omp](http://www.faa.gov/airports_airtraffic/airport_development/omp).

In addition, the FAA gave briefings on the development of the EIS for OMP to the O'Hare Noise Compatibility Commission (ONCC) at ONCC meetings on February 7, 2003, June 4, 2004, January 25, 2005, and June 3, 2005.

**3. Q: Where can I find the EIS?**

**FAA Response:** The EIS can be found at [http://www.faa.gov/airports\\_airtraffic/airport\\_development/omp/eis/](http://www.faa.gov/airports_airtraffic/airport_development/omp/eis/) or you can call (847) 294-8058 to obtain a copy.

**4. Q: What independent environment analysis agency could be hired to review the EIS instead of the FAA and EPA?**

**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.

**5. Q: I have followed the events for the last two years and this has been no surprise to me. I believe there was a lack of detailed information disseminated.**

**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.

## **General Concerns**

### **1. Q: When did the new (north) runway open?**

**FAA Response:** The City of Chicago (City) and the Federal Aviation Administration (FAA) opened the new runway with an inaugural flight on Thursday, November 20, 2008. The new runway is 7,500 feet long, 150 feet wide, and is called Runway 9 Left / 27 Right (9L/27R).

### **2. Q: Why did O'Hare build a new runway?**

**FAA Response:** In 2001, the City announced a major initiative to modernize the airfield at O'Hare International Airport (O'Hare). The Purpose and Need included in the Federal Aviation Administration (FAA) Environmental Impact Statement (EIS) is: to address the project needs of the Chicago region by reducing delays at O'Hare, and thereby enhancing the capacity of the National Airspace System; and ensure that the existing and future terminal facilities and supporting infrastructure can efficiently accommodate airport users. The O'Hare airfield re-orientation requires realignment of three runways, the construction of one new runway, and numerous enabling projects. The City of Chicago's O'Hare Modernization Program (OMP) is a multi-year construction program that will conclude by December 31, 2014 (Build-Out). For more information on the OMP, please visit the OMP website on the Internet at [www.oharemodernization.org](http://www.oharemodernization.org).

### **3. Q: 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 31<sup>st</sup> 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.

### **4. Q: 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.

### **5. Q: 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.

**6. Q: 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:** Section 5.5 of the EIS (<ftp://public-ftp.aql.faa.gov/ORD%20FEIS/Section%205.5.pdf>) presents information on secondary impacts, such as regional growth patterns and jobs.

**7. Q: Who do I talk to for help on my concerns?**

**FAA Response:** You may contact the ONCC, the DOA, the FAA or his elected officials to voice your concerns.

**8. Q: Can kites be flown near the airport (i.e. in Centennial Park)?**

**FAA Response:** 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."

**9. Q: Cook County did not take the aircraft noise into consideration when they revised my property value. Who do I talk to having it modified?**

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

**10. Q: What emergency procedures are in place if an aircraft states that it is in distress? Which runways are used or preferred for landings when an aircraft is distressed, in danger or otherwise compromised. Are certain runways used more than others during such conditions? If so, which?**

**FAA Response:** When a pilot notifies Air Traffic that they have an emergency, Air Traffic asks the pilot what they need. This includes the possibility that if the aircraft needs to return to the airfield or to land at the airport, the pilot selects the runway. The FAA simultaneously contacts the City of Chicago Department of Aviation Operations Department and the three fire stations located on the airport.

**11. Q: What is the definition of the "Point of No Return" as it relates to crash paths and which runways are used? Which runways at ORD are designated as Crash Site runways?**

**FAA Response:** There are no FAA definitions that match "Point of No Return," "crash paths" or "Crash Site runways." All current and future runways at O'Hare have been evaluated and meet FAA safety standards.

**12. Q: Have you heard of any yellow goo falling on the neighborhoods?**

**FAA Response:** A Park Ridge resident called the O'Hare Flight Standards District Office (FSDO) on December 24, 2008 and stated that they believed that a yellow material covering an area of approximately 15 yards by 20 yards was extruded from an aircraft and landed on his property. The resident obtained a sample of the material from the snow and took photos. A FSDO Inspector visited the property on December 29, 2008 and received the sample of the material from the resident. The sample was given to the City of Chicago for laboratory testing and the test results determined that the sample was water. The FSDO inspector informed the resident of the results of the testing