

BIENVENIDOS AL TALLER PÚBLICO

Gracias por atender a este Taller Público para el Borrador de Reevaluación del Estudio de Impacto Ambiental de la Modernización del O'Hare y de la Propuesta del Plan Provisional de Vuelos Silenciosos, en el que tendrá la oportunidad de aprender más sobre el documento borrador y hacer comentarios.

El Taller Público consiste de dos áreas principales, y le solicitamos que las realice en el siguiente orden:

1. Taller

Revise los paneles de información que muestran detalles de las áreas temáticas del borrador de reevaluación. Usted puede hablar con el grupo del proyecto para obtener más información y recibir respuestas a sus preguntas.

2. Comentarios/Relatores judiciales

Hay estaciones de computadoras disponibles en la sala para completar los Formularios de comentarios, en caso de que desees enviar un comentario por escrito el día de hoy. Todos los comentarios por escrito recibirán respuestas en el documento de Reevaluación Final.

Si desees comunicar sus comentarios verbalmente sobre el borrador de reevaluación, puedes hablar con un relator judicial en la sala de relatores judiciales. Todos los comentarios transcritos recibirán respuestas en el documento de Reevaluación Final.

Si tienes alguna pregunta sobre la ubicación de la sala o la entrega de comentarios, pregunta a un miembro del grupo del proyecto que está equipado con una etiqueta con su nombre.

ANTECEDENTES

La Administración Federal de Aviación (FAA) preparó este Borrador de Reevaluación Escrita del Estudio de Impacto Ambiental de la Modernización del O'Hare para analizar y divulgar los posibles impactos ambientales de la Propuesta del Plan Provisional de Vuelos

Silenciosos, por ejemplo, la propuesta de los cambios temporales en las operaciones nocturnas del Aeropuerto Internacional O'Hare de Chicago. Las operaciones nocturnas se definen como las que se realizan entre las 10:00:00 p.m. y las 6:59:59 a.m.

La FAA evaluó el Programa de Modernización de O'Hare del Departamento de Aviación de Chicago (CDA) en un Estudio de Impacto Ambiental (EIS) y emitió un Registro de Decisión en 2005. Durante la preparación del EIS y la Reevaluación posterior de 2015, la FAA recibió comentarios sobre el ruido de las aeronaves, así como solicitudes para modificar el programa actual de uso nocturno de las pistas preferenciales. El CDA, la Comisión de Compatibilidad de Ruido de O'Hare (ONCC), las aerolíneas y la FAA han examinado formas de mejorar el Programa Actual de Vuelos Silenciosos para dar respuesta a las inquietudes sobre el ruido durante un período de tiempo antes de entrar en la fase de Expansión del Programa de Modernización del O'Hare. La Propuesta del Plan Provisorio de Vuelos Silenciosos proviene de ese proceso. La ONCC y el CDA diseñaron la Propuesta del Plan Provisorio de Vuelos Silenciosos para proporcionar alivio del ruido nocturno de los aviones y una mayor previsibilidad.

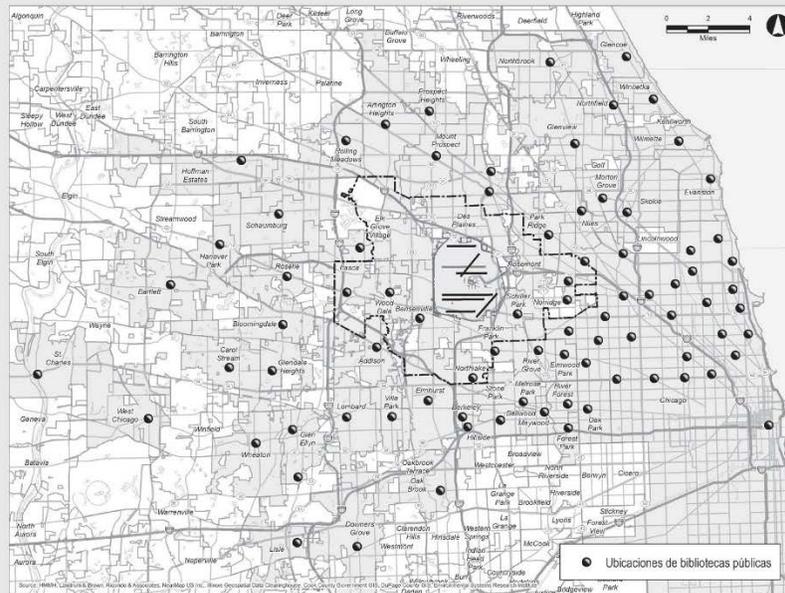
Si se aprueba, la Propuesta del Plan Provisorio de Vuelos Silenciosos se empezaría en noviembre de 2019 hasta mediados de mayo de 2020 (interrumpiéndose durante la rehabilitación de la pista 4R/22L) y continúa desde mediados de septiembre de 2020 hasta el fin de enero de 2021. La Propuesta del Plan Provisorio de Vuelos Silenciosos estaría implementado para 11 meses, aproximadamente.



DÓNDE VER EL BORRADOR DE REEVALUACIÓN

Además de en este Taller Público, puede ver el borrador de reevaluación en el sitio web de la FAA, http://www.faa.gov/airports/airport_development/omp/ifq_re_eval/, o en las 83 bibliotecas públicas de Chicago y las comunidades aledañas a O'Hare.

BIBLIOTECAS MOSTRANDO EL BORRADOR DE REEVALUACIÓN



CÓMO ENVIAR COMENTARIOS:

El período de comentarios públicos finalizará el 27 de febrero de 2019. Los comentarios recibidos, y las respuestas de la FAA a esos comentarios, se incluirán en la Reevaluación Final.

Además de realizar sus comentarios oralmente o enviarnos por escrito el día de hoy, se pueden enviar en línea en: http://www.faa.gov/airports/airport_development/omp/ifq_re_eval/.

Los comentarios también se pueden enviar por correo, fax o correo electrónico a más tardar el 27 de febrero de 2019 a la media noche.

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HOW DO WE DESCRIBE AIRCRAFT NOISE?

We use a number of terms to describe aircraft noise. These terms form the basis for the noise analyses conducted at most airports in the United States. There are two different aspects to sound: there are *physical* characteristics that describe sound energy, and there is a *perception* process that happens inside our ears and brains, which convert the sound energy into sensations we interpret as speech, music, and noise.

The Decibel, dB

All sounds come from a source such as a musical instrument, a voice speaking, or an airplane passing overhead. It takes energy to produce sound. The sound energy produced by any source travels through the air in waves – tiny, quick oscillations of pressure just above and just below atmospheric pressure. These waves impact the ear, creating the sound we hear.

The decibel (dB) is a ratio that compares the sound pressure of the sound source of interest (e.g., the aircraft overflight) to a reference sound pressure (the quietest sound that people can hear). Because the range of sound pressures is very large and our ears are not very sensitive to small differences in them, we use logarithms (a mathematical exponent that indicates the power of ten of a number's size) to simplify the ratio to a smaller range, and express the resulting value in dBs. Two useful rules of thumb to remember when comparing individual sound sources are:

- Most people perceive a 10 dB increase to be about a doubling of loudness, and
- Changes of less than 3 dB are not easily detected outside of a laboratory setting.

The A-Weighted Decibel, dB(A)

Frequency, or "pitch," is an important characteristic of sound. The human ear does not respond equally to equal noise levels at different frequencies. To adjust noise levels to resemble the way they are heard by humans, we apply the "A-filter." The resulting value is the A-weighted sound level, which is used for all sound levels reported in this Re-Evaluation. A-weighting discounts sound waves in

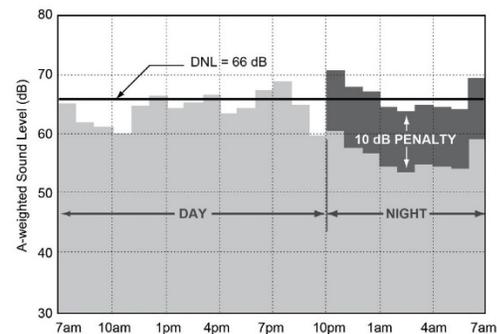
the range that people do not hear well. The filter has very little effect in the middle range, between 500 and 10,000 Hz. Studies have shown that A-weighted sound levels compare well with human judgment of "noisiness."

Day-Night Average Sound Level, DNL

The Day-Night Average Sound Level (DNL) represents noise as it occurs over a 24-hour period, with one important exception: DNL treats noise occurring at night differently from daytime noise. The calculation adds 10 dB to events between 10:00:00 p.m. and 6:59:59 a.m. This 10 dB increase reflects a greater sensitivity to nighttime sound; people often judge noises at night as more intrusive because background noise at night is lower.

Figure 1 graphically depicts the manner in which the nighttime adjustment applies in calculating DNL. Each bar in the figure is a one-hour equivalent sound level (Leq) (a measure of the exposure resulting from the accumulation of sound levels over one-hour). The 10 dB penalty is added for hours between 10:00 p.m. and 6:59 a.m.

Figure 1 Example of a Day-Night Average Sound Level Calculation



We can either measure or estimate DNL. To measure DNL, we must place noise monitors in the community. We can measure DNL values only for a limited number of points. Without a permanently installed monitoring system, we can measure only for relatively short time periods. Measurements only document what has already occurred. Most airport noise studies use computer-generated DNL estimates, often depicted as equal-exposure noise contours. FAA *requires* that airports use computer-generated DNL contours (FAA Order 1050.1F).

Noise contours are lines of equal noise exposure around an airport (much like topographic maps that indicate contours of equal elevation). DNL contours usually reflect average annual operating conditions, taking into account the average number of flights each day, how often each runway is used throughout the year, and where over the surrounding communities the aircraft normally fly.

The FAA and most other federal agencies have formally adopted DNL when evaluating effects from aircraft operations in or near an airport. The Federal Interagency Committee on Noise (FICON) reaffirmed the appropriateness of DNL in a 1992 report. The summary report stated; "There are no new descriptors or metrics of sufficient scientific standing to substitute for the present DNL cumulative noise exposure metric."¹

In 2014 FAA initiated a nation-wide survey to update the scientific evidence of the relationship between aircraft noise exposure and its effects on communities around airports. The survey, which includes responses from over 10,000 people living near 20 airports, is part of FAA's broader research portfolio related to aircraft noise. The draft survey report is being reviewed by the FAA, in coordination with the U. S. Department of Transportation and other federal agencies.

