APPENDIX I

RESPONSE TO COMMENTS

This appendix contains agency, municipality, and public comments received during the comment period for the Draft Interim Fly Quiet Re-Evaluation document as well as FAA's responses to those comments. The comments and responses are as shown in the following sections:

- **I.1 Introduction**
- **I.2 Comments from Federal Agencies, State Agencies, Municipalities, and Non-Governmental Organizations**
- **I.3 Comments from Individuals**
- **I.4 Common Responses**

I.1 INTRODUCTION

FAA has been committed to agency input and public involvement throughout the Re-Evaluation process.

A 45-day period for filing comments on the Draft Interim Fly Quiet Re-Evaluation opened Monday, January 14, 2019 with the publication of the document on FAA's website and delivery of hard copy and digital versions to 82 public libraries and numerous municipal offices. The comment period closed Wednesday, February 27, 2019. During the comment period, FAA held four public workshops in the O'Hare area.

A total of 295 submissions were received during the comment period. From these submissions, a total of 1,090 separate comments were identified for which responses were prepared. The submissions took several forms, including:

- Hard copy letters or forms sent via postal or courier services
- Email submissions
- Individual submissions via an online comment form hosted on a custom commercial website created for this purpose (the link was made available on FAA's website at: https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/)
- Transcriptions of comments dictated by members of the public to a court reporter during the public workshops held during the comment period

Table I-1 shows the total number of submissions and the manner in which they were submitted.

TABLE I-1
COMMENT SUBMISSIONS BY MANNER OF RECEIPT

Manner of Receipt	Count
U.S. Mail	6
Court Reporter Transcript	23
Electronic Mail	39
Website	227
Total	295

Source: FAA
Notes: 1) Court reporters were present and available to transcribe comments during public workshops held on February 4, 5, 6, and 7, 2019.
2) "Website" refers to a customized online comment submission form. The link to the form was made available on FAA's website at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/. The form was only "live" during the public comment period. Computer stations were available at the public workshops so that attendees could submit comments directly via this interface. Therefore, submissions noted as "website" include those submitted during the public workshops as well as those submitted online throughout the public comment period.

This appendix is divided into four sections:

1. Introduction **(Section I.1)**
2. Comments received from Federal Agencies, State Agencies, Municipalities, and Non-Governmental Organizations **(Section I.2)**
3. Comments received from individual citizens and custom responses **(Section I.3)**
4. Responses common to many submissions and comments **(Section I.4)**

Sections I.2 and I.3 each contain two parts:

1. An alphabetized table of commenting agencies, organizations, and/or individuals
2. A printout of all submissions received and the identification of individual comments within each submission

To find responses to the comments in an individual's or agency's submission, please follow these steps:

1. Find the commenter's name in the alphabetized table of commenters
2. Read any response in that table which is unique to that commenter
3. Look up the comment(s) associated with that name in the printout of the submission
4. Look up the common response(s) corresponding to those comments

Some individual commenters requested that their names, addresses, or other identifying information be withheld from this Final Re-Evaluation document. Those names and addresses have been redacted from the comment form found in this appendix and the associated index. Instances where this occurred have been noted on the list of commenters as Personal Information Redaction Request (PIRR). Individuals who requested to remain anonymous or did not provide their information will need to search through the commenters labled as PIRR to find their comments and responses.

I.2 COMMENTS FROM FEDERAL AGENCIES, STATE AGENCIES, MUNICIPALITIES, AND NON-GOVERNMENTAL ORGANIZATIONS

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TABLE I-2
LIST OF AGENCY, MUNICIPAL, AND ORGANIZATION COMMENTERS

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
CAPP - Citizens Against Plane Pollution	Spanos	Gene	11	1001	I, I1	Subsequent to the issuance of the Draft Environmental Impact Statement (EIS) in 2005, FAA issued a final rule temporarily extending the limitation of flight schedules documented in FAA orders limiting scheduled operations at O'Hare (Special Federal Aviation Regulation No. 105 – 70 FR 39610). The final rule made it clear, however, that the use of arrival caps as a method of reducing flight delays is not preferable to the long-term goal of efficiently utilizing existing capacity to developing new capacity to meet aviation demand. Indeed, the 2008 expiration of the final rule was based, in large part, on the timing of the first set of infrastructure enhancements with the O'Hare Modernization Program. In addition, the capping of operations was contrary to the purpose and need of the EIS.		Park Ridge	IL	60068
CAPP - Citizens Against Plane Pollution	Spanos	Gene	11	1002	A2, I	This Re-Evaluation addresses potential environmental impacts of the Proposed Interim Fly Quiet. New Runway 9C/27C is scheduled to be commissioned in November 2020. Information on the use of the runway is included in		Park Ridge	IL	60068

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
						the 2015 Re-Evaluation and the Environmental Impact Statement.				
CAPP - Citizens Against Plane Pollution	Spanos	Gene	12	1003	I1			Park Ridge	IL	60068
CAPP - Citizens Against Plane Pollution	Spanos	Gene	12	1004	D2, I1, I3			Park Ridge	IL	60068
CAPP - Citizens Against Plane Pollution	Spanos	Gene	12	1005	I3			Park Ridge	IL	60068
City of Park Ridge, Office of the Mayor	Maloney	Marty	15	1006	D4, J		505 BUTLER PLACE	Park Ridge	IL	60068
City of Park Ridge, Office of the Mayor	Maloney	Marty	15	1007	J		505 BUTLER PLACE	Park Ridge	IL	60068
City of Park Ridge, Office of the Mayor	Maloney	Marty	15	1008	G	As the owner and operator of O'Hare, the City of Chicago determines which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions.	505 BUTLER PLACE	Park Ridge	IL	60068
City of Park Ridge, Office of the Mayor	Maloney	Marty	15	1009	C		505 BUTLER PLACE	Park Ridge	IL	60068
City of Wood Dale	messina	randy	17	1010	A1	The Environmental Impact Statement disclosed runway use for Build Out which will now occur after December 2021. The Proposed Interim Fly Quiet will end in January 2021.	392 spruce road	wood dale	IL	60191
City of Wood Dale	Wood Dale	City of	18	1011	J		404 N Wood Dale Rd	City of Wood Dale	IL	60191
City of Wood Dale	Wood Dale	City of	18	1012	F	Runway 9L/27R opens at 6:00 a.m., when the Airport is in west flow, and normally closes at 10:00	404 N Wood Dale Rd	City of Wood Dale	IL	60191

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
						p.m. unless weather or operational needs require the use of the runway. Runway 9C/27C was included in this Re-Evaluation; however, it did not affect the Proposed Interim Fly Quiet as it would not be open at night during that period.				
Des Plaines 6th Ward	Chester	Malcom	21	1013	J	This Re-Evaluation addresses potential environmental impacts of the Proposed Interim Fly Quiet as proposed by the Chicago Department of Aviation (CDA). Please contact the CDA or the O'Hare Noise Compatibility Commission to suggest future changes.		Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	21	1014	A2, D6, E1, E4			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	21	1015	E1, E5, E8, J			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	21	1016	J			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	21	1017	E2			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	22	1018	E5			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	22	1019	E3, E5, E7			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	22	1020	E5, E9	No decision had been made by FAA at the time of publication of the Draft Re-Evaluation. This Final Re-Evaluation includes FAA's findings and final determination.		Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	22	1021	E9			Des Plaines	IL	
Des Plaines 6th Ward	Chester	Malcom	22	1022	E4, E5			Des Plaines	IL	

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
Des Plaines 6th Ward	Chester	Malcom	22	1023	A2, E4			Des Plaines	IL	
DuPage County	Loper	John	26	1024	F		421 N County Farm Rd	Wheaton	IL	60187
Office of the Mayor	SHERWIN	JEFFREY	29	1025	C		55 E NORTH AVENUE	NORTHLAKE	IL	60164
U.S. Environmental Protection Agency, Region 5	Westlake	Kenneth	33	1026	J		77 West Jackson Blvd	Chicago	IL	60604
U.S. Environmental Protection Agency, Region 5	Westlake	Kenneth	33	1027	J		77 West Jackson Blvd	Chicago	IL	60604
U.S. Environmental Protection Agency, Region 5	Westlake	Kenneth	33	1028	J		77 West Jackson Blvd	Chicago	IL	60604
U.S. Environmental Protection Agency, Region 5	Westlake	Kenneth	34	1029	J	A degree of variability in actual tracks over the ground, compared to the single line representing a particular departure route, is natural due to the variability in aircraft equipment, effect of wind, and airline procedures.	77 West Jackson Blvd	Chicago	IL	60604
Village of Bensenville	DeSimone	Frank	38	1030	J		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1031	C1, C2, C4, C8		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1032	I3, J		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1033	I3, J		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1034	C6, J		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1035	F		12 S Center St	Bensenville	IL	60106
Village of Bensenville	DeSimone	Frank	38	1036	F, I3		12 S Center St	Bensenville	IL	60106

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
Village of Bensenville	DeSimone	Frank	38	1037	J		12 S Center St	Bensenville	IL	60106
Village of Glenview	Patterson	James	42	1038	J		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1039	J		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1040	J		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1041	G1		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1042	I5		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1043	C10		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1044	I6		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1045	A2		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1046	C9		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1047	D4, J		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1048	I5		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview	Patterson	James	43	1049	D, D2		2500 East Lake Ave	Glenview	IL	60026
Village of Glenview / City of Elmhurst	Patterson / Morely	James / Steve	51	1050	J		2500 E Lake Ave / 209 N York St	Glenview IL / Elmhurst IL	IL	60026
Village of Glenview / City of Elmhurst	Patterson / Morely	James / Steve	51	1051	I5		2500 E Lake Ave / 209 N York St	Glenview IL / Elmhurst IL	IL	60026
Village of Glenview / City of Elmhurst	Patterson / Morely	James / Steve	51	1052	I3		2500 E Lake Ave / 209 N York St	Glenview IL / Elmhurst IL	IL	60026
Village of Glenview / City of Elmhurst	Patterson / Morely	James / Steve	51	1053	A1	The Proposed Interim Fly Quiet is a temporary program. The O'Hare Noise Compatibility Commission and the Chicago Department of Aviation are considering a replacement for the	2500 E Lake Ave / 209 N York St	Glenview IL / Elmhurst IL	IL	60026

Organization	Last Name	First Name	Page #	Comment #	Comment Category	Custom Response	Address	City	State	Zip
						Existing Fly Quiet for when Build Out has been completed.				
Village of Mount Prospect	Agoranos	Karen	54	1054	F			Mount Prospect	IL	
VILLAGE OF SCHAUMBURG	Robles	Karyn	56	1055	J		101 SCHAUMBURG COURT	SCHAUMBURG	IL	60193
VILLAGE OF SCHAUMBURG	Robles	Karyn	56	1056	J		101 SCHAUMBURG COURT	SCHAUMBURG	IL	60193
VILLAGE OF SCHAUMBURG	Robles	Karyn	56	1057	F		101 SCHAUMBURG COURT	SCHAUMBURG	IL	60193
VILLAGE OF SCHAUMBURG	Robles	Karyn	57	1058	F		101 SCHAUMBURG COURT	SCHAUMBURG	IL	60193

1.2.1 Submissions Received and Identified Comments

Letter ID: 225378
Name: Spanos, Gene
Address: Park Ridge, IL 60068

---- below is text extracted from attachment 20181227_Dec letter to Susan FAA.pdf ----

Gene T. Spanos
CAPP - Citizens Against Plane Pollution
Great Lakes Shared Metroplex Shared Air Space
O'Hare AP/Midway AP/Milwaukee AP/Rockford AP/Plwaukee AP

December 27th, 2018

Via Email
Ms. Susan Mowery-Schalke
Administration
Federal Aviation Administration
Great Lakes Regional Offices
2300 East Devon Ave
Des Plaines, IL 60018
Susan.mowery-schalke@faa.gov

Re: Notice Posted By The FAA-Public Work Shops Feb 2019'
O'Hare Modernization Environmental Impact Statement
Interim Fly Quiet Runway Rotation Plan

Dear Ms. Mowery - Schalke:
Today we read where the Federal Administration is planning to host another FAA workshop this coming February as posted.

Yet again please allow CAPP and the impacted Park Ridge families who remain a target thanks to the ONCC and its poor leadership this opportunity to respectfully request that you support the return of the October 2007' flight cap here at O'Hare International Airport. **[1001 - I1, I]**

We all are fully aware of the FAA approved Group Six monster runway that is currently under construction. This same runway called known as nine center shall service well over 195,000 flights annually while using Granville as a final approach guide.

We have also been alerted that this same runway may very well be used in reverse for night time flight operations "take offs "over the resident section of the seventh ward of the city of Park Ridge. **[1002 - A2, I]**

Most importantly, we have also been advised of the recent "push out" of the Park Ridge representative to the Fly Quiet Committee.

The ONCC has been corrupted for some time now to the point of a coordinated effort to enforce negative support to our community while others from the city of Chicago (41st, and 45th) have been given a free pass at attending all meetings. **[1003 - I1]**

O'Hare International airport is within the city limits of Chicago. Therefore the stigma of the other name earned also known as the "jewel of denial "remains in place. Not to mention the ignored private investigative report drafted by then former U.S. Attorney Mr. Terrence Brunner (The Daley Store 175 pages).

In summation we are sadden that the FAA, ONCC and City of Chicago's Aviation Committee has supported a painted target over the residential homes of the Park Ridge community. **[1004 - I1, I3, D2]**

We cannot get justice now and we don't believe that a work shop will help erase the organized crime approach to chase us all out. **[1005 - I3]**

Face it --with the most recent U.S. Attorney's activity to include raids on the Chicago Alderman's office and his home under warrants obtained and enforced by the Federal Bureau of Investigation and the AP contract deals...one can only hope that Ms. Ginger Evans will step up.

The ORD ship is sinking and the rats are running from their holes and the jet fuel saturated grounds inside the fence line which helped overcome the former construction crews many years ago

Mr. Gene T. Spanos
Park Ridge Impacted Resident
Genethemarine@gmail.com

Gene T. Spanos
CAPP - Citizens Against Plane Pollution
Great Lakes Shared Metroplex Shared Air Space
O'Hare AP/Midway AP/Milwaukee AP/Rockford AP/Plwaukee AP

December 27th, 2018

Via Email
Ms. Susan Mowery-Schalke
Administration
Federal Aviation Administration
Great Lakes Regional Offices
2300 East Devon Ave
Des Plaines, IL 60018
Susan.mowery-schalke@faa.gov

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We cannot get justice now and we don't believe that a work shop will help erase the organized crime approach to chase us all out.

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The ORD ship is sinking and the rats are running from their holes and the jet fuel saturated grounds inside the fence line which helped overcome the former construction crews many years ago

Mr. Gene T. Spanos
Park Ridge Impacted Resident
Genethemarine@gmial.com

Letter ID: 225390
Name: Maloney, Marty
Address: Park Ridge, IL 60068

---- below is text extracted from attachment image2019-02-11-054418_R.pdf ----

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847/ 318-5291
FAX: 847/ 318-6411
TDD: 847/ 318-5252
URL: http://www.parkridge.us

January 17, 2019

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Room 320
Des Plaines, IL 60018

Dear Ms. Hanson,

Please include these comments as part of the public record regarding the Draft Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan. These are the official comments of the City of Park Ridge.

The City of Park Ridge is negatively impacted by nighttime aircraft noise, both by departing airplanes as well as arrivals. The rotation plan as proposed will impact Park Ridge in some way or another during the overnight hours in six of the eight weeks of the rotation plan. It's understood that the proposed rotation will be affected by the various runway construction projects already in the works. In weeks where the parallel runways are used, runway 9R/27L will impact our residents along the Kennedy Expy/Higgins Avenue corridor in both "east-flow" (departures) and "west-flow" (arrivals). Utilization of the diagonals also impacts Park Ridge using both of the 4/22 runways. For 4R departures, using the published procedure, the Kennedy Expy/Higgins Avenue corridor is impacted. While the rotation plan as proposed doesn't include 22L for arrivals, if it were used, residents along an extended centerline of the runway that intersects approximately Devon Avenue and Dee Road would be impacted. For 4L departures, residents along an extended centerline that intersects approximately Northwest Highway and Potter Road would be impacted. It is suggested the departure procedure for that runway be modified from runway heading

to a 360 heading placing the aircraft along 1-294 and away from residences. Similarly, 22R arrivals will impact the same area. **[1006 - D4, J]** While not part of the proposed Interim Fly Quiet, we would take this opportunity to voice our objection to the utilization of 9/27C, once commissioned, and to the usage of 9L/27R, during overnight operations. **[1007 - J]**

Since the beginning of the O'Hare Modernization Plan it was widely discussed that those runways would not be used for overnight operations. **[1008 - G]** Finally, we would encourage increasing the scope of the discussion regarding overnight noise beyond simply rotating runways. To that end, we would suggest considering vector rotation, utilization of PBN and noise abatement departure procedures (NADP1/NADP2). **[1009 - C]**

Sincerely,
Mayor Marty Maloney
City of Park Ridge

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847/ 318-5291
FAX: 847/ 318-6411
TDD:847/ 318-5252
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Ms. Amy Hanson
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2300 East Devon Avenue
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While not part of the proposed Interim Fly Quiet, we would take this opportunity to voice our objection to the utilization of 9/27C, once commissioned, and to the usage of 9L/27R, during overnight operations. Since the beginning of the O'Hare Modernization Plan it was widely discussed that those runways would not be used for overnight operations. Finally, we would encourage increasing the scope of the discussion regarding overnight noise beyond simply rotating runways. To that end, we would suggest considering vector rotation, utilization of PBN and noise abatement departure procedures (NADP1/NADP2).

Sincerely,

Mayor Marty Maloney
City of Park Ridge

OUR MISSION: THE CITY OF PARK RIDGE IS COMMITTED TO PROVIDING EXCELLENCE IN CITY SERVICES IN ORDER TO UPHOLD A HIGH QUALITY OF LIFE, SO OUR COMMUNITY REMAINS A WONDERFUL PLACE TO LIVE AND WORK.

Letter ID: 225347
Name: messina, randy
Address: wood dale, IL 60191

Offer additional virtual forums for the public to be heard/ **[1010 - A1]**

Letter ID: 225398
Name: Wood Dale, City of
Address: City of Wood Dale, IL 60191

---- below is text extracted from attachment Fly Quiet Resolution.pdf ----

RESOLUTION NO. R-19-08

A RESOLUTION IN SUPPORT

OF THE INTERIM FLY QUIET PROGRAM

WHEREAS, since 2005 the Chicago Department of Aviation (CDA) has been making changes to the airfield at Chicago O'Hare International Airport through its O'Hare Modernization Program (OMP); and

WHEREAS, the Federal Aviation Administration (FAA) assessed the OMP in an Environmental Impact Statement (EIS) and issued a Record of Decision in 2005; and

WHEREAS, during preparation of the EIS and the subsequent 2015 Re-Evaluation, the FAA received comments concerning aircraft noise as well as requests to alter the existing Fly Quiet nighttime preferential runway use program; and

WHEREAS, in accordance with the 2005 Record of Decision the O'Hare Noise Compatibility Commission (ONCC), CDA, airlines, and FAA have examined ways to improve the Existing Fly Quiet program to address noise concerns during the time period before the Build Out of the O'Hare Modernization Program; and

WHEREAS, the proposed Interim Fly Quiet Runway Rotation Program now under review by the FAA evolved from that process; and

WHEREAS, the ONCC designed the proposed Interim Fly Quiet Runway Rotation Program to provide a regional approach to nighttime aircraft noise relief and greater predictability of potential noise exposure;

and

WHEREAS, the City of Wood Dale is a voting member of the ONCC and endorses the collaborative process that led to the Interim Fly Quiet proposal; **[1011 - J]**

NOW, THEREFORE, BE IT RESOLVED that the City of Wood Dale supports the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety. **[1012 - F]**

PASSED this 21st day of February, 2019.

AYES: Aldermen Catalano, Jakab, Messina, Sorrentino, Susmarski, E. Wesley, R. Wesley and Woods

NAYS: None

ABSENT: None

APPROVED this 21st day of February, 2019

SIGNED: Annunziato Pulice, Mayor

ATTEST: Shirley J. Siebert, City Clerk

RESOLUTION NO. R-19-08

A RESOLUTION IN SUPPORT OF THE INTERIM FLY QUIET PROGRAM

WHEREAS, since 2005 the Chicago Department of Aviation (CDA) has been making changes to the airfield at Chicago O'Hare International Airport through its O'Hare Modernization Program (OMP); and

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WHEREAS, the proposed Interim Fly Quiet Runway Rotation Program now under review by the FAA evolved from that process; and

WHEREAS, the ONCC designed the proposed Interim Fly Quiet Runway Rotation Program to provide a regional approach to nighttime aircraft noise relief and greater predictability of potential noise exposure; and

WHEREAS, the City of Wood Dale is a voting member of the ONCC and endorses the collaborative process that led to the Interim Fly Quiet proposal;

NOW, THEREFORE, BE IT RESOLVED that the City of Wood Dale supports the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety.

PASSED this **21st day of February, 2019.**

AYES: Aldermen Catalano, Jakab, Messina, Sorrentino, Susmarski, E. Wesley, R. Wesley and Woods
NAYS: None

ABSENT: None

24

APPROVED this **21st day of February, 2019.**

SIGNED: Annunziato Pulice
Annunziato Pulice, Mayor

ATTEST: Shirley J. Siebert
Shirley J. Siebert, City Clerk

25

Letter ID: 225460
Name: Chester, Malcolm
Address: Des Plaines, IL

See OCR text and PDF scan of letter.

---- below is text extracted from attachment scan0009.pdf ----

TESTIMONY OF DES PLAINES ALDERMAN MALCOLM CHESTER ON THE ENVIRONMENTAL IMPACTS OF THE INTERIM FLY QUIET RE-EVALUAITON

My name is Malcolm Chester. I am an attorney and currently serve as the Alderman of the 6th Ward in Des Plaines, which constitutes the South East portion of the city. I also serve on the ONCC and on its Fly Quiet Committee. O'Hare runway 22R bisects my ward diagonally, while runway 27R, bisects the southern half of my ward along Pratt Avenue. 22R is an integral part of the Interim Fly Quiet Plan, placing one quarter of the nighttime traffic over my ward. Planes flying over my ward are very low, measured in hundreds of feet not in thousands. My residents often joke that they can wave to the pilots. I should also point out that most of my residents impacted by 27R lived there prior to the construction of this newer runway. My comments on the noise impact of this re-evaluation will become part of the comments of several communities impacted by O'Hare Noise. We decided to make our comments together. In this short talk I will concentrate on environmental impacts. **[1013 - J]**

As a lawyer, I learned that the secret to the occupation is asking the right question. My residents have framed this question for me. What environmental impact do these low flying aircraft have on my family and I? With this question in mind, I have read the environmental analysis of the re-evaluation but alas I did not find an answer to this question. **[1014 - A2, E4, D6, E1]** What I did find is interesting information on Dispersion models, weather models, the various pollutants associated with jet engines, such as Nitrous Oxide, Sulfur Dioxide, Ozone, Particulates, and Carbon Monoxide and the long list of Hazardous Pollutants, albeit at relatively low levels, such as Formaldehyde. I also learned that different jet engines produce different levels of pollutants and the overall tonnage of pollutants released. I even learned that the new interim plan will actually increase pollutants over the old plan because planes have to taxi longer distances to reach their take off runway or to reach the terminal from where they land. I also learned that the region is generally complaint with EPA air quality standards but can be non compliant for ozone from time to time. **[1015 - E1, J, E8, E5]** The result of all this testimony and discussion will undoubtedly be a finding of No Significant Impact under the Environmental Analysis and the Interim Fly Quiet Program will proceed as proposed. **[1016 - J]**

Meanwhile, I will have new residents impacted by 22R show me their cars covered in a thick layer of soot from overflying airplanes as they have done in the past with homes under 27R. **[1017 - E2]** The newly impacted 22R homeowners will ask me how this is affecting their health and whether it is becoming

worse or better. **[1018 - E5]** These newly affected homeowners will also show me glistening home roofs from jet fuel and oil leaks and want to know how this is impacting them. **[1019 - E5, E7, E3]** Finally, these newly affected homeowners will ask me whether giant engines hundreds of feet from them are emitting dangerous pollutants at unacceptable levels. **[1020 - E9, E5]** So what will I say in reply to my residents? All I can say is I don't really know. The closest environmental monitor is in Schiller Park. Sure, engines are becoming quieter and more advanced and environmental programs are lowering environmental impacts generally but at the same time traffic at the airport is increasing. O'Hare just announced that it is once again the busiest airport in the world and that freight traffic is at an all time high. Also, at an ONCC meeting a person testified that the new quieter jet aircraft engines being used now produce a greater quantity of smaller particulates that can be more easily absorbed by the lungs than the older jet engines. **[1021 - E9]** Yet, I see no discussion of this potential health impact on the people I represent. If this is a concern, it should be discussed. **[1022 - E4, E5]** With a lack of monitoring data and contrasting information then, I can't answer the fundamental questions my residents have. So for my residents and I this re-evaluation has very little if any real value to us from an environmental perspective. **[1023 - A2, E4]**

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Letter ID: 225488
Name: Loper, John
Address: Wheaton, IL 60187

DuPage County resolution passed 2/26/19 with Chairman's signature.

---- below is text extracted from attachment IFQ DuPage Reso.pdf ----

Resolution

DT-R-0109-19

RESOLUTION IN SUPPORT
OF THE INTERIM FLY QUIET PROGRAM

O'HARE INTERNATIONAL AIRPORT

WHEREAS, since 2005 the Chicago Department of Aviation (hereinafter .'CDA") has been making changes to the airfield at Chicago O'Hare International Airport through its O'Hare Modernization Program (hereinafter "OMP"); and

WHEREAS, the Federal Aviation Administration (hereinafter "FAA") assessed the OMP in an Environmental Impact Statement (hereinafter "EIS") and issued a Record of Decision in 2005; and

WHEREAS, during preparation of the EIS and the subsequent 2015 Re-Evaluation, the FAA received comments concerning aircraft noise as well as requests to alter the existing Fly Quiet nighttime preferential runway use program; and

WHEREAS, in accordance with the 2005 Record of Decision the O'Hare Noise Compatibility Commission (hereinafter "ONCC"), CDA, airlines, and FAA have examined ways to improve the Existing Fly Quiet program to address noise concerns during the time period before the Build Out of the O'Hare Modernization Program; and

WHEREAS, the proposed Interim Fly Quiet Runway Rotation Program now under review by the FAA evolved from that process; and

WHEREAS, the ONCC designed the proposed Interim Fly Quiet Runway Rotation Program to provide a regional approach to nighttime aircraft noise relief and greater predictability of potential noise exposure; and

WHEREAS, the FAA re-evaluation of the Interim Fly Quiet Rotation Program has determined that the proposed Interim Fly Quiet program will reduce the number of properties within the 65 decibel or greater noise exposure area within DuPage County; and

WHEREAS, the analysis of the Interim Fly Quiet Program confirms that there would be no disproportionate impact to minority or low-income populations with DuPage County; and

WHEREAS, DuPage County is a voting member of the ONCC and endorses the collaborative process that led to the Interim Fly Quiet proposal.

Resolution

DT-R-0109-19

NOW, THEREFORE, BE IT RESOLVED that the County of DuPage supports the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety. **[1024 - F]**

Enacted and approved this 26th day of February, 2019 at Wheaton, Illinois.

DANIEL J, CRONIN, CHAIRMAN
DU PAGE COUNTY BOARD

Attest
JEAN KACZMAREK, COUNTY CLERK

Resolution

DT-R-0109-19

RESOLUTION IN SUPPORT
OF THE INTERIM FLY QUIET PROGRAM
O'HARE INTERNATIONAL AIRPORT

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Resolution

DT-R-0109-19

NOW, THEREFORE, BE IT RESOLVED that the County of DuPage supports the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety.

Enacted and approved this 26th day of February, 2019 at Wheaton, Illinois.

DANIEL J. CRONIN, CHAIRMAN
DU PAGE COUNTY BOARD

Attest: _____
JEAN KACZMAREK, COUNTY CLERK

Letter ID: 225389
Name: SHERWIN, JEFFREY
Address: NORTHLAKE, IL 60164

---- below is text extracted from attachment image2019-02-11-054531_R.pdf ----

CITY OF NORTHLAKE

OFFICE OF THE MAYOR
NORTHLAKE, 60164

JEFFREY T. SHERWIN
MAYOR

January 14, 2019

Ms. Any Hanson
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

Re: Draft Written Re-evaluation of O'Hare Modernization Environmental Impact Statement for the Proposed Interim Fly Quiet Runway Rotation Plan

Dear Ms. Hanson:

I have reviewed the above captioned draft and the only notation or comment I have is in regard to the proposed departure route for runway 22L vs. the actual flight tracks.

As you can see from exhibits contained in the draft, the Fly Quiet route for 22L departures is over the Tri-State Toll Way, while in reality, the actual flight tracks show that this route is not being followed, and that the departing plans from 22L are spread out over the entire area and not concentrated over the Tri-State Toll Way.

Designating Fly Quiet routes without adherences to those routes in practice renders the entire Fly Quiet Program meaningless. **[1025 - C]**

Mayor

JTS:enb

Enclosures: 2

See uploaded PDF for attached Figures

CITY OF NORTHLAKE

OFFICE OF THE MAYOR

NORTHLAKE, 60164

JEFFREY T. SHERWIN
MAYOR

January 14, 2019

Ms. Any Hanson
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, IL 60018

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Designating Fly Quiet routes without adherences to those routes in practice renders the entire Fly Quiet Program meaningless.

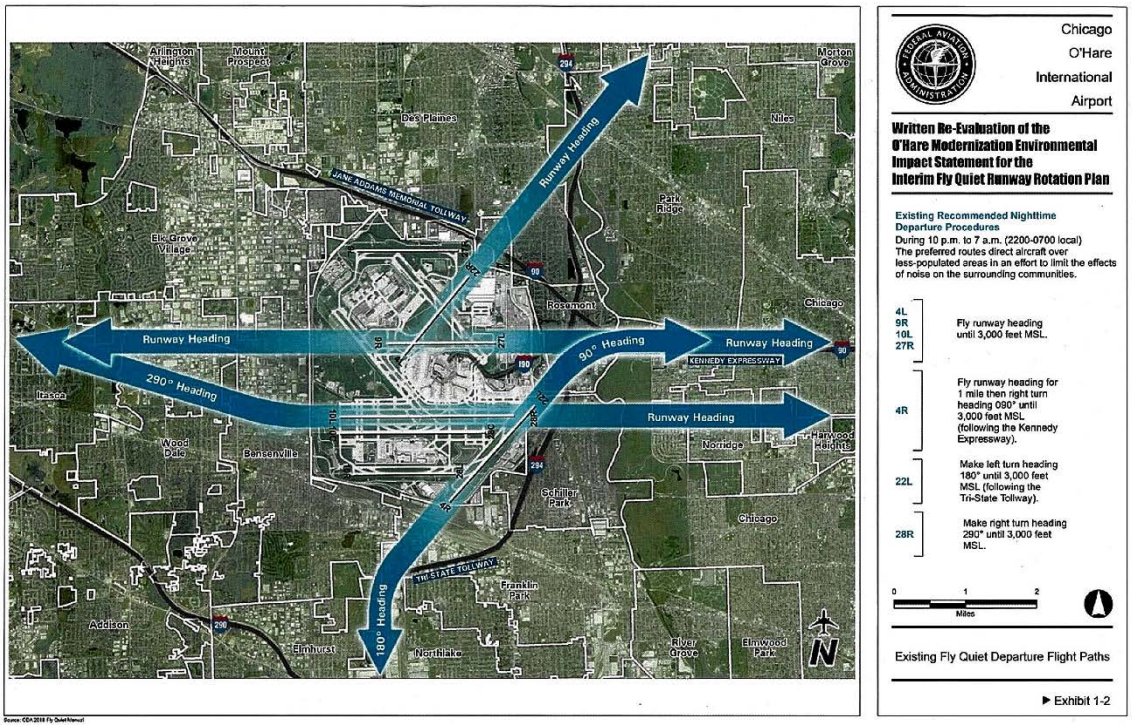
Yours truly,

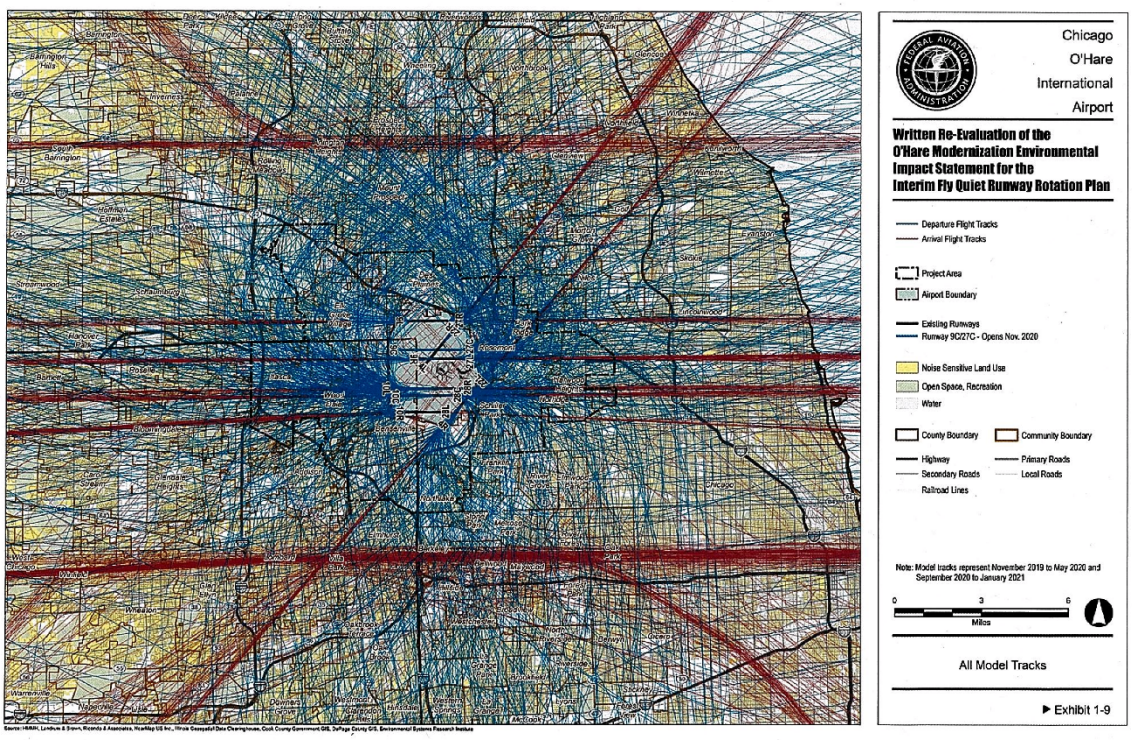
Jeffrey T. Sherwin
Mayor

JTS:enb

Enclosures: 2

55 E. NORTH AVENUE • NORTHLAKE, IL 60164
(708) 343-8700 • FAX (708) 343-8708


Chicago
O'Hare
International
Airport
Written Re-Evaluation of the
O'Hare Modernization Environmental
Impact Statement for the
Interim Fly Quiet Runway Rotation Plan
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
27R
Fly runway heading
until 3,000 feet MSL.
4R
Fly runway heading for
1 mile then right turn
heading 090° until
3,000 feet MSL
(following the Kennedy
Expressway).
22L
Make left turn heading
180° until 3,000 feet
MSL (following the
Tri-State Tollway).
28R
Make right turn heading
290° until 3,000 feet
MSL.
0
1
2
Miles
Existing Fly Quiet Departure Flight Paths
Exhibit 1-2
Runway Heading
90° Heading
290° Heading
180° Heading
JANE ADDAMS MEMORIAL TOLLWAY
KENNEDY EXPRESSWAY
TRI-STATE TOLLWAY
Arlington Heights
Mount Prospect
Des Plaines
Morton Grove
Niles
Park Ridge
Elk Grove Village
Rosemont
Chicago
Itasca
Wood Dale
Bensenville
Norridge
Harwood Heights
Schiller Park
Franklin Park
Addison
Elmhurst
Northlake
River Grove
Elmwood Park
N


Chicago
O'Hare
International
Airport
Written Re-Evaluation of the
O'Hare Modernization Environmental
Impact Statement for the
Interim Fly Quiet Runway Rotation Plan
Departure Flight Tracks
Arrival Flight Tracks
Project Area
Airport Boundary
Existing Runways
Runway 9C/27C - Opens Nov. 2020
Noise Sensitive Land Use
Open Space, Recreation
Water
County Boundary
Community Boundary
Highway
Primary Roads
Secondary Roads
Local Roads
Railroad Lines
Note: Model tracks represent November 2019 to May 2020 and
September 2020 to January 2021
0
3
6
Miles
All Model Tracks
Exhibit 1-9

Letter ID: 225506
Name: Westlake, Kenneth
Address: Chicago, IL 60604

From: Tyler, Jennifer (Blonn)
Sent: Wednesday, February 27, 2019 5:28 PM
To: 9-ARP-IFQ (FAA)
Subject: U.S. EPA Comments - Re-Eval Interim Fly Quiet

Hi Amy,
Attached please find U.S. EPA's comments on the Interim Fly Quiet Runway Rotation Plan Re-Evaluation.
Thank you,
Jen

Jen (Blonn) Tyler
NEPA Implementation Section (E-19J)
U.S. Environmental Protection Agency, Region 5
77 W. Jackson Boulevard
Chicago, Illinois 60604
312-886-6394
Tyler.Jennifer@epa.gov

---- below is text extracted from attachment 2019_2_27_USEPA_Comments_OHARE_ReEval2.pdf ----

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60618

Re: Draft Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan, Chicago O'Hare International Airport, Chicago, Illinois

Dear Ms. Hanson:

The U.S. Environmental Protection Agency has reviewed the Draft Re-Evaluation for the project refenced above. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act. The Federal Aviation Administration (FAA) is the federal lead agency under NEPA, and the City of Chicago is the project proponent. **[1026 - J]**

EPA commented on the Draft Environmental Impact Statement (EIS) and Final EIS for the O'Hare Modernization Program on April 6, 2005 and September 6, 2005, respectively. FAA released a Record of Decision in September 2005. FAA issued the previous Re-Evaluation to assess impacts from changes in the project construction schedule, which EPA commented on August 26, 2015. The current Re-Evaluation assesses the potential environmental impacts of the proposed Interim Fly Quiet Runway Rotation Program (Interim Program). The O'Hare Noise Compatibility Commission and the Chicago Department of Aviation designed the Interim Program to provide nighttime aircraft noise relief and greater predictability before full build out of the O'Hare Modernization Program (page 1-1). If approved by FAA, the. Interim Program could begin in November 2019, continue through mid-May 2020, discontinue during rehabilitation of runway 4R/22L, and resume in mid-September 2020 until the end of January 2021 (page 1-8). The Interim Program would be in place for a total of approximately 11 months. It would not alter the location of the nighttime preferential flight tracks or the arrival/departure profiles. Only nighttime runway use would change. **[1027 - J]**

EPA has no recommendations for FAA related to the Interim Program. All impacts would be temporary and primarily related to air quality and noise levels. The Interim Program would cause a net increase in the acreage exposed to noise impacts up to the 65 Day-Night Average Sound Level (DNL) due to changes in nighttime runway use. Areas exposed to noise impacts at 75 DNL would only increase on airport property and industrial land uses (pages 1-19 and 1-20). The air quality analysis focuses solely on emissions from nighttime operations because the Interim Program would not involve construction or changes to daytime operations. FAA concludes that changes to emissions would be well below de minimis levels and would not be significant (page 3-16). FAA also considered noise and air quality impacts on communities with environmental justice concerns, updated the analysis with more current demographic data, and found that the results of the 2005 EIS remain valid (page 3-79). **[1028 - J]**

EPA appreciates the description and status of mitigation measures from the 2005 ROD, which are listed in Table 2-3 (page 2-35 to 2-45). Many of these measures address recommendations EPA made in our previous comment letters. In response to the FAA's first Re-Evaluation, EPA's 2015 comment letter recommended minimizing emissions from Ground Service Equipment use, as well as avoiding or minimizing aircraft idling through gate electrification and other measures. We appreciate FAA's commitment and description of actions being taken to address these issues and improve air quality (page 2-40). FAA also describes the status of measures to mitigate noise impacts, such as providing sound insulation to residences and other noise-sensitive locations (2- 35), which is also in line with EPA's past

recommendations. Further, the Re-Evaluation documents FAA's extensive public outreach efforts. EPA appreciates efforts to make O'Hare Airport more environmentally sustainable, and we are available as needed for coordination or questions on best practices. **[1029 - J]**

Thank you for coordinating with EPA on this project and for the opportunity to provide comments. If you have any questions or would like to discuss our comments, please contact me or the lead reviewer for this project, Jen Blonn Tyler, at tyler.jennifer@epa.gov or 312-886-6394.

Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc Via Email-
Arlene Juracek, Chair, O'Hare Noise Compatibility Commission
Jamie Rhee, Commissioner, Chicago Department of Aviation

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

FEB 2 7 2019

REPLY TO THE ATTENTION OF:

Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Des Plaines, Illinois 60618

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Sincerely,

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc Via Email:

Arlene Juracek, Chair, O'Hare Noise Compatibility Commission
Jamie Rhee, Commissioner, Chicago Department of Aviation

2

Letter ID: 225380
Name: DeSimone, Frank
Address: Bensenville, IL 60106

---- below is text extracted from attachment SKM_C454e19012220100_R.pdf ----

12 S Center St.
Bensenville. IL 80106

Office. 630 766.8200
Fax: 630.594-1105

www Bensenville.il.us BENSENVILLE

VILLAGE BOARD
President
Frank DeSimone

Board of Trustees
Rosa Carmona
Ann Franz
Agnieszka "Annie" Jaworska
McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K Summers

February 1, 2019

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Room 320
Des Plaines, Illinois 60018

Dear Ms. Hanson:

As Village President of the Village of Bensenville, one of the most impacted communities by aircraft operations from O'Hare International Airport, I am respectfully submitting the Village's comments on the Federal Aviation Administration (FAA) Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan.

Due to the implementation of the O'Hare Modernization Program (OMP), the Village of Bensenville has suffered more impacts than any other community surrounding O'Hare. We lost 297 acres of our Village to the expansion, including 665 homes and 110 businesses; translating into a loss of $1.69 million in annual property taxes. In addition to the economic impacts from the O'Hare expansion, our Village is located in direct alignment with three parallel runways, two of which are a result of OMP. **[1030 - J]** As you would expect, our residents are constantly subjected to noise from aircraft at low altitudes. **[1031 - C4, C8, C2, C1]** The Village has been, and will continue to be, dedicated to seeking noise relief on behalf of our residents. **[1032 - I3, J]** We understand the complicating factors associated with aircraft noise along with the economic importance of the Airport to our region. The Village strongly believes much can be accomplished by working collaboratively with the Chicago Department of Aviation (CDA) and the FAA to find meaningful solutions to noise impacts while continuing the economic viability of the Airport. **[1033 - J, I3]**

The Village was one of the first local municipalities to advocate for a spreading of noise so that one or two communities do not bear the brunt of noise impacts. The entire region benefits from the economic influence of the Airport and we believe all should share in the noise impacts. **[1034 - J, C6]** While most communities receive overflights during the day, only a few communities also receive overflights during the nighttime hours. It is our opinion that a Runway Rotation Plan (RRP) offers the best solution to spreading the noise during the nighttime hours. The RRP proposed as part of the Interim Fly Quiet (IFQ) offers an operationally flexible program that also provides some predictability for noise impacts to local communities. The testing of the RRP produced many positive comments from our residents expressing their appreciation that they were able to get a good night's sleep on certain nights due to the rotational use of all runways. **[1035 - F]**

As you know, the O'Hare Noise Compatibility Commission (ONCC) is currently working on a plan to revise its outdated Fly Quiet Program, including the potential for a permanent nighttime runway rotation program. This revised plan is several years away from implementation and our residents need nighttime relief in the interim period. it is our opinion the IFQ is a fair and reasonable alternative to address the existing inequalities of nighttime noise impacts and we strongly support its approval and implementation. **[1036 - I3, F]**

We look forward to continuing our working relationship with the CDA and FAA on finding solutions for our noise impacted residents. **[1037 - J]**

Respectfully Submitted,

Frank DeSimone
Village President
Village of Bensenville

BENSENVILLE
GATEWAY TO OPPORTUNITY

12 S. Center St.
Bensenville, IL 60106

Office: 630.766.8200
Fax: 630.594-1105

www.bensenville.il.us

VILLAGE BOARD

President
Frank DeSimone

Board of Trustees
Rosa Carmona
Ann Franz
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McLane Lomax
Nicholas Panicola Jr.
Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

February 1, 2019

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Federal Aviation Administration
2300 East Devon Avenue
Room 320
Des Plaines, Illinois 60018

Dear Ms. Hanson:

As Village President of the Village of Bensenville, one of the most impacted communities by aircraft operations from O'Hare International Airport, I am respectfully submitting the Village's comments on the Federal Aviation Administration (FAA) Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan.

Due to the implementation of the O'Hare Modernization Program (OMP), the Village of Bensenville has suffered more impacts than any other community surrounding O'Hare. We lost 297 acres of our Village to the expansion, including 665 homes and 110 businesses; translating into a loss of $1.69 million in annual property taxes. In addition to the economic impacts from the O'Hare expansion, our Village is located in direct alignment with three parallel runways, two of which are a result of OMP. As you would expect, our residents are constantly subjected to noise from aircraft at low altitudes. The Village has been, and will continue to be, dedicated to seeking noise relief on behalf of our residents. We understand the complicating factors associated with aircraft noise along with the economic importance of the Airport to our region. The Village strongly believes much can be accomplished by working collaboratively with the Chicago Department of Aviation (CDA) and the FAA to find meaningful solutions to noise impacts while continuing the economic viability of the Airport.

The Village was one of the first local municipalities to advocate for a spreading of noise so that one or two communities do not bear the brunt of noise impacts. The entire region benefits from the economic influence of the Airport and we believe all should share in the noise impacts. While most communities receive overflights during the day, only a few communities also receive overflights during the nighttime hours. It is our opinion that a Runway Rotation Plan (RRP) offers the best solution to spreading the noise during the nighttime hours. The RRP proposed as part of the Interim Fly Quiet (IFQ) offers an operationally flexible program that also provides

BENSENVILLE
GATEWAY TO OPPORTUNITY

12 S. Center St.
Bensenville, IL 60106

Office: 630.766.8200
Fax: 630.594-1105

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VILLAGE BOARD

President
Frank DeSimone

Board of Trustees
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Armando Perez

Village Clerk
Nancy Quinn

Village Manager
Evan K. Summers

some predictability for noise impacts to local communities. The testing of the RRP produced many positive comments from our residents expressing their appreciation that they were able to get a good night's sleep on certain nights due to the rotational use of all runways.

As you know, the O'Hare Noise Compatibility Commission (ONCC) is currently working on a plan to revise its outdated Fly Quiet Program, including the potential for a permanent nighttime runway rotation program. This revised plan is several years away from implementation and our residents need nighttime relief in the interim period. It is our opinion the IFQ is a fair and reasonable alternative to address the existing inequalities of nighttime noise impacts and we strongly support its approval and implementation.

We look forward to continuing our working relationship with the CDA and FAA on finding solutions for our noise impacted residents.

Respectfully Submitted,

Frank DeSimone
Village President
Village of Bensenville

Letter ID: 225507
Name: Patterson, James
Address: Glenview, IL 60026

From: Michelle House
Sent: Wednesday, February 27, 2019 8:34 PM
To: 9-ARP-IFQ (FAA)
Subject: Village of Glenview Letter and Resolution

Dear Ms. Hanson,

Attached is the letter of opposition and resolution from the Village of Glenview in regards to the proposed IFQ program. **[1038 - J]**

Thank you,

Michelle House, AICP | Senior Planner
Village of Glenview | Community Development Dept.
2500 East Lake Avenue | Glenview, Illinois 60026-2600
(847) 904-4307 | (847) 724-1752 | ✉: mhouse@glenview.il.us

Click here to sign up for our weekly e-Glenview newsletter.

