

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 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>).