Noise Modeling versus Noise Monitoring Data

Since 1996, the City of Chicago has used its Airport Noise Management System (ANMS) to monitor the noise generated by O'Hare aircraft over the surrounding communities. ANMS collects, analyzes, and processes data from several sources of information, including a network of 36 permanent noise monitors² near O'Hare, and cross-references with FAA radar data. That information is used to share data in monthly and quarterly reports to the public.

FAA used modeling instead of noise monitor data to create noise contours for both the Environmental Impact Statement (EIS), the 2015 Re-Evaluation, and this Re-Evaluation because noise monitors cannot predict future noise levels. The EIS, the 2015 Re-Evaluation, and this Re-Evaluation analyzed future conditions in accordance with the National Environmental Policy Act and FAA implementing orders.

In this Re-Evaluation, the Aviation Environmental Design Tool (AEDT) was used to calculate the level of aircraft noise. AEDT uses a database of aircraft noise characteristics to predict DNL based on aircraft types, average annual day³ number of aircraft operations, operating conditions, aircraft performance, and aircraft flight patterns.

¹ FICON, "Federal Agency Review of Selected Airport Noise Analysis Issues," September 1992.

² Three new monitors have been installed since the 2015 Re-Evaluation.

³ Average annual day refers to the average daily number of aircraft operations over a year.

FOR MORE INFORMATION:

FAA Noise Issues and Information:

http://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/

FAA Re-Evaluation of the EIS for the Proposed Interim Fly Quiet: https://www.faa.gov/airports/airport_development/omp/ffq_re_eval/

O'Hare Airport Noise Management System Information:

<https://www.flychicago.com/community/ORDnoise/ANMS/pages/default.aspx>



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Dobla Aquí

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ATTACHMENT H-6

COPIES OF WORKSHOP EXHIBITS

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Welcome to the Public Workshop

Draft Re-Evaluation of the O'Hare Modernization Environmental Impact Statement
For the Proposed Interim Fly Quiet



Bienvenidos al Taller Público

Borrador de la Reevaluación Escrita del Estudio de Impacto Ambiental de la
Modernización del O'Hare

Para la Propuesta del Plan Provisorio de Vuelos Silenciosos



**Si necesitas la asistencia de un traductor en español, busca los
traductores con gafetes amarillos.**

Why a Written Re-Evaluation?

- CDA and ONCC developed the Proposed Interim Fly Quiet for nighttime noise abatement between 10:00 p.m. and 6:59 a.m.
- If approved, Proposed Interim Fly Quiet would be temporary, starting in November 2019 and ending in January 2021.
- The Re-Evaluation will determine if the data and analysis contained in the EIS and the 2015 Re-Evaluation remain substantially valid.



Re-Evaluation Topics

- **Aviation Activity Forecast** – Forecast of aircraft passenger activity
- **Air Quality** – Analysis of air quality consequences
- **Climate** – Analysis of greenhouse gas emissions
- **Noise and Land Use** – Analysis of aircraft noise and its impacts on land use
- **Environmental Justice** – Analysis to determine fair treatment without regard to race, ethnicity, or low-income/poverty status in development, implementation, and enforcement of environmental laws, regulations, and policies
- **Cumulative Impacts** – Impact on the environment resulting from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions
- **Public Outreach and Community Involvement** – Overview of information availability and public comment opportunities



Key Terms

- **Existing Fly Quiet** – Voluntary nighttime noise abatement program at O'Hare that includes the use of nighttime preferential runways, flight paths, and flight procedures
- **Proposed Interim Fly Quiet** – Temporary revised voluntary nighttime noise abatement program proposed by ONCC and CDA
- **Environmental Impact Statement (EIS)** – a 2005 document that analyzed and disclosed the effects of the O'Hare Modernization Program
- **Written Re-Evaluation** – a 2018 analysis of new or changed conditions or impacts to determine the validity of the EIS due to the Proposed Interim Fly Quiet



History of Fly Quiet

Late 1960s – FAA and the City of Chicago implement a voluntary nighttime noise abatement program at O'Hare that included Preferential Runways and Flight Paths.

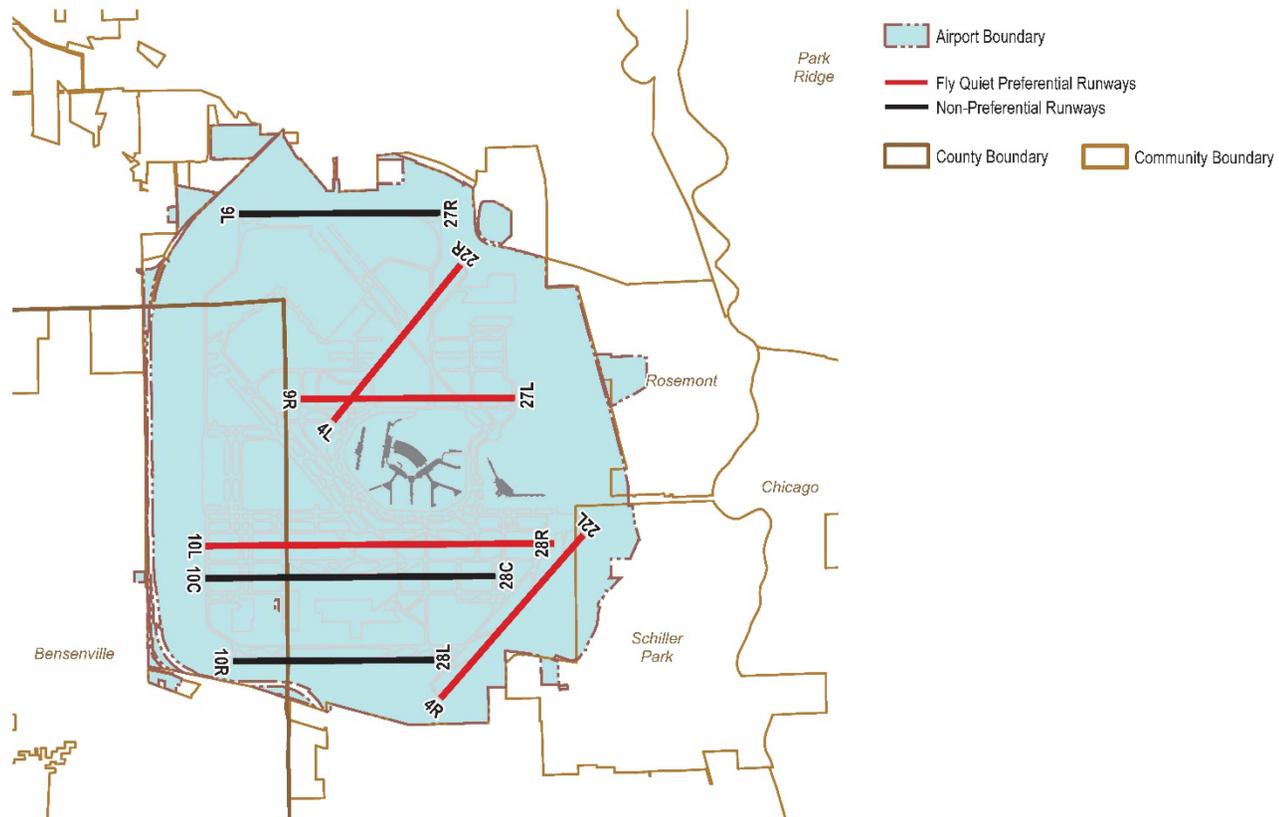
June 1997 – Further agreement between City of Chicago and FAA that included nighttime Preferential Flight Procedures.

The Existing Fly Quiet is voluntary and includes:

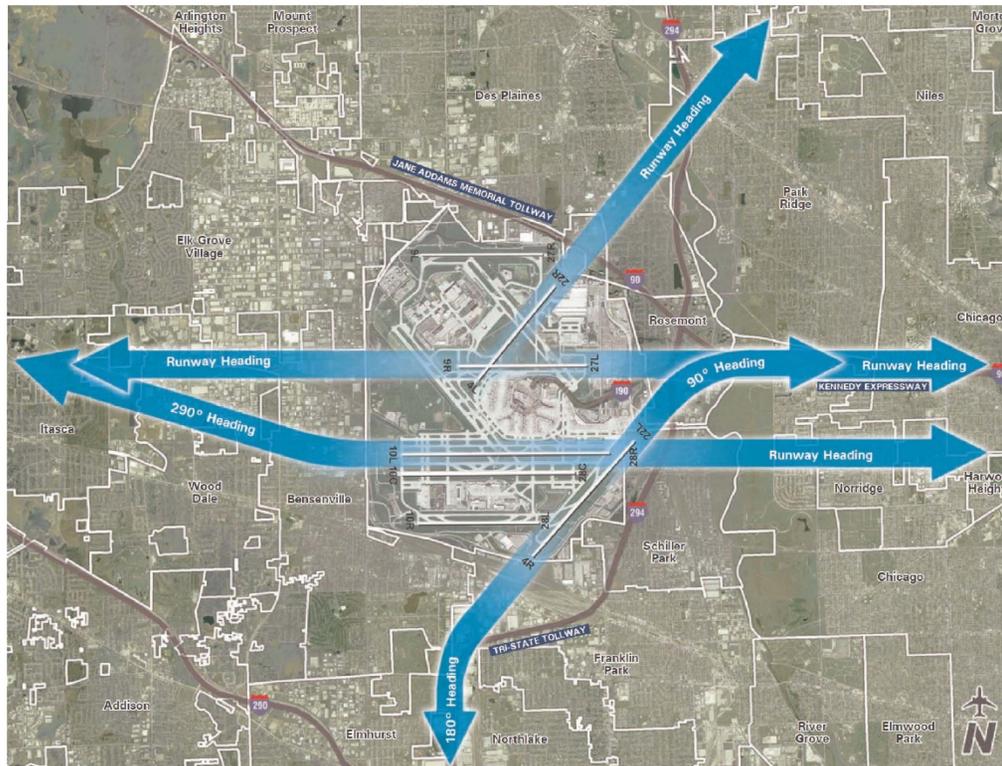
- Preferential runways.
- Preferential departure flight tracks.
- Arrival and departure profiles.
- Ground run-up procedures.