---- below is text extracted from attachment SKM_C75919022713490.pdf ----

Glenview Office of the President (847) 904-4370 direct (847) 724-1518 fax
February 26, 2019

Ms. Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

The Village of Glenview, Illinois appreciates the opportunity to participate in the public comment process for the Interim Fly Quiet (IFQ) program for O'Hare International Airport. Glenview is a community of 47,659 residents and is located approximately 5 miles from the northeast border of

O'Hare Airport. **[1039 - J]**

The Village President and Board of Trustees of the Village of Glenview is opposed to the draft IFQ plan via the attached Resolution for the following reasons: **[1040 - J]**

1. The Village has concern with the drastic percentage of increase of airline flights over Glenview comparing the O'Hare Modernization Plan (OMP) to the proposed IFQ plan. The IFQ plan significantly impacts the Village, particularly during nighttime hours. **[1041 - G1]**

2. There is minimal soundproofing completed in the northeast quadrant of O'Hare. There is significant soundproofing completed to the east and west of O'Hare Airport and these areas should be utilized for IFQ. **[1042 - I5]**

3. There is a safety concern with limiting pilots to a two (2) hour window to request a longer runway as part of the IFQ procedures. **[1043 - C10]**

4. There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into IFQ. **[1044 - I6]**

5. An Environmental Impact Study (EIS) was not completed as part of the draft IFQ plan and should be completed to review all impacts as compared to the OMP. **[1045 - A2]**

6. The Village endorses change to federal law to allow reasonable (Midnight to 5AM) flight curfews during nighttime hours. **[1046 - C9]**

The Village of Glenview appreciates the value of O'Hare Airport to the Village and the region. At the same time, it is difficult to understand the benefit of moving as many as 200 night-time flights over Village air space. **[1047 - D4, J]**

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The Village cannot support an interim plan that moves the problem from one community to another without soundproofing or other remediation. **[1048 - I5]** The Village is also concerned that the airport will be allowed to make IFQ a permanent Fly Quiet program. **[1049 - D, D2]**

Thank you in advance for coordinating response to the Village's listed concerns.

Sincerely,

James R. Patterson Jr.
Village President

RESOLUTION NO. 19-16

WHEREAS, the Village of Glenview ("Village"), is a home rule municipality located in Cook County, Illinois;

WHEREAS, the Village is concerned with the number of O'Hare International Airport airline flights that are directed to and over the Village, particularly during night-time hours; and

WHEREAS, the Village is a member of the O'Hare Noise Compatibility Commission (ONCC) that has input into the Interim Fly Quiet (IFQ) program to be used during upcoming airport runway construction projects; and

WHEREAS, the IFQ plan will direct more flights over Glenview including as many as 200 flights per night during night-time hours; and

WHEREAS, the Village will submit comments on the IFQ plan to the Federal Aviation Administration (FAA) during the current public comment period;

NOW, THEREFORE, BE IT RESOLVED, by the President and Board of Trustees of the Village of Glenview is opposed to the draft IFQ plan for the following reasons:

1. The Village has concern with the drastic percentage of increase of airline flights over Glenview comparing the O'Hare Modernization Plan (OMP) to the proposed IFQ plan. The IFQ Plan significantly impacts the Village, particularly during night-time hours.

2. There is minimal soundproofing completed in the northeast quadrant of O'Hare. There is significant soundproofing completed to the east and west of O'Hare and these areas should be utilized for IFQ.

3. There is a safety concern with limiting pilots to a two (2) hour window to request a longer runway as part of the IFQ procedures.

4. There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into 1FQ.

5. An Environmental Impact Study (EIS) was not completed as part of the draft 1FQ plan and should be completed to review all impacts as compared to the OMP.

6. The Village endorses change to federal law to allow reasonable (Midnight to 5AM) flight curfews during night-time hours.

PASSED this 19th day of February, 2019.

AYES: Cummings Hinkamp Jenny Karton Khoja

NAYS: None

ABSENT: White

APPROVED by me this 19th day of February, 2019

James R. Patterson Jr., Village President
Village of Glenview, Cook County, Illinois

ATTEST:

Matthew J. Formica, Village Clerk
Village of Glenview, Cook County, Illinois

The Village of Glenview

Office of the President
(847) 904-4370 direct
(847) 724-1518 fax

February 26, 2019

Ms. Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

The Village of Glenview, Illinois appreciates the opportunity to participate in the public comment process for the Interim Fly Quiet (IFQ) program for O'Hare International Airport. Glenview is a community of 47,659 residents and is located approximately 5 miles from the northeast border of O'Hare Airport.

The Village President and Board of Trustees of the Village of Glenview is opposed to the draft IFQ plan via the attached Resolution for the following reasons:

1. The Village has concern with the drastic percentage of increase of airline flights over Glenview comparing the O'Hare Modernization Plan (OMP) to the proposed IFQ plan. The IFQ plan significantly impacts the Village, particularly during nighttime hours.

2. There is minimal soundproofing completed in the northeast quadrant of O'Hare. There is significant soundproofing completed to the east and west of O'Hare Airport and these areas should be utilized for IFQ.

3. There is a safety concern with limiting pilots to a two (2) hour window to request a longer runway as part of the IFQ procedures.

4. There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into IFQ.

5. An Environmental Impact Study (EIS) was not completed as part of the draft IFQ plan and should be completed to review all impacts as compared to the OMP.

6. The Village endorses change to federal law to allow reasonable (Midnight to 5AM) flight curfews during nighttime hours.

The Village of Glenview appreciates the value of O'Hare Airport to the Village and the region. At the same time, it is difficult to understand the benefit of moving as many as 200 night-time flights over Village air space.

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The Village cannot support an interim plan that moves the problem from one community to another without soundproofing or other remediation. The Village is also concerned that the airport will be allowed to make IFQ a permanent Fly Quiet program.

Thank you in advance for coordinating response to the Village's listed concerns.

Sincerely,

James R. Patterson Jr.
Village President

RESOLUTION NO. 19-16

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WHEREAS, the Village is concerned with the number of O'Hare International Airport airline flights that are directed to and over the Village, particularly during night-time hours; and

WHEREAS, the Village is a member of the O'Hare Noise Compatibility Commission (ONCC) that has input into the Interim Fly Quiet (IFQ) program to be used during upcoming airport runway construction projects; and

WHEREAS, the IFQ plan will direct more flights over Glenview including as many as 200 flights per night during night-time hours; and

WHEREAS, the Village will submit comments on the IFQ plan to the Federal Aviation Administration (FAA) during the current public comment period;

NOW, THEREFORE, BE IT RESOLVED, by the President and Board of Trustees of the Village of Glenview is opposed to the draft IFQ plan for the following reasons:

1. The Village has concern with the drastic percentage of increase of airline flights over Glenview comparing the O'Hare Modernization Plan (OMP) to the proposed IFQ plan. The IFQ Plan significantly impacts the Village, particularly during night-time hours.
2. There is minimal soundproofing completed in the northeast quadrant of O'Hare. There is significant soundproofing completed to the east and west of O'Hare and these areas should be utilized for IFQ.
3. There is a safety concern with limiting pilots to a two (2) hour window to request a longer runway as part of the IFQ procedures.
4. There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into IFQ.
5. An Environmental Impact Study (EIS) was not completed as part of the draft IFQ plan and should be completed to review all impacts as compared to the OMP.
6. The Village endorses change to federal law to allow reasonable (Midnight to 5AM) flight curfews during night-time hours.

PASSED this 19th day of February, 2019.

AYES: Cummings Hinkamp Jenny Karton Khoja

NAYS: None

ABSENT: White

APPROVED by me this 19th day of February, 2019

James R. Patterson Jr., Village President
Village of Glenview, Cook County, Illinois

ATTEST:

Matthew J. Formica, Village Clerk
Village of Glenview, Cook County, Illinois

Letter ID: 225509
Name: Patterson / Morely, James / Steve
Address: Glenview IL / Elmhurst IL, IL 60026

From: Breanne White
Sent: Wednesday, February 27, 2019 5:18 PM
To: 9-ARP-IFQ (FAA)
Subject: Interim Fly Quiet, Runway Rotation Plan

Good morning Ms. Hanson,

Please see the attached additional letter from the Village of Glenview and the City of Elmhurst regarding the Interim Fly Quiet, Runway Rotation Plan.

Thank you,
Breanne

Breanne White, Administrative Assistant
630-530-3011
630-530-3014 - fax
breanne.white@elmhurst.org

---- below is text extracted from attachment Interim Fly Quiet Runway Rotation Plan-Glenview and Elmhurst.pdf ----

The Village of
Glenview

February 26, 2019

Ms. Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

The City of Elmhurst and the Village of Glenview jointly oppose the Interim Fly Quiet, Runway Rotation

Plan. **[1050 - J]** The proposed plan only brings more airplane traffic and noise to both municipalities. The plan rotates nighttime noise from community to community including flight paths over new areas that have not had the benefit of the soundproofing program. **[1051 - I5]**

Due to the pending rehabilitation construction of runway 4L/22R and runway 4R/22L and construction of runways 9C/27C and 9R/27L, the communities recommend the runway rotation plan proposed in re-evaluation be indefinitely suspended until all runway construction and rehabilitation is complete. The O'Hare Noise Compatibility Commission and Federal Aviation Administration should evaluate this proposal once complete and not in an interim phase. **[1052 - I3]**

Elmhurst and Glenview appreciate the opportunity to comment. The communities encourage the Federal Aviation Administration to review the plan with the perspective of representing all of the neighbors of O'Hare. **[1053 - A1]**

Sincerely,

James R. Patterson Jr.
Village President

Steve Morley
Mayor

Village of Glenview City of Elmhurst

2500 East Lake Avenue • Glenview, IL 60026 • 847-724-1700 • www.glenview.il.us

209 NORTH YORK STREET ELMHURST, ILLINOIS 60126-2759 (630) 530-3000 www.elmhurst.org

The Village of Glenview

CITY OF ELMHURST, IL

February 26, 2019

Ms. Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Ms. Hanson:

The City of Elmhurst and the Village of Glenview jointly oppose the Interim Fly Quiet, Runway Rotation Plan. The proposed plan only brings more airplane traffic and noise to both municipalities. The plan rotates nighttime noise from community to community including flight paths over new areas that have not had the benefit of the soundproofing program.

Due to the pending rehabilitation construction of runway 4L/22R and runway 4R/22L and construction of runways 9C/27C and 9R/27L, the communities recommend the runway rotation plan proposed in re-evaluation be indefinitely suspended until all runway construction and rehabilitation is complete. The O'Hare Noise Compatibility Commission and Federal Aviation Administration should evaluate this proposal once complete and not in an interim phase.

Elmhurst and Glenview appreciate the opportunity to comment. The communities encourage the Federal Aviation Administration to review the plan with the perspective of representing all of the neighbors of O'Hare.

Sincerely,

James R. Patterson Jr.
Village President
Village of Glenview

Steve Morley
Mayor
City of Elmhurst

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Letter ID: 225462
Name: Agoranos, Karen
Address: Mount Prospect, IL Not provided

From: Agoranos, Karen
Sent: Wednesday, February 20, 2019 5:29 PM
To: 9-ARP-IFQ (FAA)
Cc: Juracek, Arlene
Subject: Draft Interim Fly Quiet Re-Evaluation

Good Morning,

Attached is a copy of the Village of Mount Prospect Resolution in support of the Interim Fly Quiet Program as submitted to the FAA.

Kind regards,

Karen M. Agoranos
Village Clerk/ Freedom of Information Officer
Village of Mount Prospect
Kagoranos@mountprospect.org
847/818-5333

---- below is text extracted from attachment Village of Mount Prospect Interim Fly Quiet Program Resolution.pdf ----

Resolution No. 5-19

A Resolution in Support of the Interim Fly Quiet Program

WHEREAS, since 2005 the Chicago Department of Aviation (CDA) has been making changes to the airfield at Chicago O'Hare International Airport through its O'Hare Modernization Program (OMP); and

WHEREAS, the Federal Aviation Administration (FAA) assessed the OMP in an Environmental Impact Statement (EIS) and issued a Record of Decision in 2005; and

WHEREAS, during preparation of the EIS and the subsequent 2015 Re-Evaluation, the FAA received comments concerning aircraft noise as well as requests to alter the existing Fly Quiet nighttime preferential runway use program; and

WHEREAS, in accordance with the 2005 Record of Decision the O'Hare Noise Compatibility Commission (ONCC), CDA, airlines, and FAA have examined ways to improve the Existing Fly Quiet program to address noise concerns during the time period before the Build Out of the O'Hare Modernization Program; and

WHEREAS, the proposed Interim Fly Quiet Runway Rotation Program now under review by the FAA evolved from that process; and

WHEREAS, the ONCC designed the proposed Interim Fly Quiet Runway Rotation Program to provide a regional approach to nighttime aircraft noise relief and greater predictability of potential noise exposure; and

WHEREAS, the Village of Mount Prospect is a voting member of the ONCC and endorses the collaborative process that led to the Interim Fly Quiet proposal;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF
THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS

SECTION ONE: The Mayor and Board of Trustees of the Village of Mount Prospect support the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety. **[1054 - F]**

AYES: Juracek, Grossi, Hoefert, Hatzis, Rogers, Saccotelli, Zadel

NAYS: None

Passed and Approved this 19th day of February, 2019

Arlene A. Juracek, Mayor

ATTEST:
Karen M. Agoranos, Village Clerk

Resolution No. 5-19

A Resolution in Support of the Interim Fly Quiet Program

WHEREAS, since 2005 the Chicago Department of Aviation (CDA) has been making changes to the airfield at Chicago O'Hare International Airport through its O'Hare Modernization Program (OMP); and

WHEREAS, the Federal Aviation Administration (FAA) assessed the OMP in an Environmental Impact Statement (EIS) and issued a Record of Decision in 2005; and

WHEREAS, during preparation of the EIS and the subsequent 2015 Re-Evaluation, the FAA received comments concerning aircraft noise as well as requests to alter the existing Fly Quiet nighttime preferential runway use program; and

WHEREAS, in accordance with the 2005 Record of Decision the O'Hare Noise Compatibility Commission (ONCC), CDA, airlines, and FAA have examined ways to improve the Existing Fly Quiet program to address noise concerns during the time period before the Build Out of the O'Hare Modernization Program; and

WHEREAS, the proposed Interim Fly Quiet Runway Rotation Program now under review by the FAA evolved from that process; and

WHEREAS, the ONCC designed the proposed Interim Fly Quiet Runway Rotation Program to provide a regional approach to nighttime aircraft noise relief and greater predictability of potential noise exposure; and

WHEREAS, the Village of Mount Prospect is a voting member of the ONCC and endorses the collaborative process that led to the Interim Fly Quiet proposal;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS

SECTION ONE: The Mayor and Board of Trustees of the Village of Mount Prospect support the adoption of the Interim Fly Quiet Runway Rotation Program in its entirety.

AYES: Juracek, Grossi, Hoefert, Hatzis, Rogers, Saccotelli, Zadel

NAYS: None

Passed and Approved this 19th day of February, 2019

Arlene A. Juracek, Mayor

ATTEST:

Karen M. Agoranos, Village Clerk

Letter ID: 225465
Name: Robles, Karyn
Address: SCHAUMBURG, IL 60193

---- below is text extracted from attachment image2019-02-25-104542.pdf ----

VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847.89E4500 / FAX 847.89E7806 / WWW.VILLAGEOFSCHAUMBURG.COM

February 21, 2019

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue, Room 320
Des Plaines, Illinois 60018

Dear Ms. Hanson:

As the Chicago Department of Aviation makes progress towards the completion of the O'Hare Modernization Program, impacts from overnight noise are experienced by communities on all sides of the Airport. **[1055 - J]** The Village of Schaumburg has reviewed the Federal Aviation Administration's (FAA) Draft Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement (EIS) for the Interim Fly Quiet Runway Rotation Plan. The proposed plan provides a new approach to managing overnight noise from the airport by distributing the noise through a runway rotation program and also by providing residents with some predictability as to when they can expect to experience night time noise. **[1056 - J]**

The Draft EIS concluded that the data and analysis from the original EIS and the 2015 Re-Evaluation remain valid and that there are no substantial impacts from the proposed IFQ Runway Rotation Program. While the O'Hare Noise Compatibility Commission (ONCC) works to update the existing Fly Quiet Program, implementing the Interim Fly Quiet Runway Rotation Program will provide relief and predictability to residents experiencing night time noise in the near term until a longer term solution can be proposed and evaluated. The Village of Schaumburg supports the proposed Interim Fly Quiet Program and encourages the FAA to move forward with the approval and implementation of this program. **[1057 - F]**

The Village of Schaumburg appreciates the FAA's partnership in working to address night time noise at O'Hare Airport as part of the IFQ process and looks forward to continuing that partnership as a new Fly

Quiet program is considered. **[1058 - J]** Please feel free to contact me at krobles@schaumburg.com or (847) 923-3859 should you have any questions.

Sincerely,

VILLAGE OF SCHAUMBURG

Karyn Robles, AICP
Director of Transportation

C: Brian Townsend, Village Manager
Paula Hewson, Assistant Village Manager
Erik Trydal, Schaumburg Regional Airport, Airport Manager

PROGRESS THROUGH THOUGHTFUL PLANNING

VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847.895.4500 / FAX 847.895.7806 / WWW.VILLAGEOFSCHAUMBURG.COM

February 21, 2019

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue, Room 320
Des Plaines, Illinois 60018

FEB 25 2019

Dear Ms. Hanson:

As the Chicago Department of Aviation makes progress towards the completion of the O'Hare Modernization Program, impacts from overnight noise are experienced by communities on all sides of the Airport. The Village of Schaumburg has reviewed the Federal Aviation Administration's (FAA) Draft Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement (EIS) for the Interim Fly Quiet Runway Rotation Plan. The proposed plan provides a new approach to managing overnight noise from the airport by distributing the noise through a runway rotation program and also by providing residents with some predictability as to when they can expect to experience night time noise.

The Draft EIS concluded that the data and analysis from the original EIS and the 2015 Re-Evaluation remain valid and that there are no substantial impacts from the proposed IFQ Runway Rotation Program. While the O'Hare Noise Compatibility Commission (ONCC) works to update the existing Fly Quiet Program, implementing the Interim Fly Quiet Runway Rotation Program will provide relief and predictability to residents experiencing night time noise in the near term until a longer term solution can be proposed and evaluated. The Village of Schaumburg supports the proposed Interim Fly Quiet Program and encourages the FAA to move forward with the approval and implementation of this program.

The Village of Schaumburg appreciates the FAA's partnership in working to address night time noise at O'Hare Airport as part of the IFQ process and looks forward to continuing that partnership as a new Fly Quiet program is considered. Please feel free to contact me at krobles@schaumburg.com or (847) 923-3859 should you have any questions.

Sincerely,

VILLAGE OF SCHAUMBURG

Karyn Robles

Karyn Robles, AICP
Director of Transportation

C: Brian Townsend, Village Manager
Paula Hewson, Assistant Village Manager
Erik Trydal, Schaumburg Regional Airport, Airport Manager

PROGRESS THROUGH THOUGHTFUL PLANNING

I.3 COMMENTS FROM INDIVIDUALS

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TABLE I-3
LIST OF INDIVIDUAL COMMENTERS

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Email	Anderson	mark	101	2001	E3, E5, E7				IL	
Email	Anderson	mark	101	2002	D4, G, I3				IL	
Email	Anderson	mark	101	2003	C10				IL	
Email	Anderson	mark	101	2004	E1, E5				IL	
Email	Beyer	Patti	101	2005	C6, D4, J			Glenview	IL	
Email	Beyer	Patti	101	2006	D7			Glenview	IL	
Email	Beyer	Patti	102	2007	J			Glenview	IL	
Email	Beyer	Patti	102	2008	D7, D9			Glenview	IL	
Email	Beyer	Patti	102	2009	D4			Glenview	IL	
Email	Boulahanis	John	102	2010	I3, J			Medinah	IL	
Email	Boulahanis	John	102	2011	D3, D7, D9, E1, E2			Medinah	IL	
Email	Boulahanis	John	102	2012	D7			Medinah	IL	
Email	Boulahanis	John	102	2013	C6, D4, I6			Medinah	IL	
Email	Boulahanis	John	102	2014	J			Medinah	IL	
Email	Cascarano	Brian	102	2015	J		2126 Spruce Dr	Glenview	IL	60025
Email	Conway	Mary Ellen	103	2016	D4, J		2301 Greenfield Dr	Glenview	IL	60025
Email	Conway	Mary Ellen	103	2017	C1, D7, D9		2301 Greenfield Dr	Glenview	IL	60025
Email	Conway	Mary Ellen	103	2018	I5, I6		2301 Greenfield Dr	Glenview	IL	60025
Email	Conway	Mary Ellen	103	2019	A2		2301 Greenfield Dr	Glenview	IL	60025
Email	Conway	Mary Ellen	103	2020	A1		2301 Greenfield Dr	Glenview	IL	60025
Email	Daley	Patrick	104	2021	A2, D, E1, E4			Glenview	IL	
Email	Daley	Patrick	104	2022	D4, J			Glenview	IL	
Email	Dombai	Amanda	104	2023	D4, J			Glenview	IL	
Email	Dombai	Amanda	104	2024	C1, D7, D9			Glenview	IL	
Email	Dombai	Amanda	105	2025	I5, I6			Glenview	IL	
Email	Dombai	Amanda	105	2026	A2			Glenview	IL	
Email	Dombai	Amanda	105	2027	A1			Glenview	IL	
Email	Dombai	Michael	105	2028	D4, J			Glenview	IL	
Email	Dombai	Michael	105	2029	C1, D7, D9			Glenview	IL	
Email	Dombai	Michael	105	2030	I5, I6			Glenview	IL	
Email	Dombai	Michael	105	2031	A2			Glenview	IL	
Email	Dombai	Michael	105	2032	A1			Glenview	IL	
Email	Dunning	Susan	106	2033	J		920 woodland Dr	Glenview	IL	60025
	Dunning	Susan	106	2034	D4, J		920 woodland Dr	Glenview	IL	60025

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Email	Dwyer	Daniel	107	2035	I	All questions regarding this Re-Evaluation must be submitted as part of the public comment process.			IL	
Email	Fahey	Vicki	107	2036	D4, J		1715 Wildberry Dr	Glenview	IL	60025
Email	Fahey	Vicki	107	2037	C1, D7, D9		1715 Wildberry Dr	Glenview	IL	60025
Email	Fahey	Vicki	107	2038	I5, I6		1715 Wildberry Dr	Glenview	IL	60025
Email	Fahey	Vicki	107	2039	A2		1715 Wildberry Dr	Glenview	IL	60025
Email	Fahey	Vicki	107	2040	A1		1715 Wildberry Dr	Glenview	IL	60025
Email	Fantaro	Kenneth and Suzanne	108	2041	D11		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2042	J		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2043	D11		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2044	D7		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2045	D9		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2046	D14		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2047	D9		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2048	D13		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2049	D4, I3		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2050	A1, A3		4652 N Ozark Ave	Norridge	IL	60706
Email	Fantaro	Kenneth and Suzanne	108	2051	J		4652 N Ozark Ave	Norridge	IL	60706
Email	Feeley	Lynn	109	2052	J		2660 Summit Dr #202	Glenview	IL	60025
Email	Feeley	Lynn	109	2053	G1		2660 Summit Dr #202	Glenview	IL	60025
Email	Feeley	Lynn	109	2054	I5		2660 Summit Dr #202	Glenview	IL	60025
Email	Feeley	Lynn	109	2055	C10		2660 Summit Dr #202	Glenview	IL	60025
Email	Feeley	Lynn	109	2056	D15		2660 Summit Dr #202	Glenview	IL	60025

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Email	Feeley	Lynn	109	2057	A2		2660 Summit Dr #202	Glenview	IL	60025
Email	Feeley	Lynn	109	2058	C9		2660 Summit Dr #202	Glenview	IL	60025
Email	Harding	Donna	110	2059	D3, D4, J			Elk Grove Village	IL	
Email	Harding	Donna	110	2060	D9			Elk Grove Village	IL	
Email	Harding	Donna	110	2061	J			Elk Grove Village	IL	
Email	Houlihan	John	110	2062	D4, I3, J		649 Fairway Dr	Glenview	IL	60025
Email	Hughes	Mary Ann	111	2063	D4, I3, J		4444 S Seminole Dr	Glenview	IL	60026
Email	Hughes	Mary Ann	111	2064	H	The combined effects of aircraft and rail or highway noise would not be a cumulative impact unless a project other than the Proposed Interim Fly Quiet also increased noise in that location concurrently with the effects of the Proposed Interim Fly Quiet.	4444 S Seminole Dr	Glenview	IL	60026
Email	Hughes	Mary Ann	111	2065	D7		4444 S Seminole Dr	Glenview	IL	60026
Email	Hughes	Mary Ann	111	2066	D8	The Environmental Impact Statement disclosed cumulative noise impacts including roadway and train sources.	4444 S Seminole Dr	Glenview	IL	60026
Email	Kudert	Fred	111	2067	J		7400 W Kedzie St	Niles	IL	60714
Email	Kudert	Fred	112	2068	D, D1, D6		7400 W Kedzie St	Niles	IL	60714
Email	Kudert	Fred	112	2069	D		7400 W Kedzie St	Niles	IL	60714
Email	Kudert	Fred	112	2070	D	FAA determined that an annual average 24-hour metric (Day-Night Average Sound Level, or DNL) would be used for noise evaluations. DNL incorporates a separate weighting for nighttime events to account for the reduced ambient noise levels at night. As a result of the 1979 Aviation Safety and Noise Abatement Act (ASNA), Congress required FAA to select a single metric to standardize the evaluation of aircraft noise. In response to ASNA, through Title 14 Code of Federal Regulations (CFR) Part 150 Noise Compatibility Planning, FAA formally adopted DNL as its primary metric for evaluating aircraft noise to ensure consistency across the country. FAA Order 1050.1F, Appendix B, states "For aviation noise analysis, FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric.	7400 W Kedzie St	Niles	IL	60714

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Email	Kudert	Fred	112	2071	D	Comment noted. This Re-Evaluation follows FAA regulations.	7400 W Kedzie St	Niles	IL	60714
Email	Kudert	Fred	113	2072	J	Comment noted. This Re-Evaluation follows FAA regulations.	7400 W Kedzie St	Niles	IL	60714
Email	Kudert	Fred	113	2073	I	Comment noted. This Re-Evaluation follows FAA regulations.	7400 W Kedzie St	Niles	IL	60714
Email	Larson	Mormor	114	2074	I3, J			Glenview	IL	
Email	Majer	Michael	114	2075	D3	The City of Chicago prepares monthly noise reports that contain complaint data. The reports can be accessed at www.flychicago.com/community/ORDnoise/ANMS/PAGES/ANMSreports.aspx. Information is provided for both daytime and nighttime complaints.	4253 N Ozark Ave	Norridge	IL	60706
Email	Majer	Michael	114	2076	D4, D7		4253 N Ozark Ave	Norridge	IL	60706
Email	Mallios	George	114	2077	J			Glenview	IL	60025
Email	Mallios	George	115	2078	G1			Glenview	IL	60025
Email	Mallios	George	115	2079	I5			Glenview	IL	60025
Email	Mallios	George	115	2080	C10			Glenview	IL	60025
Email	Mallios	George	115	2081	D15			Glenview	IL	60025
Email	Mallios	George	115	2082	A2			Glenview	IL	60025
Email	Mallios	George	115	2083	C9			Glenview	IL	60025
Email	Norene	Ronald	115	2084	D4, J		1944 W Burr Oak Dr	Glenview	IL	60025
Email	Norene	Ronald	116	2085	D4, D13		1944 W Burr Oak Dr	Glenview	IL	60025
Email	Norene	Ronald	116	2086	A2		1944 W Burr Oak Dr	Glenview	IL	60025
Email	Rapp	Allen	116	2087	A, A1				IL	
Email	Rapp	Allen	116	2088	D2, I1, I3				IL	
Email	Rapp	Allen	116	2089	I5	FAA had made no decision at the time of publication of the Draft Re-Evaluation. This Final Re-Evaluation includes FAA's findings and final determination.			IL	
Email	Rapp	Allen	116	2090	D2, I1, I3				IL	
Email	Rapp	Allen	116	2091	A2				IL	
Email	Rapp	Allen	117	2092	A, G				IL	
Email	Rogers	JEFFREY	117	2093	D4, J			Glenview	IL	
Email	Rogers	JEFFREY	117	2094	C1, D7, D9	The approval of the decommissioning of Runway 14L/32R and Runway 14R/32L occurred in 2005 in the O'Hare Modernization Environmental Impact Statement (EIS). This Re-Evaluation addresses potential environmental impacts of the Proposed Interim Fly Quiet. Please refer to the EIS for further details regarding decommissioning of		Glenview	IL	

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						Runway 14L/32R and Runway 14R/32L.				
Email	Rogers	JEFFREY	117	2095	I5, I6			Glenview	IL	
Email	Rogers	JEFFREY	117	2096	A2			Glenview	IL	
Email	Rogers	JEFFREY	117	2097	A1, A2			Glenview	IL	
Email	Rogers	Ginny	118	2098	D4, J			Glenview	IL	
Email	Rogers	Ginny	118	2099	C1, D7, D9			Glenview	IL	
Email	Rogers	Ginny	118	2100	I5, I6			Glenview	IL	
Email	Rogers	Ginny	118	2101	A2			Glenview	IL	
Email	Rogers	Ginny	118	2102	A1			Glenview	IL	
Email	Sanders	Ray	119	2103	A1, D13, G		4641 N Kostner	Chicago	IL	60630
Email	Sanders	Ray	119	2104	D4, I3		4641 N Kostner	Chicago	IL	60630
Email	Selzer	Jim & Gail	119	2105	D9			Niles	IL	
Email	Selzer	Jim & Gail	119	2106	D4, I3			Niles	IL	
Email	Singer	Susan	119	2107	J			Niles	IL	
Email	Singer	Susan	119	2108	D4, D14			Niles	IL	
Email	Singer	Susan	120	2109	J			Niles	IL	
Email	Singer	Susan	120	2110	J			Niles	IL	
Email	Singer	Susan	120	2111	A1, D2, D4			Niles	IL	
Email	Tomita	Kathy	121	2112	J		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2113	D4, D13		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2114	J		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2115	G1		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2116	I5		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2117	C10		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2118	D15		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2119	A2		1410 Burr Oak Dr	Glenview	IL	60025
Email	Tomita	Kathy	121	2120	C9		1410 Burr Oak Dr	Glenview	IL	60025
Email	Vahle	Jeanne	122	2121	J		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2122	C12, D4		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2123	D9		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2124	J		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2125	A, A1		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2126	D3, E1, E2		Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2127	A, A1	FAA had made no decision at the time of publication of the Draft Re-Evaluation. This Final Re-Evaluation includes FAA's findings and final determination.	Sunset Dr	Des Plaines	IL	
Email	Vahle	Jeanne	122	2128	J		Sunset Dr	Des Plaines	IL	

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Email	Vahle	Jeanne	122	2129	J	FAA had made no decision at the time of publication of the Draft Re-Evaluation. This Final Re-Evaluation includes FAA's findings and final determination.	Sunset Dr	Des Plaines	IL	
Email	White	Annette	123	2130	D, G	Aiming a laser at an aircraft is a serious safety risk and violates Federal law. More information is available at FAA.gov/about/initiatives/lasers.			IL	
Email	Whitney	jack	123	2131	C6, D4, I6	The purpose of this Re-Evaluation is to disclose potential environmental impacts of the Interim Fly Quiet as proposed by the Chicago Department of Aviation.	706 Clearview Dr	Glenview	IL	60025
Email	PIRR	PIRR	124	2132	J	The 2015 Re-Evaluation displays the interim construction years. The full Build Out runways and flight paths are shown in the O'Hare Modernization Program Environmental Impact Statement. https://www.faa.gov/airports/airport_development/omp/eis/feis/	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	124	2133	D, D6		PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	124	2134	D, D6		PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	124	2135	D, D6	In Configuration L, 9 percent of the departures are from Runway 4L and 91 percent depart from other runways. The percentage of widebody aircraft using runways other than Runway 4L for departures is 87 percent. Roughly 13 percent of nighttime departures on Runway 4L during the Proposed Interim Fly Quiet period are modeled to be widebody aircraft. In Configuration L, 15 percent of the arrivals land on Runway 4R and 85 percent land on other runways. The percentage of widebody aircraft using runways other than Runway 4R for arrivals is 80 percent. Roughly 20 percent of nighttime arrivals on Runway 4R during the Proposed Interim Fly Quiet period are modeled to be widebody aircraft.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	124	2136	D, D6	In Configuration I, 30 percent of the departures are from Runway 22L and 70 percent depart from other runways. The percentage of widebody aircraft using runways other than Runway 22L for departures is 94 percent. In Configuration I, 28 percent of the arrivals land on Runway 22R and 72 percent land on other runways. The percentage of widebody aircraft using	PIRR	PIRR	PIRR	PIRR

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						runways other than Runway 22R for arrivals is 85 percent.				
Email	PIRR	PIRR	124	2137	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 582 newly included housing units within the 65-70 Day-Night Average Sound Level (DNL) contour and 455 newly included housing units within the 70-75 DNL contour as a result of the shift in aircraft operations on Runways 28R and 28C.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	124	2138	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 79 newly included housing units within the 65-70 Day-Night Average Sound Level (DNL) contour and 71 newly included housing units within the 70-75 DNL contour as a result of the shift in aircraft operations on Runways 10L and 10C.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2139	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 154 housing units east of Runway 28R and 28C within the 65-70 Day-Night Average Sound Level (DNL) contour and 81 housing units within the 70-75 DNL contour that would experience a noise decrease. However, no housing unit would experience a "significant" noise decrease of 1.5 dB.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2140	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 115 housing units east of Runway 10L and 10C within the 65-70 Day-Night Average Sound Level (DNL) contour and 217 housing units within the 70-75 DNL contour that would experience a noise decrease. However, no housing unit would experience a "significant" noise decrease of 1.5 dB.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2141	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 53 newly excluded housing units within the 65-70 Day-Night Average Sound Level (DNL) contour and one newly excluded housing unit within the 70-75 DNL contour as a result of operations on Runway 27L.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2142	D, D6	Due to the Proposed Interim Fly Quiet there are approximately 53 newly excluded housing units within the 65-70 Day-Night Average Sound Level (DNL) contour that experience a "significant" decrease of 1.5 dB and one newly	PIRR	PIRR	PIRR	PIRR

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						excluded housing unit within the 70-75 DNL contour that experiences a "significant" decrease of 1.5 dB as a result of operations on Runway 27L.				
Email	PIRR	PIRR	125	2143	D, D6	Due to the Proposed Interim Fly Quiet there would be approximately 54 newly included housing units within the 65-70 Day-Night Average Sound Level (DNL) contour, 54 of which would experience a "significant" 1.5 dB or greater increase. Within the 60-65 DNL contour, there are 1,079 housing units, of which 942 would experience a "reportable" increase of 3 dB or greater. FAA did not compute housing units and population for areas less than 60 DNL.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2144	D, D6	Due to the Proposed Interim Fly Quiet there would be approximately 136 newly included housing units within the 65-70 Day-Night Average Sound Level (DNL) contour, none of which would experience a "significant" 1.5 dB increase. Within the 60-65 DNL contour, there are 665 housing units, of which 120 would experience a "reportable" increase of 3 dB. FAA did not compute housing units and population for areas less than 60 DNL.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2145	D, K	Due to the Proposed Interim Fly Quiet there are approximately two, 576, and 407 housing units that would experience a "significant" increase of 1.5 dB in the Proposed Interim Fly Quiet, Revised Interim Fly Quiet 1, and Revised Interim Fly Quiet 2, respectively.	PIRR	PIRR	PIRR	PIRR
Email	PIRR	PIRR	125	2146	K	Yes, higher west flow usage results in higher arrival usage on the east side of the airport. Other factors are the orientation of the runways and locations of Compatible Land Use. Departures from Runway 22L turn to the south and departures from the parallel runways (28C and 28R) pass over Compatible Land Uses west of O'Hare.	PIRR	PIRR	PIRR	PIRR

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Email	PIRR	PIRR	125	2147	D, K	FAA Order 1050.1F, Exhibit 4-1 and its companion Desk Reference Guide identify and establish thresholds for certain significant environmental impact categories, including Noise and Noise-Compatible Land Use. Specifically, noise impacts would be significant if they arose from an action that would increase noise by Day-Night Average Sound Level (DNL) 1.5 dB or greater for a noise-sensitive area that is exposed to noise at or above DNL 65 dB due to the Proposed Interim Fly Quiet. This threshold is noted in Table 3-1 of the Draft and Final Re-Evaluations.	PIRR	PIRR	PIRR	PIRR
Meeting	Denemaric	Phil	126	3001	J	FAA advised the Chicago Department of Aviation (CDA) early during preparation of the Re-Evaluation process that alternatives to the Proposed Interim Fly Quiet may be required to address areas of Environmental Justice (EJ) concern around O'Hare. Initial screening tools within the Aviation Environmental Design Tool model confirmed that additional detailed analysis of impacts to areas of EJ concern from the Proposed Interim Fly Quiet would be warranted. Accordingly, FAA advised the CDA to develop alternative proposals; these are referred to as Revised Interim Fly Quiet 1 and Revised Interim Fly Quiet 2. Beyond that, no specific guidance was given to the CDA with respect to how to develop those alternatives.	211 independence Ln	Bloomingdale	IL	60108
Meeting	Denemaric	Phil	126	3002	D9		211 independence Ln	Bloomingdale	IL	60108
Meeting	Denemaric	Phil	126	3003	D13	A detailed EJ technical memorandum outlining the initial screening process, the analytical approach and methodology for EJ, and the results of the detailed analysis of the geographic distribution of impacts and the demographic characteristics of the populations affected is reproduced as Appendix D of the Draft Re-Evaluation document. Results of the analysis indicated that Revised Interim Fly Quiet 1 and Revised Interim Fly Quiet 2 developed by the CDA would have greater impacts on areas of EJ concern. Therefore, the analysis of these alternatives was not carried forward	211 independence Ln	Bloomingdale	IL	60108

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						from the appendix into the main document.				
Meeting	Denemaric	Phil	126	3004	E1, E4, E5	The temporary nature of the Proposed Interim Fly Quiet did not factor into any determination of whether noise or Environmental Justice impacts were significant. The guidance found in FAA Order 1050.1F and its companion Desk Reference Guide informed the analyses and any determinations of significance.	211 independence Ln	Bloomingdale	IL	60108
Meeting	Denemaric	Phil	126	3005	D3, I		211 independence Ln	Bloomingdale	IL	60108
Meeting	Dickinson	Robert	128	3006	D3		5514 N Canfield	Chicago	IL	60656
Meeting	Greco	Ron	130	3007	D		722 Hackberry Ct	Bartlett	IL	60103
Meeting	PIRR	PIRR	132	3008	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	132	3009	D4	Congress is responsible for creating and passing legislation.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	132	3010	D14, E1		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	132	3011	I4	Aircraft on arrival will decrease speed as needed to remain on the 3-degree approach to ensure a safe landing.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	132	3012	D6, D14, E1, E4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	132	3013	D11	Massachusetts Port Authority, Massachusetts Institute of Technology, and FAA are engaged in a pilot study to evaluate certain methods to provide potential relief from increased noise due to area navigation (RNAV) procedures at Logan Airport. The study is still underway and final results have not been published.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	136	3014	D2, I3, J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	139	3015	C6, D2, D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	139	3016	C3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	139	3017	D8, D10		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	139	3018	D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	139	3019	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3020	I		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3021	C2, E1		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3022	B, D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3023	I		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3024	D2, I3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	143	3025	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	144	3026	C6, D4, I6	As the owner and operator of O'Hare, the Chicago Department of Aviation (CDA) is responsible for publicizing the rotation schedule. Please contact the	PIRR	PIRR	PIRR	PIRR

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						CDA to discuss noise monitoring concerns. Please check the CDA's Fly Quiet Program website for more information at https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/default.aspx				
Meeting	PIRR	PIRR	144	3027	D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	144	3028	E9		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	144	3029	C7	As the owner and operator of O'Hare, the Chicago Department of Aviation (CDA) is responsible for publicizing the rotation schedule. Please contact the CDA to discuss noise monitoring concerns. Please check the CDA's Fly Quiet Program website for more information at https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/default.aspx	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	144	3030	D13		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	144	3031	A1		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3032	D4, D7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3033	E1, E2		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3034	D, D6, E4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3035	D13		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3036	C7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	150	3037	D3, D9, I3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	154	3038	D, D7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	154	3039	D8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	154	3040	D13, G		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3041	D13		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3042	A4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3043	D13		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3044	C1, C8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3045	B		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3046	E2		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3047	E2		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3048	D9		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3049	C1, C8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3050	D5, J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	157	3051	D8	The forecast of activity at O'Hare includes the cargo aircraft activity between 2:00 a.m. and 4:00 a.m. Over the past two years, cargo aircraft activity has increased as the popularity of e-commerce—which drives demand	PIRR	PIRR	PIRR	PIRR

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						for air cargo—has increased. Forecasts of cargo activity are based on the most intensive period of such activity over the course of the year, which is in the winter (generally associated with holiday gift-giving). The forecast cargo activity levels reflect increases in such activity planned in 2019 and expected in years beyond. Finally, activity levels during the night have been further increased to represent one percent of activity during a 24-hour period, the historical average at O'Hare, to ensure that the forecast activity levels during the Proposed Interim Fly Quiet period are greater than or equal to what will actually occur.				
Meeting	PIRR	PIRR	158	3052	E1, E5		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	163	3053	F		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	163	3054	D4, D6, D15, J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3055	C, C3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3056	D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3057	E1, E2, E4, E7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3058	E7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3059	D3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3060	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3061	I4	This Re-Evaluation addresses potential environmental impacts of the Proposed Interim Fly Quiet as proposed by The Chicago Department of Aviation (CDA). Please contact the CDA or the O'Hare Noise Compatibility Commission to suggest future changes. Information on changes occurring at O'Hare over the past fifteen years may be found in the Environmental Impact Statement and the 2015 Re-Evaluation.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	168	3062	A, A1		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	169	3063	A, A1		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	169	3064	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	175	3065	I		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	175	3066	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	178	3067	D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	178	3068	D13, G	FAA responses to comments on the 2015 Re-Evaluation were posted in Appendix H of the 2015 Final Re-Evaluation at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/	PIRR	PIRR	PIRR	PIRR

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Meeting	PIRR	PIRR	178	3069	D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	178	3070	D3, I5	FAA does not contact individuals directly for responses.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	178	3071	D3, I5	FAA responses to comments on the 2015 Re-Evaluation were posted in Appendix H of the 2015 Final Re-Evaluation at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	182	3072	D2, D4		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	184	3073	D3, D4, D7	FAA does not contact individuals directly for responses.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	184	3074	I3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	187	3075	I1	The Proposed Interim Fly Quiet is limited to nighttime operations and will not influence daytime operations.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	188	3076	D15		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	188	3077	I1, I3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	193	3078	D		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3079	D15, I1, I6		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3080	D2, I		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3081	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3082	A, A2		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3083	I		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	194	3084	D15		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	195	3085	D15		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	195	3086	D15		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	195	3087	I1, I3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	195	3088	I	FAA agrees that Proposed Interim Fly Quiet would not occur during the construction period. FAA approved separate environmental documentation for the runway rehabilitations. The Existing Fly Quiet will be in place during the construction periods.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3089	D3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3090	D4	Questions pertaining to documents prepared by the City of Chicago should be directed to them.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3091	D7		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3092	D, D9		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3093	D8, D10	The O'Hare Noise Compatibility Commission can be contacted at https://www.oharenoise.org/contact-us.	PIRR	PIRR	PIRR	PIRR

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Meeting	PIRR	PIRR	209	3094	D3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3095	D3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	209	3096	D8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	213	3097	D3		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	213	3098	D, D4, D7, D9	The O'Hare Noise Compatibility Commission can be contacted at https://www.oharenoise.org/contact-us.	PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	213	3099	D8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	213	3100	E1, E2		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	213	3101	I5		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	215	3102	B		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	215	3103	J		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	215	3104	E1, E4, E8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	215	3105	E1, E4, E8		PIRR	PIRR	PIRR	PIRR
Meeting	PIRR	PIRR	217	3106	D4		PIRR	PIRR	PIRR	PIRR
US Mail	Baylian	Laura	219	4001	J		5748 W Sunnyside Ave	Chicago	IL	60630
US Mail	Baylian	Laura	219	4002	D4	Comment noted.	5748 W Sunnyside Ave	Chicago	IL	60630
US Mail	Baylian	Laura	219	4003	D7, F		5748 W Sunnyside Ave	Chicago	IL	60630
US Mail	Baylian	Laura	219	4004	D9		5748 W Sunnyside Ave	Chicago	IL	60630
US Mail	Baylian	Laura	219	4005	D7		5748 W Sunnyside Ave	Chicago	IL	60630
US Mail	Lombardi	Peter and Katherine	221	4006	J		8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	221	4007	A, A3		8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	221	4008	D13		8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	221	4009	D11		8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	221	4010	D8		8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	222	4011	A1	FAA is not aware that its website has been down.	8313 W Coral Dr	Norridge	IL	60706
US Mail	Lombardi	Peter and Katherine	222	4012	J		8313 W Coral Dr	Norridge	IL	60706
US Mail	Pavlik	Barbara	224	4013	I		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	224	4014	A1, A3		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	224	4015	A4, D3		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	224	4016	C1, C8		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	225	4017	B	Comment noted. The consultants staffing the public meeting were from a range of consulting firms that are subject matter experts in their respective fields (i.e., aircraft noise, air	5324 N Osceola Ave	Chicago	IL	60656

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						quality, etc.) and were available to answer questions.				
US Mail	Pavlik	Barbara	225	4018	D7		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	225	4019	D7, D9		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	225	4020	A2		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	225	4021	D3		5324 N Osceola Ave	Chicago	IL	60656
US Mail	Pavlik	Barbara	225	4022	J		5324 N Osceola Ave	Chicago	IL	60656
Web	Adelson	Lee	228	5001	D2, D4, D13, G	The consultants staffing the public meetings were from a range of consulting firms that are subject matter experts in their respective fields (i.e., aircraft noise, emissions, etc.). In addition, a number of FAA staff from various lines of business were present at all meetings to answer questions. If any unanswered questions were submitted in writing during the public comment period, you will find them answered in Appendix I of this Re-Evaluation.	1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5002	D11		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5003	D7		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5004	D12		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5005	I4, J		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5006	C3		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	Adelson	Lee	228	5007	D3		1117 S Old Wilke Rd 304	Arlington Heights	IL	60005
Web	agarwal	ravin	228	5008	J			glenv	IL	60025
Web	agarwal	ravin	228	5009	D2, D4, I3			glenv	IL	60025
Web	agarwal	ravin	228	5010	D3, I5			glenv	IL	60025
Web	agarwal	ravin	228	5011	C10			glenv	IL	60025
Web	agarwal	ravin	228	5012	D2, I3			glenv	IL	60025
Web	agarwal	ravin	228	5013	A2			glenv	IL	60025
Web	akhteebo	edmon	229	5014	J		141 Crescent dr	glenview	IL	60025
Web	akhteebo	edmon	229	5015	J		141 Crescent dr	glenview	IL	60025
Web	Anderson	Monica	229	5016	D2, D4		368 N Walnut	Elmhurst	IL	60126
Web	Anderson	Monica	229	5017	D2, D4, I1		368 N Walnut	Elmhurst	IL	60126
Web	Anderson	Monica	229	5018	C11		368 N Walnut	Elmhurst	IL	60126
Web	Austin Cavaliere	Diana	229	5019	D13, G, I3		1605 South Fairview Ave	Park Ridge	IL	60068

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Web	Austin Cavaliere	Diana	229	5020	D4		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5021	D2, D13, G		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5022	I3		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5023	J		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5024	C8, D4		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5025	D9, E1, E8, I3		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5026	D8		1605 South Fairview Ave	Park Ridge	IL	60068
Web	Austin Cavaliere	Diana	229	5027	D9		1605 South Fairview Ave	Park Ridge	IL	60068
Web	baltz	jack	230	5028	J		593 s bryan st	Elmhurst	IL	60126
Web	baltz	jack	230	5029	F		593 s bryan st	Elmhurst	IL	60126
Web	baltz	Providence	230	5030	J		593 Bryan St	Elmhurst	IL	60126
Web	baltz	Providence	230	5031	A, A1		593 Bryan St	Elmhurst	IL	60126
Web	Bautista	Jayne C	230	5032	J		8953 W Chestnut ave	River Grove	IL	60171
Web	Bautista	Jayne C	230	5033	D3		8953 W Chestnut ave	River Grove	IL	60171
Web	Bermann	Diane	230	5034	J		304 landmeier Rd	EGV	IL	60007
Web	Bermann	Diane	230	5035	J		304 landmeier Rd	EGV	IL	60007
Web	Biernat-Klepacki	Kinga	230	5036	D4, G, I3, J		702 W HILLSIDE DR	BENSENVILLE	IL	60106
Web	Bond	A	231	5037	C1			Glenview	IL	60025
Web	Bond	A	231	5038	E1, E4, E5			Glenview	IL	60025
Web	Bowling	Charles	231	5039	A2, D6		4632 N Plainfield Ave	Norridge	IL	60706
Web	Bowling	Charles	231	5040	D3		4632 N Plainfield Ave	Norridge	IL	60706
Web	Bowling	Charles	231	5041	D3, D4, I5	The boards displayed at the February 2019 Public Workshops are in Appendix H of the Final Re-Evaluation.	4632 N Plainfield Ave	Norridge	IL	60706
Web	Bowman	David	231	5042	D13, G, I		508 S Knight Ave	Park Ridge	IL	60068
Web	Bowman	David	231	5043	D3, D7, D9		508 S Knight Ave	Park Ridge	IL	60068
Web	Bowman	David	231	5044	J		508 S Knight Ave	Park Ridge	IL	60068
Web	Bradford	Derek	231	5045	J		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Derek	232	5046	D15		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Dina	232	5047	J		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Dina	232	5048	I6		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Dina	232	5049	A2		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Dina	232	5050	A2, D15		333 N Highland Ave	Elmhurst	IL	60126
Web	Bradford	Dina	232	5051	D15		333 N Highland Ave	Elmhurst	IL	60126