Existing Fly Quiet – Preferential Runways



Existing Fly Quiet – Preferential Departure Flight Paths



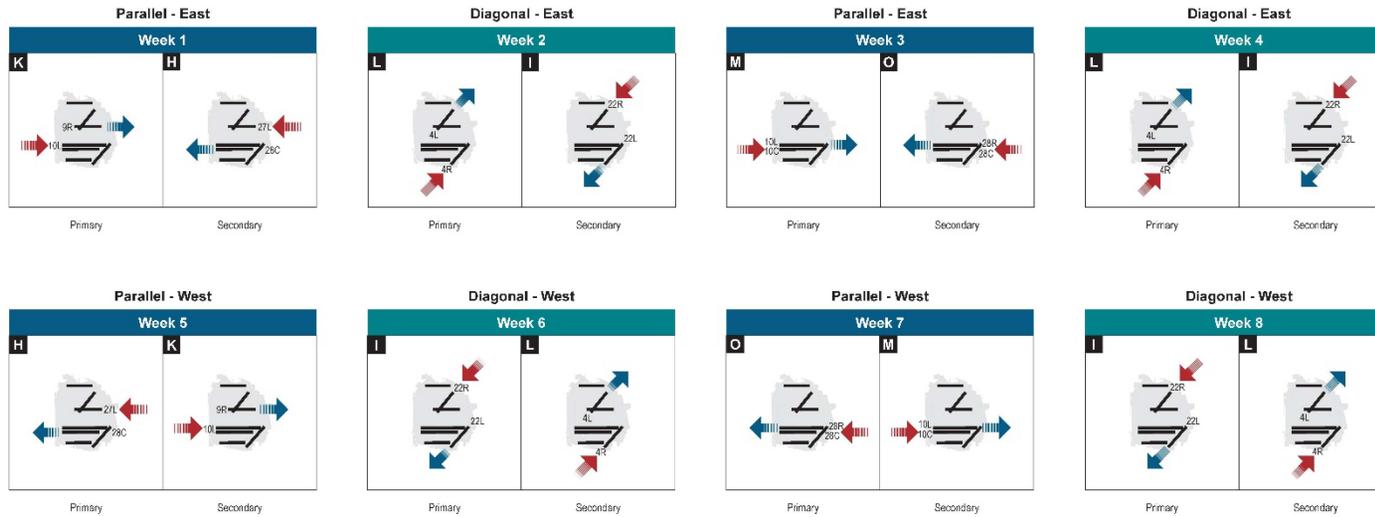
Existing Recommended Nighttime Departure Procedures
 During 10 p.m. to 7 a.m. (2200-0700 local)
 The preferred routes direct aircraft over less-populated areas in an effort to limit the effects of noise on the surrounding communities.

- 4L
9R
10L
27L
 - 4R
 - 22L
 - 28R
- Fly runway heading until 3,000 feet MSL.
- Fly runway heading for 1 mile then right turn heading 090° until 3,000 feet MSL (following the Kennedy Expressway).
- Make left turn heading 180° until 3,000 feet MSL (following the Tri-State Tollway).
- Make right turn heading 290° until 3,000 feet MSL.



Proposed Interim Fly Quiet – Runway Rotation

The graphic below outlines the Proposed Interim Fly Quiet Runway Rotation. For each week, a primary and secondary runway use configuration is provided to accommodate potential changes in wind direction. The runway use configurations have been defined and approved by the O'Hare Noise Compatibility Commission (ONCC) to balance noise exposure to the extent possible. Special procedures have been defined to accommodate aircraft that require specific runways.



Each weekly period would begin on Sunday evening at 10 p.m. or after when demand allows for one arrival and one departure runway.

Notes

- Flights that require additional runway length should contact CDA Airfield Operations Division at a minimum of 2 hours prior to arrival or departure.
- Alternative runways may be used to allow for construction, snow removal, runway maintenance, runway inspection, and strong winds.
- Available runways are determined by CDA.



Activity Forecasting Provides the Basis for Environmental Modeling

Forecasts of passenger and aircraft activity are prepared as input to the modeling of environmental effects on noise and air quality.

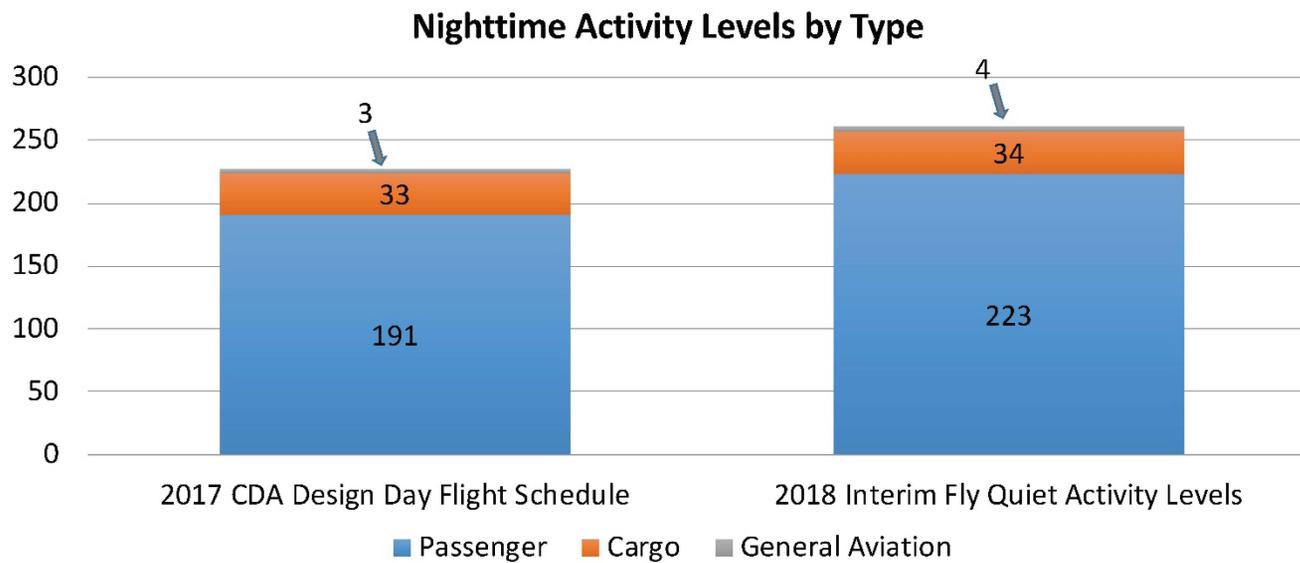
Forecasts were developed using recent historical activity provided by the Chicago Department of Aviation, adjusted upward to account for:

- Changes in passenger airline network and service patterns.
- Increases in cargo airline activity.
- Changes in general aviation activity.

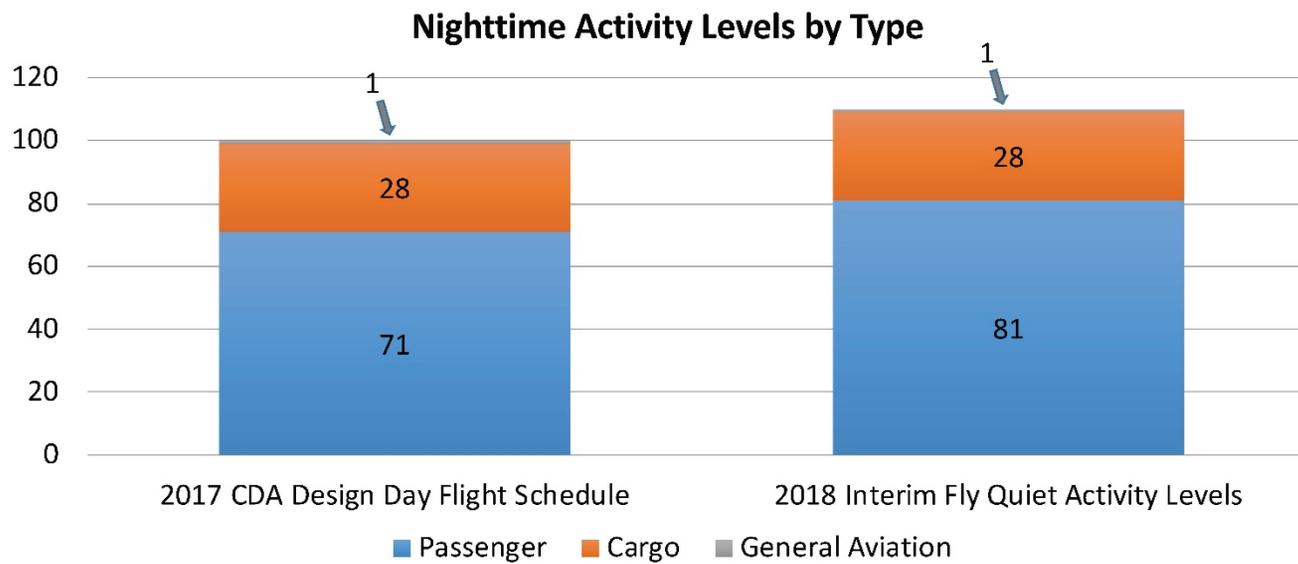
Forecasts are designed to be a conservative representation of activity that can be expected during the Proposed Interim Fly Quiet. The amount of actual activity is likely to be less than what was forecasted.



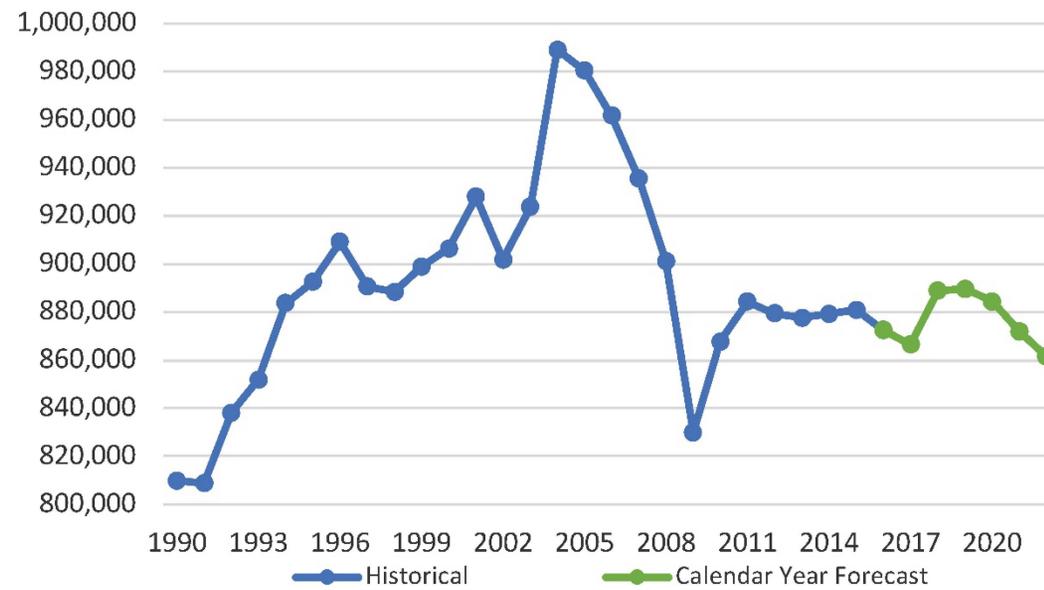
Forecast Nighttime Activity Levels Represent Approximately 10% of Total Operations, Consistent with Historical Performance



Forecast Activity Levels During the Hours Fly Quiet is Available (10:30 p.m. – 5:29 a.m.)



O'Hare Historical and Forecast Aircraft Operations



Source: FAA TAF January 2018 and InterVISTAS analysis



Air Quality Overview

Proposed Interim Fly Quiet would only affect air pollutant emissions from aircraft during nighttime hours through changes in runway use and aircraft taxi times.

Two types of air quality analysis:

- Emissions inventories provide estimates of the amount of air pollutant emissions.
- Dispersion modeling provides estimates of air pollutant concentrations.

Key Findings

- There would be an increase in air pollutant emissions associated with the Proposed Interim Fly Quiet compared to the Existing Fly Quiet. The increase would not be significant.
- Proposed Interim Fly Quiet would not result in a predicted violation of the National Ambient Air Quality Standards for any of the evaluated air pollutants.



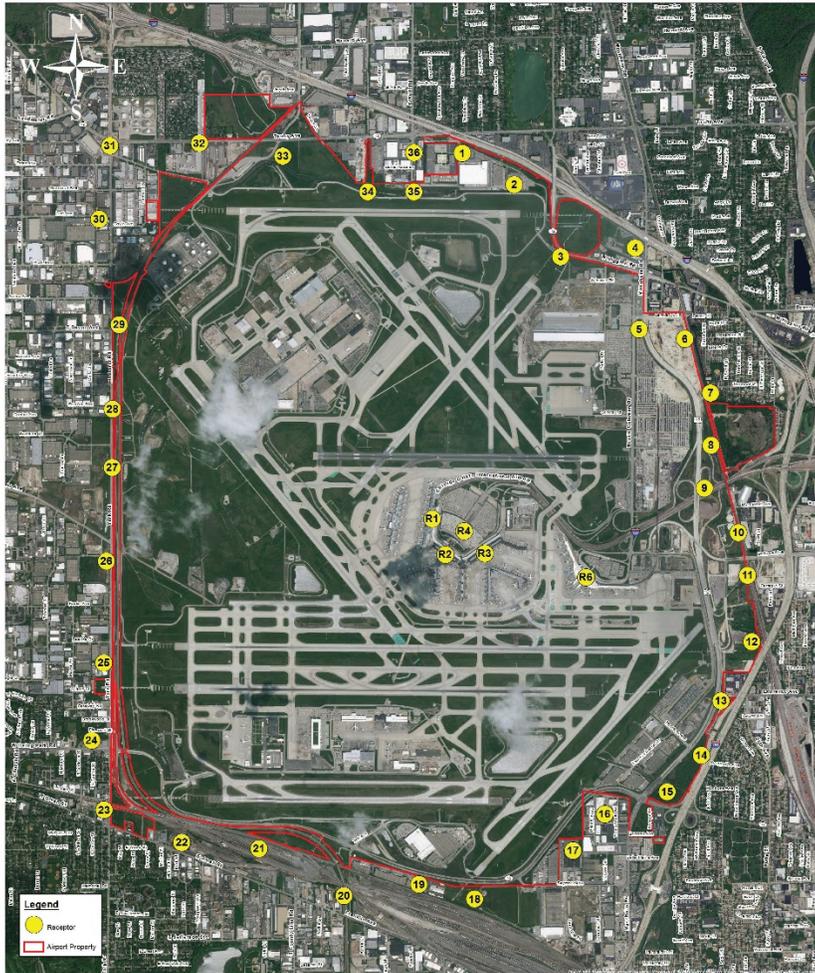
Aircraft Emissions Inventory

Criteria	Annual Tons Emitted					
	Carbon Monoxide	Sulfur Oxides	Volatile Organic Compounds	Nitrogen Oxides	Particulate Matter less than or equal to 10 micrometers	Particulate Matter less than or equal to 2.5 micrometers
Existing Fly Quiet	260	32	35	425	2	2
Proposed Interim Fly Quiet	269	33	36	427	2	2
Difference	9	1	1	2	<1	<1

Notes: Values reflect rounding and represent the difference between Existing Fly Quiet and Proposed Interim Fly Quiet.
Source: The RCH Group and KB Environmental Sciences, Inc.



Dispersion Modeling Receptors



Dispersion Modeling Results

Criteria	Maximum Predicted Pollutant Concentrations ($\mu\text{g}/\text{m}^3$)								
	Carbon Monoxide		Nitrogen Dioxide		Sulfur Dioxide		Particulate Matter less than or equal to 10 micrometers	Particulate Matter less than or equal to 2.5 micrometers	
	One-Hour	Eight-Hour	One-Hour	Annual	One-Hour	Three-Hour	24-Hour	24-Hour	Annual
Change in Concentration	569	73	84	<1	24	15	<1	<1	<1
Background Concentration	1,394	867	83	34	16	13	18	22	11
Total Concentration	1,963	940	167	35	40	28	18	22	11
Receptor ID	03	03	13	13	13	R02A	13	R02A	R06A
NAAQS	40,000	10,000	188	100	196	1,300	150	35	12
Exceeds NAAQS	No	No	No	No	No	No	No	No	No
Notes: Values reflect rounding. Values represents difference between Proposed Interim Fly Quiet and Existing Fly Quiet plus background concentration micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) National Ambient Air Quality Standard (NAAQS) Source: The RCH Group and KB Environmental Sciences, Inc.									



Climate Overview

The most prevalent greenhouse gas (GHG) at airports is carbon dioxide.

There are no federal standards for aviation-related GHG emissions, although it is well established that GHG emissions affect climate.

Key Findings

- Proposed Interim Fly Quiet would result in an increase of 117,543 gallons of Jet A usage and 1,129 metric tons of CO₂ compared to the Existing Fly Quiet.
- The increase associated with the Proposed Interim Fly Quiet would represent 0.00002 percent of the 6,511 million metric tons of CO₂ emitted within the U.S.



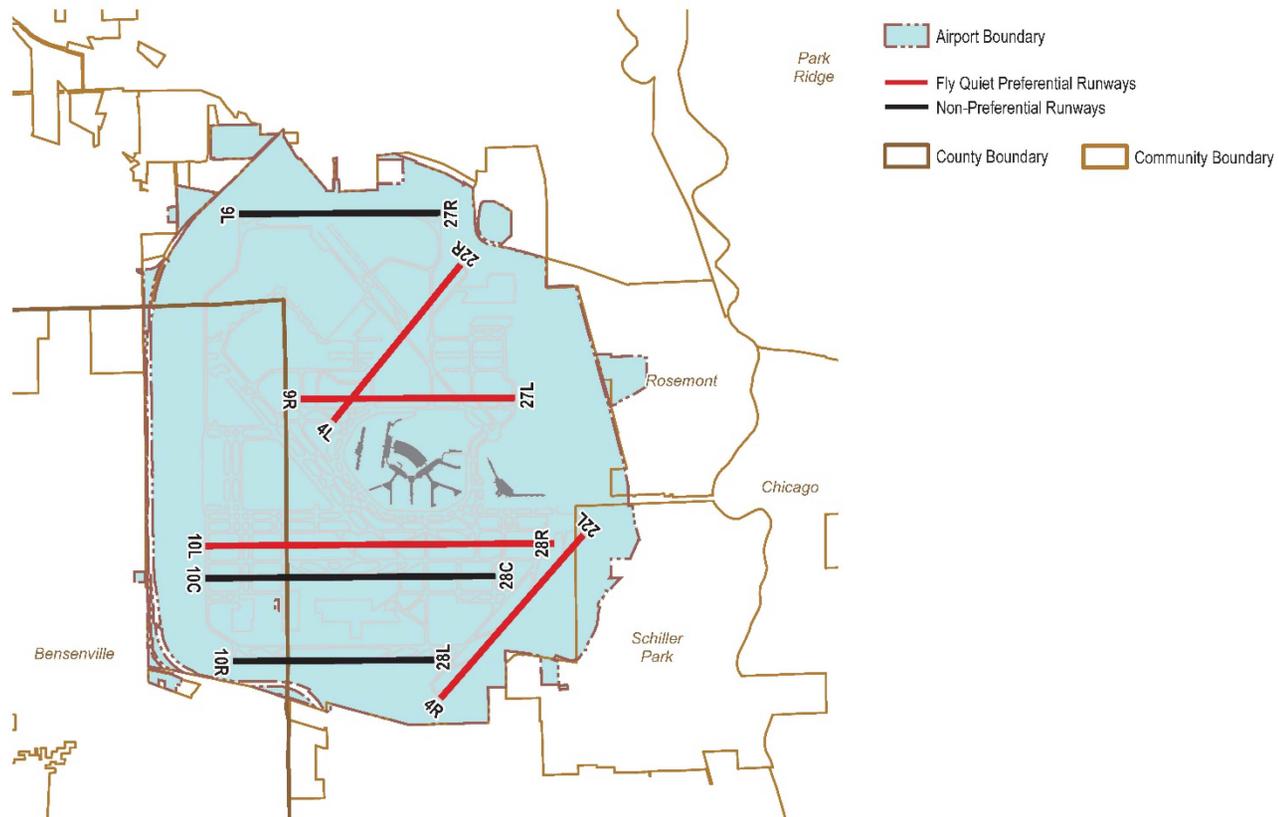
Average Annual Day Operations Modeled for Existing and Proposed Interim Fly Quiet

Aircraft Category	Arrival (a,b)			Departure (a,b)			Total Operations (a,b)		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
Jet (non-wide body)	964	115	1,079	993	84	1,077	1,957	199	2,156
Wide-body Jet	71	17	88	64	21	85	135	38	173
Propeller-driven	12	1	13	12	–	12	24	1	25
Total	1,047	133	1,180	1,069	105	1,174	2,116	238	2,354