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Web	Brzezniak Volpe	Annette	232	5052	D2, D13	The Proposed Interim Fly Quiet is limited to nighttime operations and will not influence daytime operations.	4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5053	G		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5054	D14		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5055	D4, I3		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5056	D3		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5057	A2		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5058	A1		4956 N Odell	Harwood Heights	IL	60706
Web	Brzezniak Volpe	Annette	232	5059	D4		4956 N Odell	Harwood Heights	IL	60706
Web	Buscemi	Tony	233	5060	I3		438 N Maple Ave	Elmhurst	IL	60126
Web	Buscemi	Tony	233	5061	G		438 N Maple Ave	Elmhurst	IL	60126
Web	Buscemi	Tony	233	5062	J		438 N Maple Ave	Elmhurst	IL	60126
Web	Buscemi	Tony	233	5063	J		438 N Maple Ave	Elmhurst	IL	60126
Web	cain	Susan	233	5064	I4		443 Lilac Ln	Elk Grove Village	IL	60007
Web	Caltvedt	Sarah	233	5065	C9		376 N/ River Glen Ave	Elmhurst	IL	60126
Web	Caltvedt	Sarah	233	5066	D7		376 N/ River Glen Ave	Elmhurst	IL	60126
Web	Caltvedt	Sarah	233	5067	C7, D4		376 N/ River Glen Ave	Elmhurst	IL	60126
Web	Caltvedt	Sarah	233	5068	D8		376 N/ River Glen Ave	Elmhurst	IL	60126
Web	Caltvedt	Sarah	234	5069	D2, D13, I1		376 N/ River Glen Ave	Elmhurst	IL	60126
Web	Carney	Scott	234	5070	C1, C2, C8		27W071 Evelyn Ave	Winfield	IL	60190
Web	Carney	Scott	234	5071	J		27W071 Evelyn Ave	Winfield	IL	60190
Web	Casey	Rhonda	234	5072	A2, D3, I3		2215 Patriot Blvd	Glenview	IL	60026
Web	Chu	Federico	234	5073	I5			Glenview	IL	60026
Web	Chu	Federico	234	5074	D7, D9			Glenview	IL	60026
Web	Cirkic	Enisa	234	5075	D4, D7		407 Oak Ave	Wood dale	IL	60191
Web	Cirkic	Enisa	235	5076	E1, E4, E5		407 Oak Ave	Wood dale	IL	60191
Web	COHEN	David	235	5077	J		1741 RIDGEWOOD LANE EAST	GLENVIEW	IL	60025
Web	COHEN	David	235	5078	D7, D9		1741 RIDGEWOOD LANE EAST	GLENVIEW	IL	60025
Web	COHEN	David	235	5079	D7		1741 RIDGEWOOD LANE EAST	GLENVIEW	IL	60025
Web	COHEN	David	235	5080	D4, J		1741 RIDGEWOOD LANE EAST	GLENVIEW	IL	60025
Web	Conway	John	235	5081	D13		1357 Bennington Ct	Glenview	IL	60026

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Web	Conway	John	235	5082	D4		1357 Bennington Ct	Glenview	IL	60026
Web	Conway	John	235	5083	D9		1357 Bennington Ct	Glenview	IL	60026
Web	Coyne	Matt	236	5084	A2, D2, I5, I6		518 N Broadway	Park Ridge	IL	60068
Web	Crombie	Kathleen	236	5085	J		3406 Meadow Ln	Glenview	IL	60025
Web	Crombie	Kathleen	236	5086	D7		3406 Meadow Ln	Glenview	IL	60025
Web	Crombie	Kathleen	236	5087	D4, I3, J		3406 Meadow Ln	Glenview	IL	60025
Web	Damion	Marie	236	5088	C1, C2, D7, D9		6242 N Sauganash Ave	Chicago	IL	60646
Web	Damion	Marie	236	5089	D10		6242 N Sauganash Ave	Chicago	IL	60646
Web	Davenport	Jonathan	236	5090	J		2605 Fontana Dr	Glenview	IL	60025
Web	Davenport	Jonathan	236	5091	D3, I5		2605 Fontana Dr	Glenview	IL	60025
Web	Davenport	Jonathan	236	5092	A2		2605 Fontana Dr	Glenview	IL	60025
Web	denemark	lynne	237	5093	D4		211 independence Ln	bloomimgdale	IL	60108
Web	denemark	lynne	237	5094	D7		211 independence Ln	bloomimgdale	IL	60108
Web	denemark	lynne	237	5095	D9		211 independence Ln	bloomimgdale	IL	60108
Web	denemark	lynne	237	5096	C1, C2		211 independence Ln	bloomimgdale	IL	60108
Web	denemark	lynne	237	5097	J		211 independence Ln	bloomimgdale	IL	60108
Web	Disselhorst	David	237	5098	D3		4540 N Plainfield Ave	Norridge	IL	60706
Web	Disselhorst	David	237	5099	G		4540 N Plainfield Ave	Norridge	IL	60706
Web	Dixon	Sally	238	5100	D2, D4		823 S Seminary Ave	Park Ridge	IL	60068
Web	Dorow	John	238	5101	D2, I3		436 Leonard St	Park Ridge	IL	60068
Web	Dorow	John	238	5102	C1, C8		436 Leonard St	Park Ridge	IL	60068
Web	Dorow	John	238	5103	I4		436 Leonard St	Park Ridge	IL	60068
Web	Dziagwa	Ron	238	5104	D4, I6		45564 North Merrimac Ave	Chicago	IL	60630
Web	Ellis	Robbi	239	5105	D15, I3		439 N Walnut St	Elmhurst	IL	60126
Web	Ellis	Ronald	239	5106	I2		439 N Walnut St	Elmhurst	IL	60126
Web	Ellis	Ronald	239	5107	A1, A2		439 N Walnut St	Elmhurst	IL	60126
Web	Ellis	Ronald	239	5108	K1		439 N Walnut St	Elmhurst	IL	60126
Web	Ewing	Amanda	239	5109	J		8201 W Berwyn	Chicago	IL	60656
Web	Ewing	Amanda	239	5110	D2		8201 W Berwyn	Chicago	IL	60656
Web	Fernandez	Daniel	239	5111	J		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Fernandez	Daniel	239	5112	G1		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Fernandez	Daniel	240	5113	I5		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Fernandez	Daniel	240	5114	C10		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Fernandez	Daniel	240	5115	D15		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Fernandez	Daniel	240	5116	A2		1133 Terrace Ln	GLENVIEW	IL	60025
Web	Foley	Thomas	240	5117	J		1401 Sequoia Trl	Glenview	IL	60025
Web	Foley	Thomas	240	5118	G1		1401 Sequoia Trl	Glenview	IL	60025
Web	Foley	Thomas	240	5119	A2		1401 Sequoia Trl	Glenview	IL	60025
Web	folliard	sharon	240	5120	D4, I3, J		20 dover	Golf	IL	60029

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Web	Fox	William	240	5121	C1		3N210 N Indiana St	Elmhurst	IL	60126
Web	Fox	William	241	5122	D3		3N210 N Indiana St	Elmhurst	IL	60126
Web	Fox	William	241	5123	A2		3N210 N Indiana St	Elmhurst	IL	60126
Web	Franz	Ann	241	5124	D14		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5125	D7, D9		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5126	J		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5127	D8		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5128	E2		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5129	D7, D9		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5130	E1, E2, E7		902 w hillside drive	Bensenville	IL	60106
Web	Franz	Ann	241	5131	E8		902 w hillside drive	Bensenville	IL	60106
Web	Freese	Lisanne	241	5132	D4, D7		5508 W Ardmore Ave	Chicago	IL	60646
Web	Freese	Lisanne	241	5133	F		5508 W Ardmore Ave	Chicago	IL	60646
Web	Freese	Lisanne	241	5134	D4, E1, E4, E5		5508 W Ardmore Ave	Chicago	IL	60646
Web	Freese	Lisanne	241	5135	E5		5508 W Ardmore Ave	Chicago	IL	60646
Web	Freese	Lisanne	242	5136	B, D4		5508 W Ardmore Ave	Chicago	IL	60646
Web	Freese	Lisanne	242	5137	J		5508 W Ardmore Ave	Chicago	IL	60646
Web	Fullerton	David	242	5138	D2, D15		126 Elm Ave	Elmhurst	IL	60126
Web	Fullerton	David	242	5139	I1		126 Elm Ave	Elmhurst	IL	60126
Web	Fullerton	David	242	5140	I3, J		126 Elm Ave	Elmhurst	IL	60126
Web	Gahbauer	Martin	242	5141	D, D6		8153 W Greendale Ave	Niles	IL	60714
Web	Gahbauer	Martin	242	5142	D13, G, G1		8153 W Greendale Ave	Niles	IL	60714
Web	Gahbauer	Martin	243	5143	D7, D9, E1, E5		8153 W Greendale Ave	Niles	IL	60714
Web	Gahbauer	Martin	243	5144	D8		8153 W Greendale Ave	Niles	IL	60714
Web	Gahbauer	Martin	243	5145	J		8153 W Greendale Ave	Niles	IL	60714
Web	gebala	Joseph	243	5146	D4		4657 n osage ave	norridge	IL	60706
Web	gebala	Joseph	243	5147	D13		4657 n osage ave	norridge	IL	60706
Web	gebala	Joseph	243	5148	C3		4657 n osage ave	norridge	IL	60706
Web	gebala	Joseph	243	5149	D3		4657 n osage ave	norridge	IL	60706
Web	gebala	Joseph	243	5150	D5		4657 n osage ave	norridge	IL	60706
Web	gebala	Joseph	243	5151	I	The two runways in which arrivals overfly Niles are Runway 22R and Runway 27R. The number of nighttime arrivals to Runway 22R is modeled to increase by roughly 10 percent (0.2 percent to 10.6 percent, or less than one arrival to 14 arrivals on an average night) during the Proposed Interim Fly Quiet while the number of nighttime arrivals to Runway 27R are modeled to stay the same. Some portions of Niles near the centerline of Runway 22R are modeled to have reportable increases in	4657 n osage ave	norridge	IL	60706

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
						Day-Night Average Sound Level (increases of 5dB or greater) during the Proposed Interim Fly Quiet.				
Web	Groch	Nancy	243	5152	F		2300 S Westwood Ln	Palatine	IL	60067
Web	Grzesiakowski	Timothy	244	5153	B		1014 Huntington Dr	Elk Grove Village	IL	60007
Web	Haeffele	Sarah	244	5154	A1, A2		3007 W Hollywood Ave	Chicago	IL	60659
Web	Haeffele	Sarah	244	5155	D7, D9		3007 W Hollywood Ave	Chicago	IL	60659
Web	Haeffele	Sarah	244	5156	D13, I3		3007 W Hollywood Ave	Chicago	IL	60659
Web	Hansen	Jennifer	244	5157	J		22W114 Hillcrest Terrace	Medinah	IL	60157
Web	Hinkle	John	244	5158	F		5508 W Ardmore Ave	Chicago	IL	60646
Web	Hoover	Vicky	245	5159	A1		6727 N Keota Ave	Chicago	IL	60646
Web	Hoover	Vicky	245	5160	D2		6727 N Keota Ave	Chicago	IL	60646
Web	Hopkins	John	245	5161	D2	Responses to comments are included in Appendix I of this Re-Evaluation. FAA does not contact individuals directly for responses.	1001 Kings Ln	Glenview	IL	60025
Web	Hunter	Chelsea	245	5162	F		287 N Elmwood Ln	Palatine	IL	60066
Web	Janos	Tania	245	5163	D4, J		250 n Ridgeland ave	Elmhurst	IL	60126
Web	Janos	Tania	245	5164	D13, G1		250 n Ridgeland ave	Elmhurst	IL	60126
Web	Jason	Erin	246	5165	A2, D4, I6		209 N York St	Elmhurst	IL	60126
Web	Jason	Erin	246	5166	D2, D4		209 N York St	Elmhurst	IL	60126
Web	Jason	Erin	246	5167	D9		209 N York St	Elmhurst	IL	60126
Web	Jones	Ron	246	5168	D4, J		181 Rose St	Bensenville	IL	60106
Web	Kern	Annette	246	5169	A1, A4, D13, G		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5170	D10		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5171	D8		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5172	E2		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5173	E5		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5174	E1, E5		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5175	D9		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5176	K2		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Annette	246	5177	J		6330 North Leoti Ave	Chicago	IL	60646
Web	Kern	Wayne	247	5178	K2		6330 N Leoti	Chicago	IL	60646
Web	Kern	Wayne	247	5179	D8, D10		6330 N Leoti	Chicago	IL	60646
Web	Kern	Wayne	247	5180	I3, J		6330 N Leoti	Chicago	IL	60646
Web	Kimel	Jacqueline and Sheldon	247	5181	J		2141 Mickey Ln	Glenview	IL	60025
Web	Kimel	Jacqueline and Sheldon	247	5182	D7, D13		2141 Mickey Ln	Glenview	IL	60025

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Web	Kimel	Jacqueline and Sheldon	247	5183	J		2141 Mickey Ln	Glenview	IL	60025
Web	Klebba	Susan	247	5184	C6, D4, I3, J		3063 Knollwood Ln	Glenview	IL	60025
Web	Klebba	Susan	247	5185	D7, D9		3063 Knollwood Ln	Glenview	IL	60025
Web	Klepacki	Dariusz	247	5186	D4, I3		702 W HILLSIDE DR	BENSENVILLE	IL	60106
Web	Kolb	Keith	248	5187	D, D2, D4		36 E Kenilworth Ave	Villa Park	IL	60181
Web	Kolb	Keith	248	5188	A1, D2		36 E Kenilworth Ave	Villa Park	IL	60181
Web	Kolb	Keith	248	5189	C9		36 E Kenilworth Ave	Villa Park	IL	60181
Web	Koski	Lindsay	248	5190	D2, D13, G		801 Courtland Ave	Park Ridge	IL	60068
Web	Koski	Lindsay	248	5191	I3		801 Courtland Ave	Park Ridge	IL	60068
Web	Koski	Lindsay	248	5192	C9		801 Courtland Ave	Park Ridge	IL	60068
Web	Kosmidis	Susan	249	5193	J		1420 Burr Oak Dr	Glenview	IL	60025
Web	Kubik	Sue	249	5194	J		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5195	D13, G		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5196	D14		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5197	J	The O'Hare Noise Compatibility Commission (ONCC), an organization of more than 60 communities and school districts surrounding O'Hare, which includes Elmhurst and communities southwest of O'Hare, voted in support of the Proposed Interim Fly Quiet and the City of Chicago submitted the proposal to FAA. Villa Park is not currently a member of ONCC but could choose to join. Questions on City of Chicago or ONCC materials should be directed to those organizations for response.	1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5198	J		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5199	G1		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5200	I5		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5201	C10		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5202	D15		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	249	5203	A2		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	250	5204	C9		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	250	5205	A2		1804 Harrison St	Glenview	IL	60025
Web	Kubik	Sue	250	5206	A1		1804 Harrison St	Glenview	IL	60025
Web	LaPata	Robert	250	5207	J		1415 Burr Oak Dr	Glenview	IL	60025
Web	LaSota	Dan	251	5208	J		401 Mensching Rd	Roselle	IL	60172
Web	LaSota	Dan	251	5209	D3, D13		401 Mensching Rd	Roselle	IL	60172
Web	LaSota	Dan	251	5210	I		401 Mensching Rd	Roselle	IL	60172

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Web	LaSota	Dan	251	5211	D8		401 Mensching Rd	Roselle	IL	60172
Web	Lawrin	mark	251	5212	D13		8051 W Cedar Ln	Niles	IL	60714
Web	Lawrin	mark	251	5213	D4		8051 W Cedar Ln	Niles	IL	60714
Web	Lawrin	mark	251	5214	D3		8051 W Cedar Ln	Niles	IL	60714
Web	Lee	Michael	251	5215	J		1800 Chestnut Ave	Glenview	IL	60025
Web	Lehman	Darlene	251	5216	F, I3		8012 W Leland Ave	Norridge	IL	60706
Web	Lehman	Darlene	252	5217	D9, D13		8012 W Leland Ave	Norridge	IL	60706
Web	Lehman	Darlene	252	5218	D9		8012 W Leland Ave	Norridge	IL	60706
Web	Lehman	Darlene	252	5219	I3		8012 W Leland Ave	Norridge	IL	60706
Web	Lev	Greg	252	5220	D2, I3	The Environmental Impact Statement assessed the O'Hare Modernization Program. Any future proposals would undergo separate National Environmental Policy Act review.		Glenview	IL	60025
Web	Lev	Greg	252	5221	D2			Glenview	IL	60025
Web	Lewandowski	Zbigniew	252	5222	G		4906 North Oconto Ave	Harwood Heights	IL	60706
Web	Lewandowski	Zbigniew	252	5223	I3		4906 North Oconto Ave	Harwood Heights	IL	60706
Web	Lonergan	Barbara	252	5224	D2, D15		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	252	5225	A1		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5226	C10		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5227	D2, D3, D4		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5228	D3		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5229	I2		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5230	A2		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5231	K1		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5232	D2, G, G1		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5233	C11		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5234	I1		261 W Fremont Ave	Elmhurst	IL	60126
Web	Lonergan	Barbara	253	5235	B, I3		261 W Fremont Ave	Elmhurst	IL	60126
Web	Loughran	Peter	253	5236	D2, D4		911 Glenayre Dr	Glenview	IL	60025
Web	Lushniak	Stephen	254	5237	A1, A3			Chicago	IL	60631
Web	Lushniak	Stephen	254	5238	J			Chicago	IL	60631
Web	Lushniak	Stephen	254	5239	D7, D9, E1, E5			Chicago	IL	60631
Web	Lushniak	Stephen	254	5240	J			Chicago	IL	60631
Web	Lushniak	Stephen	254	5241	C9			Chicago	IL	60631
Web	Maggio	carol	254	5242	D13		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5243	D4		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5244	D7, D9		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5245	D4		4513 N Canfield	Norridge	IL	60706

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Web	Maggio	carol	254	5246	D9		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5247	A1		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5248	D8		4513 N Canfield	Norridge	IL	60706
Web	Maggio	carol	254	5249	E1, E2		4513 N Canfield	Norridge	IL	60706
Web	Malec	John	255	5250	C		17W048 Center St	Bensenville	IL	60106
Web	Malec	John	255	5251	J		17W048 Center St	Bensenville	IL	60106
Web	Malicki	Paul	255	5252	D13		5006 N Canfield	Norridge	IL	60706
Web	Malicki	Paul	255	5253	D4		5006 N Canfield	Norridge	IL	60706
Web	Malicki	Paul	255	5254	D3		5006 N Canfield	Norridge	IL	60706
Web	Malicki	Paul	255	5255	D8		5006 N Canfield	Norridge	IL	60706
Web	Mallios	George	255	5256	J			Glenview	IL	60025
Web	Mallios	George	255	5257	G1			Glenview	IL	60025
Web	Mallios	George	255	5258	I5			Glenview	IL	60025
Web	Mallios	George	255	5259	C10			Glenview	IL	60025
Web	Mallios	George	256	5260	D15	The Proposed Interim Fly Quiet does not include changes to nighttime departure flight tracks/paths.		Glenview	IL	60025
Web	Mallios	George	256	5261	A2			Glenview	IL	60025
Web	Mallios	George	256	5262	C9			Glenview	IL	60025
Web	Mallios	George	256	5263	J			Glenview	IL	60025
Web	Mangas	Daniel	256	5264	D4, I3		2343 Fir St	Glenview	IL	60025
Web	Mangas	Daniel	256	5265	D7, D9		2343 Fir St	Glenview	IL	60025
Web	Martellotta	Dan	256	5266	I3, I6, J		215 E Highland Ave	Villa Park	IL	60181
Web	Medina	Armando	256	5267	D13		347 Hiawatha Trl	Wood dale	IL	60191
Web	Medina	Armando	256	5268	C1		347 Hiawatha Trl	Wood dale	IL	60191
Web	Medina	Armando	257	5269	E1, E7		347 Hiawatha Trl	Wood dale	IL	60191
Web	Medina	Armando	257	5270	D9		347 Hiawatha Trl	Wood dale	IL	60191
Web	Medina	Armando	257	5271	D8		347 Hiawatha Trl	Wood dale	IL	60191
Web	Medina	Armando	257	5272	J		347 Hiawatha Trl	Wood dale	IL	60191
Web	Minard	Joseph	257	5273	J		315 Dalewood Ave	Wood Dale	IL	60191
Web	Minard	Joseph	257	5274	D1, D6		315 Dalewood Ave	Wood Dale	IL	60191
Web	Molenda	Nina	257	5275	C1, C8, D4		464 Itasca st	Wood Dale	IL	60191
Web	Molenda	Nina	257	5276	E5		464 Itasca st	Wood Dale	IL	60191
Web	Molenda	Nina	257	5277	E1, E3		464 Itasca st	Wood Dale	IL	60191
Web	Molenda	Nina	257	5278	E7		464 Itasca st	Wood Dale	IL	60191
Web	Molenda	Nina	257	5279	J		464 Itasca st	Wood Dale	IL	60191
Web	Moreth	Helen	257	5280	I4		621 Grove Ave	Bensenville	IL	60106
Web	Moreth	Helen	258	5281	D9		621 Grove Ave	Bensenville	IL	60106
Web	Moreth	Helen	258	5282	D3		621 Grove Ave	Bensenville	IL	60106
Web	Moreth	Helen	258	5283	D13		621 Grove Ave	Bensenville	IL	60106

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Web	Moreth	Helen	258	5284	D7		621 Grove Ave	Bensenville	IL	60106
Web	Moreth	Helen	258	5285	D11		621 Grove Ave	Bensenville	IL	60106
Web	Moreth	Helen	258	5286	D14		621 Grove Ave	Bensenville	IL	60106
Web	Morrissey	Monica	258	5287	D, G1		625 Arbor Ln	Glenview	IL	60025
Web	Morrissey	Monica	258	5288	I5		625 Arbor Ln	Glenview	IL	60025
Web	Morrissey	Monica	258	5289	C10		625 Arbor Ln	Glenview	IL	60025
Web	Morrissey	Monica	258	5290	I3, I6		625 Arbor Ln	Glenview	IL	60025
Web	Morrissey	Monica	258	5291	A2		625 Arbor Ln	Glenview	IL	60025
Web	Morrissey	Monica	258	5292	C9		625 Arbor Ln	Glenview	IL	60025
Web	Murphy	Terri	258	5293	C3		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5294	D11		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5295	D8		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5296	D2		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5297	C3	Please see Appendix C for significance thresholds and noise changes related to Glenview resulting from the Proposed Interim Fly Quiet.	1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5298	E1, E5		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Terri	259	5299	D7		1130 West Talcott Rd	Park Ridge	IL	60068
Web	Murphy	Gerald	259	5300	I6		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	259	5301	I6		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	259	5302	D2, D4		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	259	5303	I3, I6		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	259	5304	D2, D15		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	259	5305	I6		454N Myrtle Ave	Emhurst	IL	60126
Web	Murphy	Gerald	260	5306	D2, D4		454N Myrtle Ave	Emhurst	IL	60126
Web	Myers	Melanie	260	5307	J			Glendale Heights	IL	60139
Web	Neubert	Lisa & Guy	260	5308	J		4725 N Ozanam Ave	Norridge	IL	60706
Web	Neubert	Lisa & Guy	260	5309	G		4725 N Ozanam Ave	Norridge	IL	60706
Web	Neubert	Lisa & Guy	260	5310	E1, E2, E5		4725 N Ozanam Ave	Norridge	IL	60706
Web	Nugent	Mike	260	5311	J		2233 Prairie St	Glenview	IL	60025
Web	Nugent	Mike	260	5312	D7, D9		2233 Prairie St	Glenview	IL	60025
Web	Oleksy Trela	Aldona	260	5313	D3		307 N Elmwood Ave	Wood Dale	IL	60191
Web	Oleksy Trela	Aldona	260	5314	D4, D13		307 N Elmwood Ave	Wood Dale	IL	60191
Web	P	jim	261	5315	I3		5900 West Lawrence	Chicago	IL	60630
Web	P	jim	261	5316	C9		5900 West Lawrence	Chicago	IL	60630
Web	Palermo	Peter	261	5317	D4, D13, G		8100 N Wisner	Niles	IL	60714
Web	Palermo	Peter	261	5318	C3		8100 N Wisner	Niles	IL	60714

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Web	Palermo	Peter	261	5319	F		8100 N Wisner	Niles	IL	60714
Web	Palermo	Peter	261	5320	F		8100 N Wisner	Niles	IL	60714
Web	Pasko	Nita	261	5321	D4, D7		1085 N Northwest Hwy #1	Park Ridge	IL	60068
Web	Paterka	Dennis	262	5322	B		7114 N Melvina	Chicago	IL	60646
Web	Paterka	Dennis	262	5323	C1, C8, D4		7114 N Melvina	Chicago	IL	60646
Web	Paterka	Dennis	262	5324	D7		7114 N Melvina	Chicago	IL	60646
Web	Pavlik	Barbara	262	5325	C3		5324 N Osceola Ave	Chicago	IL	60656
Web	Pavlik	Barbara	262	5326	A2		5324 N Osceola Ave	Chicago	IL	60656
Web	Pavlik	Barbara	262	5327	D7		5324 N Osceola Ave	Chicago	IL	60656
Web	Pavlik	Barbara	262	5328	G		5324 N Osceola Ave	Chicago	IL	60656
Web	Payne	Christopher	262	5329	D4, I3		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	262	5330	D		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	262	5331	D7		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	262	5332	D3		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	263	5333	C6		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	263	5334	J		1214 Elliott St	Park Ridge	IL	60068
Web	Payne	Christopher	263	5335	I3, J		1214 Elliott St	Park Ridge	IL	60068
Web	Penton	Amy	263	5336	C1		1202 Greenvalley St	Bensenville	IL	60106
Web	Penton	Amy	263	5337	D11		1202 Greenvalley St	Bensenville	IL	60106
Web	Penton	Amy	263	5338	D14		1202 Greenvalley St	Bensenville	IL	60106
Web	Petras	Robert	263	5339	D14		404 w green st	bensenville	IL	60106
Web	Petras	Robert	263	5340	I4	Runway 22R is modeled to receive roughly 10 percent of nighttime arrivals during the Proposed Interim Fly Quiet. Fly Quiet mode, which generally runs from 10:30 p.m. to 5:30 a.m., is when these arrivals would occur. The Day-Night Average Sound Level nighttime period (10:00 p.m. to 6:59 a.m.) is defined as the nighttime period for the Re-Evaluation. The exact times of arrivals during the nighttime period are dependent on operator schedules.	404 w green st	bensenville	IL	60106
Web	Petras	Robert	263	5341	D2, D13, I3		404 w green st	bensenville	IL	60106
Web	Petras	Robert	263	5342	D11		404 w green st	bensenville	IL	60106
Web	Petras	Robert	263	5343	D7		404 w green st	bensenville	IL	60106
Web	Petras	Robert	263	5344	E1, E7		404 w green st	bensenville	IL	60106
Web	Piotrowski	Ed	264	5345	A2, C6, C7, D4		282 Monument Rd	Elgin	IL	60124
Web	Plaisted	Jeff	264	5346	A2, D2, D4		255 e 3rd st	Elmhurst	IL	61026
Web	Podgorski	Vanessa	264	5347	J		2030 Mickey Ln	Glenview	IL	60025
Web	Podgorski	Vanessa	264	5348	G1		2030 Mickey Ln	Glenview	IL	60025
Web	Podgorski	Vanessa	264	5349	I5		2030 Mickey Ln	Glenview	IL	60025

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Web	Podgorski	Vanessa	264	5350	C10		2030 Mickey Ln	Glenview	IL	60025
Web	Podgorski	Vanessa	264	5351	D15, I6		2030 Mickey Ln	Glenview	IL	60025
Web	Podgorski	Vanessa	265	5352	A2		2030 Mickey Ln	Glenview	IL	60025
Web	Podgorski	Vanessa	265	5353	I		2030 Mickey Ln	Glenview	IL	60025
Web	Ramirez	Deborah	265	5354	D13, J		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5355	D8		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5356	D4, D11		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5357	D9		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5358	D14		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5359	E1, E2		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5360	J		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5361	D3		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5362	I4		463 E Montrose Av	Wood Dale	IL	60191
Web	Ramirez	Deborah	265	5363	G, I3	Congress is responsible for creating and passing legislation.	463 E Montrose Av	Wood Dale	IL	60191
Web	Rasler	Erin	265	5364	J		243 Elm St	Glenview	IL	60025
Web	Rasler	Erin	265	5365	C1, D7		243 Elm St	Glenview	IL	60025
Web	Rasler	Erin	266	5366	D4, I6		243 Elm St	Glenview	IL	60025
Web	Rasler	Erin	266	5367	I5		243 Elm St	Glenview	IL	60025
Web	Rasler	Erin	266	5368	A2		243 Elm St	Glenview	IL	60025
Web	Rasler	Erin	266	5369	J		243 Elm St	Glenview	IL	60025
Web	Rice	Meghan	266	5370	D4, J		634 S Parkside Ave	Elmhurst	IL	60126
Web	Rice	Meghan	266	5371	D4, D8		634 S Parkside Ave	Elmhurst	IL	60126
Web	Rice	Judith	266	5372	C9		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	266	5373	C1, D4		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	266	5374	D15		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5375	C10		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5376	D3, D5		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5377	A2		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5378	K1		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5379	G, G1		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5380	D7		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5381	J		8123 Laramie Ave	Skokie	IL	60077
Web	Rice	Judith	267	5382	J		8123 Laramie Ave	Skokie	IL	60077
Web	Rocha	Maria Vanessa	267	5383	J		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	267	5384	D, D6		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	267	5385	D7, D14, E2		277 Oakwood dr	Wood dale	IL	60191

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Web	Rocha	Maria Vanessa	267	5386	E1, E2, E5		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	267	5387	I4		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	267	5388	D3		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	267	5389	C1, C2, C8		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	268	5390	D7, H		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	268	5391	D9, D11		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	268	5392	G		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	268	5393	J		277 Oakwood dr	Wood dale	IL	60191
Web	Rocha	Maria Vanessa	268	5394	E1, E2, E4, E5	The Chicago Department of Aviation conducted the tests. Information on the Tests can be found at https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/default.aspx.	277 Oakwood dr	Wood dale	IL	60191
Web	Romain	Bruce	268	5395	G		1957 Larkdale Dr	Glenview	IL	60025
Web	Romain	Bruce	268	5396	D7, D9		1957 Larkdale Dr	Glenview	IL	60025
Web	Roumbos	Carla	268	5397	C1		6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Carla	268	5398	D14		6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Carla	268	5399	D7, D9		6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Carla	268	5400	D10	The combined effects of aircraft and rail or highway noise would not be a cumulative impact unless a project other than the Proposed Interim Fly Quiet also increased noise in that location concurrently with the effects of the Proposed Interim Fly Quiet.	6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Bobby	268	5401	D13, D14, E1, E8		6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Bobby	268	5402	A2, C6	The Environmental Impact Statement disclosed cumulative noise impacts including roadway and train sources.	6n706 pine st	Bensenville	IL	60106
Web	Roumbos	Bobby	269	5403	J		6n706 pine st	Bensenville	IL	60106
Web	Rudnicki	Paul	269	5404	D3		545 Irmen Dr	Wood Dale	IL	60191
Web	Schoonveld	mark	269	5405	J		266 Oak St	Elmhurst	IL	60126
Web	Schultz	Eileen	269	5406	D2, D4		459 S Maple St	Itasca	IL	60143
Web	Schultz	Eileen	269	5407	C1, C2, C4, C8		459 S Maple St	Itasca	IL	60143
Web	Schultz	Eileen	269	5408	I3		459 S Maple St	Itasca	IL	60143
Web	Shields	Mike	269	5409	F		8104 Wisner St	Niles	IL	60714
Web	Shields	Mike	269	5410	A1, A3		8104 Wisner St	Niles	IL	60714

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Web	Shields	Mike	270	5411	J		8104 Wisner St	Niles	IL	60714
Web	Shields	Mike	270	5412	I, J		8104 Wisner St	Niles	IL	60714
Web	Shields	Mike	270	5413	D13, G, I		8104 Wisner St	Niles	IL	60714
Web	Shields	Mike	270	5414	D1		8104 Wisner St	Niles	IL	60714
Web	Shimokogawa	Miwa	270	5415	D14		5216 W Carmen Ave	Chicago	IL	60630
Web	Shimokogawa	Miwa	270	5416	C1		5216 W Carmen Ave	Chicago	IL	60630
Web	Shimokogawa	Miwa	270	5417	D2, D13, I3, J		5216 W Carmen Ave	Chicago	IL	60630
Web	Siedler	Siegfried & JoAnn	270	5418	C7		4524 North Thatcher Ave	Norridge	IL	60706
Web	skierkiewicz	Daniel	270	5419	D4		22W114 Hillcrest Terrace	medinah	IL	60157
Web	skierkiewicz	Daniel	270	5420	D9		22W114 Hillcrest Terrace	medinah	IL	60157
Web	skierkiewicz	Daniel	270	5421	D11		22W114 Hillcrest Terrace	medinah	IL	60157
Web	Skurski	steve	271	5422	F		12 S Center St	Bensenville	IL	60106
Web	Skurski	steve	271	5423	J		12 S Center St	Bensenville	IL	60106
Web	Smith	Scott	271	5424	J	The Proposed Interim Fly Quiet is limited to nighttime operations and will not influence daytime operations.	2 Elm Creek Dr	Elmhurst	IL	60126
Web	Stanton	Kevin	271	5425	D4, I3, J	The Proposed Interim Fly Quiet is limited to nighttime operations and will not influence daytime operations.	1832 Monroe Ave	Glenview	IL	60025
Web	Stanton	Kevin	271	5426	J		1832 Monroe Ave	Glenview	IL	60025
Web	Stanton	Kevin	271	5427	D1, D6		1832 Monroe Ave	Glenview	IL	60025
Web	Stanton	Kevin	271	5428	D4, I3		1832 Monroe Ave	Glenview	IL	60025
Web	Summers	Evan	272	5429	J		108 Forestview Dr	Bensenville	IL	60106
Web	szaflik	christine	272	5430	J		4308 North Osceola Ave	Norridge	IL	60706
Web	Thesen	Brooke	272	5431	D14		4409 N Oriole Ave	Norridge	IL	60706
Web	Thesen	Brooke	272	5432	D7, D9		4409 N Oriole Ave	Norridge	IL	60706
Web	Thesen	Brooke	272	5433	D3		4409 N Oriole Ave	Norridge	IL	60706
Web	Torres	Nicholas	272	5434	D2, D4		6801 N Sauganash Ave	Chicago	IL	60646
Web	unger	steve	273	5435	I3, J		220 pleasant	elk grove	IL	60007
Web	unger	steve	273	5436	E1, E4		220 pleasant	elk grove	IL	60007
Web	Van De Walle	Eileen	273	5437	D4, I6		440 N Evergreen	Elmhurst	IL	60126
Web	Van De Walle	Ronald	273	5438	D4, I6		440 N Evergreen	Elmhurst	IL	60126
Web	Vana	Donald	274	5439	D2, D4, D13, I3		213 Maison Ct	Elmhurst	IL	60126
Web	Vienot	Mike	274	5440	I5		700 Glenridge Dr	Glenview	IL	60025

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Web	Vienot	Mike	274	5441	C10		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Mike	274	5442	D15		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Mike	274	5443	A2		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Michael	274	5444	J		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Michael	274	5445	I5		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Michael	274	5446	C10		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Michael	274	5447	D15		700 Glenridge Dr	Glenview	IL	60025
Web	Vienot	Michael	275	5448	A2		700 Glenridge Dr	Glenview	IL	60025
Web	Vinakos	Deborah	275	5449	F		2827 W Rascher Ave	Chicago	IL	60625
Web	Vinakos	Deborah	275	5450	I3		2827 W Rascher Ave	Chicago	IL	60625
Web	Vinakos	Deborah	275	5451	C2, C4		2827 W Rascher Ave	Chicago	IL	60625
Web	Vinakos	Deborah	275	5452	C9		2827 W Rascher Ave	Chicago	IL	60625
Web	Vitale	Salvatore	275	5453	D9		4732 N Ozanam Ave	Norridge	IL	60706
Web	Vitale	Salvatore	275	5454	D7		4732 N Ozanam Ave	Norridge	IL	60706
Web	Vitale	Salvatore	275	5455	D13		4732 N Ozanam Ave	Norridge	IL	60706
Web	Vitale	Salvatore	275	5456	D2, I3		4732 N Ozanam Ave	Norridge	IL	60706
Web	Vitale	Salvatore	275	5457	D3		4732 N Ozanam Ave	Norridge	IL	60706
Web	Wachter	Jill	276	5458	C1, C8, D2, D4, D13			Glenview	IL	60025
Web	Wachter	Jill	276	5459	D7, D9			Glenview	IL	60025
Web	Wachter	Jill	276	5460	C6, D4			Glenview	IL	60025
Web	wagner	jim	276	5461	A2, D6		164 tottenham ln	elk grove	IL	60007
Web	Walsh	Mary	276	5462	J		8117 W Courtland	Norridge	IL	60706
Web	Walsh	Mary	276	5463	J		8117 W Courtland	Norridge	IL	60706
Web	Weglarz	Tom	276	5464	A2		8017 W Eastwood Ave	Norridge	IL	60706
Web	Weglarz	Tom	276	5465	D10		8017 W Eastwood Ave	Norridge	IL	60706
Web	Weglarz	Tom	276	5466	D3		8017 W Eastwood Ave	Norridge	IL	60706
Web	Weglarz	Tom	276	5467	J		8017 W Eastwood Ave	Norridge	IL	60706
Web	Weickert	Cindy	277	5468	I3, J		1964 Larkdale Dr	Glenview	IL	60025
Web	Yurik	David	277	5469	J		3720 countryside lane	glenview	IL	60025
Web	Yurik	David	277	5470	D3, I5		3720 countryside lane	glenview	IL	60025
Web	Zator	Janice	277	5471	C1, C8, D2, D7, D9		3N221 Wilson St	Elmhurst	IL	60126
Web	Zator	Janice	277	5472	D4, G, I3		3N221 Wilson St	Elmhurst	IL	60126
Web			278	5473	E7			Bensenville	IL	60106
Web			278	5474	E1, E5, E8			Bensenville	IL	60106
Web			278	5475	C10, E5			Bensenville	IL	60106
Web			278	5476	J			Bensenville	IL	60106
Web			278	5477	D4, D9, D14			glenview	IL	60025
Web			278	5478	D4, I3			glenview	IL	60025
Web			278	5479	A3		8239 W Foster Ave	Norridge	IL	60706

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Web			278	5480	D, D4		8239 W Foster Ave	Norridge	IL	60706
Web			278	5481	D11		8239 W Foster Ave	Norridge	IL	60706
Web			278	5482	D7		8239 W Foster Ave	Norridge	IL	60706
Web			278	5483	E1, E4, E5		8239 W Foster Ave	Norridge	IL	60706
Web			278	5484	D8		8239 W Foster Ave	Norridge	IL	60706
Web			278	5485	D7, D9		8239 W Foster Ave	Norridge	IL	60706
Web			279	5486	D2, I3			Wood Dale	IL	60191
Web			279	5487	C6, I3			Wood Dale	IL	60191
Web		Mary	279	5488	D7		1210 Church St	Glenview	IL	60025
Web		Mary	279	5489	C1, C2, C8		1210 Church St	Glenview	IL	60025
Web	PIRR	PIRR	279	5490	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	279	5491	D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5492	D7	Cargo flights approach the airport in the same manner as other aircraft. Cargo operators select the aircraft best suited for their types of operations. Aircraft placed in service by operators must comply with 14 CFR Part 36 Noise Standards. See also D3.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5493	D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5494	D11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5495	D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5496	D4, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5497	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5498	C1, C2, C4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5499	C9, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5500	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5501	D13, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5502	C1, C2, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	280	5503	I4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5504	A2, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5505	A1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5506	A1, A2, A3, D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5507	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5508	D5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5509	D1, D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5510	I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5511	A1, A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5512	I		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5513	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	281	5514	C11, I		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	282	5515	I1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5516	D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5517	A1, A2, D7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5518	A1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5519	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5520	A2, D2, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5521	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5522	A1, D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5523	D2, D7, D9, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5524	D11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5525	E1, E7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5526	D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	282	5527	D2, D4, D7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5528	B, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5529	D4, D13, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5530	C1, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5531	C6, D2, I6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5532	C10, D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5533	D2, D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	283	5534	I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5535	A2, D6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5536	C3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5537	C, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5538	C1, C4, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5539	C7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5540	D, D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5541	A2, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5542	I, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5543	D4, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	284	5544	D13, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5545	A1, I		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5546	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5547	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5548	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5549	D7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5550	C5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5551	A2, D4, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	285	5552	D4, G, I3	As stated in the description of the Proposed Interim Fly Quiet, prevailing winds and weather may not always	PIRR	PIRR	PIRR	PIRR

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						allow the program to be implemented. The rotation schedule will not change based on the inability to implement a prior week's rotation. The Re-Evaluation used Test 3 implementation data in the analysis.				
Web	PIRR	PIRR	286	5553	E4	As the owner and operator of O'Hare, the City of Chicago determines which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5554	D10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5555	D3	During preparation of the Environmental Impact Statement and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), the airlines, and FAA have examined ways to improve the Existing Fly Quiet to address nighttime noise concerns for a time period before Build Out of the O'Hare Modernization Program (OMP). Through that process, the specific runways to be used evolved. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5556	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5557	E1, E4, E5	The OMP called for the closure of Runways 14R/32L and 14L/32R to enable the redevelopment of the airfield as planned. Chapter 2 notes that as of January 2019, Runway 10L/28R has been extended and three runways constructed (9L/27R, 10C/28C, and 10R/28L). Runway 9C/27C is slated to open in November 2020 and the Runway 9R/27L extension will be complete in December 2021. Runway 9C/27C was included in this Re-Evaluation; however, it did not affect the Proposed Interim Fly Quiet as it would not be open at night during that period. The Proposed Interim Fly Quiet is expected to end in January 2021, as discussed in Chapter 2. The Environmental Impact Statement	PIRR	PIRR	PIRR	PIRR

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						disclosed Build Out conditions that will occur after December 2021.				
Web	PIRR	PIRR	286	5558	D2, D3, D4, D6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5559	D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5560	I4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	286	5561	D8, D10	FAA does not participate in local decision-making or local political processes.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5562	A2, C3, D2, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5563	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5564	F, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5565	C6, D4, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5566	D2, D3, D5, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	287	5567	D13, I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5568	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5569	A2, C3, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5570	I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5571	D4, D7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5572	D4, I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5573	I6, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	288	5574	I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5575	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5576	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5577	I5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5578	I1, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5579	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5580	K1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5581	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5582	C11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5583	A1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	289	5584	I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5585	D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5586	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5587	D8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5588	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5589	D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5590	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5591	J		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	290	5592	D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5593	D2, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5594	C2, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	290	5595	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5596	C10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5597	D2, D3, D5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5598	I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5599	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5600	K1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5601	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5602	C11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5603	I1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	291	5604	I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5605	D4, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5606	I4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5607	C6, C7, D4, J	The consultants staffing the public meetings were from a range of consulting firms that are subject matter experts in their respective fields (i.e., aircraft noise, emissions, etc.). Some of the staff present at the meetings were from the Chicago area, whereas others came from outside the region. Where they reside had no influence on the analysis contained in the Re-Evaluation. In addition, a large number of FAA staff from the Des Plaines office were present at all meetings.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5608	D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5609	B		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5610	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5611	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	292	5612	C1, C8, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5613	D		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5614	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5615	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5616	D13, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5617	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	293	5618	A1, G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5619	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5620	D2, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5621	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5622	A2, D6		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	294	5623	I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5624	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5625	D7, D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5626	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	294	5627	I5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5628	C10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5629	D15	Massachusetts Port Authority, Massachusetts Institute of Technology, and FAA are engaged in a pilot study to evaluate certain methods to provide potential relief from increased noise due to area navigation (RNAV) procedures at Logan Airport. The study is still underway and final results have not been published.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5630	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5631	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5632	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5633	E1, E6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5634	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5635	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5636	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5637	E1, E4, E5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	295	5638	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5639	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5640	G1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5641	I5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5642	C10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5643	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5644	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5645	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5646	D2, D3, D5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	296	5647	I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5648	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5649	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5650	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5651	D4, I3, I5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5652	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5653	G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5654	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5655	D3, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	297	5656	D4, I3		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	298	5657	C1, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5658	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5659	D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5660	D10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5661	D8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5662	C6, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5663	C2, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5664	D, D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5665	C1, C2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5666	D4, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5667	D4, I3, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5668	D7		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5669	D8, D9, D10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5670	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5671	A2, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5672	C12		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5673	C1, D3, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	298	5674	D2, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5675	D7, D9, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5676	D8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5677	A1, J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5678	A1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5679	D4, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5680	D4, J	Manufacturers and operators are working toward engine and airframe improvements to reduce noise. Aircraft are significantly quieter than they were 10 to 20 years ago.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5681	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5682	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	299	5683	C1, D11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5684	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5685	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5686	D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5687	E2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5688	E1, E5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5689	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5690	D2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5691	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5692	C1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5693	E1, E2		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	300	5694	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	300	5695	D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5696	I		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5697	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5698	D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5699	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5700	I		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5701	C9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5702	E1, E2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5703	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5704	C12		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5705	D2, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5706	C6, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5707	C1, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5708	D14		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	301	5709	D4, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5710	G, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5711	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5712	D3	Congress is responsible for creating and passing legislation.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5713	E1, E2, E4, E5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5714	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5715	D2, D4, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5716	D14	At this time there is no proposed Terminal 3 expansion. This Re-Evaluation addresses potential environmental impacts of the Proposed Interim Fly Quiet which, if implemented, will end in January 2021. Future proposals will be evaluated under a separate environmental review.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5717	D11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5718	D4, D13		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	302	5719	D9	The Proposed Interim Fly Quiet is limited to nighttime operations and will not influence daytime operations.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5720	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5721	C		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5722	D4, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5723	D, D2, D6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5724	C12		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	303	5725	D1		PIRR	PIRR	PIRR	PIRR

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Web	PIRR	PIRR	303	5726	A1, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5727	F		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5728	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5729	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5730	C3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5731	D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5732	D4, D13, G		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5733	C1, C2, C3, C8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5734	C6		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5735	J		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	304	5736	I		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5737	D3, D10, I3	The Proposed Interim Fly Quiet does not include changes to nighttime departure flight tracks/paths.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5738	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5739	D9	There are no proposed changes in flight paths due to the Proposed Interim Fly Quiet, only increases or decreases in the use of the runways during Fly Quiet Mode. There would be fewer departures at night from Runway 9R but an increase in departures from Runway 10L; however, aircraft departing and turning north from Runway 10L would be higher over Niles than would departures from Runway 9R.	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5740	D8, E4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5741	E1, E4, E5, E8		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5742	A2, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5743	D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5744	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5745	D10		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5746	D3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5747	A2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	305	5748	E1, E4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5749	D4, D13, G, I3		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5750	D7, D9		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5751	D15		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5752	C10	The O'Hare Noise Compatibility Commission can be contacted at https://www.oharenoise.org/contact-us	PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5753	D3, D5		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5754	I2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5755	G, G1		PIRR	PIRR	PIRR	PIRR

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Additional Response	Address	City	State	Zip
Web	PIRR	PIRR	306	5756	C11		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	306	5757	I1		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	307	5758	D2, D4		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	307	5759	E1, E2		PIRR	PIRR	PIRR	PIRR
Web	PIRR	PIRR	307	5760	I3, J		PIRR	PIRR	PIRR	PIRR

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I.3.1 Submissions Received and Identified Comments

I.3.1.1 Email Submissions

Letter ID: 225385
Name: Anderson, Mark
Address: , IL

From: markpaulanderson31@gmail.com
Sent: Wednesday, February 6, 2019 7:10 AM
To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:

If 4L/22R and 4R/22L are open we will be covered in jet fuel. We can smell the fuel at 7am already. This would put all of the people in the neighborhood at risk. **[2001 - E7, E3, E5]** Please do not allow them to open 4L/22R and 4R/22L in the revised Fly Quiet plan. **[2002 - G, D4, I3]** The runways at too small anyways. **[2003 - C10]** The increase in pollution would kill us. **[2004 - E1, E5]**

Letter ID: 225478
Name: Beyer, Patti
Address: Glenview, IL

From: pattibeyer@me.com
Sent: Saturday, February 23, 2019 10:06 PM
To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:

Please do not fly even more planes over the Glenview area. **[2005 - D4, C6, J]** My husband and I are

awakened by the ones that do fly over already. **[2006 - D7]** This is a quiet neighborhood, with many families, it is very middle-class, a wonderful place to be. Noise is not something that enriches our lives here. **[2007 - J]** It is distracting, a little scary, and disrupts sleep. We sacrifice a lot to live here. **[2008 - D7, D9]** You control the airspace over us. Please be considerate and limit the flying. **[2009 - D4]** Thank you.

Letter ID: 225472
Name: Boulahanis, John
Address: Medinah, IL

From: John Boulahanis
Sent: Saturday, February 23, 2019 6:37 PM
To: 9-ARP-IFQ (FAA)
Subject: Attn: Federal Aviation Administration of O'Hare Airport: concern/complaint

Attn: Federal Aviation Administration of O'Hare Airport:

I am a resident of Medinah, IL. My family and I are sending this message in order to advocate for ourselves and our neighbors regarding the amount of continuous air traffic passing through daily. **[2010 - J, I3]** The areas of significant concern are sleep disruption, noise disruption, and insulation and filth collecting on our house and property. **[2011 - D3, D9, E1, D7, E2]** We have purchased several pieces of equipment such as sound machines and other sleep aids; however, they are not effective enough. Sleep is a health concern that should not be compromised in any home. **[2012 - D7]** It is understandable that there will be air traffic at times, but it is unreasonable and unjustifiable that there is air traffic proceeding continuously for days at a time (3-5 days for up to 22 hours a day). **[2013 - I6, C6, D4]** Please contact me with any questions, I would be happy to be a part of a solution. **[2014 - J]**
Sincerely,
John Boulahanis
(708 912 5909)

Letter ID: 225484
Name: Cascarano, Brian
Address: Glenview, IL 60025

From: Brian Cascarano
Sent: Monday, February 25, 2019 3:59 PM
To: 9-ARP-IFQ (FAA)
Subject: oppose Interim Fly Quiet Program

As a longtime resident of Glenview, IL, and as a homeowner who resides right in line with ORD runway 22R and 22L, I oppose the recently proposed Interim Fly Quiet program. **[2015 - J]**

Brian Cascarano
2126 Spruce Drive,
Glenview, IL 60025
847-951-0514 cell
bcascarano@ameritech.net

Letter ID: 225503
Name: Conway, Mary Ellen
Address: Glenview, IL 60025

The time on this is from PST, so it should be logged.

_____

From: Mary Ellen Conway
Sent: Thursday, February 28, 2019 1:41 AM
To: 9-ARP-IFQ (FAA)
Subject: Fly quiet program Glenview

Dear sir:

As a long time resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m.and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2016 - J, D4]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2017 - D9, D7, C1]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2018 - I6, I5]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2019 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2020 - A1]**
Mary Ellen Conway
2301 Greenfield Dr
Glenview, IL 60025

Sent from my iPad

Letter ID: 225483
Name: Daley, Patrick
Address: Glenview, IL

From: Patrick Daley
Sent: Monday, February 25, 2019 2:44 PM
To: 9-ARP-IFQ (FAA)
Subject: Fly Quiet program - Glenview, IL - NO!

To whom it may concern:

The subject program is very inconsistent, the data is not current, nor is the program as outlined reducing noise and / or pollution in Glenview. **[2021 - D, E4, A2, E1]** As such STOP flying over Glenview. **[2022 - D4, J]**

Thank you.

Patrick Daley
Glenview, Illinois Resident

Letter ID: 225501
Name: Dombai, Amanda
Address: Glenview, IL

The time on this is from PST, so it should be logged.

_____

From: Mandy Dombai
Sent: Thursday, February 28, 2019 1:18 AM
To: 9-ARP-IFQ (FAA)
Subject: Opposition To Interim Fly Quiet Program at O'hare Airport

As a long time resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m. and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2023 - J, D4]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2024 - D7, C1, D9]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other

communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2025 - I5, I6]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2026 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2027 - A1]**

Thank you,

Amanda Dombai

Letter ID: 225502
Name: Dombai, Michael
Address: Glenview, IL

The time on this is from PST, so it should be logged.

From: Michael Dombai
Sent: Thursday, February 28, 2019 1:22 AM
To: 9-ARP-IFQ (FAA)
Cc: Amanda Dombai - ICE
Subject: Opposition To Interim Fly Quiet Program at O'Hare Airport

As a resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m.and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2028 - J, D4]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2029 - D9, C1, D7]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2030 - I6, I5]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2031 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2032 - A1]**

Thank you,

Michael C Dombai
+1-312-403-0909
michael.dombai@gmail.com

Sent from my iPhone

Letter ID: 225485
Name: Dunning, Susan
Address: Glenview, IL 60025

From: Susan Dunning
Sent: Monday, February 25, 2019 9:16 PM
To: 9-ARP-IFQ (FAA)
Subject: Interim fly quiet program

I would like to oppose the interim quiet fly program. **[2033 - J]**

I live in Glenview and am very dissatisfied with the noise from flights. I find it very disruptive especially in the evening and overnight. **[2034 - J, D4]**

Susan Dunning
920 woodland Dr
Glenview IL 60025
773-405-2794

Letter ID: 225470
Name: Dwyer, Daniel
Address: , IL

From: danielrdyer@att.net
Sent: Thursday, February 21, 2019 9:32 PM
To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:

Hello Amy,

I had a few questions that went beyond what was presented in the Draft EIS, perhaps delving into the data sets. Are these questions I can ask the FAA directly, or do they need to be submitted as a public comment? **[2035 - I]** Thank you for your time.

Sincerely,
Daniel R. Dwyer

Letter ID: 225499
Name: Fahey, Vicki
Address: Glenview, IL 60025

From: Victora Fahey
Sent: Thursday, February 28, 2019 12:51 AM
To: 9-ARP-IFQ (FAA)
Subject: Opposition To Interim Fly Quiet Program at O'Hare Airport

As a resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m. and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2036 - J, D4]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2037 - D7, C1, D9]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2038 - I6, I5]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2039 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2040 - A1]**

Thank you,

Vicki Fahey
1715 Wildberry Drive
Unit A

Glenview, IL 60025

Sent from my iPhone

Letter ID: 225383
Name: Fantaro, Kenneth and Suzanne
Address: Norridge, IL 60706

From: Suzanne Kruczek-fantaro
Sent: Tuesday, February 5, 2019 1:05 AM
To: 9-ARP-IFQ (FAA)
Subject: Norridge and MORE airplane noise

My husband and I are residents of Norridge. We live at 4652 N. Ozark, near the park, and just off of Lawrence Ave.

To say we are affected by airplane noise is an understatement.

1. Phone interruptions by flights overhead, not just not being able to hear but dropped calls **[2041 - D11]**
2. We have even have heard the Flight Tower clearing a flight for landing and take off **[2042 - J]**
3. Internet connectivity issues. Just like the phone hangs the internet hangs. Forget about online banking God knows where your money will end up. **[2043 - D11]**
4.. Disrupting sleep **[2044 - D7]**
5. Disrupting NORMAL conversation in the home **[2045 - D9]**
6. Vibrations so strong that the china in my cabinet moves **[2046 - D14]**
7. In good weather we can't even open a window **[2047 - D9]** .

We realize some people will say that we knew where we buying our home. So what can we expect. We bought our home over 20 years ago. Find that a poor excuse for a money making venture for the airlines, the City of Chicago and Cook County and the State of Illinois. **[2048 - D13]**

Please reconsider adding additional flights **[2049 - D4, I3]** , Not easy to attend your meetings due to working hours. **[2050 - A1, A3]**

We are concerned taxpayers and wish that some concern was given to us. **[2051 - J]**

Thank you.

Kenneth and Suzanne Fantaro

4652 N. Ozark Ave.
Norridge, IL 60706

Letter ID: 225479
Name: Feeley, Lynn
Address: Glenview, IL 60025

From: Lynn Feeley
Sent: Saturday, February 23, 2019 10:38 PM
To: 9-ARP-IFQ (FAA)
Subject: I oppose the interim O'Hare Fly Quiet Program

Dear Sir or Madam:

I oppose the draft interim Fly Quiet plan **[2052 - J]** for the following reasons:
• I am concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the my Village, particularly during nighttime hours. **[2053 - G1]**
• There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[2054 - I5]**
• There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[2055 - C10]**
• There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[2056 - D15]**
• An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[2057 - A2]**
• I endorse change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.) **[2058 - C9]** .
Lynn Feeley
2660 Summit Drive #202
Glenview IL 60025

Sent from my iPad

Letter ID: 225474
Name: Harding, Donna
Address: Elk Grove Village, IL

From: DONNA HARDING
Sent: Saturday, February 23, 2019 8:41 PM
To: 9-ARP-IFQ (FAA)
Subject: Ohare noise

Resident of Elk Grove Village, IL. Our home was one of the first to have the soundproofing done in 2000. Helped some, but since the addition and configuration changes at the airport the soundproofing is not sufficient. Some days (today) a constant roaring can be heard for hours. **[2059 - J, D3, D4]** Summer if we attempt to be outdoors planes go over at least every three to five minutes on a landing pattern. **[2060 - D9]** It was our choice to live here, we love the village, but staying is getting difficult. **[2061 - J]**

Letter ID: 225486
Name: Houlihan, John
Address: Glenview, IL 60025

From: jhoulihan
Sent: Monday, February 25, 2019 12:38 AM
To: 9-ARP-IFQ (FAA)
Subject: Fly Quiet program: O'Hare Airport

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Room 320
Des Plaines, IL 60018

Dear Ms. Hanson,

I live at 649 Fairway Dr, Glenview IL 60025. I am almost directly under the flight path for planes landing on runway 22R. When the big planes come in, they are too noisy for me. I would prefer no planes on this runway, day or night. **[2062 - I3, J, D4]** .

Sincerely,
John Houlihan

Sent with ProtonMail Secure Email.

Letter ID: 225477
Name: Hughes, Mary Ann

Address: Glenview, IL 60026

From: Mary Ann Hughes
Sent: Saturday, February 23, 2019 9:00 PM
To: 9-ARP-IFQ (FAA)
Cc: bjmahughes@aol.com
Subject: Glenview night flights

Dear Sirs,

Please Do Not place flights over Glenview! **[2063 - D4, I3, J]** We live in the Villas of Indian Ridge. We already get enormous noise from highway #294...The Tollway. **[2064 - H]** Sleep is hugely important for health. **[2065 - D7]** This should not happen to Glenview residents! This also will affect the resale of our homes! **[2066 - D8]**
Thank you!
Mary Ann Hughes
4444 S. Seminole Dr
Glenview, Il60026

Sent from my iPhone

Letter ID: 225388
Name: Kudert, Fred
Address: Niles, IL 60714

From: fglbk@aol.com
Sent: Friday, February 8, 2019 9:24 PM
To: 9-ARP-IFQ (FAA)
Subject: Comments and Question regarding IFQ presentation 2/5/19 Niles, IL

To whom it may concern,

Submission regarding FAA Open House, Niles IL 2/5/19

The Niles Open House was very thorough and professional. The flow of information determined by the arrangement was excellent. The station personnel were all well versed in their area of expertise and factual in their responses. It was very worthwhile and I appreciate the efforts of all involved. Thank you. **[2067 - J]**

I have a follow up question, which I recognize may be redundant and asked and answered somewhere

before. It relates to the aircraft noise measure, the dnl.

My question is: Why was a composite single data point day/night average noise level established instead of two separate averages for each 24 hour period, a daytime and nighttime average? **[2068 - D6, D, D1]**

Your handout at the Niles presentation explained very nicely the approach used in combining the two conditions for a single 24 hr. average, including the methodology in selecting an appropriate adjustment factor for human night time noise sensitivity. However, in my view and from condition details described at the Niles Open House, I think separating day and night noise levels into individual categories offers important analysis benefits, even though the night time portion of daily activity is small, approx. 10% as I understand it from information at the Open House. **[2069 - D]**

I strongly believe it is easier to see problems in each category when they are separate and each category may inherently have different solution approaches. Separating nighttime noise also eliminates the need for the arbitrary adjustment factor and any impact that it may have in developing the daily average. I understand the use of the adjustment factor to attempt to "normalize" nighttime noise with daytime noise for a reliable overall daily average, but it is not needed if nighttime and daytime noise is separated. **[2070 - D]**

In my view all of the factors related to the daily noise level are readily divisible between day and night. As I understand it, there is essentially a separate set of night time aircraft operations, noise monitor data is time stamped, and complaint data filed by individuals is also time stamped in their report. The calculation methodology would be identical between day and night for a 24 hour period, just requiring establishing two data sets. **[2071 - D]**

I welcome any insight and details that you can provide regarding my inquiry.

Thank you for the opportunity to comment and submit questions.

Sincerely,

Fred Kudert, Niles resident
7400 W. Kedzie St.
Niles,IL 60714
fglbk@aol.com

Letter ID: 225461
Name: Kudert, Fred
Address: Niles, IL 60714

From: fglbk@aol.com
Sent: Saturday, February 16, 2019 10:57 PM
To: 9-ARP-IFQ (FAA)
Subject: Additional Submission regarding FAA Open House, Niles IL 2/5/19

Additional Submission regarding FAA Open House, Niles IL 2/5/19

To whom it may concern,

On February 5, I submitted questions concerning the methodology involved with calculating the "dnl" which was ": Why was a composite single data point day/night average noise level established instead of two separate averages for each 24 hour period, a daytime and nighttime average? ". **[2072 - J]**

I have an additional question related to my previous submission which is: Has the actual noise complaint data (from individual's, etc.) been segregated and analyzed between day and night? What is the distribution of complaints distributed between day and night in terms of actual occurrences/incidents and how does day vs. night compare in terms of a percentage of day vs. night flight activity? **[2073 - I]**

I welcome any additional insight and details that you can provide regarding this additional inquiry.

Thank you for the opportunity to comment and submit questions.

Sincerely,

Fred Kudert, Niles resident
7400 W. Kedzie St.
Niles,IL 60714
fglbk@aol.com

Letter ID: 225476
Name: Larson, Mormor
Address: Glenview, IL

From: mormorlarson7@gmail.com
Sent: Saturday, February 23, 2019 8:58 PM
To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:

We have more than enough planes flying over Glenview at evening and night **[2074 - I3, J]**

Letter ID: 225379
Name: Majer, Michael
Address: Norridge, IL 60706

From: Michael Majer
Sent: Thursday, January 31, 2019 6:57 PM
To: 9-ARP-IFQ (FAA)
Subject: Airplane noise in Norridge

We live just south of Montrose in Norridge. We were promised new windows soundproofing.
It has been years and nothing. **[2075 - D3]** The planes go right across the back of the house. When I am in the back room or kitchen the shriek high pitch noise goes down the back of my neck. Sometimes my ears ring after a low flying plane goes by. I don't think this is good for ones health. **[2076 - D7, D4]** I worked in high pitch noise for years and we wore headphones. Is this what we have to do in our owns homes.

4253 N. Ozark Ave.
Norridge, IL

Letter ID: 225482
Name: Mallios, George
Address: Glenview, IL 60025

From: George Mallios
Sent: Monday, February 25, 2019 2:21 PM
To: 9-ARP-IFQ (FAA)
Subject: OPPOSE intermin fly quiet program

Good morning,

I oppose the FAAs proposed program, strongly. **[2077 - J]**
I agree with all the points made by the village of Glenview as noted below:

• The Village is concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet

plan significantly impacts the Village, particularly during nighttime hours. **[2078 - G1]**
• There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[2079 - I5]**
• There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[2080 - C10]**
• There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[2081 - D15]**
• An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[2082 - A2]**
• The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[2083 - C9]**

It is time for the government to stop compromising safety and quality of life for citizens around O'Hare.

Thank you
George Mallios

Letter ID: 225481
Name: Norene, Ronald
Address: Glenview, IL 60025

From: Rnorene
Sent: Sunday, February 24, 2019 7:17 PM
To: 9-ARP-IFQ (FAA)
Subject: Proposed Interim Fly Quiet Plan

Ms. Amy Hanson
Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District O'Hare
2300 East Devon Avenue
Des Plaines, IL 60018

Ms. Hanson,

I would like to register my strong opposition to the Proposed Interim Fly Quiet Plan and, in particular, to ANY increased use of an O'Hare runway that results in airline traffic over the Village of Glenview. **[2084 - D4, J]** It is my understanding that the now proposed Interim Fly Quiet program will direct more flights

over Glenview including as many as 200 flights per night during night time hours. My objection is to any increase in day and/or night noise levels. I have been in my house in Glenview since before the construction of the new east/west runways (the 2004 O'Hare Modernization plan) and know what the level of noise would revert to - - UNACCEPTABLE!! **[2085 - D4, D13]**

The fact that an Environmental Impact Study (EIS) was not completed as part of the draft Interim Fly Quiet Program ignores the concerns of thousands of residents in my community and other nearby communities. It should be completed before proceeding with the next steps in the program. **[2086 - A2]**

Yours truly,
Ronald V. Norene
1944 W. Burr Oak Drive
Glenview, IL 60025
847-998-1972

Sent from my iPad

Letter ID: 225382
Name: Rapp, Allen
Address: , IL

From: Allen Rapp
Date: February 3, 2019 at 2:21:42 PM EST

Subject: Re: FAA Plans - No Plan For The City Of Park Ridge For Sure.....No Voice on the F.Q. Comte Still.....No Letter(s) Seeking Justice For A Night Time Curfew.....

My guess is that approval of interim FQ has already been decided. **[2087 - A, A1]**
The FAA and the City of Chicago are working together with the ONCC to change the OMP which will impact Park Ridge with more overnight noise. **[2088 - D2, I1, I3]**
Most of the areas in Park Ridge that will be impacted by the changes to FQ were not noise abated for overnight aircraft. **[2089 - I5]**
To Park Ridge's defense, they did vote against this plan to no avail.
When complaints occur, the FAA and the City can just point the finger at the ONCC and say the changes were made under the guise of community input. **[2090 - I1, D2, I3]**
The FAA is just full-filling a legal obligation to inform the communities before they change the FQ program... so the same thing that happened in Phoenix doesn't reoccur. **[2091 - A2]**
We have seen this picture before.

Over 80 percent of the public comments asked that the 14/32 diagonals be spared at the last FAA public workshops.....they are now both gone! **[2092 - A, G]**

Letter ID: 225496
Name: Rogers, Jeffrey
Address: Glenview, IL

From: jeffrey rogers
Sent: Wednesday, February 27, 2019 8:09 PM
To: 9-ARP-IFQ (FAA)
Subject: Opposition To Interim Fly Quiet Program at O'Hare Airport

As a long time resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m. and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2093 - J, D4]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2094 - D7, D9, C1]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2095 - I5, I6]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2096 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2097 - A2, A1]**

Thank you,

Jeff Rogers

Letter ID: 225498
Name: Rogers, Ginny
Address: Glenview, IL

The time on this is from PST so it should be logged.

From: Ginny Rogers
Sent: Thursday, February 28, 2019 12:17 AM
To: 9-ARP-IFQ (FAA)
Subject: Opposition to interim fly quiet program at O'hare airport

As a long time resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m. and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[2098 - D4, J]** The noise generated by these low flying aircraft is more than annoying, interfering with sleep and other normal uses of residential property, both inside and outside. **[2099 - C1, D9, D7]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[2100 - I5, I6]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[2101 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[2102 - A1]**
Thank you
Ginny Rogers

Letter ID: 225384
Name: Sanders, Ray
Address: Chicago, IL 60630

From: pamray08@yahoo.com
Sent: Tuesday, February 5, 2019 10:21 PM
To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:

Ray Sanders 4641 N Kostner.

We live in the new plane corridor between Wilson and Lawrence. There were never any airplanes over our house until this new runway was built. Without any notification!!! **[2103 - G, A1, D13]** So areas like us should get special dispensation of some kind that other people who have always had plane noise should not. Like a weekend off every month. **[2104 - D4, I3]**

Letter ID: 225386
Name: Selzer, Jim & Gail
Address: Niles, IL

From: jgs1000@aol.com
Sent: Wednesday, February 6, 2019 9:48 PM
To: 9-ARP-IFQ (FAA)
Subject: O'Hare noise

As Niles residents, we are very concerned about the changes being considered to the current Fly Quiet program. These changes are projected to make the overnight noise problems worse for Niles, where we already can't keep our windows open during nice weather. **[2105 - D9]** PLEASE don't allow changes that will make the situation worse! **[2106 - D4, I3]**
Jim & Gail Selzer

Letter ID: 225387
Name: Singer, Susan
Address: Niles, IL

From: SUSAN SINGER, SCPM
Sent: Thursday, February 7, 2019 4:12 PM
To: 9-ARP-IFQ (FAA)
Subject: ORD "Fly Quiet" Plan Comment

Ms. Hanson:

I am a resident of Niles, where O'Hare air traffic and related noise issues have become a major consideration. **[2107 - J]**

On a typical day, air traffic for arrivals tracks just to the south of my location; take-offs, however, regularly travel almost directly overhead. In the evenings, arrivals track just to my west, rattling

windows and subjecting us to near-constant noise of varying intensities, as they come in one after another. **[2108 - D14, D4]**

I am a former resident of San Diego. I lived under the flight path of Lindbergh Field for years. My home was so close to the airport that I could literally see individual passengers on in-bound planes. One once waved to me as I worked in my back yard. I waved back...

Those living conditions have some life-altering impacts.

• My high school lost one full class period per day due to noise levels that required teachers to stop speaking.
• Telephone conversations had to stop. One person would say "airplane" and it was understood that the person on the other end would not be audible. After giving the go-ahead, it was not uncommon for the second person to then say "now it's over me" - causing the conversation to be put on hold again. This was a disruption for business as well as individuals.
• I found that I had difficulty understanding the speech of people whose voices fell within a certain range. Thinking I had hearing loss, I was tested. My hearing was absolutely normal; the audiologists concluded that my mind was "blotting out" anything on the same rumbling frequency as aircraft. Move away from Pt. Loma, they said, and the problem will go away. It did. But not everyone is in a position to up and relocate; if they do, just imagine the property values dropping...
• I saw PSA 182 and its aftermath - a forever-scarring event that I hope to never see outside of my still-clear memories again. I still get edgy each time a plane travels directly overhead.
• http://sandiegohistory.org/journal/2018/july/memories-that-will-never-go-away-the-crash-of-flight-182-and-its-aftermath/ **[2109 - J]**

For a variety of reasons (e.g., two-step approach, population density), San Diego eventually changed its flight paths. This is likely not as feasible for O'Hare.
• One thing that is offered to SD residents is sound-reducing insulation that lessens the noise by 5db (https://www.san.org/Airport-Noise/Quieter-Home-Program).
• There is a nighttime curfew.
• There are established rules for pilots "turning base".
•
(http://san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=8891&Command=Core_Download&language=en-US&PortalId=0&TabId=503)
Still, there are as many as 300 noise complaints per day. And that, in a city where everyone is cognizant of the problem and where the airstrip's existence preceded most of the surrounding community's. **[2110 - J]**

Chicago is not San Diego - in just about all ways. However, one thing is the same: much of the air traffic (people and cargo) is related to commerce. People who are not part of the community and don't vote here. Entities that don't pay taxes here. The needs of students, local businesses, and those who live and contribute here (including their health, hearing and, potentially, lives) have to be given an abundance of

deference in these considerations. **[2111 - D4, D2, A1]** cess in addressing this complex issue.
I, however, will undoubtedly be moving again.
Susan L. Singer, SCPM

Letter ID: 225480
Name: Tomita, Kathy
Address: Glenview, IL 60025

From: Kathryn Tomita
Sent: Sunday, February 24, 2019 5:03 PM
To: 9-ARP-IFQ (FAA)
Subject: O'Hare interim Fly Quiet program

To Whom It May Concern:

I am writing in opposition to the drafted interim Fly Quiet plan as does our village board. **[2112 - J]** I've lived in Glenview, Illinois since 1982. I still remember the first time I stepped out on back porch to enjoy the quiet of the suburbs when a plane flew over. I was totally unaware that O'Hare's flights were so loud and so low and so frequent. Please don't take us back there. **[2113 - D13, D4]** Glenview is in the path of 22R and 4L runways. That put airplanes over Glenview on the even-numbered weeks. **[2114 - J]**
I've included the reasons that the Village of Glenview opposes the draft of the interim Fly Quiet plan:

• The Village is concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[2115 - G1]**
• There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[2116 - I5]**
• There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[2117 - C10]**
• There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[2118 - D15]**
• An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[2119 - A2]**
• The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[2120 - C9]**
Please do all you can to find a more equitable solutions.
Sincerely,
Concerned Citizen,

Kathy Tomita
1410 Burr Oak Drive
Glenview, IL 60025

Letter ID: 225497
Name: Vahle, Jeanne
Address: Des Plaines, IL

From: Jeanne Vahle
Sent: Wednesday, February 27, 2019 9:12 PM
To: 9-ARP-IFQ (FAA)
Subject: Fly Quiet Input

Good afternoon,

I understand that you are looking for alternate runways to be used. There is always an area that is going to be unhappy. **[2121 - J]**
That being said, as I live at the furthest southern tip of Des Plaines on Sunset Dr., I too am unhappy. There are planes constantly taking off and veering off to the northwest RIGHT OVER MY HOUSE all the time as it is. **[2122 - C12, D4]** It makes it difficult to enjoy my yard which WAS one of the main reasons I purchased my house 10 years ago. **[2123 - D9]** Now the over night hours will be just as bad. **[2124 - J]**
Lets be honest, you are not going to change your rotation plan no matter what people say. **[2125 - A, A1]**
At the very least though, you could TRY and make it bearable for the people who can't move, and offer soundproofing and clean up offers of some type to deal with the soot on and in our homes from your planes. **[2126 - E2, D3, E1]** As it stands now, you're pretty much telling people this is what is going to happen and too bad. **[2127 - A1, A]** If people were to react and let's say, point lasers at the pilots as they go by, well then of course you would do something about it. **[2128 - J, J]**
How about give and take? We take your planes disrupting our lives, you do the neighborly thing and give us something to help in return. **[2129 - J, J]**
Something you should think about.
Jeanne Vahle
vahlenator@gmail.com

Letter ID: 225381
Name: White, Annette
Address: , IL

From: annettew00013@gmail.com
Sent: Tuesday, February 5, 2019 12:41 AM

To: 9-ARP-IFQ (FAA)
Subject: Message from www.faa.gov: Interim Fly Quiet Re-Evaluation

This email was sent through the Federal Aviation Administration's public website. You have been contacted via an email link on the following page:
www.faa.gov/airports/airport_development/omp/ifq_re_eval/

Message:
---
i was at the belvedere banquets on 2/4/2019. i was told that on the 2015 impact statement you will be able to see the full buildout showing flight paths including the new projected runway to be built under runway 9R. can you tell me where i can see this or did the person not know what they were talking about. **[2130 - D, G]**

Annette white

Letter ID: 225473
Name: Whitney, Jack
Address: Glenview, IL 60025

From: Jack M Whitney
Sent: Saturday, February 23, 2019 2:03 AM
To: 9-ARP-IFQ (FAA)
Subject: Fly Quiet at ORD

To whom it may concern:

There are 7 runways at ORD. 2 of the 7 are oriented SE to NW. 5 of the 7 are oriented E to W.

2 0f 7 nights or quiet periods should be on the SE - NW runways. 5 of 7 nights or quiet periods should be E - W. **[2131 - D4, I6, C6]**

Thank you for your attention.

Sincerely,
Jack Whitney MD
706 Clearview Drive
Glenview, IL 60025

Letter ID: 225500
Name: PIRR
Address: PIRR

From: PIRR
Sent: Thursday, February 28, 2019 1:09 AM
To: 9-ARP-IFQ (FAA)
Cc: PIRR; PIRR
Subject: IFQ Public Comment Submission

PIRR
PIRR
PIRR
PIRR

I will opt to not have my name and address published. **[2132 - J]**

Configuration L
What percentage of Runway 4L departures is modeled to utilize an alternate runway during Fly Quiet Mode? What percentage of these departures utilizing an alternate runway are wide-body aircraft?
What percentage of Runway 4R arrivals is modeled to utilize an alternate runway during Fly Quiet Mode? What percentage of these arrivals utilizing an alternate runway are wide-body aircraft? **[2133 - D6, D]**

Configuration I
What percentage of Runway 22L departures is modeled to utilize an alternate runway during Fly Quiet Mode? What percentage of these departures utilizing an alternate runway are wide-body aircraft?
What percentage of Runway 22R arrivals is modeled to utilize an alternate runway during Fly Quiet Mode? What percentage of these arrivals utilizing an alternate runway are wide-body aircraft? **[2134 - D, D6]**

Noise

How many housing units were newly included in the 65-70 DNL contour as a result of the shift south in the Existing Fly Quiet contour extending east from Runways 28R and 28C? How many housing units were newly included in the 70-75 DNL contour as a result of the same change? **[2135 - D, D6]**
How many housing units were newly included in the 65-70 DNL contour as a result of the shift south in the Existing Fly Quiet contour extending west from Runways 10L and 10C? How many housing units were newly included in the 70-75 DNL contour as a result of the same change? **[2136 - D6, D]**
How many housing units newly excluded from the 65-70 DNL contour experience a "Significant" noise

decrease of A4 dB or greater as a result of the shift south in the Existing Fly Quiet contour extending east from Runways 28R and 28C? How many housing units newly excluded from the 70-75 DNL contour experience a "Significant" noise decrease as a result of the same change? **[2137 - D, D6]**
How many housing units newly excluded from the 65-70 DNL contour experience a "Significant" noise decrease of A4 dB or greater as a result of the shift south in the Existing Fly Quiet contour extending west from Runways 10L and 10C? How many housing units newly excluded from the 70-75 DNL contour experience a "Significant" noise decrease as a result of the same change? **[2138 - D6, D]**
How many housing units were newly excluded from the 65-70 DNL contour as a result of the decrease in the Existing Fly Quiet contour extending east from Runway 27L? How many housing units were newly excluded from the 70-75 DNL contour as a result of the same change? **[2139 - D, D6]**
How many housing units newly excluded from the 65-70 DNL contour experience a "Significant" noise decrease of A4 dB or greater as a result of the decrease in the Existing Fly Quiet contour extending east from Runway 27L? How many housing units newly excluded from the 70-75 DNL contour experience a "Significant" noise decrease as a result of the same change? **[2140 - D6, D]**
How many housing units were newly included in the 65-70 DNL contour as a result of the increase in the Existing Fly Quiet contour extending north from Runway 22R? How many housing units will experience a "Reportable" noise increase of 3db or more within the 60-65 DNL noise level as a result of the same change? How many housing units will experience a "Reportable" noise increase of 5db or more within the 45-60 DNL noise level as a result of the same change? **[2141 - D6, D]**
How many housing units were newly included in the 65-70 DNL contour as a result of the increase in the Existing Fly Quiet contour extending south from Runway 4R? How many housing units will experience a "Reportable" noise increase of 3db or more within the 60-65 DNL noise level as a result of the same change? How many housing units will experience a "Reportable" noise increase of 5db or more within the 45-60 DNL noise level as a result of the same change? **[2142 - D6, D]**
How many housing units remaining within the 65 DNL and greater contour would experience a "Significant" increase of A4 dB or greater in the Proposed Interim Fly Quiet? How many housing units remaining in the 65 DNL and greater contour would experience a "Significant" increase in the Revised Interim Fly Quiet 1 or Revised Interim Fly Quiet 2? **[2143 - D, D6]**
Is the higher utilization modeled for West Flow a significant contributor to the increased noise impacts being experienced largely on the east side of the airport? Are there any other factors that would explain this disparity? **[2144 - D, D6]**

Environmental Justice

What were the specific indicators of potentially significant noise impacts as measured under FAA's NEPA guidance? **[2145 - D, K]** What guidance was provided to CDA in the development of Revised Interim Fly Quiet 1 and Revised Interim Fly Quiet 2 to address these potentially significant noise impacts? **[2146 - K]**
How significant was the temporary condition of the Proposed Interim Fly Quiet in the preliminary determination that these impacts would not be substantial? **[2147 - D, K]**

I.3.1.2 Meeting Submissions

Letter ID: 225454
Name: Denemaric, Phil
Address: Bloomingdale, IL 60108

See PDF scan of form.

---- below is text extracted from attachment scan0002.pdf ----

Comment Form Transcription

We want to move noise constantly is not acceptable. **[3001 - J]** We have to leave our house on days when weather is nice. **[3002 - D9]** We have been in our house 40 years & too old to move & start over. **[3003 - D13]** We are concerned about air quality for health reasons for us and grand children. **[3004 - E4, E5, E1]** Move traffic equally.

Pass noise noise laws to quiet aircraft. We passed laws on auto polution & it worked. **[3005 - D3, I]**
Denemaric
Address: 211 Independence Ln
Bloomingdale, IL 60108

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
FEBRUARY 4, 5, 6, AND 7, 2:00 P.M. TO 8:00 P.M.

Welcome to the public workshop for the Interim Fly Quiet Re-Evaluation. Public comments are an integral part of the evaluation process. This comment form is provided to receive your input and ensure that your concerns are considered. Please use this form to submit written comments, attaching additional pages if necessary. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives. FAA will consider comments in preparation of the final Written Re-Evaluation. Either place the form in the comment box provided at this public workshop or mail to the address below, postmarked by **February 27, 2019**. Comments may also be submitted online at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/ or via e-mail to IFQ@faa.gov. Online comments and emails must be received by midnight on **February 27, 2019**.

WE WANT TO MOVE NOISE/CONSTANTLY
IS NOT ACCEPTABLE. WE HAVE TO LEAVE
OUR HOUSE ON DAYS WHEN WEATHER IS
NICE. WE HAVE BEEN IN OUR HOUSE
40 YEARS & TOO OLD TO MOVE & START
OVER. WE ARE CONCERED ABOUT AIR
QUALITY FOR HEALTH REASONS FOR US
AND GRAND CHILDREN. MOVE TRAFFIC
EQUALLY
PASS NOISE LAWS TO QUIET AIRCRAFT
WE PASSED LAWS ON AUTO POLUTION
& IT WORKED.

Submit comments postmarked by **February 27, 2019** to:

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Suite 320
Des Plaines, IL 60018
IFQ@faa.gov

FROM (Please Print):

Name: PHIL DENEMARK

Address: 211 INDEPENDENCE LN
BLOOMINGDALE ILL
60108

☒ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225458
Name: Dickinson, Robert
Address: Chicago, IL 60656

See PDF scan of form.

---- below is text extracted from attachment scan0006.pdf ----

Comment Form Transcription

Are they going to be any home insulation projects in the near future? **[3006 - D3]**

Name: Robert Dickinson
Address: 5514 N Canfield
Norwood Pk, IL 60656

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
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Are They going To Be Any more Home insulation projects in The near Future?

Submit comments postmarked by **February 27, 2019** to:

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Suite 320
Des Plaines, IL 60018
IFQ@faa.gov

FROM (Please Print):
Name: Robert Dickinson
Address: 5514 N. Canfield
Norwood Pk. Twp IL
60656

☒ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225455
Name: Greco, Ron
Address: Bartlett, IL 60103

See PDF scan of form.

---- below is text extracted from attachment scan0003.pdf ----

Comment Form Transcription

We were wondering if slowing down the plaines a little would be helpful to reduce airframe noise on landings. **[3007 - D]**

Name: Ron Greco
Address: 722 Hackberry Ct
Bartlett IL, 60103

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
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We were woundering if slowing down the Plaines a little would be helpful to Reduce air frame noise on landings.

Submit comments postmarked by **February 27, 2019** to:

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Suite 320
Des Plaines, IL 60018
IFQ@faa.gov

FROM (Please Print):
Name: RON GRECO
Address: 722 HACK BERRY CT
BARTLETT IL. 60103

☒ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225511
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: My name is PIRR. Well, I'm complaining about the noise, of course, okay? **[3008 - J]** In fact, I just called Sunday, you know, it was about 10:30, of the planes every two seconds, three seconds going by and that. **[3009 - D4]** And then also the air quality and vibration. I have like knickknacks or stuff that are in cabinets and they move, and, you know, it's the vibration from the planes. And especially it's at night when it's the cargo planes -- probably during the day, too -- cargo planes and that. But, like I said to the gentleman, this year, because of the cold weather, I can feel the air coming from the bottom of the windows. So you know that the vibration is shifting. So that's what I'm concerned about and that. **[3010 - E1, D14]** And the increase of noise, too. I wanted to -- I mean you call and they say: What's your name? What's your address? And I said: I'm leaving it. Nobody is getting in touch or contacting me or something. **[3011 - I4]** But I understand and that, but I just wanted to complain about the noise, the air quality, and the vibration. **[3012 - E4, E1, D6, D14]** And interference with the phone and interference with the TV and computer. **[3013 - D11]**

TRANSCRIPT OF PROCEEDINGS February 05, 2019

Page 1

1 FAA PUBLIC WORKSHOP RE-EVALUATION OF THE O'HARE
2 MODERNIZATION EIS 2019
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7 February 5, 2019
8 WHITE EAGLE EVENTS & CONVENTION CENTER
9 6839 North Milwaukee Avenue
10 Niles, Illinois
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U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 05, 2019

Page 2

[redacted]: My name is [redacted], [redacted], [redacted]. Well, I'm complaining about the noise, of course, okay? In fact, I just called Sunday, you know, it was about 10:30, of the planes every two seconds, three seconds going by and that. And then also the air quality and vibration. I have like knickknacks or stuff that are in cabinets and they move, and, you know, it's the vibration from the planes. And especially it's at night when it's the cargo planes -- probably during the day, too -- cargo planes and that. But, like I said to the gentleman, this year, because of the cold weather, I can feel the air coming from the bottom of the windows. So you know that the vibration is shifting. So that's what I'm concerned about and that. And the increase of noise, too. I wanted to -- I mean you call and they say: What's your name? What's your address? And I said: I'm leaving it. Nobody is getting in touch or contacting me or something. But I understand and that, but I just wanted to complain about the noise, the air quality, and the vibration. And interference

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(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 05, 2019

Page 3

with the phone and interference with the TV and computer.

* * * * * * * *

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225522
Name: PIRR
Address: PIRR

REPORTED BY: ROBIN HEJNAR CSR/RPR

License No. 084-004689

Unnamed Male -- [Participant 1.] and PIRR

The address is 258 West Fremont Avenue, Elmhurst, Illinois 60126.

And my comment is to the runways that are in black here, like 9L and 27R. I would like to see those runways also used in flight quiet, so if there is a problem with noise, the noise should be shared equally overall; runways, and the areas that are impacted by the runway. **[3014 - J, D2, I3]**

TRANSCRIPT OF PROCEEDINGS February 07, 2019
Statement by Unnamed Male and [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 7th, 2019

LOCATION:
HANGING GARDENS & BANQUET ROOMS
8301 WEST BELMONT AVENUE
RIVER GROVE, ILLINOIS

CSR/RPR: ROBIN HEJNAR
NO. 084-004689

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 07, 2019
Statement by Unnamed Male and [redacted]

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Unnamed Male -- [Participant 1.]

The address is 258 West Fremont Avenue, Elmhurst, Illinois 60126.

And my comment is to the runways that are in black here, like 9L and 27R. I would like to see those runways also used in flight quiet, so if there is a problem with noise, the noise should be shared equally overall; runways, and the areas that are impacted by the runway.

****

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225520
Name: PIRR
Address: PIRR

REPORTED BY: ROBIN HEJNAR CSR/RPR

License No. 084-004689

Unnamed Female -- {Participant 1.} and PIRR
It's 5800-block, north block of Kingsdale.

My idea of resolving this issue is that -- okay, the incoming traffic is strictly concentrated over our area, and we want City of Chicago to have -- to use additional blocks, not just our Kingsdale Street. **[3015 - C6, D4, D2]**
The second idea is that, next to us, there's blocks of woods and cemeteries. Why not use that instead of fly over our residential area? **[3016 - C3]**
The third idea is that, you know, they should create a buffer zone with lower taxes, so people who do not mind air traffic and noise, they should be able to get these homes; because I'm trying to sell my home for four years, and I'm not able to, mainly because of the concentration of the air traffic. **[3017 - D10, D8]**
And there is another -- fourth comment. We get -- so -- she said 60 percent or 70 percent is westbound traffic, that's where we get the landing -- incoming traffic. So they should, like, divert it based on the wind. Like, if there is south wind, they should use other -- different line, or flight over different homes, and when there is west winds -- so we will get a little bit of a relief. They only use just one line, so we get nonstop traffic. **[3018 - D4]**
That's so nice, I didn't have to type it; and we like to see the relief of the air traffic any time soon. **[3019 - J]**

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 6th, 2019

LOCATION:
HANGING GARDENS & BANQUET ROOMS
8301 WEST BELMONT AVENUE
RIVER GROVE, ILLINOIS

CSR/RPR: ROBIN HEJNAR
NO. 084-004689

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

Page 2

Unnamed Female -- {Participant 1.}

It's 5800-block, north block of Kingsdale.

My idea of resolving this issue is that -- okay, the incoming traffic is strictly concentrated over our area, and we want City of Chicago to have -- to use additional blocks, not just our Kingsdale Street.

The second idea is that, next to us, there's blocks of woods and cemeteries. Why not use that instead of fly over our residential area?

The third idea is that, you know, they should create a buffer zone with lower taxes, so people who do not mind air traffic and noise, they should be able to get these homes; because I'm trying to sell my home for four years, and I'm not able to, mainly because of the concentration of the air traffic.

And there is another -- fourth comment. We get -- so -- she said 60 percent or 70 percent is westbound traffic, that's where we get the landing -- incoming traffic. So they should, like, divert it based on the wind. Like, if there is south wind, they should use other -- different line, or flight over different homes, and when there is west winds -- so we will get a little bit of a relief. They only use just one line, so we get nonstop traffic.

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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

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That's so nice, I didn't have to type it; and we like to see the relief of the air traffic any time soon.

****

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225515
Name: PIRR
Address: PIRR

REPORTED BY: BARBARA PERKOVICH

C.S.R. No. 84-004070

PIRR: PIRR. And what I would like to know, is there going to be a place where this rotation is published so that we would know in advance which weeks we're going to have the most noise and which weeks we will have less noise? That's my main thing that I want to know.

I would very much like to see a place where I can get that information in advance. Especially because we have visitors coming from out of town. I want to know when it's time for me to get out of town. So, I would appreciate that. **[3020 - I]**

PIRR: PIRR. I guess I have a couple comments. One is, as it relates to flight angles, I think it would be better if they could increase the glide angles on arrivals. That will reduce the amount of energy it takes to keep the plane in the air, reduce the pollutant and reduce the noise because they will be using gravity to bring the plane down instead of trying to fly horizontal where they have to keep the power on. **[3021 - C2, E1]** So, that's one.

And the other thing is, why can't they put these commercial flights more into the daytime usage? They have a high percentage -- cargo. Cargo flights. They make the most noise. **[3022 - D4, B]** I know from 28 years of listening to them, for a small period in there, where they didn't have any flights because of 9/11. So, that's kind of where I'm at with it. Did you have some comments?

PIRR: Well, I want to see these patterns published so we can anticipate what's happening and not be wondering, are we going to get more noise next week or less. **[3023 - I]**

PIRR: Whether they do it on the computer.

PIRR: We won't have the barbecue on the loud days. Of course, this is at night.

PIRR: Of course they are just recommended anyway, they could change it. **[3024 - I3, D2]**

PIRR: I just think it's important for the public to have access to that schedule in advance. **[3025 - J]**

PIRR: Could you move all the noise from this area to Chicago? Just pick it up and move the noise? It's the suburbs that have to live with the noise, not Chicago, basically. So, the impact on Chicago is relatively

light. But it's extremely heavy on the suburbs.
Especially one like ours Norridge, Schiller Park and all those areas really get nailed. I think the big thing would be to move those flights, spread those flights out. **[3026 - D4, I6, C6]**

PIRR: The cargo he's talking about, because they are the most disruptive. **[3027 - D4]**

PIRR: And they are also the most pollutant because of the high energy it takes to put that plane in the air **[3028 - E9]** . Better yet, move them to Peotone like they once talked about, O'Hare, but Chicago didn't want to lose the flights, they wanted the airport here. I would say move the cargo to Peotone. **[3029 - C7]**

PIRR: Well, when I first moved in here, it was 1966 and it was military airport as well. And I mean, the noisiest thing we had was occasionally there was a break of the sound barrier from the military planes, but so, I mean, they say people know about this noise when they move in, but not if you are a long-term, you know, resident. **[3030 - D13]** A schedule of when it's going to happen.

PIRR: The other recommendation would be that you made sure that you get your information to the news people so that the people can arrive on time. **[3031 - A1]**

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 6th, 2019

LOCATION: HANGING GARDENS BANQUET ROOMS
8301 West Belmont Avenue
River Grove, Illinois

CSR: BARBARA PERKOVICH

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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[redacted]: [redacted]
[redacted], [redacted].
[redacted], [redacted], [redacted], [redacted], [redacted]. And what I would like to know, is there going to be a place where this rotation is published so that we would know in advance which weeks we're going to have the most noise and which weeks we will have less noise? That's my main thing that I want to know.

I would very much like to see a place where I can get that information in advance. Especially because we have visitors coming from out of town. I want to know when it's time for me to get out of town. So, I would appreciate that.

[redacted]: [redacted].
[redacted], [redacted]. I guess I have a couple comments. One is, as it relates to flight angles, I think it would be better if they could increase the glide angles on arrivals. That will reduce the amount of energy it takes to keep the plane in the air, reduce the pollutant and reduce the noise because they will be using gravity to bring

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(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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the plane down instead of trying to fly horizontal where they have to keep the power on. So, that's one.

And the other thing is, why can't they put these commercial flights more into the daytime usage? They have a high percentage -- cargo. Cargo flights. They make the most noise. I know from 28 years of listening to them, for a small period in there, where they didn't have any flights because of 9/11. So, that's kind of where I'm at with it. Did you have some comments?

[redacted]: Well, I want to see these patterns published so we can anticipate what's happening and not be wondering, are we going to get more noise next week or less.

[redacted]: Whether they do it on the computer.

[redacted]: We won't have the barbecue on the loud days. Of course, this is at night.

[redacted]: Of course they are just recommended anyway, they could change

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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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[redacted]: I just think it's important for the public to have access to that schedule in advance.

[redacted]: Could you move all the noise from this area to Chicago? Just pick it up and move the noise? It's the suburbs that have to live with the noise, not Chicago, basically. So, the impact on Chicago is relatively light. But it's extremely heavy on the suburbs.

Especially one like ours Norridge, Schiller Park and all those areas really get nailed. I think the big thing would be to move those flights, spread those flights out.

[redacted]: The cargo he's talking about, because they are the most disruptive.

[redacted]: And they are also the most pollutant because of the high energy it takes to put that plane in the air. Better yet, move them to Peotone like they once talked about, O'Hare, but Chicago didn't want

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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to lose the flights, they wanted the airport here. I would say move the cargo to Peotone.

[redacted]: Well, when I first moved in here, it was 1966 and it was military airport as well. And I mean, the noisiest thing we had was occasionally there was a break of the sound barrier from the military planes, but so, I mean, they say people know about this noise when they move in, but not if you are a long-term, you know, resident. A schedule of when it's going to happen.

[redacted]: The other recommendation would be that you made sure that you get your information to the news people so that the people can arrive on time.

* * * * *

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225521
Name: PIRR
Address: PIRR

REPORTED BY: ROBIN HEJNAR CSR/RPR

License No. 084-004689

PIRR -- [Participant No. 2.]
PIRR.
The reason I wanted to come -- I was afraid that it would get a lot worse in my area; and it's so bad at times now, that there are times -- I'm a real light sleeper. So when a plane goes over, I wake up, and then I have trouble going back to sleep; and some nights it sounds like they're so low, like they're right above my house, almost landing on it. **[3032 - D7, D4]**
And I've also found that -- at one time I had a small camper, and the top of it was always getting all black; and my back awning too, the back awning -- I don't have the trailer anymore, but my back awning still gets an awful lot of this black stuff on it, and it actually peals the paint off for some reason. So I'm painting it every year, although it's never supposed to be painted. **[3033 - E2, E1]**
And, so, mainly, I was just wondering how much worse it could get. So that's about it. **[3034 - E4, D, D6]** I don't know.