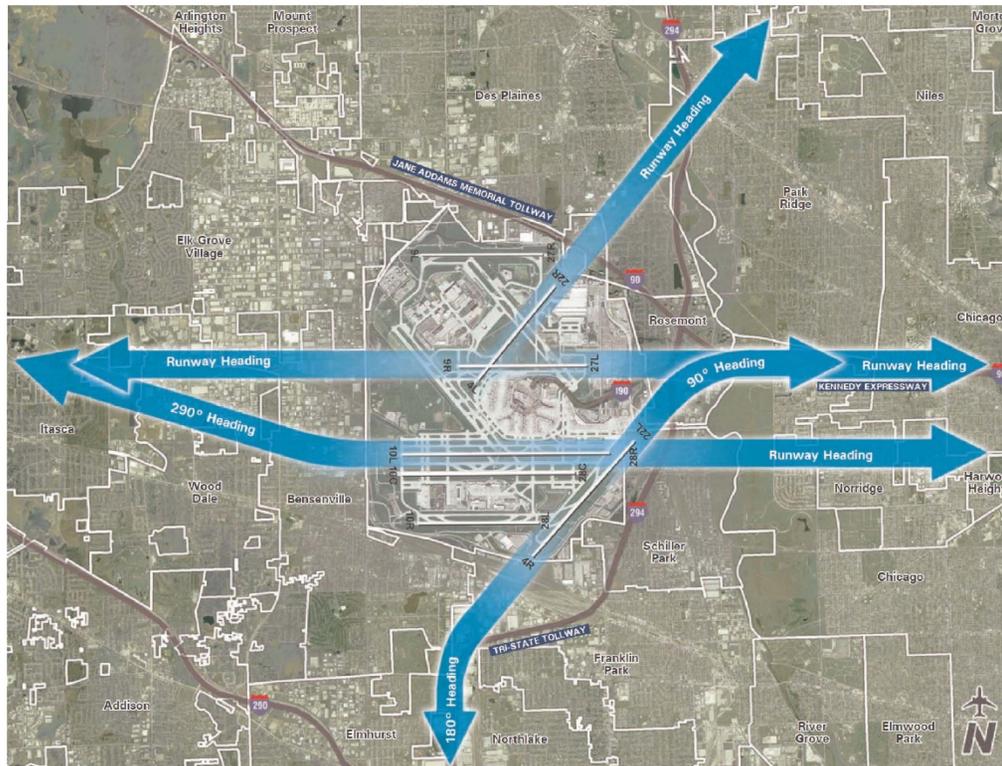
Notes: (a) Data rounded to the nearest whole operation. Departures may not equal arrivals due to the use of actual operation data from TAAM.
 (b) Day is 7:00 a.m. to 9:59 p.m.; night is defined as 10:00 p.m. to 6:59am (local).
 Source: Ricondo & Associates, June 2018.



Existing Fly Quiet – Preferential Runways



Existing Fly Quiet – Preferential Departure Flight Paths

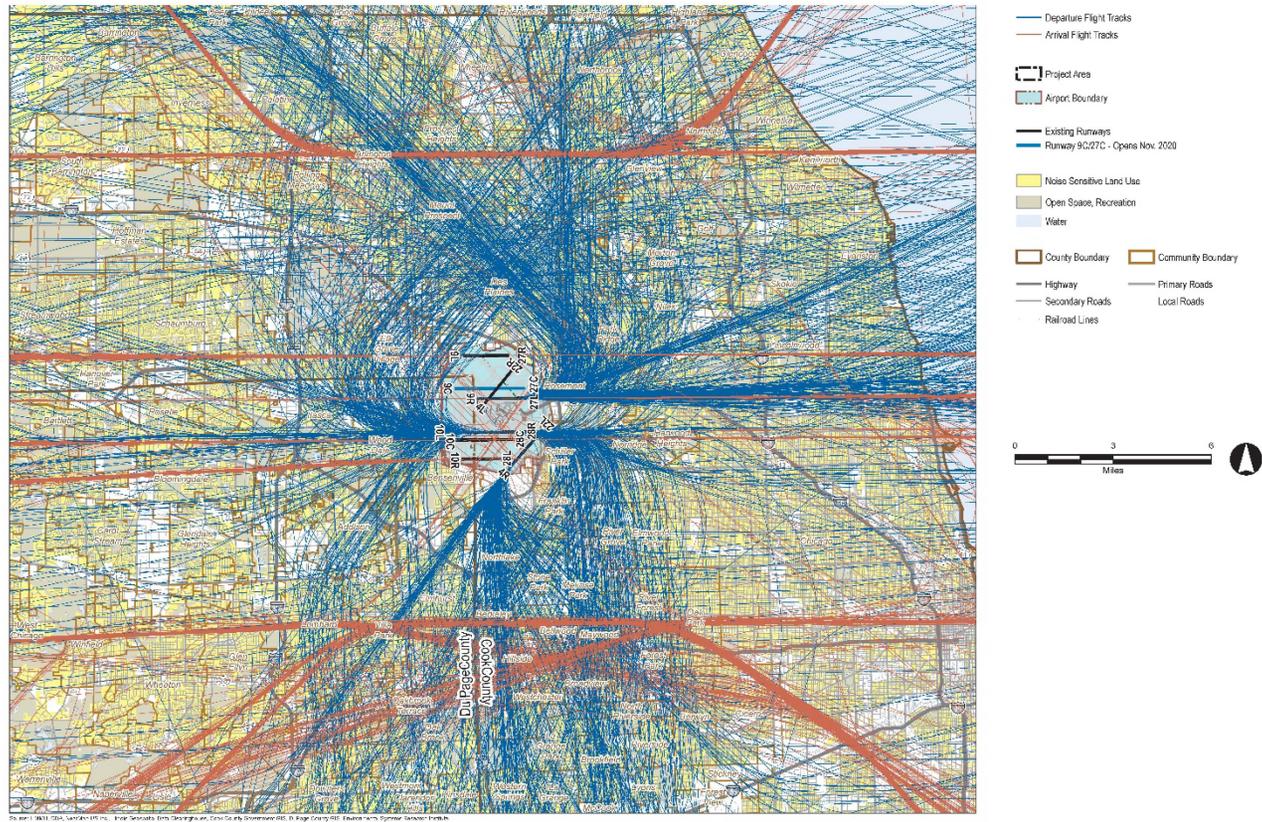


Existing Recommended Nighttime Departure Procedures
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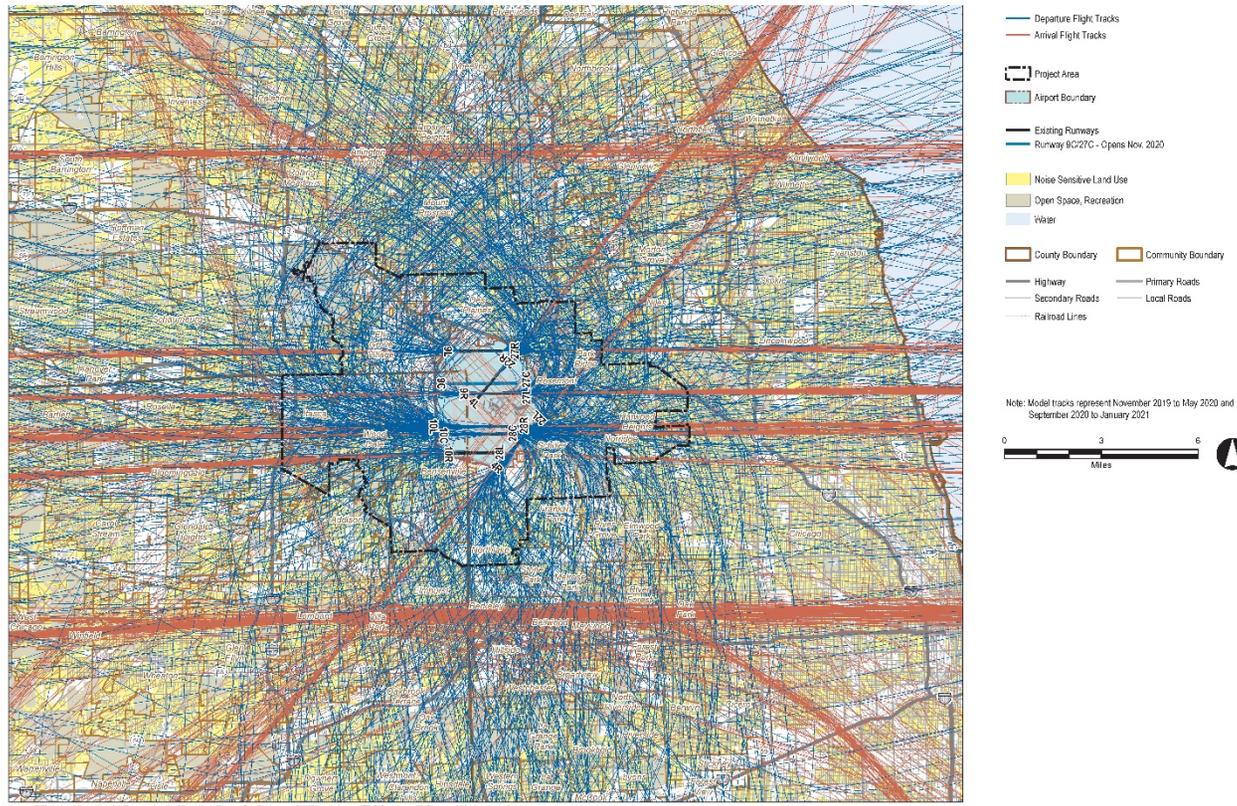
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- Make left turn heading 180° until 3,000 feet MSL (following the Tri-State Tollway).
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All Radar Flight Tracks for December 9, 2018