I go, and I stay with my daughter in Wauconda, or my son in Des Plaines, and it's so quiet where they're at, like Norridge used to be, but it's just so, so different now; **[3035 - D13]** and I wish they would open more airports in the neighboring states, maybe -- we've got people coming here from Wisconsin, from Indiana, and everywhere to fly out of O'Hare, and I think that's what's adding to all this **[3036 - C7]** -- this craziness, but that's about it, just wanted to vent a little bit.

I was wondering, is there anything at all I could do about the noise? During the summer I like to leave my windows open once in a while to air the house out, but it's impossible now with the planes. **[3037 - D9, I3, D3]**

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 6th, 2019

LOCATION:
HANGING GARDENS & BANQUET ROOMS
8301 WEST BELMONT AVENUE
RIVER GROVE, ILLINOIS

CSR/RPR: ROBIN HEJNAR
NO. 084-004689

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

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[redacted] -- [Participant No. 2.]

[redacted], [redacted], [redacted] --

[redacted] -- [redacted], [redacted].

The reason I wanted to come -- I was afraid that it would get a lot worse in my area; and it's so bad at times now, that there are times -- I'm a real light sleeper. So when a plane goes over, I wake up, and then I have trouble going back to sleep; and some nights it sounds like they're so low, like they're right above my house, almost landing on it.

And I've also found that -- at one time I had a small camper, and the top of it was always getting all black; and my back awning too, the back awning -- I don't have the trailer anymore, but my back awning still gets an awful lot of this black stuff on it, and it actually peals the paint off for some reason. So I'm painting it every year, although it's never supposed to be painted.

And, so, mainly, I was just wondering how much worse it could get. So that's about it. I don't know.

I go, and I stay with my daughter in Wauconda, or my son in Des Plaines, and it's so quiet where they're at, like Norridge used to be, but it's just so, so different now; and I wish they would open more

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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by Unnamed Female & [redacted]

Page 5

airports in the neighboring states, maybe -- we've got people coming here from Wisconsin, from Indiana, and everywhere to fly out of O'Hare, and I think that's what's adding to all this -- this craziness, but that's about it, just wanted to vent a little bit.

I was wondering, is there anything at all I could do about the noise? During the summer I like to leave my windows open once in a while to air the house out, but it's impossible now with the planes.

****

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225519
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. Well, I have a complaint that every night I have to sleep with earplugs, otherwise I can't get any sleep, which I feel is endangering my life in case somebody comes into the house or if there's a fire or something. **[3038 - D, D7]** I feel our property values are going to be decreased by this noise, and no one is doing anything really to do anything for us, you know? **[3039 - D8]** And I mean we've lived there for 20 years, and if I -- and we built. If I had known that, I would have never done that, you know. That was supposed to be our long-term home, and now it's like I keep looking into different neighborhoods where the planes, you know, they -- the flight is less, you know. Yeah, basically that's it. **[3040 - D13, G]**

TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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[redacted]: [redacted], [redacted]
[redacted], [redacted], [redacted],
[redacted]. Well, I have a complaint that every night I have to sleep with earplugs, otherwise I can't get any sleep, which I feel is endangering my life in case somebody comes into the house or if there's a fire or something. I feel our property values are going to be decreased by this noise, and no one is doing anything really to do anything for us, you know? And I mean we've lived there for 20 years, and if I -- and we built. If I had known that, I would have never done that, you know. That was supposed to be our long-term home, and now it's like I keep looking into different neighborhoods where the planes, you know, they -- the flight is less, you know. Yeah, basically that's it.

* * * * * * * *

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225513
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. I live in the worst flood pattern along that. So we just looked up with the last gentleman back here, and we've been there about 29 years, and was nothing like that when I first got there. **[3041 - D13]** I was at the last hearing they had here, and there was no improvements made. **[3042 - A4]** And it's the worst it's ever been with the noise, especially in the daytime. **[3043 - D13]** I get three flight patterns coming over the house: one over the house, one on Gidding Street, and one on Lawrence Avenue. And the noise is, if you're on the outside with the family on the deck, you can't talk to each other at the table because the planes are flying so low -- I mean so low -- that's why the noise is there. **[3044 - C8, C1]** Plus at night we get the cargo planes between 2:00 and 4:00 in the morning. **[3045 - B]** It's like a B-52 bomber coming in on its last leg into the airport. It's very noisy. And also getting black spots on my deck that I have to -- I can't pressure wash it because it's tracks, and I have to scrub it with a bleach cleaner, and then wash it down. My windows are getting black, and I have to pressure wash the driveway every year because it turns back, and spots all over are completely black, and I have to pressure wash it from all the way down the street. **[3046 - E2]**

PIRR: PIRR. The windows are getting harder to clean on the outside, too, because all of the pollution. I agree with what he's saying, because I'm getting black spots on my deck, too. **[3047 - E2]** And when we visit him -- he's a few blocks from me -- we sit on the deck in the summer, you cannot even talk. **[3048 - D9]** There's one plane coming in after another after another, and they're flying lower and lower down Lawrence Avenue. And one of these days I'm afraid they're going to land on top of my car. **[3049 - C8, C1]** It was never that way several years ago. Anything else you want to add?

PIRR: The trouble is, they did send towers out there in the park right next to me for noise sound. But as soon as that truck vehicle is there in Norridge Park, no planes fly over the house. As soon as they pull out of the parking lot, the noise is back there. So they're only fooling themselves as far as I'm concerned. You know, there's not people really coming to the neighborhoods staying around there for a day or at night to see what it is. If they've got to be there themselves, sometimes a person like me speaking about it doesn't mean a thing. But the trouble is, no actual personnel coming out to the areas and seeing for themselves when people make the complaint. If they come out by me, they're sure going to find out. **[3050 - J, D5]**

PIRR: Just another comment about property values being decreased **[3051 - D8]** and then the air quality that we're breathing in, you know, even though there might be a minor change in the runway or the amount of planes coming in, it still builds up after a while. You can't even sit outside in the evening, you

know. What are you going to breathe? The heavy pollution? **[3052 - E1, E5]** I mean it's just terrible. Amen.

TRANSCRIPT OF PROCEEDINGS February 05, 2019

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8 WHITE EAGLE EVENTS & CONVENTION CENTER
9 6839 North Milwaukee Avenue
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TRANSCRIPT OF PROCEEDINGS February 05, 2019

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[redacted]: [redacted],
[redacted], [redacted],
[redacted], [redacted]. I live in the worst
flood pattern along that. So we just looked up
with the last gentleman back here, and we've
been there about 29 years, and was nothing like
that when I first got there. I was at the last
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I get three flight patterns coming over the
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TRANSCRIPT OF PROCEEDINGS February 05, 2019

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it down. My windows are getting black, and I have to pressure wash the driveway every year because it turns back, and spots all over are completely black, and I have to pressure wash it from all the way down the street.

[redacted]: [redacted], [redacted], [redacted]. The windows are getting harder to clean on the outside, too, because all of the pollution. I agree with what he's saying, because I'm getting black spots on my deck, too. And when we visit him -- he's a few blocks from me -- we sit on the deck in the summer, you cannot even talk. There's one plane coming in after another after another, and they're flying lower and lower down Lawrence Avenue. And one of these days I'm afraid they're going to land on top of my car. It was never that way several years ago. Anything else you want to add?

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TRANSCRIPT OF PROCEEDINGS February 05, 2019

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they're only fooling themselves as far as I'm concerned. You know, there's not people really coming to the neighborhoods staying around there for a day or at night to see what it is. If they've got to be there themselves, sometimes a person like me speaking about it doesn't mean a thing. But the trouble is, no actual personnel coming out to the areas and seeing for themselves when people make the complaint. If they come out by me, they're sure going to find out.

[redacted]: Just another comment about property values being decreased and then the air quality that we're breathing in, you know, even though there might be a minor change in the runway or the amount of planes coming in, it still builds up after a while. You can't even sit outside in the evening, you know. What are you going to breathe? The heavy pollution? I mean it's just terrible. Amen.

* * * * * * *

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225510
Name: PIRR
Address: PIRR

REPORTED BY: KATHLEEN A. MARTHALER, CSR

LICENSE NO. 84-4036

PIRR -- [Participant 1.]

Well, I like the rotating runways, the rotating runways that they have been using in the test programs. I hope they continue to do so. **[3053 - F]**

I know we're at the longest runway, so at night the freighters still come over our house. There is still quite a bit of noise from that.

Hopefully, the new configuration will cut down on some of that. **[3054 - D6, J, D4, D15]**

That's it.

TRANCRIPT OF PROCEEDINGS February 04, 2019
Statement by [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION
OF THE
O'HARE MODERNIZATION EIS 2019
HELD ON
FEBRUARY 4TH, 2019,
BETWEEN THE HOURS OF
2:00 TO 8:00 P.M.
BELVEDERE BANQUETS
1170 WEST DEVON AVENUE
ELK GROVE VILLAGE, ILLINOIS

REPORTED BY: KATHLEEN A. MARTHALER, CSR
LICENSE NO. 84-4036

U.S. Legal Support, Inc.
(312) 236-8352

TRANCRIPT OF PROCEEDINGS February 04, 2019
Statement by [redacted]

Page 2

[redacted] -- [Participant 1.]

Well, I like the rotating runways, the rotating runways that they have been using in the test programs. I hope they continue to do so.

I know we're at the longest runway, so at night the freighters still come over our house. There is still quite a bit of noise from that.

Hopefully, the new configuration will cut down on some of that.

That's it.

U.S. Legal Support, Inc.
(312) 236-8352

TRANCRIPT OF PROCEEDINGS February 04, 2019
Statement by [redacted]

STATE OF ILLINOIS)
) SS:
COUNTY OF COOK)

I, KATHLEEN A. MARTHALER, CSR No. 84-4083, a Certified Shorthand Reporter of the State of Illinois, do hereby certify that I reported in shorthand the proceedings had at the public hearing aforesaid, and that the foregoing is a true, complete, and correct transcript of the proceedings of said public hearing as appears from my stenographic notes so taken and transcribed under my personal direction.

IN WITNESS WHEREOF, I do hereunto set my hand at Chicago, Illinois, this 9th day of February, 2018.

Kathleen A. Marthaler

KATHLEEN A. MARTHALER, CSR No. 84-4036
Certified Shorthand Reporter

U.S. Legal Support, Inc.
(312) 236-8352

TRANCRIPT OF PROCEEDINGS February 04, 2019
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U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225518
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. They're passing right by my house. Now when I moved there 29 years ago, they were going on Lawrence Avenue, right? Now, like I told them, too, inside, they go right over my house. And once, maybe there was twice like that, the plane waited in the -- waiting for the runway. So I went in the car as soon as the plane start going, I went follow him, and then he turned right to Lawrence Avenue and went straight to O'Hare to the runway. Now, why don't they just go on Lawrence Avenue like they used to? Why do they have to, you know, turn like go this way? I brought that up on the meeting at the O'Hare, and the guy told me: Oh, fuel cost.
What kind of fuel cost is that, you know, if they go right there and then they turn onto Lawrence Avenue? **[3055 - C, C3]** First of all, there's a lot of pollution, a lot of noise. 1:30 in the morning they start every, you know, like every minute, less than a minute, they go right over there. **[3056 - D4]** And the smell. I can't even -- no vegetables on the -- nothing. We used to hang the clothes on there and they smell nice when it was nice weather. Now we can't do that. And I have to work every day. She goes -- before she hangs the clothes, she takes the -- what is that -- the rag she takes, and she washes the lines. **[3057 - E4, E1, E7, E2]**
PIRR: It's not important. But, you know, you can't take food out from the car because the smell is terrible, just like you stink like around the exhaust pipe with your mouth. It's terrible.
PIRR: You have to spit it out becaus of the smell.
PIRR: My leg is hurt and I go home and I leave the groceries, even when it's hot, then I leave it. Because I can't. I can't breathe. You can't breathe nothing, no air. **[3058 - E7]**
PIRR: And I told them, you know, maybe put some kind of, you know, soundproof like windows or something. They says we're not qualified. Qualified? When they go right over the house.
PIRR: But I don't want cheap window and smell, you know, causing cancer or something.
PIRR: Well, that's what the people complain, some of them.
PIRR: When it's heat, hot outside, they melted the windows, doors. I don't want this.
PIRR: I said: Why don't I buy the windows and give you the bill? He says: It don't work like that. **[3059 - D3]** And the mayor says -- I seen in the paper yesterday about this meeting. And he goes: If you don't go to the meeting, don't complain to me.
What is that going to do? **[3060 - J]** I keep calling every other day, and they say okay, give them my phone number and my name and the address. "Oh, yeah. We'll get back to you. We'll get back to you." Nothing happens. **[3061 - I4]**
And in 2015, the lady told me when I was coming to write on the computer. She goes: Okay. And that was in 2015 you did the comment? I says: Yeah. Nobody called me. **[3062 - A1, A]**
And then even I called up once and the lady, she's over there -- I think I remember her -- she started

talking to me in Polish. And I explained to her, and she goes: Okay. I'm going to put an Email. Maybe that's going to be quicker. Nothing. **[3063 - A1, A]** I complain. It's about the money. They don't care about the people.

When I went to the meeting at O'Hare, the lady -- those couple days ago with the Emanuel -- talking about the safety. She was in charge, a chubby lady with the glasses -- put fat lady that didn't do nothing. Because she was there and we were complaining and some guy was complaining to us. She walked right out of the room. Now that is no way to keep her over there. She should be out. Get somebody that cares for the people. **[3064 - J]**

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Statements by [redacted], [redacted] & [redacted]

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Statements by [redacted], [redacted] & [redacted]

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[redacted]: [redacted], [redacted].
I want to -- [redacted], [redacted],
[redacted], [redacted]. They're passing right by my
house. Now when I moved there 29 years ago,
they were going on Lawrence Avenue, right? Now,
like I told them, too, inside, they go right
over my house. And once, maybe there was twice
like that, the plane waited in the -- waiting
for the runway. So I went in the car as soon as
the plane start going, I went follow him, and
then he turned right to Lawrence Avenue and went
straight to O'Hare to the runway. Now, why
don't they just go on Lawrence Avenue like they
used to? Why do they have to, you know, turn
like go this way? I brought that up on the
meeting at the O'Hare, and the guy told me: Oh,
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What kind of fuel cost is that, you know,
if they go right there and then they turn onto
Lawrence Avenue? First of all, there's a lot of
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they start every, you know, like every minute,
less than a minute, they go right over there.
And the smell. I can't even -- no vegetables on

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the -- nothing. We used to hang the clothes on there and they smell nice when it was nice weather. Now we can't do that. And I have to work every day. She goes -- before she hangs the clothes, she takes the -- what is that -- the rag she takes, and she washes the lines.

[redacted]: It's not important. But, you know, you can't take food out from the car because the smell is terrible, just like you stink like around the exhaust pipe with your mouth. It's terrible.

[redacted]: You have to spit it out because of the smell.

[redacted]: My leg is hurt and I go home and I leave the groceries, even when it's hot, then I leave it. Because I can't. I can't breathe. You can't breathe nothing, no air.

[redacted]: And I told them, you know, maybe put some kind of, you know, soundproof like windows or something. They says we're not qualified. Qualified? When they go right over the house.

[redacted]: But I don't want cheap windows and smell, you know, causing cancer or

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Statements by [redacted], [redacted] & [redacted]

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something.

[redacted]: Well, that's what the people complain, some of them.

[redacted]: When it's heat, hot outside, they melted the windows, doors. I don't want this.

[redacted]: I said: Why don't I buy the windows and give you the bill? He says: It don't work like that. And the mayor says -- I seen in the paper yesterday about this meeting. And he goes: If you don't go to the meeting, don't complain to me.

What is that going to do? I keep calling every other day, and they say okay, give them my phone number and my name and the address. "Oh, yeah. We'll get back to you. We'll get back to you." Nothing happens.

And in 2015, the lady told me when I was coming to write on the computer. She goes: Okay. And that was in 2015 you did the comment? I says: Yeah. Nobody called me.

And then even I called up once and the lady, she's over there -- I think I remember her -- she started talking to me in Polish. And

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Statements by [redacted], [redacted] & [redacted]

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I explained to her, and she goes: Okay. I'm going to put an e-mail. Maybe that's going to be quicker. Nothing. I complain. It's about the money. They don't care about the people.

When I went to the meeting at O'Hare, the lady -- those couple days ago with the Emanuel -- talking about the safety. She was in charge, a chubby lady with the glasses -- put fat lady that didn't do nothing. Because she was there and we were complaining and some guy was complaining to us. She walked right out of the room. Now that is no way to keep her over there. She should be out. Get somebody that cares for the people.

* * * * * * *

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Letter ID: 225514
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. I just wanted to state that as far as I know, it wouldn't affect the day hours because I work nights. It'd be annoying if -- They say that it won't change, but I'm not convinced. You know, if there are flight delays or what have you, get put over through the day. **[3065 - I]** Other than that, there's not much to say. Because it seems like the gentleman told me that it's about 1,000 to 1500 square feet or more from, you know, where I'm at would affect them more than me, because I'm not like right down the flight paths -- or flight path, I should say. **[3066 - J]** That's it.

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9 6839 North Milwaukee Avenue
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[redacted]: [redacted], [redacted], [redacted], [redacted], [redacted], [redacted]. I just wanted to state that as far as I know, it wouldn't affect the day hours because I work nights. It'd be annoying if -- They say that it won't change, but I'm not convinced. You know, if there are flight delays or what have you, get put over through the day. Other than that, there's not much to say. Because it seems like the gentleman told me that it's about 1,000 to 1500 square feet or more from, you know, where I'm at would affect them more than me, because I'm not like right down the flight paths -- or flight path, I should say. That's it.

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Letter ID: 225516
Name: PIRR
Address: PIRR

REPORTED BY: BARBARA PERKOVICH

C.S.R. No. 84-004070

PIRR: PIRR. We are under a runway, we get planes landing and taking off all day long. **[3067 - D4]** We've lived there 21 and a half years.
I grew up living in Chicago, so I know what the planes are like. I knew when I bought my house that the airport was there. But it's ridiculous how it is probably 100 times worse than 20 years ago. **[3068 - D13, G]**
The planes taking off are ridiculously loud. And it's every two minutes. When they are coming in, it's every two -- sometimes less than two minutes. **[3069 - D4]**
And we are pretty disgusted that we are not considered for the windows and doors like some of our counterparts in other areas of Chicago and Park Ridge and the other suburbs and we feel that we are being put to the side and that no one cares. **[3070 - I5, D3]**
We would like one of those radars on our property so they can see how loud the noise is. My husband is going to apply for one of those. And we're just disappointed, disappointed to hear that houses in Chicago, who are northeast of us have received windows and we do not. **[3071 - D3, I5]** So, thank you.

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 6th, 2019

LOCATION: HANGING GARDENS BANQUET ROOMS
8301 West Belmont Avenue
River Grove, Illinois

CSR: BARBARA PERKOVICH

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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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[redacted]: [redacted],
[redacted], [redacted], [redacted],
[redacted], [redacted]. We are under a
runway, we get planes landing and taking off
all day long. We've lived there 21 and a
half years.

I grew up living in Chicago, so I
know what the planes are like. I knew when I
bought my house that the airport was there.
But it's ridiculous how it is probably 100
times worse than 20 years ago. The planes
taking off are ridiculously loud. And it's
every two minutes. When they are coming in,
it's every two -- sometimes less than two
minutes.

And we are pretty disgusted that
we are not considered for the windows and
doors like some of our counterparts in other
areas of Chicago and Park Ridge and the other
suburbs and we feel that we are being put to
the side and that no one cares.

We would like one of those radars
on our property so they can see how loud the
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TRANSCRIPT OF PROCEEDINGS February 06, 2019
Statements by [redacted], [redacted] & [redacted]

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one of those. And we're just disappointed, disappointed to hear that houses in Chicago, who are northeast of us have received windows and we do not. So, thank you.

* * * * *

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Letter ID: 225463
Name: PIRR
Address: PIRR

See PDF scan of form.

---- below is text extracted from attachment image2019-02-21-100233.pdf ----

Comment Form Transcription

Airplanes are flying near my house and are very noisy. Especially after midnight. The noise is very disturbing and wakes me up. I can't sleep. **[3072 - D4, D2]**

Name: [name redacted]
Address: [address redacted]
Norridge, IL 60706

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
FEBRUARY 4, 5, 6, AND 7, 2:00 P.M. TO 8:00 P.M.

Welcome to the public workshop for the Interim Fly Quiet Re-Evaluation. Public comments are an integral part of the evaluation process. This comment form is provided to receive your input and ensure that your concerns are considered. Please use this form to submit written comments, attaching additional pages if necessary. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives. FAA will consider comments in preparation of the final Written Re-Evaluation. Either place the form in the comment box provided at this public workshop or mail to the address below, postmarked by **February 27, 2019**. Comments may also be submitted online at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/ or via e-mail to IFQ@faa.gov. Online comments and emails must be received by midnight on **February 27, 2019**.

Airplanes are flying near my house and are very noisy.
Especially after midnight.
The noise is very disturbing and wakes me up. I can't sleep.

Submit comments postmarked by **February 27, 2019** to:

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Suite 320
Des Plaines, IL 60018
IFQ@faa.gov

FROM (Please Print):

Name: [redacted]

Address: [redacted]

☐ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225517
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. My complaint is the noise from the airplane, it's waking me up after midnight most of the time, and I cannot sleep. So that's my problem. And I'm not young person, so -- and, you know, sleeping, it's very important for your health, otherwise you have health problems. If you don't sleep, you don't relax. So that's my concern. It's my complaint. **[3073 - D7, D3, D4]** So what can be done about it? And I was told that I'm going to have a little more noise than I have it now yet. **[3074 - I3]**

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Statements by [redacted], [redacted] & [redacted]

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[redacted]: [redacted], [redacted],
and the last name is [redacted], [redacted]
[redacted], [redacted]. My complaint is the
noise from the airplane, it's waking me up after
midnight most of the time, and I cannot sleep.
So that's my problem. And I'm not young person,
so -- and, you know, sleeping, it's very
important for your health, otherwise you have
health problems. If you don't sleep, you don't
relax. So that's my concern. It's my
complaint. So what can be done about it? And I
was told that I'm going to have a little more
noise than I have it now yet.

* * * * * * *

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Letter ID: 225523
Name: PIRR
Address: PIRR

REPORTED BY: ROBIN HEJNAR CSR/RPR

License No. 084-004689

PIRR -- {Participant 2.}

My name is PIRR.

The runway rotation will never have -- the communities northeast and southwest of the airport will never have adequate representation because of the makeup of ONCC, and, thus, CDA. The vote to approve the interim quiet flight plan was disproportionately skewed towards communities east/west of the airport.

I don't know how the City of Chicago was able to get on ONCC -- not just the City of Chicago, but six boards in Cook County. So right there, we're already -- including City of Elmhurst, the cards are stacked against us; and then you add in the western communities of the airport.

It will never be fair for the City of Elmhurst -- runway rotation will never be fair for the City of Elmhurst. That doesn't even count the school district for the City of Chicago.

ONCC and CDA created a moving target in regards to decisionmaking. Elmhurst residents were told that the check-in point was at the City of Chicago 311 system in regards to airplane noise. We were told to take the runway rotation test surveys, we were told to come to ONCC meetings and speak during public comment. There was even a white paper issued by Arlene Juracek, the ONCC Chairperson, who indicated that, "ONCC members should use decisionmaking criteria in regards to noise distribution," yet this criteria was not taken into consideration by the Ad Hoc Committee prior to their vote on the IFQ. None of this information mattered, nor was it taken into consideration, because at the end of the day it was about votes, which are screwed heavily towards Chicago and west suburban communities. **[3075 - I1]**

The IFQ recommendation by the ONCC, Option A, is the same runway configuration and sequence configuration as was used in test 3. Runway rotation test 3 was overwhelmingly rejected by Elmhurst residents, and a large majority of overall respondents to the test 3 survey. 2,204 unique IP address responses for Question 15, 72 percent said no; and for question 21, 79 percent said no.

However, when the responses were not in line with the ONCC agenda, the Ad Hoc Committee tried to

discredit and disregard the results. During an executive committee meeting, Chairperson Arlene Juracek even commented after reviewing survey results and public forum, "Maybe every other week wasn't fair for the diagonals, and maybe every third week might be a better option."

The timeframe to review test results and receive community feedback between the end of test 1 versus test 3 was not adequate. Test 1 allowed for ONCC meetings and feedback, whereas there was an expedited timeline subsequent to test 3 primarily due to the newfound information that it was going to take, approximately, one year to complete an environmental study; and the first allowable time for public feedback prior to a vote on IFQ came after the ONCC vote. **[3076 - D15]**

Additionally, the public was never privy to the three proposed CDA IFQ options prior to the last Ad Hoc Committee meeting. We first saw the three public options at the December 8th Ad Hoc Committee meeting, and, therefore, the public was not able to prepare comments or feedback; and, again, the public was only allowed for public comment after the Ad Hoc Committee voted on option A. **[3077 - I3, I1]**

TRANSCRIPT OF PROCEEDINGS February 07, 2019
Statement by Unnamed Male and [redacted]

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FAA PUBLIC WORKSHOP RE-EVALUATION OF THE
O'HARE MODERNIZATION EIS
February 7th, 2019

LOCATION:
HANGING GARDENS & BANQUET ROOMS
8301 WEST BELMONT AVENUE
RIVER GROVE, ILLINOIS

CSR/RPR: ROBIN HEJNAR
NO. 084-004689

U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 07, 2019
Statement by Unnamed Male and [redacted]

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[redacted] -- {Participant 2.}

My name is [redacted], [redacted], [redacted], [redacted].

The runway rotation will never have -- the communities northeast and southwest of the airport will never have adequate representation because of the makeup of ONCC, and, thus, CDA. The vote to approve the interim quiet flight plan was disproportionately skewed towards communities east/west of the airport.

I don't know how the City of Chicago was able to get on ONCC -- not just the City of Chicago, but six boards in Cook County. So right there, we're already -- including City of Elmhurst, the cards are stacked against us; and then you add in the western communities of the airport.

It will never be fair for the City of Elmhurst -- runway rotation will never be fair for the City of Elmhurst. That doesn't even count the school district for the City of Chicago.

ONCC and CDA created a moving target in regards to decisionmaking. Elmhurst residents were told that the check-in point was at the City of Chicago 311 system in regards to airplane noise. We were told to take the runway rotation test surveys, we were told to come to

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ONCC meetings and speak during public comment. There was even a white paper issued by Arlene Juracek, the ONCC Chairperson, who indicated that, "ONCC members should use decisionmaking criteria in regards to noise distribution," yet this criteria was not taken into consideration by the Ad Hoc Committee prior to their vote on the IFQ. None of this information mattered, nor was it taken into consideration, because at the end of the day it was about votes, which are screwed heavily towards Chicago and west suburban communities.

The IFQ recommendation by the ONCC, Option A, is the same runway configuration and sequence configuration as was used in test 3. Runway rotation test 3 was overwhelmingly rejected by Elmhurst residents, and a large majority of overall respondents to the test 3 survey. 2,204 unique IP address responses for Question 15, 72 percent said no; and for question 21, 79 percent said no.

However, when the responses were not in line with the ONCC agenda, the Ad Hoc Committee tried to discredit and disregard the results. During an executive committee meeting, Chairperson Arlene Juracek even commented after reviewing survey results and public forum, "Maybe every other week wasn't fair for the

TRANSCRIPT OF PROCEEDINGS February 07, 2019
Statement by Unnamed Male and [redacted]

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diagonals, and maybe every third week might be a better option."

The timeframe to review test results and receive community feedback between the end of test 1 versus test 3 was not adequate. Test 1 allowed for ONCC meetings and feedback, whereas there was an expedited timeline subsequent to test 3 primarily due to the newfound information that it was going to take, approximately, one year to complete an environmental study; and the first allowable time for public feedback prior to a vote on IFQ came after the ONCC vote.

Additionally, the public was never privy to the three proposed CDA IFQ options prior to the last Ad Hoc Committee meeting. We first saw the three public options at the December 8th Ad Hoc Committee meeting, and, therefore, the public was not able to prepare comments or feedback; and, again, the public was only allowed for public comment after the Ad Hoc Committee voted on option A.

****

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(312) 236-8352

Letter ID: 225457
Name: PIRR
Address: PIRR

See OCT Text and PDF scan of letter.
Note: Scanned letter contains graphics that will not show up in OCR text.

---- below is text extracted from attachment scan0005.pdf ----

May 11, 2018

Ms. Amy Hanson (CHI-ADO-603)
Chicago Airports District Office
Federal Aviation Administration
2300 E. Devon Avenue, Room 320
Des Plaines, IL 60018

Subject: Chicago O'Hare International Airport
Elmhurst Resident Rebuttal to the Interim Fly Quiet Runway Rotation Plan Proposal

Dear Ms. Hanson:

As a resident of Elmhurst impacted by nighttime Runway Rotation at O'Hare Airport, I respectfully request the Federal Aviation Administration ("FAA") include as part of their review as follows what the Chicago Department of Aviation ("CDA") Interim Fly Quiet ("IFQ") Runway Rotation Plan Proposal DID NOT include.

First and foremost, the CDA proposal is incomplete. There are no considerations or analysis given for "significant runway construction, maintenance, and/or pavement rehabilitation on Runways 4L-22R and 4R-22L" construction schedules. How can the FAA complete an environmental study and approve a plan without it including arrival and departure plans during construction? **[3078 - D]**

The O'Hare Noise Compatibility Commission ("ONCC") approved and recommended Option A by a vote of 84% (51 of 61 members). The vote was disproportionally skewed towards communities East/West of O'Hare Airport as follows:

See PDF for Figure
See PDF for Figure

As you can see graphically above, Elmhurst and Southwest/Northeast communities will never have fair

representation when it comes to nighttime Runway Rotation. Option A sends nighttime airplane traffic every other week over Elmhurst, Park Ridge and Des Plaines (primarily). The other two weeks, the rotation primarily impacts Bensenville. **[3079 - I1, D15, I6]**

Where is the 360 degree arc of community impacts around O'Hare Airport with this rotation? Let me remind you that this program has always been about NIGHTTIME runway rotation which should alleviate nighttime noise for everyone.

If the intent of ONCC is to "Reduce Impacts to the Highest Impacted 'Nighttime' Communities - Provide relief to the highest impacted 'Nighttime' communities", why are there so many zero's on the chart below? (Fly Quiet Mode - Night of July 23 thru October 15, 2017): **[3080 - D2, I]**

See PDF for Figure

The potential utilization could have been even worse for Elmhurst (Runway Rotation Mode - Night of July 23 thru October 15, 2017 **[3081 - J]**

See PDF for Figure

Our assumption based upon the inequitable representation that Northeast/Southwest communities have is that when there is "significant" construction on 41/22R and 4R/221 during the 2019 and 2020 construction seasons, respectively; the additional burden of airplane traffic will be added to an already overburdened diagonal runway. Why was this not addressed in the FAA submission by the CDA? Shouldn't this environmental impact be understood? **[3082 - A2, A]**

ONCC and CDA created a moving target in regards to decision making. Elmhurst residents were told to submit complaints via the City of Chicago 311 system in regards to airplane noise. We were told to take the Runway Rotation Test Surveys. We were told to come to ONCC meetings and speak during public comment. There was even a White Paper issued by Arlene Juracek (ONCC Chairperson) which indicated that ONCC members should use decision making criteria in regards to noise distribution, yet this criteria was not taken into consideration by the Ad Hoc committee prior to their vote on the IFQ. None of this information mattered, nor was it taken into consideration, because at the end of the day it was about votes which are skewed heavily towards Chicago and West suburban communities. **[3083 - I]**

"The IFQ recommendation by the ONCC [Option A] is the same runway configuration and sequence of configurations as was used in Test 3." Runway Rotation Test 3 was overwhelmingly rejected by Elmhurst residents and a large majority of overall respondents to the Test 3 survey (2,204 Unique IP Address Responses): **[3084 - D15]**

See PDF for Figure
See PDF for Figure

However, when the responses were not in line with the ONCC agenda, the Ad Hoc Committee tried to discredit and disregard the results. During an Executive Committee meeting, Chairperson Arlene J uracek even commented after reviewing the survey results in public forum, "maybe every other week wasn't fair" for the diagonals, and maybe every third week might be a better option. **[3085 - D15]**

The timefrarne to review test results and receive community feedback between end of Test 1 vs. Test 3 were not adequate. Test 1 allowed for ONCC meetings and feedback whereas there was an expedited timeline subsequent to Test 3 (primarily due to the newfound information that it was going to take approximately one year to complete an environmental study) and the first allowable time for public feedback prior to a vote on IFQ came AFTER the ONCC vote. **[3086 - D15]** Additionally, the public was never privy to the three proposed CDA IFQ options prior to the last Ad Hoc Committee meeting (we first saw the three public options AT the December 8th Ad Hoc Committee meeting), and therefore, the public was not able to prepare comments/feedback. And again, the public was only allowed for public comment AFTER the Ad Hoc Committee voted on Option A. **[3087 - I1, I3]**

Most importantly, the CDA proposed two of three options that had consecutive community impacts, whereas "consecutive community impacts" was identified as criteria for the three test runs. Knowing these criteria were also being applied to IFQ, why did the CDA propose two options that included consecutive community impacts, leaving only one viable option for IFQ? Knowing this, there was never any other options for IFQ, and diagonal communities never had an alternate option (including a rotation option that was submitted by the City of Elmhurst and disallowed).

Lastly, "consecutive community impacts" under IFQ, is defined as any traffic landing or departing from a parallel in two consecutive weeks. It is inaccurate to suggest that the same residents are being impacted by all parallel runways. For example, all traffic departing to the west from parallel runways impacts Bensenville, however the same neighborhoods within Bensenville are not being impacted by all departing traffic; however, according to ONCC there is no other option than to send nighttime traffic over diagonal communities (Elmhurst) every other week. **[3088 - I]**

Had ONCC allowed public input prior to the IFQ vote (requested by Elmhurst Alderman Dunn and rejected by majority vote), they would have heard the following:

From December 8, 2017 ONCC Minutes:

Ms. Monica Anderson, an Elmhurst resident read the following statement: "I have experienced daytime air traffic and noise since I first moved to Elmhurst in 2003. In 2015, we were assured by the FAA that we would be experiencing less and less traffic in Elmhurst as a result of the OMP buildout, and that the 4R/22L would be utilized during inclement weather only. So imagine our surprise when in June we first experienced Fly Quiet Test 2 traffic.

Immediately, we started filing noise complaints, but continuously ... and perhaps conveniently ... experienced failures with the online complaint system. And then we learned that complaints wouldn't even be factored into the Interim Fly Quiet decision-making process. The only way negatively impacted residents could voice their opposition to Fly Quiet Runway Rotation was through the survey.
The Test 3 survey differed from Test 1 and Test 2 surveys in that it contained six additional questions. The last question asked if respondents wanted Test 3 to continue through November 2020. Anyone, from any community, could take this survey in support of continuing Test 3 through November 2020.

My neighbors and I were floored to learn that our complaints would not be considered, but the survey -- with questions skewed against the diagonal communities -- those results mattered.

We were determined not to let a skewed survey decide our fate, so my neighbors and I went door-to-door with flyers to inform our community about the survey. We flooded social media with messages. And we asked the City of Elmhurst to create a public service announcement to educate the community. If you haven't had a chance to see the results of that survey -- it seems as if ONCC spent a whole five minutes reviewing Test 3 data -- you'd know that Elmhurst strongly opposed the continuation of the Test 3 rotation through November 2020. But because the Test 3 survey results did not support the ONCC/CDA narrative, the results were dismissed as being "skewed."

Elmhurst residents are convinced that the Test 3 rotation was the preferred rotation all along. This was confirmed at the last Ad Hoc Committee meeting.

Option A was the only option of the three presented by the CDA that met the ONCC's criteria. The CDA knew the criteria, yet still presented two options that did not meet the criteria. In reality, there was only one option presented ... the one the CDA preferred from the onset.

Once Options B and C were deemed not viable, the Ad Hoc committee and CDA did not even consider any adjustments or alterations to either of those two options presented. There was no further discussion. There was only one viable option.

In this proposed plan -- brought to you by the Ad Hoc Committee -- the diagonals are expected to endure exposure for 50% of the time.

It is worth noting that representation on the Ad Hoc committee is highly inequitable. Of the nine committee members, only one represents a diagonal community.

*Graph below not part of ONCC minutes...added to show inequitable representation

See PDF for Figure

I don't understand how everyone up there is saying "We want to be fair, we want it to be fair for

everyone", yet you voted to put airplanes over Elmhurst 50% of time, every other week. It's not fair!"

Ms. Anne-Marie Gustafson, Elmhurst resident, read the following statement:
"Good morning, my name is Anne-Marie Gustafson. My husband and I moved to Elmhurst in 2012 with our three young children. We live directly in the flight path of diagonal runway 4R/221 and our family's sleep is greatly affected by nighttime air traffic.

As a parent, I know all too well that quality sleep is a major contributing factor to a child's health, well-being and educational success. Sleep deprivation has serious implications for growing young bodies and minds.

Unfortunately, unlike many other O'Hare impacted communities, Elmhurst homes do not qualify for sound abatement funding. While my family is fortunate enough to be able to afford new windows and white noise machines to help protect our kids sleep, many of their fellow students do not have that same luxury. And even with the precautions we have taken, my children have still suffered the impacts of sleep loss due to the new flight patterns newly imposed on our community during Fly Quiet testing.

I recently learned that the most Fly Quiet impacted school in Elmhurst has a student population where 65% of kids come from low-income households. Planes will be flying 1300 feet over their homes and apartments every other week with this IFQ, bringing new challenges to our most vulnerable population. This is an unfair burden that was given no consideration by the ONCC.

It is my understanding that the CDA and ONCC were supposed to carefully weigh local community and population impacts and seek to avoid unfairly burdening low-income populations. Who is looking out for the most vulnerable demographic? Where is the impact analysis and data?

The plan voted on today appears to have been a forgone conclusion given the fact that diagonal impacted communities were shut out of the Ad Hoc IFQ vetting process, and data such as the Test 3 survey was conveniently dismissed by the Ad Hoc committee because it did not fit the narrative supporting the Test 3 runway rotation plan.

Diagonal impacted communities have been consistently disregarded and outvoted during this entire planning process, which speaks to the inherent weakness of a purely democratic process. When a majority electorate places its own interests above, and at the expense of, those in the minority, it results in repression and injustice. What's clear is that parallel impacted communities who hold seats on the Ad Hoc committee have severely compromised the integrity of the ONCC and the IFQ development process. The IFQ passed today is anything but fair and equitable."

Ms. Barbara Lonergan of Elmhurst provided the following statement:
"At the August and September Ad Hoc Committee meetings, I asked a series of questions on behalf of Elmhurst residents to help us understand the Interim Fly Quiet decision-making process. Twice, we were

told answers would be provided to our ONCC Rep. That never happened - we believe - because (1) there never was a decision-making process in place and (2) the diagonals were targeted from the start.

Shortly after we asked our questions, the ONCC Chairwoman presented a "white paper" recommending decision-making criteria, yet this criteria was not taken into consideration by the Ad Hoc committee prior to their vote on the IFQ. At last month's Ad Hoc meeting, we were surprised when criteria was introduced that recommended "no consecutive community impacts." As far as we knew, this was never previously presented as criteria for the Interim Fly Quiet decision ... it was never mentioned when we initially asked about the decision-making process, nor was it mentioned in the chairwoman's white paper. Our surprise waned when we saw that -- of the three plans presented by the CDA -- only one plan, a clone of Test 3, met this criteria.

The communities impacted by Test 3 overwhelmingly rejected the continuation of that test, as indicated by the Test 3 Survey results, and yet the Ad Hoc committee was determined to repeat the impacts of Test 3 by approving IFQ Option A. They failed to consider community impacts; they failed to consider hybrid runway use; they failed to consider whether the proposal represented "an equitable balance of impacts when considered in a full three-hundred-and-sixty degree arc around the airport." And they failed to consider the ONCC Chair's statements at an Executive Committee meeting early into Test 3 ... that Test 3 was not what they expected, that "maybe every other week wasn't fair" for the diagonals, and maybe every third week might be a better option.

Before the rushed Ad Hoc vote, requests for a seat at the table from diagonal communities had been rejected. There was no opportunity to more fairly balance the committee. There was no opportunity for public comment prior to the vote. And there was no opportunity to alter or improve IFQ Option A.

The lack of transparency surrounding the IFQ decision-making process has been unbelievably frustrating, but what is truly telling are the Ad Hoc committee member-comments that were made during the November meeting, which shed light on the true agenda driving the ONCC: to unload as much air traffic as possible from the parallels onto the diagonals.

For those of you who did not attend that meeting, committee members made the following comments:
- We need to "use the diagonals to the fullest extent possible".
- We should "overemphasize use of diagonals to compensate for the heavy burden placed on parallels."
- The "airlines and pilots prefer the longer (parallel) runways, but that is just a preference."
- "How can we maximize wide-bodied aircraft use on the 4/22s?"
- It's "not fair to diminish use of the diagonals because of the O-M-P buildout. What seems to be the most rational statement from that meeting was from a diagonal representative, who said, "It's crazy to make such a massive investment in parallel runway development, and expect a 50/50 share

between the diagonals and parallels." He also noted that "Many communities refuse to join the ONCC because THEY BELIEVE IT IS RIGGED." Elmhurst residents whole-heartedly agree."

Ms. Rebecca Mills, a Park Ridge resident, those who live near O'Hare know that we will be exposed to aircraft noise and that is the price we pay for living in close proximity to the an airport. Runway rotation schemes are about distributing noise equitably. The decisions about distribution or aircraft noise should be made by those nearest to the airport (core communities). The ONCC consists of 30 suburbs, 6 Chicago Wards and 16 school districts. If you draw a circle around the airport, it's those communities that should have more weighted vote and should be on the committees. She hopes ONCC will consider the most affected communities impacted by O'Hare in future committees.

Mr. Don Owen, of Glenview said his community has several concerns over the process used to recommend the IFQ plan. He said there are inconsistence program goals and negative operational impacts of the overall Fly Quiet Program. The OMP is a multi-million dollar program without an improvement plan that has been approved and will improve efficiency and safety of operations at the airport. In contrast, the Fly Quiet Program reduces efficiency and reduces margins of safety by encouraging the airlines, pilots and air traffic controllers to use less than optimal runways at night. Shorter, narrower runways are less safe than longer wider runways. Continually changing arrival and departure patterns are less safe than using consistent routine arrival and departure patterns. Therefore, Glenview is not support of the Fly Quiet Program. Its goals are counter to the improved OMP goals and most importantly it reduces operational efficiency and lower margin of safety for the pilots places the traveling public at greater risk. The specific issue on the IFQ Plan, we have observed that the closures of 14/32 and the effects of the plan closure of 15/33 during test 3 of the rotation test, have negative impacts. On numerous occasions, I've from various ONCC members about the desire to share the nighttime noise equally among all the communities surround O'Hare. Unfortunately, by closure of the runways, it increase aircraft noise over Glenview. CDA should focus by optimizing safety and Glenview is not in favor of the plan. It is insulting not to allow comments from the audience before voting.

Alderman Michael Bram from Elmhurst said he has attended many meetings and the public have come to speak and ask questions and voiced their concerns. The comments and questions were well received. Receiving responses to the questions have not gotten answers. He was disheartened by not hearing comments before the vote. He was concern about the ONCC can vote at all. Runway 4/22 will be under construction and don't know the impacts of that construction. Not wanting to listen to critical input from the public.

Sincerely,
[name redacted]
Elmhurst Resident
[address redacted]

May 11, 2018

Ms. Amy Hanson (CHI-ADO-603)
Chicago Airports District Office
Federal Aviation Administration
2300 E. Devon Avenue, Room 320
Des Plaines, IL 60018

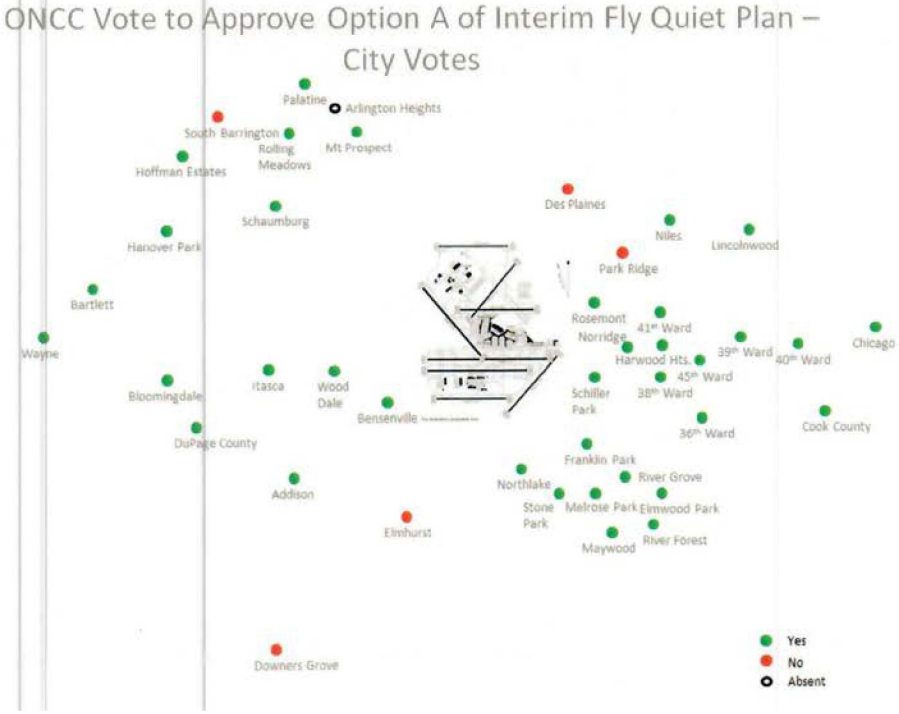
Subject: Chicago O'Hare International Airport
Elmhurst Resident Rebuttal to the Interim Fly Quiet Runway Rotation Plan Proposal

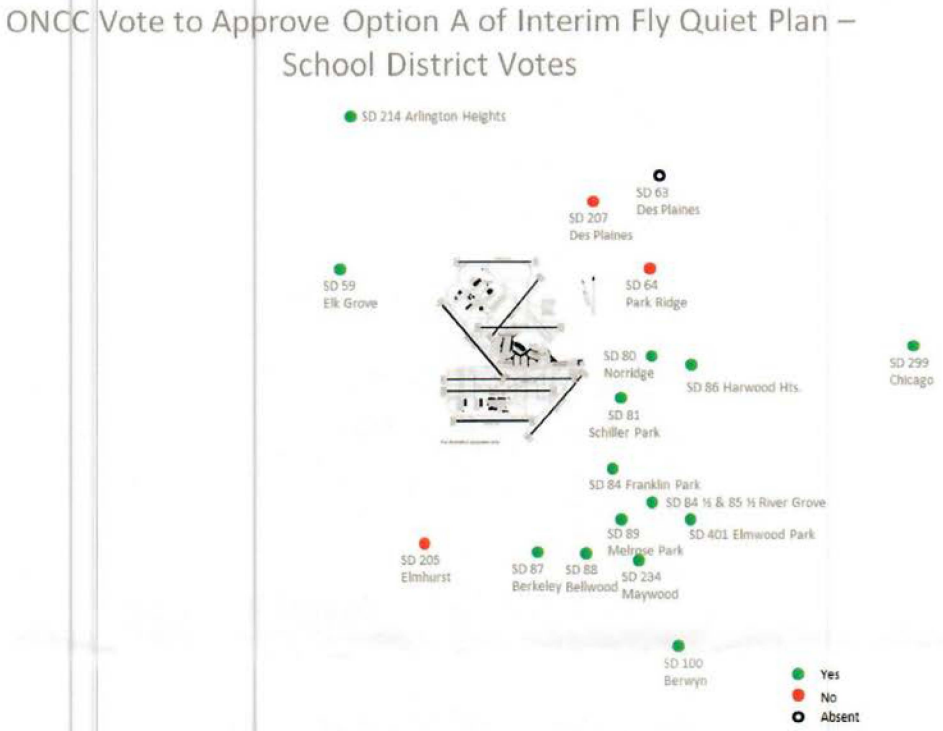
Dear Ms. Hanson:

As a resident of Elmhurst impacted by nighttime Runway Rotation at O'Hare Airport, I respectfully request the Federal Aviation Administration ("FAA") include as part of their review as follows what the Chicago Department of Aviation ("CDA") Interim Fly Quiet ("IFQ") Runway Rotation Plan Proposal **DID NOT** include.

First and foremost, the CDA proposal is incomplete. There are no considerations or analysis given for "significant runway construction, maintenance, and/or pavement rehabilitation on Runways 4L-22R and 4R-22L" construction schedules. How can the FAA complete an environmental study and approve a plan without it including arrival and departure plans during construction?

The O'Hare Noise Compatibility Commission ("ONCC") approved and recommended Option A by a vote of 84% (51 of 61 members). The vote was disproportionally skewed towards communities East/West of O'Hare Airport as follows:

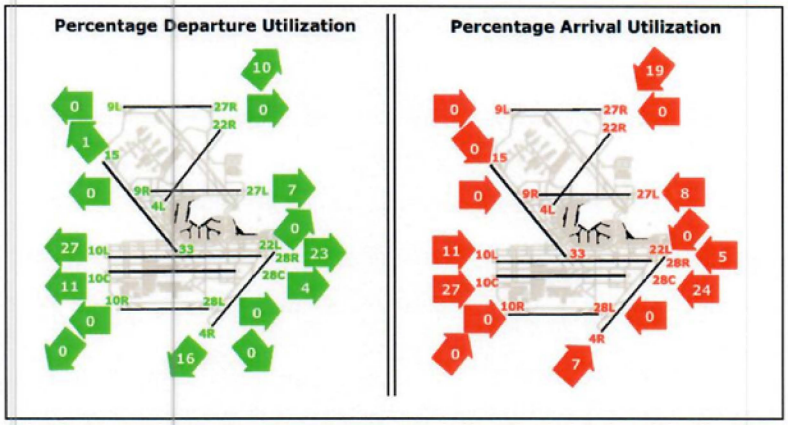




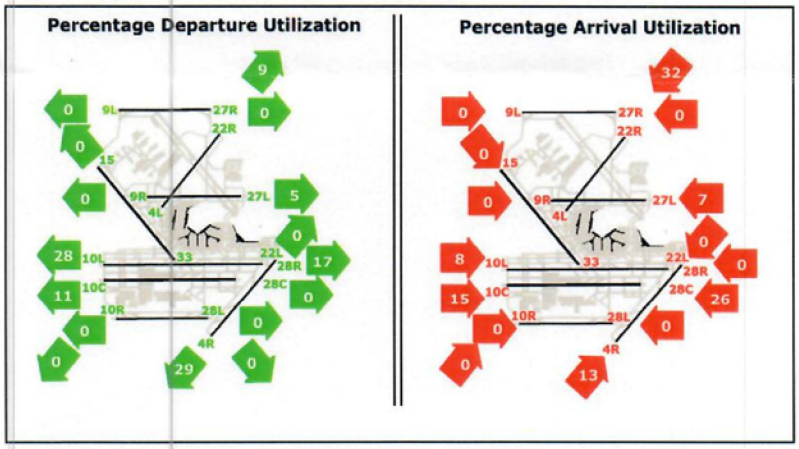
As you can see graphically above, Elmhurst and Southwest/Northeast communities will never have fair representation when it comes to nighttime Runway Rotation. Option A sends nighttime airplane traffic every other week over Elmhurst, Park Ridge and Des Plaines (primarily). The other two weeks, the rotation primarily impacts Bensenville.

Where is the 360 degree arc of community impacts around O'Hare Airport with this rotation? Let me remind you that this program has always been about NIGHTTIME runway rotation which should alleviate nighttime noise for everyone.

If the intent of ONCC is to "Reduce Impacts to the Highest Impacted 'Nighttime' Communities – Provide relief to the highest impacted 'Nighttime' communities", why are there so many zero's on the chart below? (**Fly Quiet Mode** – Night of July 23 thru October 15, 2017):



The potential utilization could have been even worse for Elmhurst (**Runway Rotation Mode** – Night of July 23 thru October 15, 2017):



Our assumption based upon the inequitable representation that Northeast/Southwest communities have is that when there is "significant" construction on 4L/22R and 4R/22L during the 2019 and 2020 construction seasons, respectively; the additional burden of airplane traffic will be added to an already overburdened diagonal runway. Why was this not addressed in the FAA submission by the CDA? Shouldn't this environmental impact be understood?

ONCC and CDA created a moving target in regards to decision making. Elmhurst residents were told to submit complaints via the City of Chicago 311 system in regards to airplane noise. We were told to take the Runway Rotation Test Surveys. We were told to come to ONCC meetings and speak during public

comment. There was even a White Paper issued by Arlene Juracek (ONCC Chairperson) which indicated that ONCC members should use decision making criteria in regards to noise distribution, yet this criteria was not taken into consideration by the Ad Hoc committee prior to their vote on the IFQ. None of this information mattered, nor was it taken into consideration, because at the end of the day it was about votes which are skewed heavily towards Chicago and West suburban communities.

"The IFQ recommendation by the ONCC [Option A] is the same runway configuration and sequence of configurations as was used in Test 3." Runway Rotation Test 3 was overwhelmingly rejected by Elmhurst residents and a large majority of overall respondents to the Test 3 survey (2,204 Unique IP Address Responses):

SURVEY RESPONSES: QUESTION 15 (TEST 3)

Would you like a nighttime Fly Quiet Runway Rotation to be in place from Spring 2018 until Fall 2020?
A. YES
B. NO

SURVEY RESPONSES: QUESTION 21 (TEST 3)

Do you want the Fly Quiet Runway Rotation Plan that is in place for Test 3 to occur from the Spring of 2018 through November 2020?
A. YES
B. NO

However, when the responses were not in line with the ONCC agenda, the Ad Hoc Committee tried to discredit and disregard the results. During an Executive Committee meeting, Chairperson Arlene Juracek even commented after reviewing the survey results in public forum, "maybe every other week wasn't fair" for the diagonals, and maybe every third week might be a better option.

The timeframe to review test results and receive community feedback between end of Test 1 vs. Test 3 were not adequate. Test 1 allowed for ONCC meetings and feedback whereas there was an expedited timeline subsequent to Test 3 (primarily due to the newfound information that it was going to take approximately one year to complete an environmental study) and the first allowable time for public feedback prior to a vote on IFQ came AFTER the ONCC vote. Additionally, the public was never privy to the three proposed CDA IFQ options prior to the last Ad Hoc Committee meeting (we first saw the three public options AT the December 8th Ad Hoc Committee meeting), and therefore, the public was not able to prepare comments/feedback. And again, the public was only allowed for public comment AFTER the Ad Hoc Committee voted on Option A.

Most importantly, the CDA proposed two of three options that had consecutive community impacts, whereas "consecutive community impacts" was identified as criteria for the three test runs. Knowing these criteria were also being applied to IFQ, why did the CDA propose two options that included

consecutive community impacts, leaving only one viable option for IFQ? Knowing this, there was never any other options for IFQ, and diagonal communities never had an alternate option (including a rotation option that was submitted by the City of Elmhurst and disallowed).

Lastly, "consecutive community impacts" under IFQ, is defined as any traffic landing or departing from a parallel in two consecutive weeks. It is inaccurate to suggest that the same residents are being impacted by all parallel runways. For example, all traffic departing to the west from parallel runways impacts Bensenville, however the same neighborhoods within Bensenville are not being impacted by all departing traffic; however, according to ONCC there is no other option than to send nighttime traffic over diagonal communities (Elmhurst) every other week.

Had ONCC allowed public input prior to the IFQ vote (requested by Elmhurst Alderman Dunn and rejected by majority vote), they would have heard the following:

From December 8, 2017 ONCC Minutes:

Ms. Monica Anderson, an Elmhurst resident read the following statement: "I have experienced daytime air traffic and noise since I first moved to Elmhurst in 2003. In 2015, we were **assured by the FAA that we would be experiencing less and less traffic in Elmhurst as a result of the OMP buildout**, and that the 4R/22L would be utilized during inclement weather only. So imagine our surprise when in June we first experienced Fly Quiet Test 2 traffic.

Immediately, we started filing noise complaints, but continuously ... and perhaps conveniently ... **experienced failures with the online complaint system**. And then we learned that complaints wouldn't even be factored into the Interim Fly Quiet decision-making process. The only way negatively impacted residents could voice their opposition to Fly Quiet Runway Rotation was through the survey.
The Test 3 survey differed from Test 1 and Test 2 surveys in that it contained six additional questions. The last question asked if respondents wanted Test 3 to continue through November 2020. Anyone, from any community, could take this survey in support of continuing Test 3 through November 2020.

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We were determined not to let a skewed survey decide our fate, so my neighbors and I went door-to-door with flyers to inform our community about the survey. We flooded social media with messages. And we asked the City of Elmhurst to create a public service announcement to educate the community. If you haven't had a chance to see the results of that survey -- it seems as if ONCC spent a whole five minutes reviewing Test 3 data -- you'd know that **Elmhurst strongly opposed the continuation of the Test 3 rotation through November 2020**. But because the Test 3 survey results did not support the ONCC/CDA narrative, the results were dismissed as being "skewed."

Elmhurst residents are convinced that the Test 3 rotation was the preferred rotation all along. This was confirmed at the last Ad Hoc Committee meeting.

Option A was the only option of the three presented by the CDA that met the ONCC's criteria. The CDA knew the criteria, yet still presented two options that did not meet the criteria. In reality, there was only one option presented ... the one the CDA preferred from the onset.

Once Options B and C were deemed not viable, the Ad Hoc committee and CDA did not even consider any adjustments or alterations to either of those two options presented. There was no further discussion. There was only one viable option.

In this proposed plan -- brought to you by the Ad Hoc Committee -- the **diagonals are expected to endure exposure for 50% of the time**.

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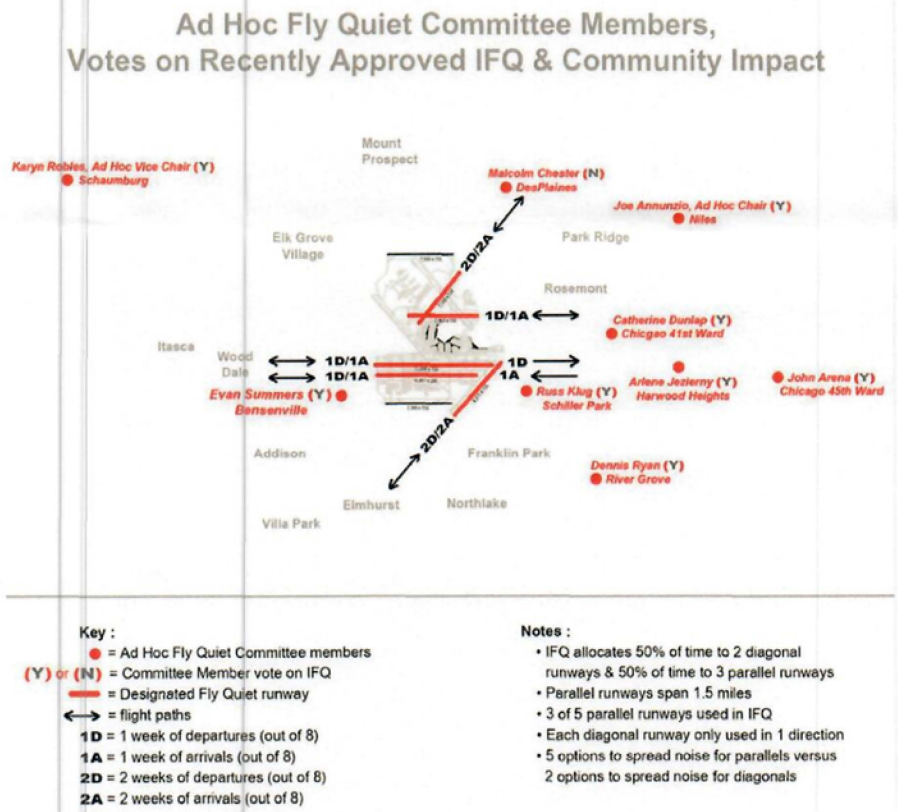

I don't understand how **everyone up there is saying "We want to be fair, we want it to be fair for everyone", yet you voted to put airplanes over Elmhurst 50% of time, every other week. It's not fair!"**

Ms. Anne-Marie Gustafson, Elmhurst resident, read the following statement:
"Good morning, my name is Anne-Marie Gustafson. My husband and I moved to Elmhurst in 2012 with our three young children. We live directly in the flight path of diagonal runway 4R/22L and our family's sleep is greatly affected by nighttime air traffic.

As a parent, I know all too well that **quality sleep is a major contributing factor to a child's health**, well-being and educational success. Sleep deprivation has serious implications for growing young bodies and minds.

Unfortunately, unlike many other O'Hare impacted communities, **Elmhurst homes do not qualify for sound abatement funding.** While my family is fortunate enough to be able to afford new windows and white noise machines to help protect our kids sleep, many of their fellow students do not have that same luxury. And even with the precautions we have taken, my children have still suffered the impacts of sleep loss due to the new flight patterns newly imposed on our community during Fly Quiet testing.

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The plan voted on today appears to have been a forgone conclusion given the fact that **diagonal impacted communities were shut out of the Ad Hoc IFQ vetting process, and data such as the Test 3 survey was conveniently dismissed by the Ad Hoc committee because it did not fit the narrative supporting the Test 3 runway rotation plan.**

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"At the August and September Ad Hoc Committee meetings, I asked a series of questions on behalf of Elmhurst residents to help us understand the Interim Fly Quiet decision-making process. **Twice, we were told answers would be provided to our ONCC Rep. That never happened – we believe – because (1) there never was a decision-making process in place and (2) the diagonals were targeted from the start.**

Shortly after we asked our questions, the **ONCC Chairwoman presented a "white paper" recommending decision-making criteria, yet this criteria was not taken into consideration by the Ad Hoc committee prior to their vote on the IFQ**. **At last month's Ad Hoc meeting, we were surprised when criteria was introduced that recommended "no consecutive community impacts." As far as we knew, this was never previously presented as criteria for the Interim Fly Quiet decision** ... it was never mentioned when we initially asked about the decision-making process, nor was it mentioned in the chairwoman's white paper. Our surprise waned when we saw that -- of the three plans presented by the CDA -- only one plan, a clone of Test 3, met this criteria.

The communities impacted by Test 3 overwhelmingly rejected the continuation of that test, as indicated by the Test 3 Survey results, and yet the Ad Hoc committee was determined to repeat the impacts of Test 3 by approving IFQ Option A. They failed to consider community impacts; they failed to consider hybrid runway use; they failed to consider whether the proposal represented "an equitable balance of impacts when considered in a full three-hundred-and-sixty degree arc around the airport." And they failed to consider the ONCC Chair's statements at an Executive Committee meeting early into Test 3 ... that Test 3 was not what they expected, that "maybe every other week wasn't fair" for the diagonals, and maybe every third week might be a better option.

Before the rushed Ad Hoc vote, requests for a seat at the table from diagonal communities had been rejected. There was no opportunity to more fairly balance the committee. **There was no opportunity for public comment prior to the vote. And there was no opportunity to alter or improve IFQ Option A**.

The lack of transparency surrounding the IFQ decision-making process has been unbelievably frustrating, but what is truly telling are the **Ad Hoc committee member-comments that were made during the November meeting, which shed light on the true agenda driving the ONCC: to unload as much air traffic as possible from the parallels onto the diagonals.**
For those of you who did not attend that meeting, committee members made the following comments:

- **We need to "use the diagonals to the fullest extent possible".**
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Sincerely,

[redacted]

Elmhurst Resident

[redacted]

Letter ID: 225512
Name: PIRR
Address: PIRR

REPORTED BY: LAURA MUKAHIRN, CSR, RPR, CRR

CSR NO. 084-003592

PIRR: PIRR. I've listened to all this; I've seen that. But we are desperately -- and I emphatically say the word desperately -- in need of soundproofing. **[3089 - D3]** All day long the front of my house, they're landing. All night long over my bedroom I have the cargo planes, all night long. **[3090 - D4]** We have seniors, sick people, and babies who cannot sleep. **[3091 - D7]** And it's not going to get better. They're tearing Terminal 2 down, and they're going to make it larger for international flights. That will not improve our quality of life. **[3092 - D9, D]** The value of our homes has decreased significantly, and we pay one of the highest taxes in Chicago in my area. **[3093 - D8, D10]** So we desperately need soundproofing. **[3094 - D3]** The gentleman said I should make my comments known to you. The people who are on the board who figures out the perimeter for soundproofing do not live anywhere near the airport -- Barrington, Palatine, Arlington Heights. They are not affected by sound of any kind, and yet they determine the perimeter. Totally unfair. **[3095 - D3]** And the value of the houses have gone down considerably, really. **[3096 - D8]**

TRANSCRIPT OF PROCEEDINGS February 05, 2019

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1 FAA PUBLIC WORKSHOP RE-EVALUATION OF THE O'HARE
2 MODERNIZATION EIS 2019
3
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7 February 5, 2019
8 WHITE EAGLE EVENTS & CONVENTION CENTER
9 6839 North Milwaukee Avenue
10 Niles, Illinois
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U.S. Legal Support, Inc.
(312) 236-8352

TRANSCRIPT OF PROCEEDINGS February 05, 2019

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[redacted]: [redacted], [redacted], [redacted]
[redacted], [redacted]. I've
listened to all this; I've seen that. But we
are desperately -- and I emphatically say the
word desperately -- in need of soundproofing.
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sleep. And it's not going to get better.
They're tearing Terminal 2 down, and they're
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TRANSCRIPT OF PROCEEDINGS February 05, 2019

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have gone down considerably, really.

* * * * * *

U.S. Legal Support, Inc.
(312) 236-8352

Letter ID: 225459
Name: PIRR
Address: PIRR

---- below is text extracted from attachment scan0007.pdf ----

Our "area" desperately needs & deserves sound proofing! **[3097 - D3]**

All day long planes are in front of my house for landing
All night long cargo planes are over my bedroom
We can't sleep... [illegible] **[3098 - D, D9, D4, D7]**

The value of our house has decreased considerably! **[3099 - D8]**

Our driveways and windows are difficult to clean! **[3100 - E1, E2]**

*People who determine who gets soundproofing do not live anywhere near the airport! Totally unfair to us in the area. The noise will get worse as the airport expands! **[3101 - I5]**

Name: [name redacted]
Address: [address redacted]
Chicago, IL 60656

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
FEBRUARY 4, 5, 6, AND 7, 2:00 P.M. TO 8:00 P.M.

Welcome to the public workshop for the Interim Fly Quiet Re-Evaluation. Public comments are an integral part of the evaluation process. This comment form is provided to receive your input and ensure that your concerns are considered. Please use this form to submit written comments, attaching additional pages if necessary. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy of the proposed action or merits of alternatives. FAA will consider comments in preparation of the final Written Re-Evaluation. Either place the form in the comment box provided at this public workshop or mail to the address below, postmarked by **February 27, 2019**. Comments may also be submitted online at https://www.faa.gov/airports/airport_development/omp/ifq_re_eval/ or via e-mail to IFQ@faa.gov. Online comments and emails must be received by midnight on **February 27, 2019**.

Our "area" desperately needs & deserves SOUND PROOFING!

All day long, planes are in front of my house - landing
ALL night long, cargo planes are over my bedroom
We can't sleep - or talk on the phone during these times.

The value of our homes has DECREASED considerably!

Our driveways & windows are difficult to clean!

* People who determine who gets soundproofing DO NOT live anywhere near the airport! Totally unfair to us in the area. The noise will get worse as the airport expands!

Submit comments postmarked by **February 27, 2019** to:

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
Suite 320
Des Plaines, IL 60018
IFQ@faa.gov

FROM (Please Print):
Name: [redacted]
Address: [redacted]

☐ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225456
Name: PIRR
Address: PIRR

---- below is text extracted from attachment scan0004.pdf ----

Airbus A380 can only land on 10 center and must taxi back on 10 right. Only British Airways flies the A380 into O'Hare now at 6:45 pm with a turn around time of 3 hours. I understand two other airline plan on coming here this summer. They must fly into your fly quiet plans. **[3102 - B]**

Over 2800 flights were handled one day last June. Over 308000 flights last year. Noise is getting worse. More flight will come in as they modernize O'Hare. **[3103 - J]**

Pollution will get worse. **[3104 - E1, E4, E8]**

Name: [name redacted]
Address: **[3105 - E4, E1, E8]**

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
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Airbuss A 380 can only land on 10 center and must Taxi back on 10 right. Only British Airways flies the A380 into O'Hare now at 6:45 pm with a turn around time of 3 hrs. I understood two other airline plan on coming here this summer. They must fly into your fly quiet plans.
Over 2800 flights were handled one day last June. Over 308000 flights last year. Noise is getting worse. More flights will come in as they modernize O'Hare
Pollution will get worse

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2300 East Devon Avenue
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IFQ@faa.gov

FROM (Please Print):
Name: [redacted]
Address:

☐ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

Letter ID: 225453
Name: PIRR
Address: PIRR

---- below is text extracted from attachment scan0001.pdf ----

Feb 6, 2019 a plane out of O'Hare at 10:10 PM making a slow turn SE went over my house extremely low with landing lights on. The noise was very loud. **[3106 - D4]**

Name: [name redacted]
Address: [address redacted]
Norridge IL 60706

COMMENT FORM

PUBLIC WORKSHOP
FEDERAL AVIATION ADMINISTRATION
WRITTEN RE-EVALUATION OF THE O'HARE MODERNIZATION ENVIRONMENTAL IMPACT STATEMENT FOR THE INTERIM FLY QUIET RUNWAY ROTATION PLAN
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FROM (Please Print):
Name: [redacted]
Address [redacted]

☐ **Please Note:** By checking this box, you give your permission to include your name and address, if provided, in the final public document.

I.3.1.3 U.S. Mail Submissions

Letter ID: 225391
Name: Baylian, Laura
Address: Chicago, IL 60630

See OCR text from attachment

---- below is text extracted from attachment image2019-02-14-094039.pdf ----

To Whom It May Concern

Attn Amy Hanson

Website down **[4001 - J, J]**

I have lived 35 years in Austin / Lawrence area. I am smack in the middle of a flight pattern. Every 30 seconds a plane flies over my house. This goes on for 20 hours a day. **[4002 - D4]** In all fairness to us - the rotation is a breather. It gives us a break from thunderous planes - that raise our blood pressure. **[4003 - F, D7]** Can't hear neighbors - can't relax in our yards. **[4004 - D9]** Also think of young babies and children - whose sleep is disrupted every night. **[4005 - D7]** There has to be some compassion.

Please bring back rotation
Sincerely Laura Baylian

Laura Baylian
5748 W Sunnyside Ave
Chicago, IL 60630
773.350.9919
lysb il @ yahoo.com

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Web site down

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Please bring back rotation

Sincerely Laura Baylian

Letter ID: 225464
Name: Lombardi, Peter and Katherine
Address: Norridge, IL 60706

---- below is text extracted from attachment image2019-02-25-104506.pdf ----

Mr. Peter P. Eget Jr.
Ms. Katherine Lombardi
8313 W. Coral Drive
Norridge, IL 60706-4301

February 7, 2019

Ms. Amy Hanson
Federal Aviation Administration
2300 East Devon Avenue
DesPlaines, Illinois 60018

Dear Miss Hanson:

My husband and I attended the Draft Re-Evaluation Public Workshop at the Hanging Gardens Banquet Rooms on Wednesday, February 6, 2019. **[4006 - J]**

I'm sure all the personnel were there to help us but the amount of information presented was too overwhelming and the most helpful was the computer station where our address could be submitted and we were able to find out what would be the impact on our residence. **[4007 - A, A3]**

We purchased our home in 1992. At that time the planes were mostly departures going over our home in a south easterly direction. We did also have arrivals but not to the extent that we now have. **[4008 - D13]**

We do not watch much television and do not want the expense of cable. Because of this we have a great deal of interference on our TV in our living room. Some evenings it gets to the point where I have to go into our kitchen to watch TV because the screen disappears or the audio goes away and we get a screen that tells us to check our connection. We have tried various antenna options and one is no better than the next one. **[4009 - D11]**

My neighbor next door was selling his parents' house and on one occasion when leaving my residence a potential buyer stopped me and asked me about the airport noise. I did not wish to comment negatively and only said when you buy by an airport it is not going to be quiet. At the same time I do not like to be told by village officials that the current noise level could affect our home values. **[4010 - D8]** That is not very consoling.

I always find these type of information sessions uneventful because in the long run our input is of no value. Everything is already set in stone. **[4011 - A1]**

We bought our home because of the convenience to all the major expressways. As I said, we anticipated that there would be noise being near the airport, however, since the reconfiguration to east and west runways there is considerable impact on living here as to the noise level. **[4012 - J]**

We present our written comments for your consideration.

Sincerely,
Peter P. Eget
Katherine Lombardi

Mr. Peter P. Eget Jr.
Ms. Katherine Lombardi
8313 W. Coral Drive
Norridge, IL 60706-4301

FEB 25 2019

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2300 East Devon Avenue
DesPlaines, Illinois 60018

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We present our written comments for your consideration.

Sincerely,

Peter P. Eget Jr.
Katherine C. Lombardi

Letter ID: 225508
Name: Pavlik, Barbara
Address: Chicago, IL 60656

---- below is text extracted from attachment image2019-03-04-094606.pdf ----

Amy Hanson, Environmental Protection Specialist
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, IL 60018

February 26, 2019
RE: Latest Fly Quiet Interim Rotation Plan for O'Hare

Dear Ms. Hanson:

Every night I pray for bad weather so that I can get a good night's sleep. I am writing with regards to FAA Meetings held this month and the new Interim Rotation Plan proposed. I would like to let you know how disappointed I was with the results.

First the consultants could not answer questions and really neither could the FAA representatives. **[4013 - I]** If you weren't aware the FAA people hung around together instead circulating around the room. When I mentioned to them that it was fluke that I even found out about the meetings, they said that there was a delay in communications because of the government shut down. In my opinion, these meetings were for show and it is just rhetoric. **[4014 - A3, A1]**

I attended the August 2015 meetings regarding the same exact topic. At that time I went on record with comments. I cannot believe that it would take over two years to analyse the data to come up with what was presented. At this latest meeting, I did have one of the consultants run my address through the system. I live in an area that is not even scheduled for sound proofing. The result of the system request was that the new Interim Rotation Plan would give me a possible 1 percent, yes 1 percent relief. Really?? **[4015 - A4, D3]**

Not only do we get arrivals and departures flying low heading east and west, but we experience departures heading east only to change direction sharply going north or turning north to west over our homes. **[4016 - C1, C8]** We do not live by the airport.

As far as night time, it has been my experience that 95 percent of the time, the planes do not slow down

until well past 1 AM. We are talking about a plane every 30 to 60 seconds. Then throughout the night a few around 2AM and 3AM. After that, the full blown attack starts again around 4AM. **[4017 - B]** No one can continue to survive with maybe 3 hours of sleep. **[4018 - D7]**

The noise both day and night impacts the health, well being, personal and professional lives of people **[4019 - D9, D7]** , not to mention what it is doing to the environment. **[4020 - A2]** The schools are sound proofed, yet not the homes, parks, churches and everywhere else the children go. **[4021 - D3]**

Lately we did have bad weather and there have been less planes at night. I do not count on this lasting. I continue to pray for bad weather and flight cancellations until I can figure out where I can move. How sad to force people to move from their homes. **[4022 - J]**

Thank you for your time and attention.

Sincerely,

Barbara Pavlik
5324 N Osceola Avenue
Chicago, IL 60656

Amy Hanson, Environmental Protection Specialist

Federal Aviation Administration

Chicago Airports District Office

2300 East Devon Avenue

Des Plaines, IL 60018

February 26, 2019

RE: Latest Fly Quiet Interim Rotation Plan for O'Hare

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1

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The noise both day and night impacts the health, well being, personal and professional lives of people, not to mention what it is doing to the environment. The schools are sound proofed, yet not the homes, parks, churches and everywhere else the children go.

Lately we did have bad weather and there have been less planes at night. I do not count on this lasting. I continue to pray for bad weather and flight cancellations until I can figure out where I can move. How sad to force people to move from their homes.

Thank you for your time and attention.

Sincerely,

Barbara Pavlik

5324 N Osceola Avenue

Chicago, IL 60656

2

1.3.1.4 Web Submissions

Letter ID: 225240
Name: Adelson, Lee
Address: Arlington Heights, IL 60005

Ever since the reconfiguration of O'Hare runways I have experienced so much air traffic flying low over my Arlington Heights home it is unbearable in the summer. I am now literally directly under the flight path to/from O'Hare. I hardly ever had issues with noise prior but now all night long, sometimes every minute, another plane flies over my house. **[5001 - D4, G, D13, D2]** I cannot hear the TV (even with the windows closed and AC on.) **[5002 - D11]** I am awoken at various hours of the night **[5003 - D7]** ,. It can be heard on my phone during work calls **[5004 - D12]** . After the city revamped their 311 reporting system the FAIR reporting tool stopped working. I would quite literally have to sit at a computer all day, input all my information each time, and report each airplane now- sometimes the site doesn't even refresh fast enough. **[5005 - J, I4]** Planes should be routed over corporate or forest areas after 4 Pm through 9 AM period. **[5006 - C3]** City should pay residents further out from O'hare to have windows replaced with soundproof ones. **[5007 - D3]**

Letter ID: 225404
Name: agarwal, ravin
Address: glenv, IL 60025

I am opposed to the current state of this proposal **[5008 - J]** for the following reasons:

I am concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Glenview, particularly during nighttime hours. **[5009 - I3, D4, D2]**
There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. However, there is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5010 - D3, I5]**
There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5011 - C10]**
There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5012 - I3, D2]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5013 - A2]**
thank you

Letter ID: 225248
Name: akhteebo, edmon
Address: glenview, IL 60025

I have no complaints to make about the current flight path **[5014 - J]** . My home is located at the center of the flight path of the planes landing I will hear the planes landing every once in a while and its usually after 2200. **[5015 - J]**

Letter ID: 225313
Name: Anderson, Monica
Address: Elmhurst, IL 60126

Flying planes over Elmhurst using runway 4R/22L every other week all night long is not fair!!!! **[5016 - D4, D2]** The purpose of the ONNC is to rotate runways fairly. How the heck is flying airplanes over Elmhurst every other week fair? That is not rotating all the runways! The ONNC also has stacked members. (Majority East \ West runway members) **[5017 - D2, I1, D4]** Once again, how is that fair? Elmhurst is impacted by traffic, noise and pollution from two airports -- O'Hare and Midway -- which is not taken into consideration in any modeling or studies. **[5018 - C11]**

Letter ID: 225239
Name: Austin Cavaliere, Diana
Address: Park Ridge, IL 60068

I have lived in Park Ridge for 27 years. Until the last 3 years I have never minded the airplane noise. The Noise has now made my life unbearable! **[5019 - D13, I3, G]** I must have had 30 planes fly over my house today. **[5020 - D4]** The noise is deafening. The fact that many of the diagonal runways have been decommissioned and the parrel runways put in to operation has made the noise level ridiculous around the airport. **[5021 - D13, D2, G]** Something needs to be done. **[5022 - I3]**
Fly Quite is not the answer. **[5023 - J]** Make the planes take off and gain altitude sooner so that we have less impact from the noise. **[5024 - C8, D4]** fuel Efficiency is less important than quality of life. **[5025 - D9, E1, E8, I3]**
My property values have gone down. **[5026 - D8]** I can not be out in my yard and talk to my neighbors because of the noise of the airplanes. **[5027 - D9]**
This is outrageous.

Letter ID: 225325
Name: baltz, jack
Address: Elmhurst, IL 60126

very good presentation **[5028 - J]** .....I like the plans presented.. **[5029 - F]** .

Letter ID: 225326
Name: Baltz, Providence
Address: Elmhurst, IL 60126

Very interesting display. **[5030 - J]** I see that we are not going to be effected as much as others.

I would like to know if I could get a copy of all the boards that I have seen today. **[5031 - A, A1]**

Letter ID: 225282
Name: Bautista, Jayne C
Address: River Grove, IL 60171

very informative **[5032 - J]** , however was looking to get information on window program **[5033 - D3]** .

Letter ID: 225235
Name: Bermann, Diane
Address: EGV, IL 60007

Seems like a lot of energy went into gathering and presenting this information. **[5034 - J]** . There doesn't seem to be great changes in impact. **[5035 - J]** My property is not greatly impacted by airport noise on a regular basis.

Letter ID: 225445
Name: Biernat-Klepacki, Kinga
Address: BENSENVILLE, IL 60106

I strongly urge you NOT TO USE runway# 10C-28C during the night hours. Runway# 10C- 28C is being used all the time during day time and frequently during night. Again I urge you NOT TO USE runway 10C-28C during night. **[5036 - J, G, D4, I3]**

Letter ID: 225406
Name: Bond, A
Address: Glenview, IL 60025

Noise over Glenview is too loud with low flying planes. **[5037 - C1]** The air pollution is bad for our environment and families. **[5038 - E5, E1, E4]**

Letter ID: 225289
Name: Bowling, Charles
Address: Norridge, IL 60706

I do not like that the airport configurations have changed already and will be changing again (even if it is only temporary) and the noise contour map is from 2005. **[5039 - D6, A2]** My location at Lawrence and Cumberland is just outside of the contour map and is expected to see an increase in air traffic under this trial plan. Yet, there are areas at least a mile further east in Chicago that have already been soundproofed and don't even fall in the 65 decibel existing area or the trial area. **[5040 - D3]** Why is Chicago getting preferential treatment? Nobody should be getting soundproofing along Harlem Avenue when there are areas along Cumberland that don't qualify. **[5041 - D4, I5, D3]**

Letter ID: 225261
Name: Bowman, David
Address: Park Ridge, IL 60068

Consideration should be given to the residents that currently are in the direct path of arriving or departing flights. For example, residents east of runway 9R27L on the northernmost side of O'hare experience significant jet traffic throughout the day. **[5042 - I, D13, G]** This drastically affects quality of life due to noise and air pollution and is at a time when our children are in school learning. **[5043 - D7, D9, D3]** Additional night time traffic will only exacerbate an already intolerable problem. **[5044 - J]**

Letter ID: 225491
Name: Bradford, Derek

Address: Elmhurst, IL 60126

I OPPOSE the proposed rotation. **[5045 - J]** Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data -- including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic -- was completely dismissed. **[5046 - D15]**

Letter ID: 225490
Name: Bradford, Dina
Address: Elmhurst, IL 60126

I oppose the proposed rotation. **[5047 - J]** Every other week is not an equitable rotation, **[5048 - I6]** there has not been an environmental impact study, **[5049 - A2]** and this process has been rushed with no consideration given to the data from IFQ Test 3. **[5050 - D15, A2]**

Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data -- including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic -- was completely dismissed. **[5051 - D15]**

Letter ID: 225284
Name: Brzezniak Volpe, Annette
Address: Harwood Heights, IL 60706

I have lived in my house for 20 years and have never experienced the airplane noise issues that now occur nightly beginning around 3:00am. Our house is one block north of Lawrence Av, which is where the longest runway was recently built. All the cargo planes land on that runway. **[5052 - D2, D13]** Alternating the planes during the days would be helpful but will NEVER solve the nightly air noise issues we experience from cargo planes. **[5053 - G]** My home shakes, the pictures on the walls rattle, my dog barks and I have developed cracks in my plaster walls since that runway has been built. **[5054 - D14]** There is NO relief from the noise at night. Those cargo planes do NOT rotate and this issue will continue. **[5055 - I3, D4]** My home will continue to need expensive repairs. My rest will continue to be interrupted. It is unbelievable that we do not qualify for soundproofing. I invite the mayor to spend a night at my home and see how soundly he/she sleeps. **[5056 - D3]** It is comical how the noise decibel levels are manipulated to exclude those who deal with the most intrusive sound do not qualify for soundproofing. **[5057 - A2]** Our mayor and trustees are members of the ONCC and attend meetings but obviously a town of our size does not have the political clout to get things done! I hope that this re-evaluation is really going to take our comments into consideration. We have had enough meetings where our comments

have been made and no one listens. **[5058 - A1]** Chicago, O'hare and the FAA should be good neighbors. We did not ask for them to expand. These expansions were forced upon us without any input that was ever listened to. **[5059 - D4]** Hopefully, someone listens this time!!

Letter ID: 225316
Name: Buscemi, Tony
Address: Elmhurst, IL 60126

In Elmhurst we are opposed to "Interim Fly Quiet" frequency of every other week arrivals & departures on 4R. **[5060 - I3]** " Ultimately we would like runway 4R decommissioned as was represented years ago **[5061 - G]** . That said the existing "Fly Quiet" plan in effect is relatively amenable and acceptable. **[5062 - J]**

The consultants the FAA hired to be on hand to explain this to the public are very informative. The public should take advantage of the workshops to have their concerns addressed and explained. **[5063 - J]**

Letter ID: 225243
Name: Cain, Susan
Address: Elk Grove Village, IL 60007

Up until a year or so ago, it was fairly easy to lodge a noise complaint for aircraft coming from or arriving at O'Hare. Then O'Hare changed the process requiring one to verify that they were not a robot, which increased the difficulty somewhat. Then, several months ago, that was discontinued, and the only way to lodge a noise complaint is through the city's website, which is much more cumbersome and time consuming. **[5064 - I4]**

Letter ID: 225333
Name: Caltvedt, Sarah
Address: Elmhurst, IL 60126

1. The only way to truly relieve the noise burden on O'Hare communities is to institute a curfew during core overnight hours, at least for the noisiest aircraft. **[5065 - C9]** Losing sleep every other week, as with the proposed Interim Fly Quiet program, is not really a solution for children who are too sleepy to learn at school. **[5066 - D7]**

2. It seems that cargo traffic is the main culprit in overnight noise. Can cargo flights be shifted to airports like Rockford or Gary or the proposed Peotone airport? This would free up capacity for more passenger traffic at O'Hare while shifting cargo noise to less populated areas where future growth could be planned

to coordinate with noise contours. **[5067 - D4, C7]**

3. Aircraft noise in Elmhurst has increased greatly with the recent "Fly Quiet" programs. Homeowners in Elmhurst did not anticipate this increase and stand to lose property value as a result. **[5068 - D8]** It is one thing to purchase a home in an area with known airport noise and pay a correspondingly lower price. It is quite another to have this change imposed on you and be in the minority when dealing with other O'Hare area communities. **[5069 - I1, D2, D13]** The heavy use of the diagonals is a real burden for Elmhurst.

Letter ID: 225469
Name: Carney, Scott
Address: Winfield, IL 60190

We are a distance from the airport but are still affected by the low flying jets. **[5070 - C8, C1, C2]**
I guess my neighbors do not notice but I am thinking of putting a big sign on my lawn that says "FUCK JET NOISE"
They are low enough easily read it. **[5071 - J]**

Letter ID: 225435
Name: Casey, Rhonda
Address: Glenview, IL 60026

The East and West are prepared with adequate sound proofing and is a bia le option for IFQ! Glenview is not. Justify why not East and West! **[5072 - D3, A2, I3]** Criminal!

Letter ID: 225493
Name: Chu, Federico
Address: Glenview, IL 60026

Exclude flying over Glenview, IL as our houses lack soundproofing against airplane noise. **[5073 - I5]**
Aurplane noise will be detrimental to our quality of life and dangerous to our health as it will prevent required quality of rest and sleep. **[5074 - D7, D9]**

Letter ID: 225309
Name: Cirkic, Enisa

Address: Wood dale, IL 60191

We have a child with special needs ans want to make sure these plaines dont fly right over our house. **[5075 - D4, D7]** Not to mension that iur son has astma and this plays a big deal in his overall health. The polution gets worse on csrtain these because of air traffic. **[5076 - E1, E4, E5]** Not to mention the noise we have to deal with on a daily bases.

Letter ID: 225443
Name: COHEN, DAVID
Address: GLENVIEW, IL 60025

I am opposed to having airplanes fly over Glenview, particularly at night. **[5077 - J]** There are so many families with young kids living in Glenview- many of whose sleep is disturbed by the noise. This in turn impacts there school day and their overall development. **[5078 - D9, D7]**

During last year when the overnight flights really ramped up, my daughters were often awoken at night. It really impacted their sleep patterns, which in turn impacted their daily routines, making them more tired and less focussed during the school day. We saw a direct impact on both their desire and ability to learn. During the past several months while there have been no (or few) night flights over our house, we have noticed that they are more focussed during the day which has translated into better grades at school. **[5079 - D7]**

Please, please, please reconsider flying over Glenview, for the sake of our children. **[5080 - D4, J]**

David

Letter ID: 225400
Name: Conway, John
Address: Glenview, IL 60026

Have live in Glenview for almost 20 years and the change in Flight patterns has been extremely problematic. When we first moved to Glenview there was no interference from flights overhead. Now during certain change times the flight patterns are right over Glenview, in fact right over our house. **[5081 - D13]** Particulary in the evenings the flight noise from acceleration over our home has been deafening. **[5082 - D4]** I believe our home is well built and very little outside noise is heard. Now the increase in noise in unbearable and disruptive. In the summer we can't even open the windows on a good weather day due to the noise levels. **[5083 - D9]** If we had purchased with this noise present shame on us. But now with your changes in flight patterns, shame on you.

Letter ID: 225298
Name: Coyne, Matt
Address: Park Ridge, IL 60068

The new Fly Quiet plan unfairly and unreasonably routes flights over areas to the northeast of the airport. The plan needs to be revamped to be more equitable. **[5084 - I6, D2, A2, I5]**

Letter ID: 225446
Name: Crombie, Kathleen
Address: Glenview, IL 60025

I am in opposition of allowing the night flights from O'Hare to fly over Glenview. **[5085 - J]** It will be a major disruption to our ability to sleep in our home. **[5086 - D7]** The number of daytime flights flying over Glenview is already too many! We need a break from the noise pollution **[5087 - J, I3, D4]** .

Thanks you for your consideration.

Kathleen

Letter ID: 225396
Name: Damion, Marie
Address: Chicago, IL 60646

The noise from low flying aircraft is extremely loud and prevents me from using my backyard as I would like. It has gotten worse over the years and has reached an intolerable noise level. I was awakened three weeks ago in the early morning hours by a jet that was flying so low that I thought it was landing on my roof. **[5088 - C1, C2, D7, D9]** For the property taxes I pay annually this is outrageous. **[5089 - D10]**

Letter ID: 225436
Name: Davenport, Jonathan
Address: Glenview, IL 60025-4705

I am writing to express my opposition to the Interim Fly Quiet plan. **[5090 - J]** I purchased a house in Glenview, Illinois in October 2018. My house was built in 1957 and does not have the soundproofing that would be necessary if there is a considerable increase in night flights over Glenview, nor do I have the

funding available to make such retrofits to my home. **[5091 - D3, I5]** An impartial Environmental Impact Study should be conducted, at a minimum, before such a significant change in air traffic routing is permitted. **[5092 - A2]**

Letter ID: 225343
Name: denemark, lynne
Address: bloomimgdale, IL 60108

We live in Bloomingdale, 20 miles southwest of Ohare. We built our home 40 years ago - NEVER DREAMING YOU WOULD VIOLATE MY YARD, MY HOME, MY LIFE AMD MY NEIGHBORHOOD! The planes flight pattern is directly over my house.....for landings **[5093 - D4]**
We have a pool, won't open it this year, can't have anyone over to enjoy our yard anymore.
We prayed the winds would change so that we could celebrate our 50th Anniversary with a party in our beautiful yard, the planes were horrendous, non stop, every 10 seconds, we had to go to a restaurant..... how sad (and expensive) was that?

My husband has had numerous heart attacks, the stress is unbearable for him ,we are retired and he can't enjoy his beautiful yard. **[5094 - D7]**
We have no quality of outdoor life **[5095 - D9]** because of the greed and lack of FAA and the city of Chicago concerns (oh, excuse me, your Fabricated concerns).....so typical of Chicago politics.

We have pilot friends. We know the pilots can fly higher and quieter, they choose not too **[5096 - C1, C2]** , do they ever look out their cockpit window below and think "how can those people enjoy their yards, how do they sleep? Of course not, they don't have to.

I invite anyone to my home for 24 hours **[5097 - J]** , you then will understand our lack of trust to anyone involved saying "we are trying to make it better" we won't ever believe that until it gets better - shame on all of you

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Letter ID: 225278
Name: Disselhorst, David
Address: Norridge, IL 60706

I understand the need to change the flight patterns and increase traffic during the improvement of the runways. Based on my address many flights when taking off eastbound will directly effect my noise levels. I am not happy about this and feel there should be remedies to better lower the amount of noise I am experiencing. **[5098 - D3]** Furthermore, I have concerns that once the improvements are complete I will see NO reduction in plane traffic and noise. My belief is this is just a way to increase capacity and

give the airport more flights for arrival and departures thus making NO difference for the residents who have to suffer with this constant noise. **[5099 - G]**

Letter ID: 225208
Name: Dixon, Sally
Address: Park Ridge, IL 60068

Planes still roaring overhead at all hours. **[5100 - D4, D2]**

Letter ID: 225252
Name: Dorow, John
Address: Park Ridge, IL 60068

1.

Rotation schedule should change to varied month, thou not same rotation to same month every year, alternate month. **[5101 - I3, D2]**

2.

Flight departing east are banking north and west are at less then 3000 feet **[5102 - C1, C8]**

3.

Noise complain email and phone number should be reinstated. Older noisier aircraft should be banned. **[5103 - I4]**

Letter ID: 225322
Name: Dziagwa, Ron
Address: Chicago, IL 60630-3018

When winds are Calm, No debate, just use East Flow to be FAiR to get as close as possible to 50/50% East-West Flow usage.
Why can't this be just made a procedure? **[5104 - D4, I6]**

Letter ID: 225222
Name: Ellis, Robbi
Address: Elmhurst, IL 60126-2258

Interim Fly Quiet is based on IFQ Test 3. Although the O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data - including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic - was completely dismissed. **[5105 - D15, I3]**

Letter ID: 225223
Name: Ellis, Ronald
Address: Elmhurst, IL 60126-2258

In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. **[5106 - I2]** Also, a true Environmental Impact Study has not been conducted. **[5107 - A1, A2]** A model of the current noise contour has been shifted to reflect proposed flight patterns and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5108 - K1]**

Letter ID: 225213
Name: Ewing, Amanda
Address: Chicago, IL 60656

Every morning when I pull out of my driveway at 6am I can see the three rows of plans approaching O'Hare, same at to when I pull I'm my driveway in the evening! There is a constant line of planes flying over my house/neighborhood. **[5109 - J]** We need a rotation to where were are not hearing constant noise and being exposed to constant pollution. **[5110 - D2]**

Letter ID: 225423
Name: Fernandez, Daniel
Address: GLENVIEW, IL 60025

I would like to express my opposition to the O'Hare Interim Fly Quiet Program **[5111 - J]** under the following grounds:

- The plan shows a drastic percentage increase of airline flights over my community, Glenview compared

to the O'Hare Modernization Plan. The interim Fly Quiet plan will significantly impact our town, particularly during nighttime hours. **[5112 - G1]**
- There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5113 - I5]**
- There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5114 - C10]**
- There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5115 - D15]**
- An Environmental Impact Study (EIS) has not been completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5116 - A2]**

Thank you!

Letter ID: 225426
Name: Foley, Thomas
Address: Glenview, IL 60025

I have read the information provided by the FAA and support the Glenview Village Board's opposition to the O'Hare interim Fly Quiet program. **[5117 - J]** As a resident who already sees a number of flights flying over Glenview, I echo the concern about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program versus to the O'Hare Modernization Plan. **[5118 - G1]**

In addition, I support a Environmental Impact Study to review all impacts as compared to the O'Hare Modernization Program. **[5119 - A2]**

Letter ID: 225416
Name: folliard, sharon
Address: Golf, IL 60029

I am not in favor of increasing the planes over our neighborhood at night **[5120 - J, I3, D4]**

Letter ID: 225346
Name: Fox, William
Address: Elmhurst, IL 60126

I'm close enough to O'Hare that flights come right over my house and are sometimes very low, especially when weather dictates due to low ceiling. **[5121 - C1]** I have never been contacted with information on soundproofing! If there will be increased traffic and increased noise due to "FLY QUIET," it would be the neighborly thing to do to offer residents like myself who will be affected assistance with soundproofing!!! **[5122 - D3]** By saying we've done studies and your house lies just outside of the noise boundary is a cop out and unacceptable. **[5123 - A2]** And I'm literally feet from your proposed noise boundary=).