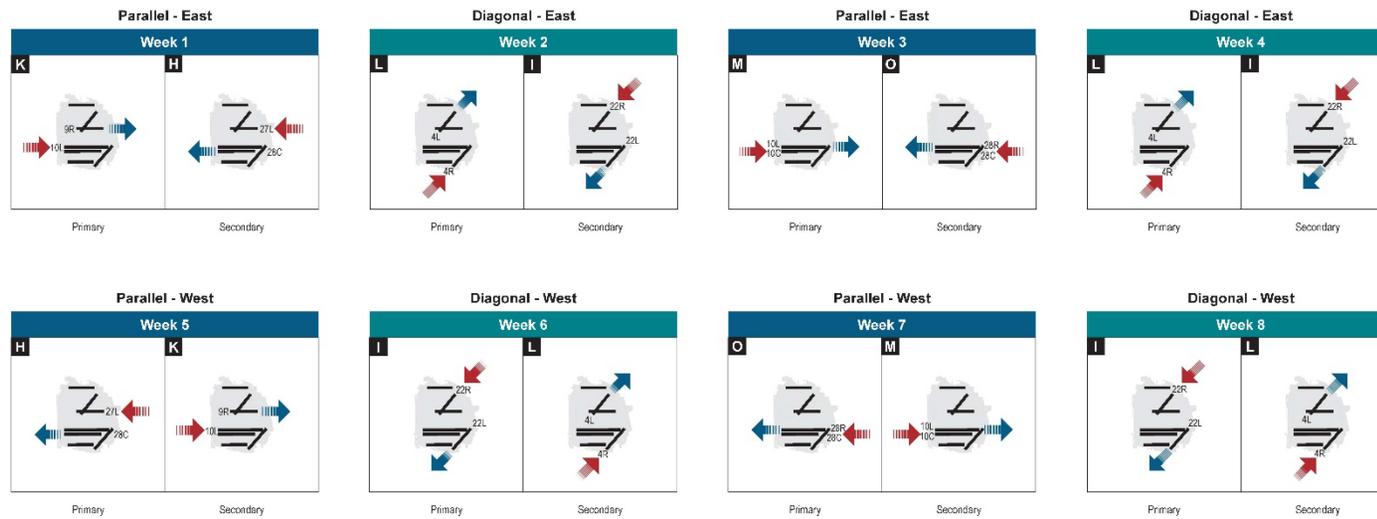


All Model Flight Tracks



Proposed Interim Fly Quiet – Runway Rotation

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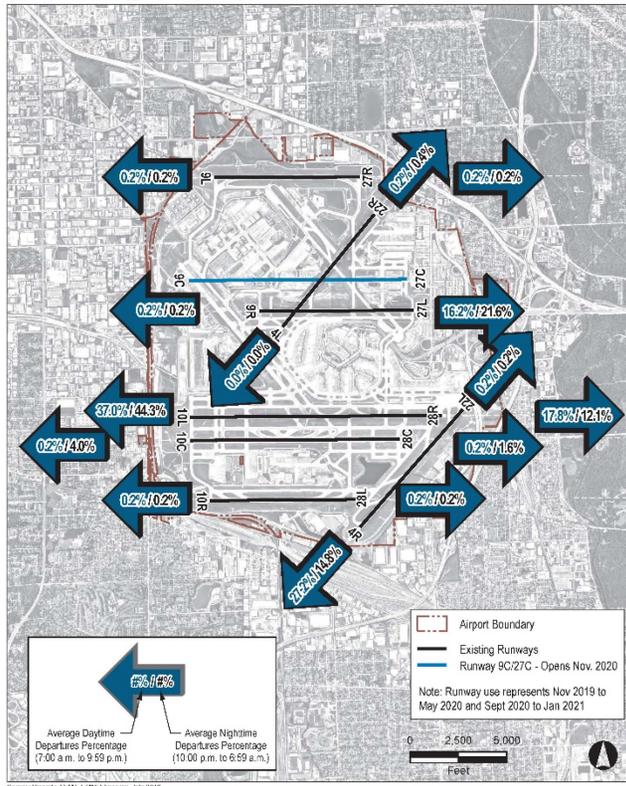
Notes

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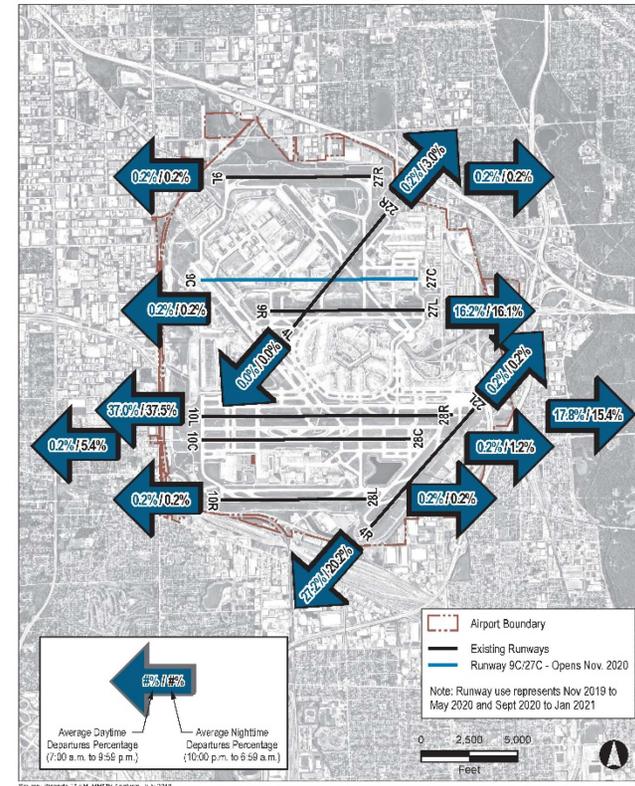


Departure Runway Use

Existing Fly Quiet



Proposed Interim Fly Quiet



Noise and Land Use Evaluation

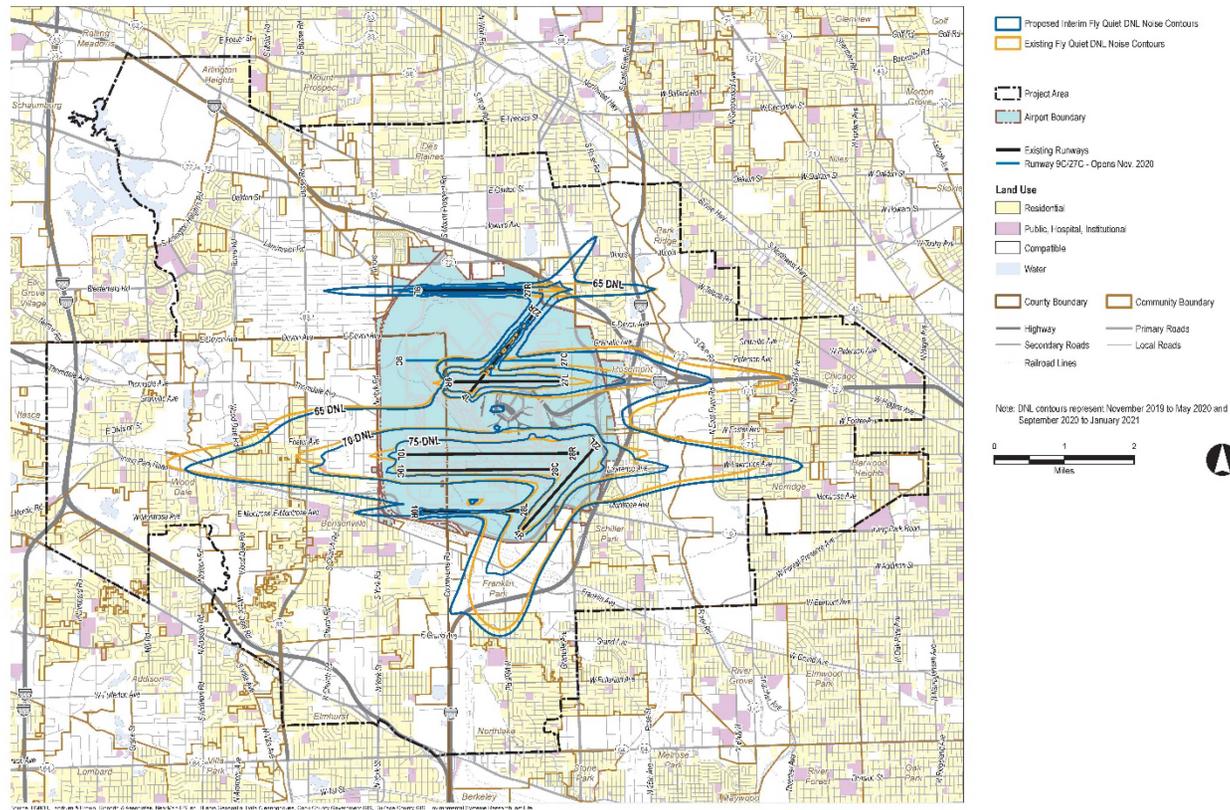
- **DNL Contours** – Noise contours developed from average annual day operations, runway use, and model flight tracks
- **DNL Noise Thresholds** – FAA evaluates changes in DNLs over noise-sensitive land use by comparing the Proposed Interim Fly Quiet to the Existing Fly Quiet

	65 DNL or higher	60 DNL to less than 65 DNL	45 DNL to less than 60 DNL
Minimum Change in DNL with Alternative	1.5 dB	3.0 dB	5.0 dB
Level of impact	Significant	Reportable	Reportable
Source: FAA Order 1050.1F and the 1050.1F Desk Reference.			

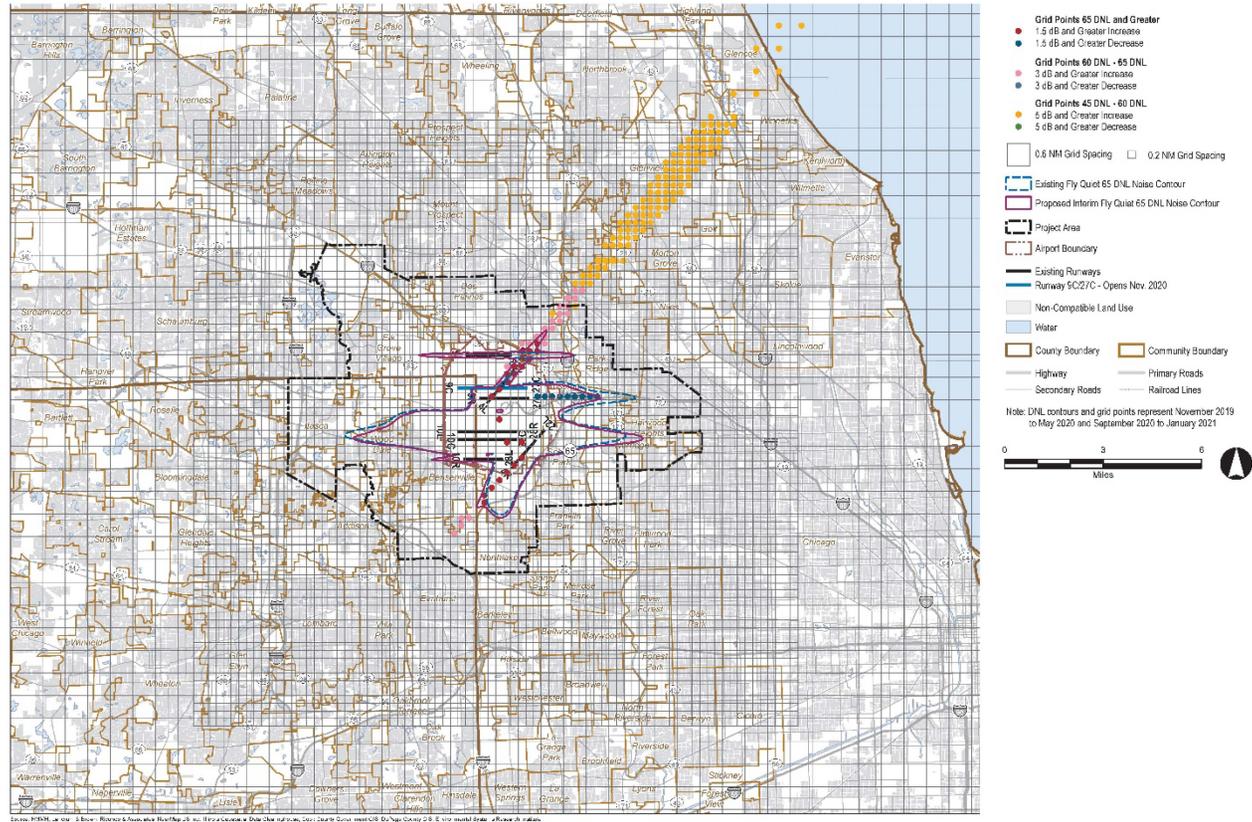
- **DNL at Noise-Sensitive Sites** – DNL results and level of change are also reported at noise-sensitive sites (schools, parks, places of worship, etc.)



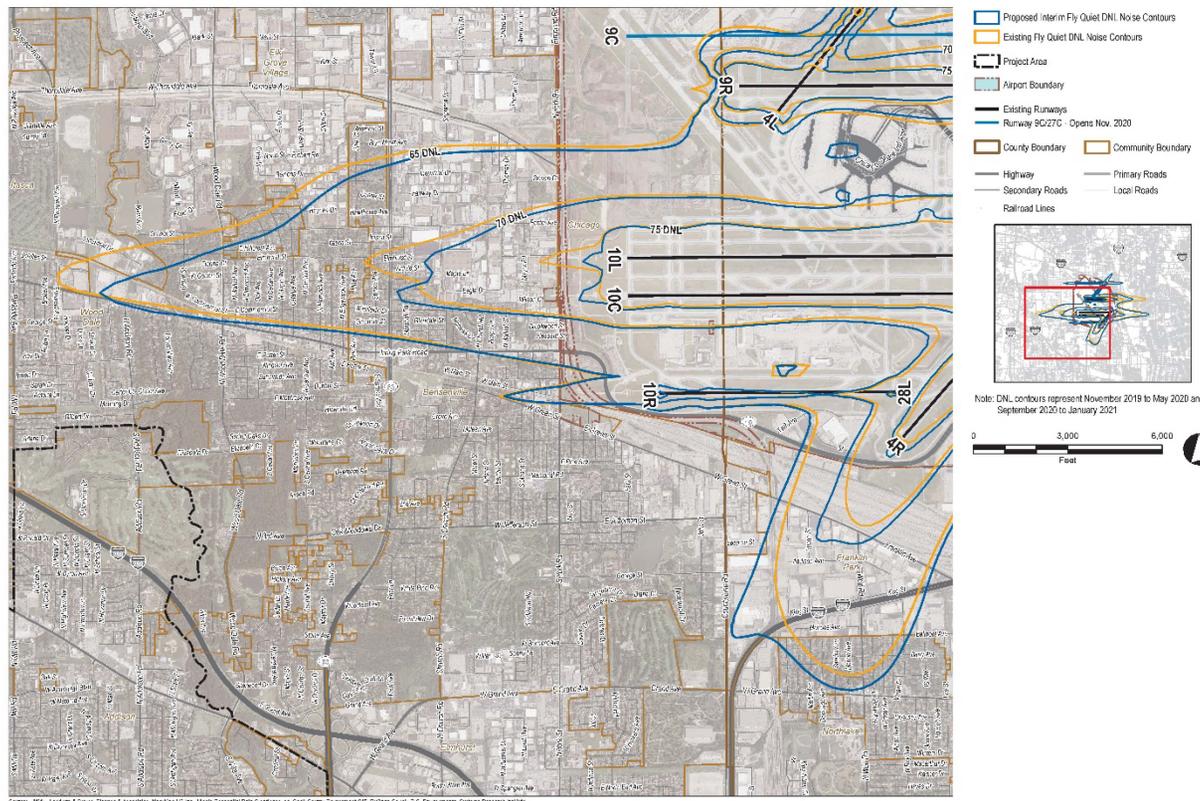
Noise Results – DNL Contour Comparison



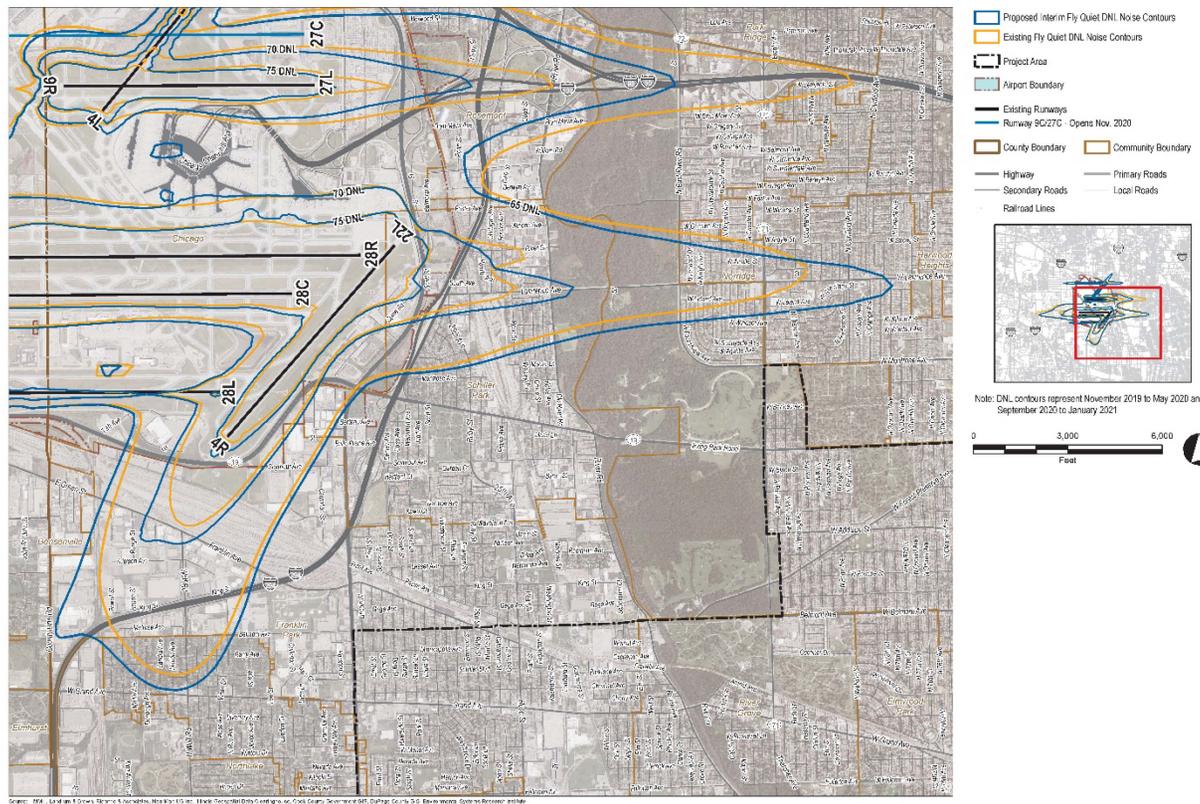
Noise Results – DNL Change



Existing and Proposed Interim Fly Quiet DNL Noise Contours – Southwest of Airport



Existing and Proposed Interim Fly Quiet DNL Noise Contours – Southeast of Airport



Environmental Justice – Introduction

Environmental justice is the *fair treatment and meaningful involvement* of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies.



Environmental Justice – Introduction

Race

Minimum number of categories for data on race for Federal statistics, program administrative reporting, and civil rights compliance reporting is five (5), as follows:

- American Indian or Alaska Native
- Asian
- Black or African American
- Native Hawai'ian or Other Pacific Islander
- White

Ethnicity

● Minimum number of categories for data on race for Federal statistics, program administrative reporting, and civil rights compliance reporting is two (2), as follows:

- » Hispanic or Latino
- » Not Hispanic or Latino

● Ethnicity is a concept separate from race.

● Hispanic or Latino – A person of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish Culture, *regardless of race*.

● Data on Ethnicity should be collected/reported separately from data on race.

Source: US Office of Management & Budget
Standards for Classification of Federal Data on Race and Ethnicity.

Low Income / Poverty Status

● A person whose median household income is at or below the US Department of Health and Human Services (HHS) poverty guidelines.

● HHS guidelines vary with household size.

● HHS guidelines are uniform throughout lower 48 states & DC and do not differentiate between high- and low-cost of living areas.

● HHS guidelines (Poverty Guideline) and US Census Bureau data (Poverty Threshold) differ slightly from each other and are disseminated for different purposes and missions.

» HHS Poverty Guidelines are used for administrative, eligibility determination for various aid programs.

» US Census Bureau Poverty Thresholds are used for statistical purposes — preparing estimates of number of Americans in poverty each year.

Primary Components of EJ Analysis

● Assessment of project's environmental effects across all relevant impact categories.

● Analysis of how project impacts are distributed and vary geographically (likely varies for each environmental impact category).