Letter ID: 225311
Name: Franz, Ann
Address: Bensenville, IL 60106

I live in 10c every 2 minutes when landing, strong vortex winds, structures shaking, loud reverse engines when landing. No one sleeps, windows which were put in does not come close to the noise decimals, from the vortex winds the roofs on the houses are losing shingles. **[5124 - D14]** No one care about the people snd medical problem with hearing snd not sleeping plus whatever is in the air from these planes. **[5125 - D7, D9]** Noises decimals are over 120 live approximately 2000 ft from where they land. **[5126 - J]** Chicsgo only sees dollar signs and doesn't care how everyone is effected. It is very sad, I didn't ask for this runway in my life which is a living hell. What goes around comes around and thus will bite you in the ass. You people who make these decisions don't live or see what we are all going thru. It just looks good in paperwork. We can't even sell our houses when people see and hear these planes plus our houses have all dropped in value. **[5127 - D8]** When it snows our snow is not white it has s tan color, gardens don't even grow right **[5128 - E2]** - it is a living hell what you are putting people thru. What is worst you the cda FAA and city of Chicago seem to be proud of. People need yo sleep to survive- **[5129 - D7, D9]** Then when they are working on the engines that is another living hell - when you walk in your yard in the summer your shoes turn a brown color what's in the air we are breathing sometimes the air has a smell **[5130 - E1, E2, E7]** - no one will pay to have the air quality tested - **[5131 - E8]**

Letter ID: 225394
Name: Freese, Lisanne
Address: Chicago, IL 60646

We live directly under the Lake Michigan approach to O'Hare. We're sandwiched between Foster and Devon, adjacent to the Forest Preserve. Planes are overhead 24/7. When cargo planes fly over during the night, we wake up from the engine noise. **[5132 - D7, D4]** The Interim Fly Quiet Runway Rotation Plan isn't perfect (perfect would be 50% less flights coming into O'Hare) but it is fair. **[5133 - F]** You must balance night time noise so people can get their sleep.

Since the "new" runways were finished and others closed, traffic overhead has increased to a point where we don't want to grow vegetables because of the engine fumes. It's not just noise pollution that concerns

us, air pollution is a huge factor. **[5134 - E4, E5, D4, E1]** We live near a CTA bus barn, so the toxic effect is doubled. **[5135 - E5]**
I know O'Hare is an economic engine but it's one we don't use (haven't flown on a plane since 1999) and I think you ought to be looking into flight reductions as part of the overall plan for the Chicago area. **[5136 - D4, B]**
Hopefully, you'll implement the Fly Quiet plan and we will be able to sell our home (on a quiet day) and move out of Illinois by 2021. (I call it flight flight.) We've had enough of the pollution, noise and crime. **[5137 - J]**

Letter ID: 225317
Name: Fullerton, David
Address: Elmhurst, IL 60126

An earlier Fly Night program went through a number of phases, and prior to completion, it was determined by the Airport Authority/City of Chicago that a particular flight pattern would be implemented. There was a fair amount of concern in Elmhurst about the decision making process. **[5138 - D2, D15]** As well, the City of Elmhurst attempted to get its mayor, Steve Morley on the advisory board. This was blocked. **[5139 - I1]**

The City of Chicago needs to be engaged of all (fact finding) aspects of this process, and they need to include all stakeholders. This includes suburbs in Cook, DuPage, Kane, and Lake counties. **[5140 - I3, J]**

Letter ID: 225300
Name: Gahbauer, Martin
Address: Niles, IL 60714

I just learned today (2/7/2019) of the proposed impact of the "Fly Quiet" Interim Rotation Program will have on our neighborhood in Niles. According to a report, FAA officials anticipate a 53-fold increase in the proportion of nighttime arrivals of aircraft approaching over Niles during night time hours (10 pm to 7 am) with the decibel levels projected to rise on average 6 points. **[5141 - D, D6]** Needless to say, I am very unhappy with this prospect. Especially in light of another report stating that O'Hare airport has regained its title of World's Busiest Airport and with a even higher amount of traffic projected upon completion of the O'Hare modernization program. In other words, this situation will only become worse.

When we purchased our home, we specifically did so because of the relative quietness of the neighborhood. While there were certainly noise from planes to be expected given our close proximity to the airport, we made a conscious decision to move into the neighborhood because of it's ambient noise levels were relatively low. That all has changed with the opening of the new runways and now, the proposed changes to the flight paths of planes. The FAA studies from prior to the new runway

configurations noted that there would be minimal impact to our neighborhood. Those findings proved to be false. Now, the noise levels are projected to increase even further as previously noted- and will keep on increasing for the foreseeable future. **[5142 - D13, G1, G]** This not only will negatively impact our lifestyle from a noise level perspective, but can also impact our health with the greater amount of airplane traffic overhead. **[5143 - D7, E1, D9, E5]** Undoubtedly, these negative changes will also impact the real estate value of our home. **[5144 - D8]**

I am extremely unhappy about the proposal and stress in the strongest terms that it should not be approved and adopted. **[5145 - J]**

Sincerely,
Martin A. Gahbauer

Letter ID: 225275
Name: gebala, joseph
Address: norridge, IL 60706

THE PLAINS ARE PASSING OVER MY HOUSE EVERY MINUTE **[5146 - D4]** TOO MUCH NOISE AND POLLUTION **[5147 - D13]** AFTER PASSING BY MY HOUSE THEY TURN TO LAWRENCE AVE LIKE THEY DID 29 YEARS AGO. WHY DONT THEY GO ON LAWRENCE AVE ALL THE TIME . **[5148 - C3]** TOO MUCH NOISE AND POLLUTION. PLEASE DO SOMETHING ABOUT IT.

PLEASE CONSIDER SOUND PROVING MY HOME. **[5149 - D3]** MAYBE PUTING A NOISE MONITOR BY MY HOUSE. **[5150 - D5]** MY PHONE NUMBER IS;1 708 513 4692. PLEASE RESPOND OR DO SOMETHING ABOUT IT. **[5151 - I]**

Letter ID: 225270
Name: Groch, Nancy
Address: Palatine, IL 60067

Thank you for working hard to keep the public informed on the plans. I support the East -West runway configuration for noise reduction. It really seems to be the only way for all the suburbs **[5152 - F]** . Thanks!

Letter ID: 225236
Name: Grzesiakowski, Timothy
Address: Elk Grove Village, IL 60007

Hello: I attended the Open House in Elk Grove Village on 2/4/2019. I live just outside of the EIS boundaries, but am impacted by periodic airplane noise, primarily from Runways 9R-27L. I notice primarily eastbound traffic. From what I can tell, the proposed changes will have minor improvements regarding noise, and a slight increase in air pollution. My question is that the Draft Report from January 2019 shows O'Hare as 3rd in US airport passenger volume. There were news reports today (2/4/19) showing that O'Hare had reclaimed the #1 spot. Has that been factored into the Draft Report, as well as the proposed O'Hare Terminal Reconfiguration plans? **[5153 - B]**

Thank you,
Tim Grzesiakowski

Letter ID: 225265
Name: Haeffele, Sarah
Address: Chicago, IL 60659

I am quite disturbed by the amount of time and money put into this forum. All these FAA reps and posters to just come down to a few less planes in the evening. **[5154 - A2, A1]** What about the fact that we can't use our yards, can't open our windows, can't ever get peace in our homes during the day. **[5155 - D7, D9]** It is disgusting and disappointing. Our communities are suffering greatly---as my elderly neighbor (who has lived in our neighborhood his entire life) states that we now live in a 'noise slum'. **[5156 - I3, D13]** Thank you, Chicago and the FAA.

Letter ID: 225341
Name: Hansen, Jennifer
Address: Medinah, IL 60157

Very glad to see this type of event to invite the public to see, learn and comment about this program. Very informative! **[5157 - J]**

Letter ID: 225393
Name: Hinkle, John
Address: Chicago, IL 60646

Yes, please implement the Interim fly quiet to rotate runways on weekly basis. Our house is almost directly under one of the runway approaches and the noise almost unbearable sometimes. **[5158 - F]**

Letter ID: 225364
Name: Hoover, Vicky
Address: Chicago, IL 60646

We live near Devon Ave. and Harlem Ave. in Chicago, just east of O'Hare Airport. The airplane noise and pollution has been an issue for years. We have attended past presentations and have always requested help from the noise and pollution. We feel our voices have not been heard. **[5159 - A1]** We hope the Runway Rotation will distribute the noise and pollution to all the surrounding neighborhoods equally. This does not seem like a true solution instead just distributing the problem and pain to more families (so sad for our children). **[5160 - D2]**

Letter ID: 225399
Name: Hopkins, John
Address: Glenview, IL 60025

I am opposed to an increase of night flights over the Glenview area. One of the benefits of living here is the beauty of the quiet evenings, enjoying friends and nature outside. **[5161 - D2]**

Letter ID: 225357
Name: Hunter, Chelsea
Address: Palatine, IL 60066

I support the OHare noise sharing plan - the east-west configuration of the runways! **[5162 - F]**

Thank you!

Letter ID: 225495
Name: Janos, Tania
Address: Elmhurst, IL 60126

Please do not increase nighttime air traffic over elmhurst. **[5163 - J, D4]** We were promised that the new plan would only utilize this runway in extreme weather **[5164 - D13, G1]**

Letter ID: 225331
Name: Jason, Erin
Address: Elmhurst, IL 60126

Request review of the increase in traffic on the diagonals over residential communities; in particular the increase in arrivals on 4R at an average of over 5%. **[5165 - I6, D4, A2]** The plan as presented does not equitably disperse nighttime flights and noise over residents **[5166 - D2, D4]** impacting quality of life **[5167 - D9]** and attractiveness to the communities along those corridors for economic development and reinvestment.

Letter ID: 225307
Name: Jones, Ron
Address: Bensenville, IL 60106

It seems the noise is worse on the weekends. Since my wife and I work I'm not sure about weekdays. Seems worse late afternoon/evening. **[5168 - D4, J]**

Letter ID: 225255
Name: Kern, Annette
Address: Chicago, IL 60646-4137

New runways built in 2015 despite residents vehemently opposing this. And, additionally, a new runway currently being built when people are already disgusted with the existing air and noise pollution. **[5169 - A1, D13, G, A4]** O'Hare, the busiest airport in the country with the most flights coming in, and the city still continues to build more new runways. How about giving all the people impacted by the air and noise pollution a cut in their taxes since the city is enjoying all the additional revenue that the airport is bringing in? **[5170 - D10]** Our property values have been diminished by all the air and noise pollution, yet our taxes have gone up--counter-intuitive!! **[5171 - D8]** People on the northwest side of the city have complained about exhaust residue from the planes being left on their outdoor decks the situation is so extreme. **[5172 - E2]** I heard a reputable news source on TV comment on the fact anyone who lives within a 10 mile radius of a major airport has their life expectancy shortened by about two years from all the pollution that they are breathing! **[5173 - E5]** So our solution is to keep our windows closed 24/7, even during the few warm weather months that we have here in Chicago, so we don't have to breathe all the polluted air from the planes! **[5174 - E1, E5]** And the noise pollution is so bad that people within conversation distance of each other have to stop talking to let a plan pass over because they can't hear each other! **[5175 - D9]** I find it interesting that you would undertake an environmental justice impact study but not a socioeconomic justice impact study! **[5176 - K2]** We've lived in our home for almost 40

years, and we feel as though we are being forced to move due to the extreme negative impact this is having on our lives **[5177 - J]** ! There is no justice for residents in Chicago--disgusting!

Letter ID: 225259
Name: Kern, Wayne
Address: Chicago, IL 60646

Chicago commissioned HMMH to perform an Environmental Justice, but not a Socioeconomic Justice analysis, related to the negative impact of O'Hare's expansion and its related noise level increase. **[5178 - K2]** Having paid taxes on our home for the last thirty-nine years and having those taxes steadily increase despite property values declining as a result of that noise, we are looking for justice. **[5179 - D8, D10]**

This plan only serves to temporarily placate taxpayers. **[5180 - I3, J]** This is a typical politician's ploy: "Promise them something today, and hope they'll forget it or plan to be gone when it doesn't materialize." This display is a diversionary tactic, it's just smoke and mirrors.

Letter ID: 225421
Name: Kimel, Jacqueline and Sheldon
Address: Glenview, IL 60025

We are residents of Glenview, Illinois and objection to the proposed Interim Fly Quiet initiative. **[5181 - J]** In the past, Glenview had suffered from much noise pollution at night causing sleep disturbance. **[5182 - D7, D13]** We do not want to see this change in flight patterns. **[5183 - J]**

Letter ID: 225438
Name: Klebba, Susan
Address: Glenview, IL 60025

Please do anything you can to reroute the cargo traffic that flies during the night over Glenview. **[5184 - I3, J, C6, D4]** It is very loud and disruptive to everyone, especially the elderly and people who are ill. **[5185 - D9, D7]** The sound is like that of a plane making an emergency landing in my yard.

Letter ID: 225444
Name: Klepacki, Dariusz
Address: BENSENVILLE, IL 60106

I strongly urge you NOT TO USE runway# 10C-28C during the night hours. Runway# 10C- 28C is being used all the time during day time and frequently during night. Again I urge you NOT TO USE runway 10C-28C during night. **[5186 - I3, D4]**

Letter ID: 225201
Name: Kolb, Keith
Address: Villa Park, IL 60181

Villa Park has suffered from day and nightime jet noise for decades. When we get relief from new E/W runways, the newly affected suburbs and Chicago wards cry unf
air and want the noise put the noise back over the western suburbs i.e. Elmhurst, Villa Park. How is this in any aspect fair? **[5187 - D, D4, D2]**
I respectfully request groups like FAIR, who are self serving and mainly represent the Chicago mayors ward, be heard but reevaluated for their true motives. **[5188 - D2, A1]** We ALL have to carry the Ohare noise load. Enough of "put the jet noise anywhere but my ward ".
I realize this will probably occur anyway with all the billions spent on the new East/West runways. Please consider what European airports do- NO FLIGHTS from 11pm until 6am. **[5189 - C9]** Then everyone can get a nights rest, not just self serving groups/wards/townships.
I thank you for taking time to hear me out.
Sincerely , Keith Kolb USN/Ret

Letter ID: 225247
Name: Koski, Lindsay
Address: Park Ridge, IL 60068

Reaching out today in regards to the ONCC and their role in the IFQ (to collect data on proposed runway configurations hoping to provide near-term relief to the highest impacted communities surrounding O'Hare). I am very concerned about this plan changing to benefit certain cities around O'Hare. Living in Park Ridge has not been easy. As a new resident I have experienced noise deafening air traffic and unwarranted air pollution. I understand this began in my community in 2014. And I know it will only get worse when the new runways open in 2020. **[5190 - G, D2, D13]** There has GOT to be a better way. It is completely unfair for any 1 town to get a majority of the landings/take offs. **[5191 - I3]** The best solution for relief is a nighttime curfew at O'Hare. Many other airports (including London's Heathrow) have overnight curfews. By implementing no flight traffic from 11p-5a or something similarly would provide relief to all cities around O'Hare and keep residents in the state of IL. Additionally this will allow residents to sustain sleep during the night vs. having airplanes impact night after night (non-stop) causing disruption. **[5192 - C9]**

Letter ID: 225422
Name: Kosmidis, Susan
Address: Glenview, IL 60025

We oppose the interim plan. **[5193 - J]**

Letter ID: 225451
Name: Kubik, Sue
Address: Glenview, IL 60025

Hello,

I am writing to express concern over the proposed change in O'Hare flight patterns. I have lived in Glenview since 1962 . For a long period of time there was a landing pattern directly over my childhood home. It was part of living near the airport. We also had the Glenview Naval Air Station nearby so we became accustomed to air traffic. **[5194 - J]**

Since the closing of the air base in the late 1990's the most noticeable change in air traffic is the increase in departures over Glenview . At all hours. We noticed the landing pattern stopped, but the departure traffic was new. This seemed to start around 2006 - 2007? **[5195 - G, D13]**

Glenview is already enduring the effects of increased departure traffic (it is loud and low enough to vibrate the house & cause cracks) . **[5196 - D14]**

Glenview should NOT be subjected to more air traffic with nighttime landings as well. **[5197 - J]**

I also agree with the Village of Glenview in opposing the new program **[5198 - J]** for the reasons listed below . (copied from the Village letter) :

•The Village is concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5199 - G1]**
•There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5200 - I5]**
•There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5201 - C10]**

•There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5202 - D15]**
•An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5203 - A2]**
•The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5204 - C9]**

The Environmental Impact Study (EIS) is so important. A full and proper assessment of the interim Fly Quiet program would incorporate this critical information. Please stop and consider that planning should not move forward until the EIS is completed. **[5205 - A2]** ncerely ,
Sue Kubik

Letter ID: 225296
Name: Kubik, Sue
Address: Glenview, IL 60025

I am appealing to your group to repeat or add public meetings that were in this week of 2/4. Due to the inclement weather in the Chicago area last week and this week , it would be most proper for this weeks meetings to be repeated.
Our village announced the meeting last week as we were all distracted by the polar vortex . And The local paper's coverage (on 2/5) Bringing the meeting events to our attention is sort of late notice to the public . Perhaps the Niles meeting could be repeated since the ice storm warning prevented anyone from attending in the late afternoon into evening hours . or arrange it for a Glenview location . **[5206 - A1]**
I hope you can reply to this , and let me know .
Thank you .
Sue Kubik
847-902-3227
Email : lilylake9@sbcglobal.net
Glenview

Letter ID: 225424
Name: LaPata, Robert
Address: Glenview, IL 60025

The Village of Glenview has spoken for its residents regarding the obvious increase in airplane noise which is, at times, unnerving as it is. It is with deep sincerity that I submit my opposition to the Interim Fly Quiet program. **[5207 - J]**

Thank you for your consideration,

Robert E. LaPata, M.D.

Letter ID: 225327
Name: LaSota, Dan
Address: Roselle, IL 60172

The rotation seems like a temporary limited fix but I personally feel like the only way to get relief from the noise is to relocate to an area that is not affected by the Ohare noise. **[5208 - J]**
I do feel that the noise abatement program should be expanded for the areas that lie in the path of the runways that are mostly used by the larger air planes. **[5209 - D3, D13]** Consideration should also be given that there should be a limit at some point to the unlimited expansion of the airport. **[5210 - I]** At some point in time it is impacting residents to a point that I consider extreme it not only affects our health but it puts a financial burden on us due the devaluation of our residential properties. **[5211 - D8]**

Letter ID: 225267
Name: Lawrin, mark
Address: Niles, IL 60714

I moved to this address to get away from the noise from the airport. Only now the noise is much louder **[5212 - D13]** , Sunday evening has the most traffic **[5213 - D4]** I would like to be in the program to get windows and doors to reduce the noise.
thank you **[5214 - D3]**
Mark Lawrin

Letter ID: 225452
Name: Lee, Michael
Address: Glenview, IL 60025

The O'Hare Fly Quiet program has dramatically increased the amount of noise pollution in the Village of Glenview. As a resident, I officially oppose this increase in commercial air traffic over Glenview. **[5215 - J]**

Letter ID: 225273
Name: Lehman, Darlene

Address: Norridge, IL 60706

Any time the noise can be lessened is good. They tried this program before and it was a relief to know that there would be some nights with no airplane noise. It will be good to know that we will once again have some relief. This is a program that should be a permanent thing. **[5216 - F, I3]** There should be some compensation to those of us who have to put up with the noise. When we purchased our home over 50 years ago, we had no idea that we would eventually not be able to enjoy our beautiful backyard during the summer. **[5217 - D13, D9]** We cannot enjoy the nighttime breezes because our windows need to be shut. **[5218 - D9]** I'm hopeful that this program will be adopted permanently. **[5219 - I3]**

Letter ID: 225403
Name: Lev, Greg
Address: Glenview, IL 60025

Increase in nighttime flights is a huge concern. The increase has been extremely noticeable. **[5220 - I3, D2]** Noise is loud inside the home. Some weeks have been especially bad. **[5221 - D2]**

Letter ID: 225283
Name: Lewandowski, Zbigniew
Address: Harwood Heights, IL 60706

Based on the presentation and information provided and learned during this workshop I oppose expansion of O'Hare airport. **[5222 - G]** I also oppose re-configuration of runways and flight patterns to distribute and manage overnight flights. It will affect my community and my residence and add additional noise and disruption of life. **[5223 - I3]**

Letter ID: 225219
Name: Lonergan, Barbara
Address: Elmhurst, IL 60126

Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data -- including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic -- was completely dismissed. **[5224 - D2, D15]** Complaints filed at any time are dismissed, and there is no doubt in my mind that the comments you receive on the Draft Re-Evaluation will also be dismissed. **[5225 - A1]**

A JDA Aviation Technology Solutions report ("O'Hare Crosswind/Diagonal Runway Layout and Usage," page 10), states that although Runways 4L/22R and 4R/22L are often available, these runways are short (7500') and often not long enough for the wide body cargo traffic that is common overnight. JDA now back pedals on this, because they are working with communities west of the airport to push traffic on the diagonals. If there are any future incidents on these diagonals that are NOT LONG ENOUGH, you cannot claim ignorance.
https://jdasoc.files.wordpress.com/2015/04/pm-edit-jda-crosswind-diagonal-runway-final.pdf **[5226 - C10]**

Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, are not part of the noise contour and are not eligible for sound insulation. **[5227 - D4, D3, D2]** Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. It has been stated by CDA that sound insulation will not be available to these newly impacted communities for another 10+ years. This is unacceptable. **[5228 - D3]**

In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. ONCC, CDA and FAA continue to spin the story to fit their agenda at the expense of negatively impacted residents. **[5229 - I2]**

A true Environmental Impact Study has not been conducted. **[5230 - A2]** A model of the current noise contour has been shifted to reflect proposed flight patterns and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5231 - K1]**

The O'Hare Modernization Plan (OMP) and OMP Fly Quiet were sold to residents based on 10L taking a majority of departures and 9R getting a majority of landings; an environmental impact study was completed based on those rotations; noise contours have been drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005 -- all of this is being dismissed even though Fly Quiet has already been approved. **[5232 - G, G1, D2]**

Elmhurst is impacted by traffic, noise and pollution from two airports -- O'Hare and Midway -- which is not taken into consideration in any modeling or studies. **[5233 - C11]**

Representation in ONCC overwhelmingly favors parallel communities. Diagonal communities never had an equal voice in the IFQ proposal and vote, nor will those communities ever have an equal voice in future Fly Quiet. **[5234 - I1]**

ONCC, CDA and FAA need to put caps on the number of flights utilizing Fly Quiet. Currently, Fly Quiet averages 100 flights per night. This plan and Future Fly Quiet negotiations are based on sticking with that average. Any increase should make these plans null and void. **[5235 - I3, B]**

Letter ID: 225407
Name: Loughran, Peter
Address: Glenview, IL 60025

Please reconsider the flight paths that are thru Glenview airspace **[5236 - D4, D2]**

Letter ID: 225251
Name: Lushniak, Stephen
Address: Chicago, IL 60631

- These kind of meetings need to be more publicized rather than word of mouth. Need to send mail invites to all households within 20 miles of the airport. **[5237 - A1, A3]**
- The Fly Quiet Initiative is really just a Noise Redistribution Program.. **[5238 - J]** ..let's call it for what it really is. No smoke and mirrors please.

- This workshop does not address the solution to Quality of Life issues in our communities nor the health hazards **[5239 - E1, D7, E5, D9]** . The are more important discussion points than runway configurations.
- The FAA is a government agency of the people. Let's start representing the people and not big business. **[5240 - J]**
- Need a night time curfew on aircraft flights, not a redistribution of noise. **[5241 - C9]**

Thanks

Letter ID: 225294
Name: Maggio, Carol
Address: Norridge, IL 60706

I've lived in my home since 1967 and the noise has gotten worse and worse through the years. **[5242 - D13]** We now have planes coming over our home constantly. **[5243 - D4]** We cannot sleep, watch TV or enjoy our home. We can no longer sit outside in the summer. **[5244 - D7, D9]** The flyquiet zone is a joke...when planes are coming over your home at 1:30 in the morning that is not quiet. Since the use of the east west runways has drastically increased due to the new configuration of runways we have in essence become hostages in our home. **[5245 - D4]** You cannot open windows in the summer or sit outside. **[5246 - D9]** The new interin flyquiet will increase the flight pattern over my home by 19%. All of the homes between Lawrence Ave and Montrose Ave will experience this increase while homes north of Lawrence and South of Montrose will see a decrease. The people who have been affected the most by all of these changes are suffering and the politicians frankly don't give a damn.

There needs to be some oversight so that the every day person has more of a say of how their community is affected and less input from the stinking city of Chicago which wants to control everything at O'Hare and all the surrounding communities. **[5247 - A1]** I am 75 years old and will probably have to sell my home and move to get some peace and quiet....but then the value of my home has decreased because of the constant noise level. **[5248 - D8]** My windows are difficult to keep clean due to the exhaust from the planes....my garden is covered in soot from them as well. **[5249 - E1, E2]**

Letter ID: 225345
Name: Malec, John
Address: Bensenville, IL 60106

First,thanks for having this event.I live off of runways 28c and 28r.If it would be possible to have the planes vary the way they bank at night the same as they do during the day It would spread the noise around. **[5250 - C]** To be honest most of the year the noise is not noticeable because the windows are closed.It's when the windows are open during nice weather when the problem of noise comes up. **[5251 - J]**

Letter ID: 225292
Name: Malicki, Paul
Address: Norridge, IL 60706

We have lived in Norridge 21 1/2 years. We do understand that the airport was built before we bought our home but the noise has been getting worse the last few years. **[5252 - D13]** The planes that take off over our house are the loudest and the worst. The landings are every 1 1/2 to 2 1/2 minutes. If they are not taking off then they are landing. This is all day long with no break. **[5253 - D4]** It's ridiculous that some city of Chicago residents have received windows when they are not even under the runways. Is it because they are from Chicago and little towns are just put on the back burner? As a resident of a small town, this is how we feel. **[5254 - D3]** Our house values are important and they will continue to decrease because of the noise. **[5255 - D8]**

Letter ID: 225428
Name: Mallios, George
Address: Glenview, IL 60025

I OPPOSE the proposed fly quiet program for all the reasons the village of Glenview has noted **[5256 - J]** .

•The Village is concerned about the drastic percentage increase of airline flights over Glenview in the

proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5257 - G1]**
•There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5258 - I5]**
•There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5259 - C10]**
•There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5260 - D15]**
•An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5261 - A2]**
•The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5262 - C9]**

it is time for the government to stop compromising safety and quality of life for citizens around O'Hare airport. **[5263 - J]**

Thank you,
George Mallios

Letter ID: 225433
Name: Mangas, Daniel
Address: Glenview, IL 60025

Stop the flights over Glenview. **[5264 - I3, D4]** When we are in the flight pattern, I can't enjoy being out on my patio and can't sleep at night. **[5265 - D9, D7]**

Letter ID: 225209
Name: Martellotta, Dan
Address: Villa Park, IL 60181

I feel that the alternative proposal for the Interim Runway Rotation Plan demonstrated a fair balance of nighttime flights for all communities surrounding the airport, with 37% use of 4R/22L. The "Option A" plan does not represent a fair balance of nighttime flights. Runway 4R/22L is proposed to be used 50% of the time, which directly impacts the residents of Elmhurst and Villa Park. **[5266 - J, I6, I3]**

Letter ID: 225312
Name: Medina, Armando
Address: Wood dale, IL 60191

Going on two years living in Wood dale. Before purchasing home, quiet neighborhood with the exception of airplanes flying over Irving park Rd. Once moved in, Planes flying over my home **[5267 - D13]** (i can wave to the airplane passengers) at low altitudes, loud, **[5268 - C1]** emitting odors at all hours of the day during the week and weekends **[5269 - E1, E7]** . Quality of life has been impacted with my family **[5270 - D9]** and re-sale of homes in the area will be dramatically impacted as well. as many homes have been on the market due the constant, noisy, smelly aircraft **[5271 - D8]** . I have reported multiple complaints via Email to both FAA and City of Chicago. **[5272 - J]**

Letter ID: 225241
Name: Minard, Joseph
Address: Wood Dale, IL 60191

While generally in favor of rotating runways at night, the fact that the program suspends over the Summer months seriously limits the value. **[5273 - J]** Providing noise and traffic statistics using averages over time results in meaningless comparative data points. **[5274 - D1, D6]**

Letter ID: 225323
Name: Molenda, Nina
Address: Wood Dale, IL 60191

We are going on 8 years living here in Wood Dale at this particular location and it was absolutely terrible for the majority of our years spent here. All due to the planes flying so low but it was happening every other day. **[5275 - C8, C1, D4]** My entire family developed allergies that we have never experienced until moving here and subsequently once the changes have made made they have lessened a great deal. For example my older son no longer needs allergy shots. A local pharmacist has opened my eyes to the extreme amount of residents in Wood Dale buying allergy medication vs. other towns, even in the same county. The reason being the planes flying so low and often that the allergens are repeatedly being stirred up in the environment. **[5276 - E5]** Not to mention the additional dangers from jet fuel. **[5277 - E1, E3]** The smell from that is a whole other problem. **[5278 - E7]** We live the schools here in Wood Dale but we are in our way out because it is so unhealthy. **[5279 - J]** Not to mention being surrounded by highways and industrial areas.

Letter ID: 225304
Name: Moreth, Helen
Address: Bensenville, IL 60106

I have voiced my opinion for years regarding the noise that I have inured over the past years regarding the planes flying over my house. I have submitted many complaints online and have never heard back. One night I submitted 50 complaints. **[5280 - I4]** I do not have central air conditioning, but it is extremely loud in the warmer months and you can not hold a conversation without competing with the planes. **[5281 - D9]** Whenever I go online with the city of Chicago regarding sound proofing they say I do not live in the area. I have asked many times for anyone of them to come to my house and see & hear how bad it is. I have never heard from anyone. **[5282 - D3]** When we bought this property 20 years ago, we never had this problem. Much has changed in the past 5 years. **[5283 - D13]** I have been woken up during the night from planes. **[5284 - D7]** Our TV goes out every time a plane flies over which is every couple of minutes. **[5285 - D11]** I have had boxes fall off shelves in my basement from the planes going over. **[5286 - D14]** m sure I am not alone. I hope that someone would read this and actually do something about it.

Letter ID: 225437
Name: Morrissey, Monica
Address: Glenview, IL 60025

I am concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5287 - G1, D]**

There is minimal soundproofing completed on my home. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5288 - I5]**

There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5289 - C10]**

There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5290 - I6, I3]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5291 - A2]**

Please change the federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5292 - C9]**

Letter ID: 225264
Name: Murphy, Terri
Address: Park Ridge, IL 60068

My main comment is fly over the forest preserves, not directly over my house **[5293 - C3]** . I am at the intersection in the sky, so when they do rotate, I still get affected with the other flight path. This causes internet, cell phone, and antenna TV interruption. I no longer have cable because that was interrupted too. I have had multiple cell phone companies look into the problem with no improvement. **[5294 - D11]** I have consulted with numerous window companies to decrease the noise and they can't promise me a reduction in noise. The value of my home that I've been living in for 24 years has depleted by greater than $100,000. **[5295 - D8]** I am very angry of the thoughtless design of the flight paths. **[5296 - D2]** Take flying over the forest preserves into consideration. **[5297 - C3]** I am concerned about the pollution with my asthma / COPD. There is no fresh air. **[5298 - E1, E5]** I have to take sleeping pills at night to combat the aircraft noise. **[5299 - D7]**

Letter ID: 225475
Name: Murphy, Gerald
Address: Emhurst, IL 60126

The premise of the nighttime Fly Quiet program is and/or was supposed to support a fair distribution of airport noise to all runways. The current Interim rotation has the two (2) diagonal runway usage at 50%--25% each runway. The three (3) parallel runways also 50%usage but only 17% for each runway. It's a grossly unfair and very biased rotation plan. **[5300 - I6]**
There has been no explanation of why this interim rotation plan was chosen. Nobody likes having 10pm to 7am arrivals and departures, but we can live with a fair allotment. Since there are five (5) runways that will be impacted by the current rotation plan, the fairest allocation would be to have each runway get 20% of the arrivals and departures on a five week rotation. **[5301 - I6]** This is FAIRNESS. Fairness is what the Fair organization and Congressmen Michael Quigley so emphatically called for on their appearance on WTTW in July of 2015. It would seem that if runway10R/28L were included in the the Interim Fly Quiet rotation, it would satisfy the kind of "FAIRNESS" that so many citizens would be able to live with. **[5302 - D2, D4]**

Letter ID: 225471
Name: Murphy, Gerald

Address: Emhurst, IL 60126

The premise of the nighttime Fly Quiet program is and or was fair distribution of airport noise to all runways. The current Interim roration has the two (2) diagonal runway usage a 50%; 25% each runway. The three (3) parallel runways also 50%usage but only 17% for each runway. A Grossly unfair and very biased rotation plan. **[5303 - I3, I6]**
Their has been no explanation of why this interim rotation plan was chosen. **[5304 - D15, D2]** Nobody likes having 10pm to 7AM arrivals and departures, but we can live with a fair allotment.

Since their are five (5) runways that will be impacted by the current rotation plan, the fairest allocation would be to have each runway get 20% of the arrivals and departures on a 5 week rotation. **[5305 - I6]** This is FAIRNESS. Fairness is what the Fair organization and Congressmen Michael Quigley so emphatically called for on their appearance on WTTW in July of 2015. It would seem that if if runway 10R/28L were included in the the Interim Fly Quite rotation, it would satisfy "FAIRNESS" that so many citizens can and would live with. **[5306 - D2, D4]**

Letter ID: 225338
Name: Myers, Melanie
Address: Glendale Heights, IL 60139

Would have been nice to see moving flight tracks instead of just a solid line of the flight track. **[5307 - J]**

Letter ID: 225280
Name: Neubert, Lisa & Guy
Address: Norridge, IL 60706

The staff did a very good job of explaining the proposed changes. **[5308 - J]** We appear to be impacted with slightly more noise and airplanes, but hope that it will be mitigated by bringing on an additional runway in the future. **[5309 - G]** I am concerned with pollution filtering to our property's soil and hope the extra traffic doesn't affect us this way. **[5310 - E2, E5, E1]**

Letter ID: 225441
Name: Nugent, Mike
Address: Glenview, IL 60025

I oppose the proposed Fly Quiet program and expansion over the Village of Glenview, IL. **[5311 - J]** The increase in flights is disruptive to quality of life and health of our residents. **[5312 - D7, D9]**
Thank you.

Letter ID: 225353
Name: Oleksy Trela, Aldona
Address: Wood Dale, IL 60191

I would like to get an answer why everyone on my street(N Elmwood Ave in Wood Dale) is not eligible for those noise proof windows? **[5313 - D3]** Big cargo and passenger airplanes are flying over my roof all the time and the noise is really disturbing! **[5314 - D4, D13]**

Letter ID: 225257
Name: P, Jim
Address: Chicago, IL 60630

I think the outlying runways need to be included in the rotation. My suggestion is that nighttime flights use either the northernmost tower for that outlying runway and then rotate to the southernmost tower to use the southernmost outlying. And the northern and southern runways could be paired up with the closest runway for their individual rotations. **[5315 - I3]**

A curfew would be the best solution. The airport would shut down at 10 p.m. and reopen at 6 a.m. **[5316 - C9]**

Letter ID: 225256
Name: Palermo, Peter
Address: Niles, IL 60714

I live at 8100 N. Wisner St., Niles, IL. I have resided at this address for over 40 years and I researched this area for a lower noise level of air traffic before I purchased my home. The noise level from air traffic has increased dramatically in the past two years. **[5317 - D13, D4, G]** After looking at various flight patterns from runway charts it seems that a large amount of planes are turning left directly over the area where I live. It seems unfair that this area is now being used for a large volume of air traffic when two miles east of my house there are forest preserves and factories that can be flown over for this purpose, not to mention that Lake Michigan would be the perfect spot to preform this turning maneuver. **[5318 - C3]** I would appreciate any noise relief that could be provided for my area. The program I am attending today was a good start to address this problem. **[5319 - F]** More publicizing and public input of these programs

is a great idea. **[5320 - F]**

Thank you,
Peter Palermo

Letter ID: 225299
Name: Pasko, Nita
Address: Park Ridge, IL 60068

I can't imagine it getting any louder it already sounds like the plane is landing in my bedroom. Wakes me up at night. **[5321 - D7, D4]**

Letter ID: 225227
Name: Paterka, Dennis
Address: Chicago, IL 60646

In 2018 O'Hare started flying jets over my house from 6:00am to 10:00pm all day long with occasional flights from 10:00pm to 6:00am. **[5322 - B]** Hundreds of jets now fly over my house, (which I've lived in since 1953) on a daily basis, sometimes 3 minutes apart for hours at a time at an altitude so low that I can see the logos on the airplanes. **[5323 - C8, C1, D4]** I am a 68 year old heart transplant who needs peace and quiet. There is a saying about death by a thousand cuts. You are killing by death of a thousand blasts of jet noise. **[5324 - D7]** You've heard of the Chinese water torture, this is the O'Hare noise torture.

Letter ID: 225279
Name: Pavlik, Barbara
Address: Chicago, IL 60656

It is hard to understand why true Fly Quiet is so difficult to make happen. Fly at night over the industrial parks and the problem would be solved. **[5325 - C3]** It shouldn't take years of analysis and meetings. The health, well being and economics of the people on the ground doesn't appear to have been considered. **[5326 - A2]** Maybe if we could get some sleep we would be more receptive to changes. Sleep deprivation results in lack of focus, poor productivity and bad health. **[5327 - D7]** Everyday I pray for bad weather so that flights will be cancelled. This no way to live. And because this has taken so long, I can't even figure out where it is I could move. **[5328 - G]**

Letter ID: 225450
Name: Payne, Christopher
Address: Park Ridge, IL 60068

The interim plan being proposed closely resembles the third fly "quiet" test administered in 2017. This plan unfairly concentrates flights over the arrival path for runway 4L/22R every other week. **[5329 - D4, I3]** The presentations show that it will receive about 10% of arrivals during the noise abatement times from 10 pm until 7 am daily. This seems to be in line with other runways, but that statistic is VERY misleading. Most of the flights that will be arriving on 22R will be during the time period from 11 pm until 6 am. These are overnight. This is a very different thing than if, say half of them arrived between 10 pm and 11 pm. Most people are not trying to sleep at those hours. **[5330 - D]** I live approximately 2.6 miles from the landing end of runway 22R. When an inbound flight goes directly over my house to approach that runway, the noise is unbearable, and it is impossible to sleep. **[5331 - D7]** Furthermore, my house does not qualify for soundproofing, because it does not fall under the 65 dnl area. That is ridiculous, as on the nights that flights will be going over my house, it will be impossible to sleep. **[5332 - D3]** I know, as I suffered through the three fly "quiet" tests. Not very quiet, I assure you. The proposed plan does nothing to really spread the noise around, and simply moves it from one area to another. Many other neighborhoods that are under arrival flight paths are not included in this plan. **[5333 - C6]** It is a very unfair plan. **[5334 - J]** I urge you to consider other options and runways to spread this noise around more equitably. **[5335 - J, I3]**

Letter ID: 225448
Name: Penton, Amy
Address: Bensenville, IL 60106

Resident of Bensenville and the plane's are extremely low over our house **[5336 - C1]** ...so loud we are unable to hear television sometimes mostly during hours of 3 to 7pm daily. The reception goes in and out due to air traffic 3 to 10pm daily. **[5337 - D11]** Some of these planes are screaming over our house you can sometimes hear our windows vibrate due to noise. **[5338 - D14]**

Letter ID: 225363
Name: Petras, Robert
Address: bensenville, IL 60106

House vibration from airplane landings **[5339 - D14]**

Letter ID: 225411
Name: Petras, Robert
Address: bensenville, IL 60106

New 311 Chicago website is horrible interface not user-friendly multiple data entries make it difficult 2 report airport noise and aircraft noise **[5340 - I4]**

Letter ID: 225354
Name: Petras, Robert
Address: bensenville, IL 60106

Plane noise disturbing at all hours of flight path directly over my home has been a nuisance since new runways have opened. **[5341 - D13, D2, I3]** Interrupts tv channels and stations **[5342 - D11]** outside is disorienting for humans and animals **[5343 - D7]** and Jett fuel smell is bad on landing days **[5344 - E7, E1]**

Letter ID: 225340
Name: Piotrowski, Ed
Address: Elgin, IL 60124

When reviewing the draft for IFQ, I am asking that communities that are farther away from the airfield be considered. These include places such as Elgin, South Elgin, St. Charles, Geneva, and Batavia. **[5345 - C6, C7, A2, D4]**

Letter ID: 225245
Name: Plaisted, Jeff
Address: Elmhurst, IL 61026

We need alternate flight paths. The sound and sight pollution is too constant and loud. Please find alternate runways. **[5346 - D4, D2, A2]**

Letter ID: 225420
Name: Podgorski, Vanessa
Address: Glenview, IL 60025

While I could create my own wording for the opposition to the O'Hare Interim Fly Quiet Program, I believe our village President and Trustees have concisely worded the argument for me. I am in full agreement with them and hope our concerns are taken seriously. **[5347 - J]**

As stated by the Village of Glenview:

The Village is concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5348 - G1]**
There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5349 - I5]**
There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5350 - C10]**
There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5351 - I6, D15]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5352 - A2]**
The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5353 - I]**

Letter ID: 225308
Name: Ramirez, Deborah
Address: Wood Dale, IL 60191

As a homeowner who has resided at 463 E Montrose Ave, Wood Dale, since Oct 31, 1996, I hate the impact of the changes to O'hare. **[5354 - D13, J]** My home value has decreased as supported by recent neighboring sales. **[5355 - D8]** My neighbor's home took almost a year and a $50k reduction in price to sell. Common comments from their potential buyers were "airplane noise". During the warm weather months, I cannot have my windows open if I wish to listen to the TV or radio because the airplane traffic noise makes it impossible to hear. Try watching your favorite show with planes landing every 90-120 seconds! **[5356 - D4, D11]** And better yet, try sitting outside, entertaining, and having an uninterrupted conversation. It is not possible! **[5357 - D9]** I, as well as my close neighbor to the east, have noticed cracks in our ceilings in the last year. **[5358 - D14]** The filth from the exhaust turns my pale yellow siding grey and it is only removable with pressure washing and a scrub. **[5359 - E1, E2]** I grew up on 809 W Green St, Bensenville, IL so I am quite familiar with plane and train traffic. The trains are a non issue. I NEVER would have purchased my current home if I knew what O'Hare would grow into. **[5360 - J]** Additionally, we have been told we do not qualify for the sound improvement offered to other surrounding residents. **[5361 - D3]** How unfortunate for us. I cannot wait to move. O'Hare shows no real concern for the

surrounding residents other than this survey. **[5362 - I4]** Will anything really change? **[5363 - I3, G]** I am extremely doubtful.

Letter ID: 225492
Name: Rasler, Erin
Address: Glenview, IL 60025

As a homeowner and resident of Glenview, Illinois, I am writing to oppose the Interim Fly Quiet Program for O'Hare Airport, in particular, that part which would result in overnight flights every 2 weeks for about 2 years over Glenview between the hours of 10 p.m. and 7a.m., consisting of 100 to 200 flights per night. 100 flights over those 9 hours would result in over 11 flights per hour, or more than one every 6 minutes. 200 flights doubles the number to 22 flights per hour, or more than one every 3 minutes. **[5364 - J]** The noise generated by these low flying aircraft is disruptive-interfering with sleep and other normal uses of residential property, both inside and outside. As a mother, I am also concerned that this additional nighttime noise and potential environmental impact could negatively effect the health and wellbeing of my two young children. **[5365 - D7, C1]** While there may be a need to share some of the inconvenience and disruption during this 2 year period with other communities, the potential frequency of the flights over Glenview under the current plan is unacceptable by any standard. **[5366 - D4, I6]** As recognized by the board, other areas around the airport are better equipped to deal with noise by virtue of existing significant soundproofing. **[5367 - I5]** As further recognized by the board, other available runways should be considered, and an Environmental Impact Study should be undertaken to evaluate the impact on our community. **[5368 - A2]** It is my hope that the FAA and other agencies and departments will consider these reasons as well as others that are included in the written opposition of Glenview's Village Board and reevaluate the current plan. **[5369 - J]**

Thank you,
Erin Rasler

Letter ID: 225494
Name: Rice, Meghan
Address: Elmhurst, IL 60126

I would like to oppose the new Fly Quiet plan that would have flights routed over Elmhurst all night on a regular basis. **[5370 - J, D4]** When I was pregnant and looking for our new home, I sat on the porch of my current house in Elmhurst JUST to hear if there was airplane noise. It was minimal and with no regularity. This new plan would decrease our property values and cause us to seriously,consider moving. **[5371 - D4, D8]**
Y

Letter ID: 225263
Name: Rice, Judith
Address: Skokie, IL 60077

Enough is enough! There needs to be an OVERNIGHT curfew to protect heavily populated areas of Chicagoland from more noise and pollution. **[5372 - C9]** We are already inundated with loud, low-flying overhead aircraft all day long at 80-100 decibels per plane, occurring every 30 seconds to 5 minutes. **[5373 - C1, D4]** I am completely against this proposal because:

1. Interim Fly Quiet is based on IFQ Test 3. Although ONCC ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data -- including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic -- was completely dismissed. **[5374 - D15]**

2. A JDA Aviation Technology Solutions report (O'HARE CROSSWIND/DIAGONAL RUNWAY LAYOUT AND USAGE, page 10), states that although Runways 4L/22R and 4R/22L are often available, these runways are short (7500') and often not long enough for the wide body cargo traffic that is common overnight. **[5375 - C10]**

3. Newly impacted communities and neighborhoods impacted by IFQ do not have noise monitors, are not part of the noise contour and are not eligible for sound insulation. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5376 - D5, D3]**

4. A true Environmental Impact Study has not been conducted. **[5377 - A2]** A model of the current noise contour has been shifted to reflect proposed flight patterns and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5378 - K1]**

5. The O'Hare Modernization Plan and OMP Fly Quiet were sold to residents based on 10L taking a majority of departures and 9R getting a majority of landings; an environmental impact study has been/was completed based on those rotations; noise contours have been drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005 -- all of this is being dismissed for Interim Fly Quiet and future Fly Quiet. **[5379 - G1, G]**

6. People need quality sleep. Even one loud aircraft can disturb sleep and wake up neighborhoods. **[5380 - D7]** This is not flying quiet-it is the FAA working for airlines, not communities. **[5381 - J]**

The population is shrinking, and people are moving out because of the noise. We are disgusted with the aircraft noise situation here in Skokie, and are currently making a plan to move out of the area if nothing is done. **[5382 - J]** In conclusion, enough is enough!

Letter ID: 225397
Name: Rocha, Maria Vanessa
Address: Wood dale, IL 60191

My main concern in regards to any implementation of the re-evaluation is that it will not change the impact it has had on our daily lives, **[5383 - J]** being that we moved to Wood dale not to O'hare and it seems that when the noise tests are done are actually done the days that no flights go over my house. I am pretty sure whoever is in charge of running the tests have to know the schedule. **[5384 - D6, D]** I would like to see them outside my house at 12 am trying to get some sleep and see how our windows vibrate, how low the planes flight, how I wake up in the morning and my car who is black has white spots all over it! **[5385 - D14, E2, D7]** I wonder what are these planes releasing to the air and how this impacts our children specially during the summer. I see my patio furniture all sprayed, my car, my house windows and how nothing is being said or done. **[5386 - E2, E5, E1]** I have not put in any noise complaints since I had been doing it for many years and nothing has been done. **[5387 - I4]** We are not eligible to get noise proof windows, not sure why!!!! **[5388 - D3]** Planes are literraly on top of my house and at a low altitude. **[5389 - C1, C2, C8]** I have taken pictures, video, etc. and have passed these to newspapers which they have used for their articles. We have enough with the train noise and have to deal with the plane noise, which I know will have a bigger impact on our health specially mental. **[5390 - H, D7]** It is very frustrating not being able to do everyday things in our house like talk on the phone, watch tv, listen to music, etc. because every time a plane flies over we have to pause every 30 seconds because that is how often they pass over our house on our rotation days. **[5391 - D11, D9]** And if a new run way or the new expansion (update) that is being considered it will drive us crazy. **[5392 - G]** I wish I can send you a bill for every night I can't get sleep due to the noise or days we try to be outside enjoying the summer and we can't because of how often planes are flying over our heads. **[5393 - J]** My main concern is our health what is the white spots on my porch, my car, my furniture what are the planes releasing in the air. My kids always have respiratory problems!!! **[5394 - E1, E4, E5, E2]**

Letter ID: 225429
Name: Romain, Bruce
Address: Glenview, IL 60025

Over the past several years there has been a dramatic increase in the number of flights flying over my home. **[5395 - G]** The noise during summer, spring and fall makes it difficult for me to sleep and at times hear my television. It has been a considerable nuisance. **[5396 - D9, D7]**

Letter ID: 225305
Name: Roumbos, Carla

Address: Bensenville, IL 60106

We live in the unincorporated area of in planes fly very low & they are extremely noisy they fly right above our house **[5397 - C1]** to where my ceilings have huge cracks my house shakes & the pictures on my walls fall from the rumbling **[5398 - D14]** we have two small children who have A hard time napping during the day or sleeping at night **[5399 - D7, D9]** . We pay $7,000 in taxes this isn't fair **[5400 - D10]** help.