● Identify Appropriate Data Sources

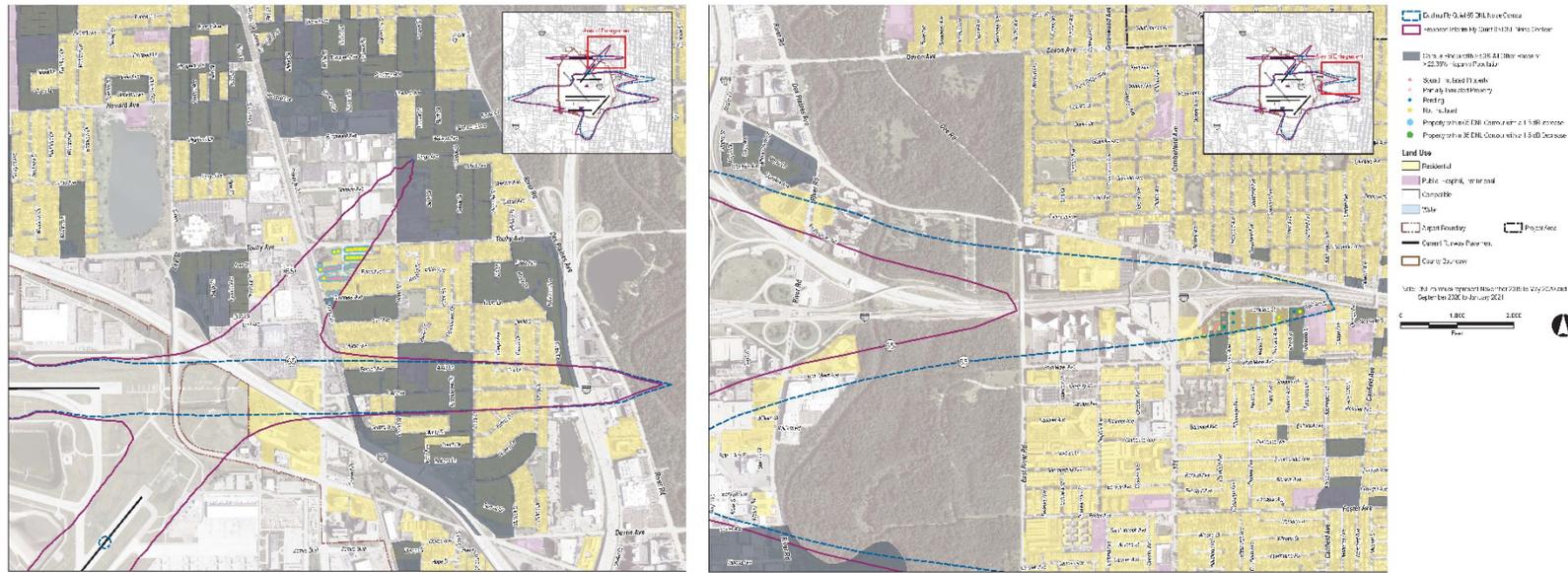
» US Census Bureau Products

» State and Local Datasets (e.g., land-use, residential sound insulation programs, property tax data / parcels / improvements)

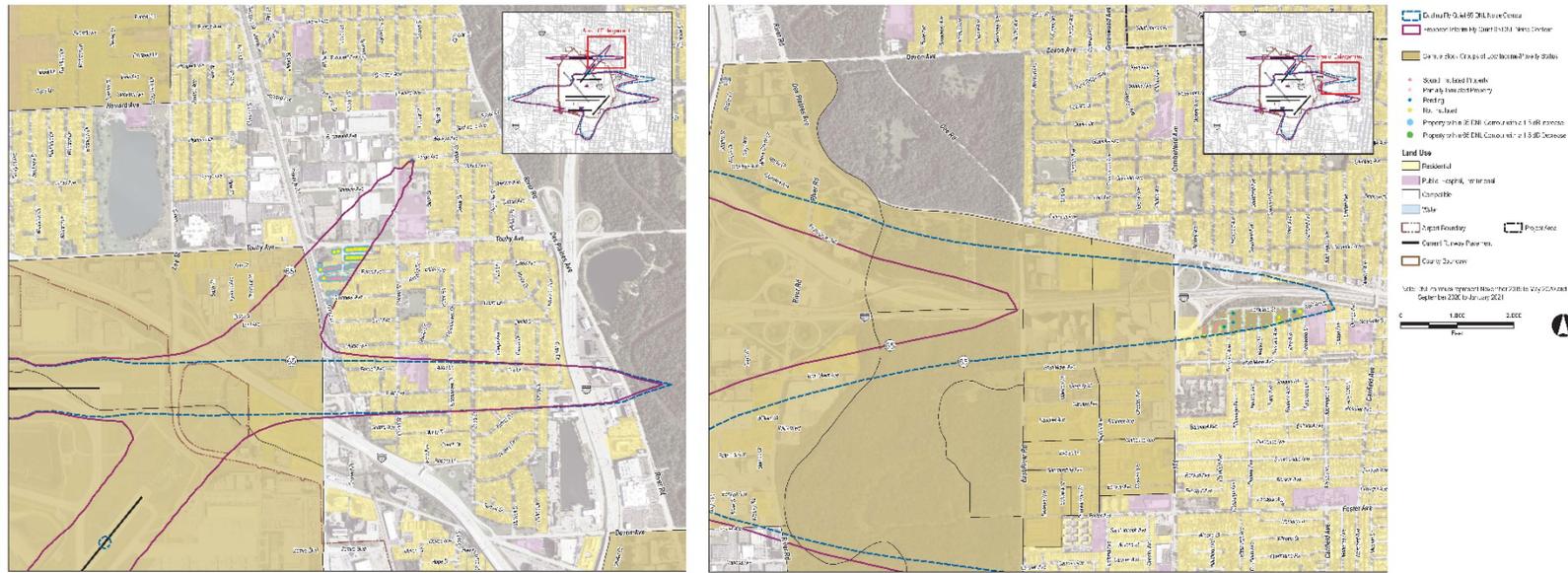
● Geo-spatial Analysis of Demographic Data characterizing populations underlying project impact areas



Proposed Interim Fly Quiet – Environmental Justice (Race/Ethnicity)



Proposed Interim Fly Quiet – Environmental Justice (Low-Income/Poverty)



Proposed Interim Fly Quiet – Environmental Justice

RACE/ETHNICITY DEMOGRAPHIC CHARACTERISTICS FOR AREAS OF EJ CONCERN EXPERIENCING A POTENTIALLY SIGNIFICANT IMPACT FROM PROPOSED INTERIM FLY QUIET COMPARED TO COMMUNITY OF COMPARISON (EXISTING FLY QUIET)

Census Geography	Total Population	White	% White	All Other Races	% All Other Races	Hispanic	% Hispanic	Non-Hispanic	% Non-Hispanic
Existing Fly Quiet (65 DNL Contour) – Community of Comparison	21,159	12,994	61.41%	6,165	38.69%	6,711	31.72%	14,448	68.28%
170317706022005 ¹	32	7	21.88%	25	78.13% ²	25	78.13% ²	7	21.88%
170317706022042 ²	122	9	7.38%	113	92.62% ²	113	92.62% ²	9	7.38%
170317706002027 ³	82	50	60.98%	32	39.02% ¹	21	25.61%	61	74.39%
170317709002038 ⁴	177	105	59.32%	72	40.68% ¹	44	24.86%	133	75.14%
170317709002043 ³	7	-	-	7	100.00% ²	7	100.00% ²	-	-
170318068023020 ³	129	75	58.14%	54	41.86 ¹	41	31.78 ¹	88	68.22%
170318068001007 ³	110	80	54.55%	50	45.45% ¹	25	22.73%	85	77.27%
170318104003033 ⁴	62	48	77.42%	14	22.58%	14	22.58%	48	77.42%
170318104003037 ⁴	3	1	33.33%	2	66.67% ²	-	0.00%	3	100.00%
170318104003049 ⁴	52	37	71.15%	15	28.85%	15	28.85%	37	71.15%

Notes
¹ Census blocks that are an area of EJ concern—i.e., where the % all other races or % Hispanic population is greater than the reference community—whose value is also greater than threshold (% all other races or % Hispanic) established by community of comparison or exceeds 50%. The percentages in the community of comparison to which specific areas of EJ concern (race/ethnicity census blocks) are compared are enclosed in a bold outlined box.
² Census blocks that are an area of EJ concern whose value is meaningfully greater (>10%) than the threshold established by the community of comparison, or 50%. Meaningfully greater for % all other races would be greater than 48.59% and for % Hispanic would be greater than 41.72%.
³ Census blocks exposed to a 1.5 dB increase or greater.
⁴ Census blocks exposed to a 1.5 dB decrease or greater.

INCOME/POVERTY DEMOGRAPHIC CHARACTERISTICS FOR AREAS OF EJ CONCERN EXPERIENCING A POTENTIALLY SIGNIFICANT IMPACT FROM PROPOSED INTERIM FLY QUIET COMPARED TO COMMUNITY OF COMPARISON (EXISTING FLY QUIET)

Census Geography	Total Population	Total Population in Occupied Housing Units	Number of Households	Average Household Size	Median Household Income	2016 HHS Poverty Guide-line	Proposed IFQ Poverty Guide-line (150%)	# Households Below Poverty Level	% Households Below Proposed IFQ Poverty Level
Existing Fly Quiet (65 DNL Contour) – Community of Comparison	50,530	50,492	18,666	2.70	\$62,283	\$19,253	\$28,880	4,550	24.37%
170317608011 ⁴	2,509	2,509	1,350	1.86	\$58,529	\$15,440	\$23,161	375	27.78% ¹
170317608012 ⁴	1,616	1,616	822	1.97	\$37,386	\$15,896	\$23,844	309	37.59% ²
170317608021 ⁴	2,503	2,503	1,107	2.26	\$55,919	\$17,096	\$25,645	303	27.37% ¹
170317706022 ³	2,204	2,204	619	3.56	\$45,483	\$22,478	\$33,718	262	45.56% ²
170317709001 ³	2,012	2,012	763	2.64	\$55,787	\$18,670	\$28,004	257	33.68% ²
170317707001 ⁴	689	689	329	2.09	\$37,266	\$16,393	\$24,589	130	39.51% ²

Source: U.S. Census Bureau 2012-2016 American Community Survey

Notes
 (a) Poverty guidelines are rounded up to the nearest interval (income band) in the Census data (e.g., \$29,999 or \$34,999) at which household income is reported in order to estimate number of households below poverty level
 (b) Census Block Group 170317608021 is anomalous in that a portion of this Census Block Group lies within the Proposed Interim Fly Quiet 65 DNL contour that experiences a 1.5 dB increase and a separate portion of it lies within the Proposed Interim Fly Quiet 65 DNL contour that experiences a 1.5 dB decrease.
¹ Census Blocks are an area of EJ concern—i.e., % Households below Proposed Interim Fly Quiet poverty level—whose value is also greater than threshold (% households below Proposed Interim Fly Quiet poverty level) established by the community of comparison or exceeds 50 percent. The percentage in the Community of Comparison to which specific areas of EJ concern – Income/Poverty Level (Census Block Groups) are compared is enclosed in a bold outlined box.
² Census blocks are an area of EJ concern—i.e., % Households below Proposed Interim Fly Quiet poverty level—whose value is meaningfully greater (>10%) than the threshold established by the Community of Comparison or 50%. "Meaningfully greater" for % households below Proposed Interim Fly Quiet poverty level would be greater than 32.47%.
³ Census block groups exposed to a 1.5 dB increase or greater.
⁴ Census block groups exposed to a 1.5 dB decrease or greater.



Where to View the Re-Evaluation

The entire Interim Fly Quiet Re-Evaluation can be viewed on the FAA's website. There you can also find a link to submit your comments:

https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/

To go straight to the online comment form, go to bit.ly/2sLoa1t or scan this QR code:



You can also view the Re-Evaluation at 83 area libraries. Please see your handout for a map of the libraries that were given copies of the Re-Evaluation.

For more information, or to submit written comments, please contact:

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Comments must be postmarked or submitted online or via email or fax by midnight February 27, 2019.