Letter ID: 225306
Name: Roumbos, Bobby
Address: Bensenville, IL 60106

I live in the Unincorporated area of Bensenville...The Airplane noise and house rattling due to the Low flying Airplanes along with the Airplane Fumes has gotten worse instead of better. **[5401 - E8, D13, E1, D14]** ..I understand completely that we live close to an Airport, but I believe not enough is being done to divert these Airplanes to other Runways for Take off and Landing **[5402 - C6, A2]** .....I hope and pray the Airport can really make some impactful changes quickly to this extremely difficult situation ...It's affects are really impacting my children and family. **[5403 - J]** ..Thank you for Listening

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Letter ID: 225365
Name: Rudnicki, Paul
Address: Wood Dale, IL 60191

Planes are making more and more noise in the middle of the night. I think new windows for everyone might help. **[5404 - D3]**

Letter ID: 225336
Name: Schoonveld, Mark
Address: Elmhurst, IL 60126

Appreciate the information **[5405 - J]**

Letter ID: 225228
Name: Schultz, Eileen
Address: Itasca, IL 60143

Please explain how this Fly Quiet plan will improve my sleep quality. If I understand it correctly, I will now get to sleep peacefully for 50% of the month as opposed to the 100% I used to get before you placed a runaway directly over my house. **[5406 - D4, D2]** For 30 years our family co-existed with OHare & NO ISSUES ever. Now you've lowered the required height for landings **[5407 - C2, C4, C8, C1]** and put a runway that carries EXREMELY LOUD international and cargo jets over my bedroom. So is this something I should really support and be excited about? What am I missing here? **[5408 - I3]**

Letter ID: 225260
Name: Shields, Mike
Address: Niles, IL 60714

Very good outreach. Everyone very helpful. **[5409 - F]** More outreach meetings would be useful - let's keep the conversation going. Chicago/O'Hare district could be a national model for working with the public to come up with common ground solutions to the noise issues. **[5410 - A1, A3]**
Was able to talk to Rebecca, a top administrator of the FAA, which was great and got a sense that the FAA is working with ONCC and that the FAA understands the public's noise issues and frustrations more. **[5411 - J]** We all want to work to common ground solution and I believe we can with the FAA and CDA and ONCC - again, mainly on high daytime noise levels (due to Left Bank) over Niles. **[5412 - J, I]**
ONCC and FAA and CDA need to focus more on daytime noise issues (Left Bank over Park Ridge and Niles is exhibit A). **[5413 - I, D13, G]**
65 dnl metric REALLY needs to be changed to better reflect daytime reality (often close to or over 65 during the day but gets averaged out in the DNL. **[5414 - D1]**
Feel free to contact me (847 825-2031) if you want more clarification or feedback. Good luck and thanks.

Letter ID: 225447
Name: Shimokogawa, Miwa
Address: Chicago, IL 60630

Sometimes the noises that the airplanes make is so loud that I can feel the vibration in my apartment and it sounds like there's a fighter plane flying nearby. **[5415 - D14]** It feels like they must be flying so low because it is VERY loud. **[5416 - C1]** I moved here a year and a half ago, and it did not used to be this loud at the outset. Now it's a startling level of noise. I really wish it wasn't this loud. **[5417 - I3, D13, D2, J]** This is too much.

Letter ID: 225293
Name: Siedler, Siegfried & JoAnn

Address: Norridge, IL 60706-4345

We are disappointed that we continuously have more airplane noise in our area. We wish that the FAA would look into having another airport to help reduce all of the air traffic over residential areas who do not want it. **[5418 - C7]**

Letter ID: 225342
Name: skierkiewicz, daniel
Address: medinah, IL 60157

I would like to see a noise reduction program started for the daytime hours as well. **[5419 - D4]** General changes to O'hare traffic in recent years has lead to a decrease in quality of life and happiness. I am finding myself shut in during sometime hours to direct and indirect overhead plane traffic **[5420 - D9]** . Can't hear my TV **[5421 - D11]** . Embarrassed to entertain friends outside.

Letter ID: 225362
Name: Skurski, Steve
Address: Bensenville, IL 60106

As an individual who works in Bensenville, I come in contact with many residents and business owners on a daily basis who provide input on airplane noise and tell me how it affects their life. Because of this, I strongly support the Fly Quiet Nighttime Rotation Program and am in support of this plan **[5422 - F]** . I believe the Interim Fly Quiet Nighttime Rotation Plan provides residents who live and work in Bensenville a predictability of aircraft noise and will also provide needed relief from consecutive weeks of impact. By utilizing diagonal runways and alternating each week, I believe this plan will help distribute aircraft noise more evenly around O'Hare providing some relief for the many residents I interact with. Thank you to the many organizations who have contributed to this plan and I look forward to its implementation. **[5423 - J]**

Letter ID: 225348
Name: Smith, Scott
Address: Elmhurst, IL 60126

Attended for education purposes. Looking for future home **[5424 - J]**.

Letter ID: 225419
Name: Stanton, Kevin
Address: Glenview, IL 60025

I am opposed to any air traffic in the late evening after 10pm over my area of Glenview. **[5425 - I3, J, D4]**
I have repeatedly submitted complaints online and on the phone with the FAA. **[5426 - J]** All aircraft on final approach to O'Hare after 10pm is unbearable noise pollution when flying directly over/adjacent to my property and has been measured over 80dB. **[5427 - D1, D6]**
Your consideration to terminate this flight pattern in the late evening is appreciated. **[5428 - D4, I3]**
Best regards,
Kevin Stanton

Letter ID: 225303
Name: Summers, Evan
Address: Bensenville, IL 60106

As a resident, the proposed interim fly quiet plan will serve as a necessary bridge in mitigating weekly, consecutive noise impacts until a more permanent solution can be developed via Fly Quiet 21. **[5429 - J]**

Letter ID: 225272
Name: szaflik, christine
Address: Norridge, IL 60706-1149

Where we live there will be an increase in noise level. Hope this will not be preventing a good night sleep especially when be being to open our windows. **[5430 - J]**

Letter ID: 225224
Name: Thesen, Brooke
Address: Norridge, IL 60706

Hello,

Just this week at night when we are trying to sleep my kitchen windows are rattling every 15 minutes because all these planes are going by. **[5431 - D14]** It's so hard to sleep with the noise. **[5432 - D7, D9]**
Are there going to be soundproof windows provided to homeowners due to the noise? **[5433 - D3]**

Thanks,

Brooke Thesen
Norridge resident at 4409 N. Oriole Ave

Sent from my iPhone

Letter ID: 225356
Name: Torres, Nicholas
Address: Chicago, IL 60646

I have no idea how you are going to accomplish a fly quiet rotation plan when six of the runways are going east west meaning that 99% of the noise (over 2300 planes) travel through the same area and on top of that you have 80% of the planes landing from the east instead of trying a 50/50 east west landing/taking off, that is one plane almost every two minutes going over my house from 6 am to almost 10 pm every single day, **[5434 - D2, D4]** how can I enjoy the house where I live with all this noise and pollution and on top paying a good amount of property taxes in my opinion you guys just destroyed the best neighborhood that the city has to offer and it is just a matter of time before the best place in the city to raise family goes dawn the drain and like lots of my neighbors just waiting for an opportunity to move out.

thank for destroying the best place of the city to raise a family.

Letter ID: 225238
Name: unger, steve
Address: elk grove, IL 60007

My concern is the noise level of the new runway that is coming over my house. **[5435 - I3, J]** The pollution standard needs more actual monitors, not a computer monitor. 39 points, only 1 monitor that's mainly for the toll road, not the airport. **[5436 - E4, E1]**

Letter ID: 225328
Name: Van De Walle, Eileen
Address: Elmhurst, IL 60126

Increase over my home is approximately D5% with the increased arrivals onto 4R and overall increase of flight traffic over the diagonals. Please consider that the proposed 50/50 split is not indeed an equal split and reduce the number of times these runways are in the rotation. **[5437 - D4, I6]**

Letter ID: 225332
Name: Van De Walle, Ronald
Address: Elmhurst, IL 60126

Concern over increase of almost 5% over home - and general increase of use of diagonals not equitable! **[5438 - I6, D4]**

Letter ID: 225321
Name: Vana, Donald
Address: Elmhurst, IL 60126

Runway 22 seems to have more planes taking off and heading more to the west then in past. Planes for years have stayed east of 294 (over Northlake). In the past several years planes seem to heading more to the west over Elmhurst. Why has this happened? **[5439 - D13, D2, D4, I3]** When we bought our home we hardly saw or heard planes.

Letter ID: 225430
Name: Vienot, Mike
Address: Glenview, IL 60025

There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5440 - I5]**
There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5441 - C10]**
There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5442 - D15]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5443 - A2]**

Letter ID: 225487
Name: Vienot, Michael
Address: Glenview, IL 60025

I am the President of the Glenayre Homes Association and on behalf of the 82 single family residences comprising Glenayre Park in Glenview, Illinois, I would like to express our strong concern regarding the Draft Re-Evaluation for the Proposed O'Hare Interim Fly Quiet Program. **[5444 - J]** We kindly ask that the Program be reconsidered in light of the following points of concern:

- There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5445 - I5]**

- There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5446 - C10]**

- There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5447 - D15]**

- An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5448 - A2]**

Letter ID: 225233
Name: Vinakos, Deborah
Address: Chicago, IL 60625

Three points:
(1) I support the Proposed Interim Fly Quiet whole-heartedly. **[5449 - F]** My house along with thousands of other Chicago northside residents are directly below the primary runways used for nighttime arrivals. Many of these buildings predate O'Hare, and 95% predate the NextGen runway buildout. Although I live 12 miles away from the airport (Bryn Mawr and California), we are subjected to the noise all night and are routinely woken up by some of the older noisier cargo planes. If some of the traffic can be re-routed to other patterns, particularly over less densely populated areas (ie diagonals), it would be a blessing and let us all sleep better. **[5450 - I3]** So thank you, thank you, thank you for the careful work on this. I look forward to it being approved and put into operation and only wish it would come earlier than Nov 2019.

(2) Please note that I would also like to see more urgency placed on proposals to have arriving planes use a more graduated descent as opposed to the step descent. We often hear that noise as they go to the next step. **[5451 - C4, C2]**

(3) More penalties should be placed on those airlines that fly noisier, less fuel-efficient planes (or conversely more tax credits on newer quieter fuel efficient planes) to encourage airlines to move to planes that are better for humans as well as their environment. **[5452 - C9]**

Letter ID: 225276
Name: Vitale, Salvatore
Address: Norridge, IL 60706

Our house has landing routes that fly directly over our house on certain days of the week, it is impossible to have a conversation while enjoying outdoor relaxation when planes are constantly roaring over your house. When indoors,I need to close all the windows & doors to answer the phone in the summer. **[5453 - D9]** Now we are going to be in that new night route. Our bedrooms are on the second level and it will be very hard to get a good night sleep without wearing head phones to block the noise. **[5454 - D7]** We have lived in Norridge since 1969 but the last 5 years the noise have become unbearable! **[5455 - D13]** My request is to give us a break and not have flights use the same routes especially on weekends, **[5456 - I3, D2]** also perhaps you would consider placing sound proof windows to help this new additional noise especially at night. **[5457 - D3]** nk you!

Letter ID: 225418
Name: Wachter, Jill
Address: Glenview, IL 60025

We have noticed an increase low flying planes directly over our house that are extremely loud. **[5458 - D13, C8, D4, C1, D2]** It is impacting the quality of our lives by waking up sleeping children. **[5459 - D7, D9]** One reason we moved to Glenview, was because it was further away from the noise of communities closer to O'Hare. Please remove the low flying planes over Glenview. **[5460 - D4, C6]** Thank you.

Letter ID: 225234
Name: wagner, jim
Address: elk grove, IL 60007

Charts seem to differ from what is reported in journals and news reports. chart generalization seems to lower the effects of what is actually being seen and heard. **[5461 - D6, A2]**

Letter ID: 225281
Name: Walsh, Mary
Address: Norridge, IL 60706

The presentations were very good and the representatives very informative with explanations about the charts and graphics. The tv monitors showing our house and the noise impact was very helpful. **[5462 - J]** Apparently where our house is will have an increase in nighttime noise which will not be welcome. **[5463 - J]**

Letter ID: 225285
Name: Weglarz, Tom
Address: Norridge, IL 60706

This plan is absurd, solely based on the noise levels and health risks. The FAA can hire a company to sugar coat these numbers as much as they want, but at the end of the day the proposal means burning more jet fuel directly above my home and increase the noise to unbearable levels, without even bothering to offer any kind of kickback for my community **[5464 - A2]** . No tax deduction **[5465 - D10]** , no noise reducing windows **[5466 - D3]** , nothing. Even if they did I wouldn't approve of this plan. **[5467 - J]**

Letter ID: 225409
Name: Weickert, Cindy
Address: Glenview, IL 60025

I am opposed to the proposed Interim Fly Quiet program. The increased flights at night will be disruptive and increase noise pollution. **[5468 - I3, J]**

Letter ID: 225417
Name: Yurik, David
Address: glenview, IL 60025

My house was not built with sound deadening material. However, the program to move planes over Glenview increases noise to me and my neighbors many of whom have older homes like mine that were never set up to prevent air traffic noise. **[5469 - J]** This does not seem like a reasonable adjustment. those directly effected by the airport have had years of support to minimize the effects of this noise. **[5470 - I5, D3]**

Letter ID: 225232
Name: Zator, Janice
Address: Elmhurst, IL 60126

I have lived in my house for 45 years. Over the years we had a steep increase of jet noise. However, since the new east west runways have opened at O'Hare, the daytime noise has decreased, which is wonderful.

When the "fly quiet" plan is in place, however, we often have planes landing over the house all night. It is IMPOSSIBLE to sleep, even with the windows shut and the air conditioning on, when the planes are landing because they are so loud and so low. **[5471 - C8, D2, C1, D9, D7]** Please stop the overnight traffic, especially on 4R/22L. **[5472 - I3, D4, G]** Many homes are impacted and much sleep is lost when the planes fly over us every few minutes all night. I would not call this a "fly quiet" plan, but rather a "fly noisy" plan.
Thank you for your consideration,
Janice M. Zator
3N221 Wilson St.
Elmhurst, IL 60126

Letter ID: 225269
Name: n/a
Address: Bensenville, IL 60106

4L/22R and 4R/22L would bring air noise and pollution directly over our neighborhood. We already smell jet fuel at 7 a.m. and this would kill us **[5473 - E7]** . The NO2 leaves would increase, taxi times would increase and our lives would shorten. **[5474 - E1, E8, E5]** 4L/22R and 4R/22L are short runways and are not fit for Airbus planes. If the Airbus have to "climb out" then the pollution will fall over every child as they sleep. **[5475 - E5, C10]** Do not approve the use of 4L/22R and 4R/22L in the revised Fly Quiet plan. **[5476 - J]**

Letter ID: 225405
Name: n/a
Address: glenview, IL 60025

Planes consistently come to the NE out of Ohare and then turn left (north) directly over the area bordered by waukegan on the east, Harlem on the west, and golf road on the south. They fly at a low enough altitude to cause vibrations and noise that voices have to be raised. **[5477 - D9, D14, D4]** This happens

frequently during the nighttime hours, and I've noticed even with cargo planes when passenger traffic is lower. This has greatly increased and needs to stop. **[5478 - I3, D4]**

Letter ID: 225254
Name: n/a
Address: Norridge, IL 60706

I appreciate the public viewing of documents relating to the Proposed Interim Fly Quiet but think every resident would prefer to see streets labeled so they can more easily visualize how they will be impacted. Without the labeling of streets, your displays are worthless to the average person and only produces anger and frustration. **[5479 - A3]**

While I realize flights must come in during the night, is there any way that the large cargo planes can limit the noise they produce? One flight pattern in particular, 28R is extremely loud. **[5480 - D4, D]** You can not talk or hear the TV if a large plane comes overhead. **[5481 - D11]** Obviously this would disrupt sleep. **[5482 - D7]**

I am concerned about air pollution.What effects will this have on our health? **[5483 - E4, E5, E1]** I am concerned about the value of my property. **[5484 - D8]** I want to be able to sleep through the night! What effects will these proposed patterns have on my life? **[5485 - D9, D7]** No one really knows until it happens and then it is too late to change anything.

Letter ID: 225432
Name: n/a
Address: Wood Dale, IL 60191

I hope after last summer and fall, you decide to rotate the flight / runways. All summer long it was every 40 to 55 seconds between 4:15 and 6:30. **[5486 - D2, I3]** Can you not spread the fun around. **[5487 - I3, C6]** Thank you

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Letter ID: 225314
Name: Mary
Address: Glenview, IL 60025

The plane noise is disruptive to sleep and even wakes up our three dogs in basement.. **[5488 - D7]** the plane height has also is considerably lower than ever,over our home frequently. **[5489 - C8, C2, C1]**

Letter ID: 225339
Name: PIRR
Address: PIRR

The proposed interim test appears to have been crafted so as to minimize night time noise impacts on any particular area. **[5490 - F]**

Letter ID: 225249
Name: PIRR
Address: PIRR

Is there any information or studies on the (possible) effect of vibration and or pollution on masonry, specifically tuckpointing. The useful life of tuckpointing repairs is extremely less than it should be. Our house is directly below the busy runways. we have had to do the tuckpointing, especially on the chimneys (the highest points of the structure) several times within 25 years. Chunks can come lose at a time. **[5491 - D14]** The work has been done by a reputable and established company, so the workmanship is not the cause of the issue. The logical influence is the jets flying over the building.

Letter ID: 225253
Name: PIRR
Address: PIRR

If I fall asleep there is no problem, but if I can't fall asleep I hear every plane that goes over head. **[5492 - D7]** It seems like every 5 minutes there is another plane going over head. **[5493 - D4]**
Or when your watching TV you need to turn the volume up. **[5494 - D11]** Not only the noise but it seems like the house vibrate. **[5495 - D14]**

Letter ID: 225203
Name: PIRR
Address: PIRR

The re-alignment of the runways and the glide paths of the air planes have ruined the northwest side of Chicago and its suburbs.
Some sections have become unlivable due to the constant aircraft noise and pollution. **[5496 - D4, I3]**
People cannot enjoy their backyards or open windows due to the excessive noise. **[5497 - D9]**

Glide paths should be changed so planes start their descent closer to the airport, sparing resident 10 miles away from the airport unnecessary suffering. **[5498 - C2, C1, C4]**
Night operations should be SHUT DOWN. **[5499 - C9, D4]**
May those responsible for this heinous act perpetrated to ENRICH certain people forever rot in hell and may their families and future offspring suffer from the worst kinds of cancers. **[5500 - J]**

Letter ID: 225408
Name: PIRR
Address: PIRR

The noise from the airplanes that roar over our neighborhood is becoming more and more unbearable. **[5501 - G, D13]** These planes use the diagonal runways then make sharp turns over our neighborhood sometimes as low ad 500 feet. I find these pilots that are flying so low to be Irresponsible and reckless with no consideration for the neighborhood at all or the safety of the people on the ground!! **[5502 - C8, C1, C2]** I have also found out that now you make it harder for people to report airplanes overhead through the 311 Chicago website. **[5503 - I4]**

Letter ID: 225358
Name: PIRR
Address: PIRR

Elmhurst residents vehemently oppose the Interim Fly Quiet proposal. This proposal unfairly channels air traffic noise and pollution over Elmhurst residents and disregards health and safety concerns affecting Elmhurst residents. **[5504 - D4, A2]** Additionally, this plan does not give Elmhurst residents a voice as their concerns have not been heard or addressed, and this plan has been pushed through without regard to feedback from the IFQ Test 3 study which showed major opposition to this plan. **[5505 - A1]** Increased air traffic has been permitted at O'Hare with little regard to the health and safety of the surrounding communities, especially Elmhurst. **[5506 - A1, A2, A3, D2]**

Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data -- including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic -- was completely dismissed. **[5507 - D15]**

A JDA Aviation Technology Solutions report ("O'Hare Crosswind/Diagonal Runway Layout and Usage," page 10), states that although Runways 4L/22R and 4R/22L are often available, these runways are short (7500') and often not long enough for the wide body cargo traffic that is common overnight.
https://jdasoc.files.wordpress.com/2015/04/pm-edit-jda-crosswind-diagonal-runway-final.pdf

Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, **[5508 - D5]** are not part of the noise contour and are not eligible for sound insulation. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5509 - D1, D3]**

In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. **[5510 - I2]**

A true Environmental Impact Study has not been conducted. **[5511 - A2, A1]** A model of the current noise contour has been shifted to reflect proposed flight patterns and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5512 - I]**

The O'6Hare Modernization Plan (OMP) and OMP Fly Quiet were sold to residents based on 10L taking a majority of departures and 9R getting a majority of landings; an environmental impact study was completed based on those rotations; noise contours have been drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005 -- all of this is being dismissed even though it has already been approved. **[5513 - G1]**

Elmhurst is impacted by traffic, noise and pollution from two airports -- O'Hare and Midway -- which is not taken into consideration in any modeling or studies. **[5514 - C11, I]**
Representation in ONCC overwhelmingly favors parallel communities. Diagonal communities never had an equal voice in the IFQ proposal and vote, nor will those communities ever have an equal voice in future Fly Quiet. **[5515 - I1]**

Letter ID: 225359
Name: PIRR
Address: PIRR

The Interim Fly Quiet proposal is unjust and inequitable. This proposal unfairly channels air traffic noise and pollution over Elmhurst residents **[5516 - D2]** and disregards health and safety concerns affecting Elmhurst residents and other communities affected by the diagonal runways. **[5517 - A2, A1, D7]** This plan does not give Elmhurst residents a voice **[5518 - A1]** and disregards the opposition to the IFQ Test 3 study upon which this proposal is based. **[5519 - D15]** This proposal should be revised to more evenly distribute nightime air traffic throughout the surrounding Chicagoland communities, to limit the amount of nightime traffic allowed from O'Hare and to minimize the noise and pollution from O'Hare. **[5520 - A2, D2, D4]** Nightime curfews should be imposed to prohibit ALL air traffic between the hours of 10pm and 6am and to require ALL airplanes to reduce noise and airplane emissions. **[5521 - C9]**

Please consider the health and safety of Elmhurst residents and revise the proposed Fly Quiet proposal. **[5522 - D9, D7, A1]**

Letter ID: 225355
Name: PIRR
Address: PIRR

I have lived in my house for 24 years. For almost 20 years, I slept without being woken up overnight or early in the morning and had no issues trying to fall asleep at night. For the past 4 to 5 years, we've had noise late at night, overnight and early in the morning affecting our sleep. **[5523 - D9, D2, D13, D7]** We also have to close windows and screen doors at night to hear the TV. **[5524 - D11]** We've smelled jet fuel in our back yard. **[5525 - E1, E7]** This happens so frequently now and it was never an issue before. We were not the only overnight runway for almost 20 years. Now we are. **[5526 - D13]** This is not fair and interrupts our sleep which is important to be able to function at fully potential the next day at our full time jobs. **[5527 - D4, D7, D2]** Thank you

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Letter ID: 225262
Name: PIRR
Address: PIRR

Day and night noise will still be the problem. I expect more, and bigger planes will be using the airport. **[5528 - J, B]**

Letter ID: 225412
Name: PIRR
Address: PIRR

It is too noisy with additional nighttime flights in Glenview. I have lived here for 18 years and the number of loud flights on a Sunday evening especially are notable. **[5529 - D13, I3, D4]** They flight low right over my backyard **[5530 - C1, C8]**

Letter ID: 225401
Name: PIRR
Address: PIRR

I am opposed to the new Fly Quiet program parameters. There are other runways to share the overnight load at O'Hare. There are many east-west runways, but only 1 or 2 diagonal runways, so on weeks directed to the diagonals, we get far more than our share of the traffic. **[5531 - I6, D2, C6]** Also, the 22R 4L runway is shorter than the others, so presents a problem for the larger planes that then need to request a longer runway. **[5532 - D2, C10]**

Letter ID: 225402
Name: PIRR
Address: PIRR

Am concerned that the Interim Fly Quiet plan will have substantially more night flights over our area (Glenview) without the benefit of additional soundproofing that has been granted to many other areas (homes) over which the planes could fly. **[5533 - D3, D2]** Therefore I oppose the plan as currently proposed. **[5534 - I3, J]**

Letter ID: 225344
Name: PIRR
Address: PIRR

The proposed DHL levels and contour maps are theoretical calculations using Finite Element Analysis (a computed model). I was shocked to learn that the model was not calibrated to the real world. According to the representative at the public work shop in Elmhurst, the data of the existing DNL model has not been calibrated to real world results. **[5535 - A2, D6]**

The planes are very loud on take off! They should be diverted over industrial sections. **[5536 - C3]** I do track planes on tracker24, a lot of time the planes do not use the entire runway during takeoff. All planes should start at the very beginning of the runway. **[5537 - C8, C]** In addition, all planes should have a higher angle of attack to the maximum that the FAA allows. **[5538 - C4, C1, C8]** I believe that the Boeing 747 aircraft should be banned from O'hare International Airport, they are not as fuel efficient as modern aircraft. **[5539 - C7]**

In regards to the proposed interim fly quiet: What happens if planes are not able to land on the diagonal runways due to weather? What happens if a whole week goes by and they are still landing & departure on the east/west runways? Then do east/west landing & departures get a two week break? **[5540 - D2, D]**

Does this proposal fit with the new runway that is coming in 2020? I do not see any mention of this runway.

I believe this proposal was a waste of taxpayers money. Why would you have a study on the airport

noise, air pollution, and demographic that did not include the new runway in 2020? In addition, does this model work when the airport is finished in 2025? **[5541 -G, A2]**

I do not approve of the Proposed Interim Fly Quiet Program, I would like to keep the current Fly Quiet program. **[5542 - J, I]**

Letter ID: 225229
Name: PIRR
Address: PIRR

The FAA needs to stop Chicago from expanding O'Hare, unless the expansion puts the jet noise back to over the neighborhoods originally affected. **[5543 - D13, D4]** No amount of fly quiet plans will fix this issue.

Thousands of Chicago home owners who bought their homes when there was no air craft noise and no plans for new runways, have now had their lives ruined and their home equity trashed with major amounts of aircraft noise. **[5544 - D13, G]** These people did their research and found quiet neighborhoods, saved their money, and bought a home, only to have Chicago make it impossible to have a conversation in their yard due to jet noise, and are now raising kids in the exhaust fumes of jets. This is unacceptable.

We NEED the FAA to weigh in, as Chicago's mayor who controls this process, will not listen to the residents in the neighborhoods affected. **[5545 - I, A1]**

Letter ID: 225277
Name: PIRR
Address: PIRR

Agree with proposed fly quiet plan **[5546 - F]**

Letter ID: 225301
Name: PIRR
Address: PIRR

The Fly Quiet Rotation was a start in relieving certain communities from all the noise due to the new runways and flight pattern changes. **[5547 - J]** However, there must be a curfew overnight to stop the extremely noisy aircraft interrupting the sleep of everyone caught under the flight paths. **[5548 - C9]**

Being awakened at 11 PM, 2 AM, 4 AM or 5 AM is dangerous for the health of people because of the interrupted sleep. **[5549 - D7]** Diagonal runways should be maintained to direct flights over unincorporated areas leading into O'Hare. **[5550 - C5]**

Letter ID: 225376
Name: PIRR
Address: PIRR

Changes need to be made to the air traffic patterns over the northside of Chicago. Air traffic is constant, every few minutes, providing disruptions to everyday life. Changes should be made so more airplanes do not cause so much noise over the city and should be routed to the west side of the airport which is less populated. **[5551 - A2, D4, D13]**

Letter ID: 225287
Name: PIRR
Address: PIRR

This change is affecting me in a very bad way. It is increasing the noise at my house. I want to protest against this change. The noise level is bad as it is, and this change will make it worse. **[5552 - I3, D4, G]** I am also concerned about air pollution. **[5553 - E4]** There should be a break on our property taxes because of this. **[5554 - D10]** Some people are moving because of this. They said that we would get new windows, but we didn't. We have the most noise, but they didn't do anything for us. **[5555 - D3]** In the summertime, we want to open our windows, but we can't. We have to run the air conditioning. **[5556 - D7, D9]** With this air pollution, how will we breathe? We are going to get rid of our garden of fruits and vegetables because of air pollution. **[5557 - E1, E5, E4]** I will have to spend more money to buy organic food.

Letter ID: 225218
Name: PIRR
Address: PIRR

Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, are not part of the noise contour and are not eligible for sound insulation. **[5558 - D6, D2, D4, D3]** Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5559 - D2]**

Letter ID: 225242
Name: PIRR
Address: PIRR

Complaint.... the city of Chicago has made near impossible to file a noise complaint when overly loud aircraft pass our house. **[5560 - I4]**

Letter ID: 225291
Name: PIRR
Address: PIRR

Due to the increase in runways changes in the flight patterns with subsequent noise increases, the property values will decrease in this area. This is compounded by an increase in real estate taxes. The end result is a net loss on home values and difficulty in resale of homes in this area. We are squeezed by loss of property values and increases in real estate taxes. **[5561 - D8, D10]** Despite this the state, city and county are all broke!!

Letter ID: 225329
Name: PIRR
Address: PIRR

Concerned about the increase in 4R, 4L, 22R, and 22L increases in traffic, pollution and noise. It seems like land use has not been considered in these factors of equity. Should residential uses receive more of these negative impacts than industrial land uses? Has this been taken into consideration? What is the process for studying these issues? Should population density be considered too? **[5562 - I3, D2, A2, C3]**

Letter ID: 225212
Name: PIRR
Address: PIRR

As a resident on the south side of Park Ridge, I have appreciated the rotation of flight paths over our neighborhood. **[5563 - F]** While I do find the summer months especially noisy and many times we are awakened at night with large aircraft flying over our home, the rotation is noticeable and I hope that it will continue in the future. **[5564 - F, I3]**

Letter ID: 225413
Name: PIRR
Address: PIRR

If it can be helped at all, please do not fly aircraft over our homes. There is an aircraft flying right over us as I'm writing this to you. Please find a different solution to this issue. **[5565 - I3, D4, C6]**

Letter ID: 225221
Name: PIRR
Address: PIRR

I would like to file a complaint about the interim Fly Quiet (IFQ) plan.

-- Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, are not part of the noise contour and are not eligible for sound insulation. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5566 - D5, D2, D3, I3]**

-- In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. **[5567 - I2, D13]**

-- Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data - including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic - was completely dismissed. **[5568 - D15]**

Letter ID: 225330
Name: PIRR
Address: PIRR

I am concerned with the increase in usage of both 4R/22L and 4L/22R. It appears that land use, specifically residential, should be given additional consideration. **[5569 - C3, A2, I3]**

Letter ID: 225415
Name: PIRR

Address: PIRR

I would not like more air traffic to fly over Glenview. **[5570 - J, I3]** The changes to the flying pattern have already brought really loud, disruptive and frequent planes over the community that wakes up residents at night. **[5571 - D7, D4]** The planes have been loud and really disturbing and increasing the number and frequency of flights over Glenview would be a terrible decision that disturbs the community even more than what has already been done. **[5572 - J, D4, I3]**

Letter ID: 225489
Name: PIRR
Address: PIRR

I have several concerns about the proposed Interim Fly Quiet plan, and I feel that the use of 4R 22L every other week in the rotation is not a fair or equitable distribution of nighttime airplane traffic noise. **[5573 - I6, J]**
In a 2015 meeting at Elmhurst City Hall, the FAA stated that our community would be impacted less and less by airplane noise and pollution, as the east/west flow of air traffic was considered the safest. **[5574 - I2]** On the ONCC website, the stated goal of the Fly Quiet Committee is"seeking to optimize safety, support efficiency and achieve nighttime noise reduction". The proposed IFQ will absolutely not achieve those goals, as it is based on phase IFQ Test 3. The ONCC assured residents and members that the test data would be considering in the final IFQ proposal, including online surveys and complaints that overwhelmingly opposed the use of Runway 4R22L for nighttime traffic. When the Ad Hoc Committee came up with three different plans to present to the commission, two of the three plans did not meet the CDA's requirement of consecutive community impacts, and the data from phase 3 was completely disregarded in the final decision. **[5575 - D15]**
In December 2017, the ONCC voted to approve the IFQ. I was in attendance at this meeting, and I was shocked by the performances from the committee members. It seemed to be a political stunt, pitting communities against one another. The commission refused to allow public comments to be heard before the vote, and as soon as the votes were in and the chairwoman made her comments for the television cameras, several commission members grabbed their jackets and left the meeting. Not surprisingly, a majority of the public comments opposed this plan. **[5576 - J]**
This decision will have a tremendous impact on my family and my community. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for relief. Newly impacted communities and neighborhoods do not have noise monitors, and they are not part of the noise contours, therefore, not eligible for sound insulation. **[5577 - I5]** Representation in the ONCC overwhelmingly favors parallel communities. Diagonal communities never had an equal voice in the IFQ proposal and vote, nor will those communities have an equal voice in future Fly Quiet. **[5578 - I1, I3]**
Also, a true Environmental Impact Study has not been conducted. **[5579 - A2]** A model of the current noise contour has been shifted to reflect proposed flight pattern and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5580 - K1]**

The OMP and OMP Fly Quiet were sold to residents based on 10L taking a majority of departures and 9R getting a majority of landings. An environmental impact study was completed based on those rotations, noise contours were drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005- all of this is being dismissed even though it had already been approved. **[5581 - G1]**
Additionally, Elmhurst is impacted by airplane traffic, noise and pollution from two airports, O'hare and Midway, which is not taken into consideration in any modeling or studies. **[5582 - C11]** When I attended the FAA workshop, it seemed to be a sales pitch for the IFQ. The representatives from the consulting firm were very eager to share their data, but when they discovered that our community would be impacted in weeks 2, 4, 6 and 8, their smiles faded. I heard several times that "this is a relatively short term plan". My address was entered into the computer model to show the DNL, and the gentleman was visibly shocked at the increase in noise, again trying to reassure me that his was a short term plan. **[5583 - A1]**
The ONCC is working to make this a permanent rotation, and I trust that the FAA will address these concerns and take action immediately to not approve this plan. **[5584 - I3]**
Thank you.

Letter ID: 225324
Name: PIRR
Address: PIRR

The changes made to the airport since 2013 have been unbearable, especially for Wood Dale. In West Flow, we have constant departures, day and night, that impact our ability to live and sleep in peace. In East Flow, we have constant arrivals, day and night. This proposal will increase noise over Wood Dale as the charts were explained to me. What about the day time? **[5585 - D4]** The city of Chicago should not be able to destroy our quality of life like this. I have lived next to this airport my entire life and I have not experienced anything like this before. **[5586 - D9]** People are selling their houses (at a loss) and getting out. **[5587 - D8]** I have constant arrivals over me during East Flow. I am unable to open my windows. **[5588 - D9]** I'm waiting for the constant cracking in my ceiling to destroy my property. **[5589 - D14]** I don't qualify for sound insulation? This is absolutely unbelievable. **[5590 - D3]** Finally, why do you have a public hearing where you send these consultants, who aren't even from Chicago, to take all the negative feedback from the public? Where are the people who make these decisions that are destroying our lives? Where is the CDA and FAA? If you make the decision, you need to face the public yourself. Not pay someone to do it for you. We need help in Wood Dale and we need is now- we have needed for the last 5-1/2 years. **[5591 - J]**

Letter ID: 225375
Name: PIRR
Address: PIRR

The use frequency of the diagonal runways, configurations I and L, are TOO HIGH.
It's completely unfair to have these configurations (I, L) in play every 2 weeks, compared to every 4 weeks for H, K, M, O.
A fairer distribution would be to have each configuration run every 3 weeks. **[5592 - D2]**
The airport is designed to flow traffic East and West; please stop trying to push all this night time volume onto the Diagonal runways. **[5593 - D4, D2]**

In addition, pilots should be required to maintain the quiet climb well beyond the 3,000 feet. If this was closer to 10,000 feet it would be much better for everyone and have virtually no impact on their "on time" arrival. **[5594 - C2, C8]**

Thank you for listening.

Letter ID: 225215
Name: PIRR
Address: PIRR

Interim Fly Quiet is based on IFQ Test 3. Although O'Hare Noise Compatibility Commission (ONCC) ensured residents and members that Test 3 data would be considered in the final IFQ proposal, the Test 3 data - including online surveys and complaints that overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic - was completely dismissed. **[5595 - D15]**

A JDA Aviation Technology Solutions report ("O'Hare Crosswind/Diagonal Runway Layout and Usage," page 10), states that although Runways 4L/22R and 4R/22L are often available, these runways are short (7500') and often not long enough for the wide body cargo traffic that is common overnight.
https://jdasoc.files.wordpress.com/2015/04/pm-edit-jda-crosswind-diagonal-runway-final.pdf **[5596 - C10]**

Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, are not part of the noise contour and are not eligible for sound insulation. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5597 - D2, D5, D3]**

In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. **[5598 - I2]**

A true Environmental Impact Study has not been conducted. **[5599 - A2]** A model of the current noise contour has been shifted to reflect proposed flight patterns and impacted communities, with no in-depth study of the impacts on densely populated and socio-economic challenged neighborhoods. **[5600 - K1]**

The O'Hare Modernization Plan (OMP) and OMP Fly Quiet were sold to residents based on 10L taking a

majority of departures and 9R getting a majority of landings; an environmental impact study was completed based on those rotations; noise contours have been drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005 -- all of this is being dismissed even though it has already been approved. **[5601 - G1]**

Elmhurst is impacted by traffic, noise and pollution from two airports -- O'Hare and Midway -- which is not taken into consideration in any modeling or studies. **[5602 - C11]**

Representation in ONCC overwhelmingly favors parallel communities. Diagonal communities never had an equal voice in the IFQ proposal and vote, nor will those communities ever have an equal voice in future Fly Quiet. **[5603 - I1]**

Letter ID: 225431
Name: PIRR
Address: PIRR

Planes making noise lately over my house specially in nights. **[5604 - J, I3]** ..

Letter ID: 225204
Name: PIRR
Address: PIRR

With the recent changes in O'Hare airport in recent years, the traffic over my home has increased considerably.
There are periods of times when planes fly extremely low over my house at 4:30 am, sometimes every 2 minutes. **[5605 - D4, J]**
I was, for some time, completing the online noise complaint form, daily, multiple times, though the site stopped working easily. Please do not assume that a reduction in complaints on my end evidences my acceptance of the excessive, and life disrupting noise you have created for me and the other residents of Chicago. **[5606 - I4]**
Please equitably distribute sound pollution. **[5607 - D4, C6, J, C7]**

Sincerely...

Letter ID: 225377
Name: PIRR

Address: PIRR

The noise is horrific, It can be at any hour. The newest runway has been the worst. The irritating sound when a plane passes over or nearby has almost tripled. **[5608 - D13]** The engines are roaring at 2 and 3am!! **[5609 - B]** Very unsettling and disturbing. It is starting to sound like the neighborhoods near Midway airport on the south side. All the promises and lies of the politicians make it even worse, as they seem to believe that anything is justifiable if it gives them more money to pass through their hands to their business interests. Like Chicago doesn't already have the worst reputation for corruption in the country already? Keep up the good work democratic political members. **[5610 - J]**

Letter ID: 225237
Name: PIRR
Address: PIRR

To whom it ma concern:

Thank you for taking the time to review this comment. I believe that Chicago needs to update and expand its airport to stay competitive and accommodate newer larger aircraft. **[5611 - J]**

That being said the amount of air traffic that is routed over residential areas at extremely low levels at what appears to be high speed at intervals of sometimes less than :90 seconds is excessive. **[5612 - C1, D4, C8]**

I believe their was an MIT study that used Logan airport as an example to indicate that if the planes were spaced out slightly and brought in a bit slower the amount of ground noise and vibrations would be drastically limited in comparison to the number of flights that could be accommodated. **[5613 - D]**

With regards to night time activity, I believe that a curfew is the appropriate position. **[5614 - C9]** Large international and cargo flights flying in after midnight are not uncommon and severely impact the quality of life. **[5615 - D9]**

When considering the future of airplane activity at O'hare please consider the residents, taxpayers and local people and not just the interests of the airlines and municipalities. **[5616 - D13, G]**

Thank you

Letter ID: 225268
Name: PIRR

Address: PIRR

I'm disappointed in just moved into my new home and always see a line of lights in the sky that is perpetual of airplanes, I think departing. For me, I go to sleep very early due to my job and can't fall asleep on some nights since all I hear are the planes overhead. it seems like usually after 11 pm it does get quiet, however, I get up 5 hours later, I'm tired the next day. **[5617 - D9, D7]** If I had known about living under a flight path I wouldn't have moved to the area. :(

Letter ID: 225361
Name: PIRR
Address: PIRR

The O'Hare Modernization Plan (OMP) and OMP Fly Quiet were sold to residents based on 10L taking a majority of departures and 9R getting a majority of landings; an environmental impact study was completed based on those rotations; noise contours have been drawn and sound insulation has been installed based on this plan. Thirteen years of modeling, four public meetings, countless hours and manpower, studies and approval in 2005 -- all of this is being dismissed even though it has already been approved. **[5618 - A1, G1]**

Letter ID: 225266
Name: PIRR
Address: PIRR

The existing noise as a result of O'hare needs to be addressed for our area. The studies only reflect a slight decrease as compared to the existing noise level. Why does this area not qualify for the benefits of the noise reduction program for the areas surrounding O'hare? **[5619 - D3]**

Letter ID: 225360
Name: PIRR
Address: PIRR

This plan disproportionately brutalizes the north side of Park Ridge with noise. I am very against this. **[5620 - D2, I3]**

Letter ID: 225319
Name: PIRR
Address: PIRR

Original Fly Quiet has been modeled, studied, approved and promoted as THE plan. Homes have been noise insulated based on this plan. Now you are diverting traffic over homes that do not have and are not eligible for sound insulation. **[5621 - G1]** Also, you have simply moved the noise contour over this new plan and are guessing at the noise impacts. **[5622 - A2, D6]** Stick with the original plan. **[5623 - I3, J]**

Letter ID: 225439
Name: PIRR
Address: PIRR

I am very opposed to the new flight patters over Glenview and the fly quiet program. **[5624 - J]** It is not quiet over my home. Flights are waking me up and shaking pictures off of the wall. **[5625 - D14, D7]**

Below are the comments from the Vlg of Glenview.

The Village is concerned about the drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5626 - G1]**
There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5627 - I5]**
There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5628 - C10]**
There are additional rotation patterns to allow the north and south runways to run independently; these should be incorporated into the interim Fly Quiet program. **[5629 - D15]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5630 - A2]**
The Village endorses change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5631 - C9]**

Letter ID: 225244
Name: PIRR

Address: PIRR

It seems like a good plan as far as noise **[5632 - F]** The areas east and west of the airport look like they would be seeing the most increase in noise. In a time when climate change is very apparent I would like to see green house gasses decreased and not increased. **[5633 - E6, E1]**

Letter ID: 225320
Name: PIRR
Address: PIRR

I am for the interim FLY QUIET PROGRAM. **[5634 - F]**

Letter ID: 225288
Name: PIRR
Address: PIRR

I protest this change. Currently, the noise pollution level is very high where I live and the proposed change is making it even worse for our area. **[5635 - J]** It is impossible to sleep at night or spend any time outside during the day. **[5636 - D9, D7]** I'm also concerned about air pollution. **[5637 - E1, E5, E4]** It would help to get sound proof windows to block the noise. **[5638 - D3]**

Letter ID: 225427
Name: PIRR
Address: PIRR

I would like to go on record to express my concerns and oppose the Proposed Interim Fly Quiet Program **[5639 - J]** for the following reasons:

The flight patterns over Glenview would create drastic percentage increase of airline flights over Glenview in the proposed interim Fly Quiet program compared to the O'Hare Modernization Plan. The interim Fly Quiet plan significantly impacts the Village, particularly during nighttime hours. **[5640 - G1]**
There is minimal soundproofing completed on home, schools and other buildings in the northwest quadrant outside of O'Hare. There is significant soundproofing completed on buildings to the east and west of O'Hare and these areas should be utilized for the interim Fly Quiet program. **[5641 - I5]**
There is a safety concern with limiting pilots to a two-hour window to request a longer runway as part of the interim Fly Quiet program procedures. **[5642 - C10]**
There are additional rotation patterns to allow the north and south runways to run independently; these

should be incorporated into the interim Fly Quiet program. **[5643 - D15]**
An Environmental Impact Study (EIS) was not completed as part of the draft interim Fly Quiet program plan and should be completed to review all impacts as compared to the O'Hare Modernization Program. **[5644 - A2]**
I support change to federal law to allow reasonable flight curfews during nighttime hours (midnight to 5 a.m.). **[5645 - C9]**

Thank you for you're consideration.
[name redacted]

Letter ID: 225216
Name: PIRR
Address: PIRR

Newly impacted communities and neighborhoods impacted by IFQ do not have a noise monitors, are not part of the noise contour and are not eligible for sound insulation. Shifting nighttime traffic patterns creates a burden on residents with no opportunity for noise relief. **[5646 - D3, D5, D2]**

-- In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. IFQ (and possibly Future Fly Quiet) will increase traffic, noise and pollution over Elmhurst. **[5647 - I2]**

Letter ID: 225442
Name: PIRR
Address: PIRR

I strongly oppose any additional night (or day) flights over the north west suburbs of Chicago, including the town of Glenview. **[5648 - J]** There is already notable airplane noise that is often surprisingly loud. While I feel quite far from Ohare, I could often swear that I am hearing planes taking off with the loud surging jet noises. **[5649 - J]** There is a big concern for the additional noise to keep households awake and be a large distraction. **[5650 - D7, D9]** Please maintain the east- west routes as it is my understanding that those homes are more heavily insulated for air traffic while Glenview is not. **[5651 - D4, I5, I3]**
Many thanks for your understanding and cooperation.
Best, [name redacted]

Letter ID: 225250
Name: PIRR

Address: PIRR

Presentation very complete. An incredible amount of information to absorb. Seems as if a lot of thought has been put into this for the short period of time this proposal covers. **[5652 - F]**
Concern is that after construction of the additional runway all of this research has to be re-evaluated and a new proposal put forth. **[5653 - G]**

The "Google Earth" presentation - very useful and appreciated. **[5654 - J]**

Letter ID: 225414
Name: PIRR
Address: PIRR

I oppose the O'Hare interim Fly Quiet program as it causes increased disturbance, especially as my residence was not built with soundproofing. **[5655 - D3, I3]**

Regards,[name redacted]

Letter ID: 225434
Name: PIRR
Address: PIRR

PLEASE do anything and everything possible to limit airplane noise, and to spread it so that it doesn't feel like we live under an airstrip. **[5656 - I3, D4]** Although we live a good distance from O'Hare, planes frequently fly over our house at extremely low altitudes - sometimes at least a plane per minute, for HOURS and DAYS, **[5657 - C1, D4]** to the point that it's difficult to have conversations outside or with windows open, and the near-constant noise induces stress and makes it extremely difficult to sleep. **[5658 - D7, D9]** The noise extends late into the night and starts again before 4 a.m. **[5659 - D4]** Our property taxes are outrageous, and adding this noise to property taxes that have more than doubled in 10 years if offensive and unacceptable **[5660 - D10]** - the flights reduce the values of our homes and prevent us from enjoying our homes. **[5661 - D8]** The hours and frequency of flights should be limited AND spread out over a larger geographic area to reduce the overall number of flights passing over certain neighborhoods. **[5662 - C6, D4]**

In addition, everything possible should be done to make airplanes climb as quickly as possible, **[5663 - C8, C2]** AND to require use devices that are available to put on planes that limit noise. Although making planes less noisy would add a one time expense, it would save tens of thousands of people from hearing noise that can be eliminated or reduced - even in the near future. Obviously, reducing plane noise

through available technology will reduce noise for far more people over time. **[5664 - D, D3]** Also, planes don't need to fly as low as they do for so long before landing. **[5665 - C2, C1]** Addressing all of these issues would help reduce noise, but in the short term - addressing hours and spreading the flights would help. **[5666 - I3, D4]**

Letter ID: 225410
Name: PIRR
Address: PIRR

I vehemently oppose the change to allow more air traffic in the overnight hours over Glenview and Northfield, Illinois. **[5667 - D4, J, I3]** Our family is full of light sleepers and we already wake as a result of many large aircraft passing overhead. **[5668 - D7]** We pay extremely high costs to live in this neighborhood, (home prices and taxes) sacrificing other aspects of our lifestyle to have less noise pollution. **[5669 - D10, D8, D9]** We are not equipped for these changes (noise proofing etc). **[5670 - D3]** And no environmental impact study has been completed. Please truly consider how you effect people's lives with these changes. **[5671 - A2, G]**

Letter ID: 225310
Name: PIRR
Address: PIRR

The aircraft leaving ord and banking left as well as arriving from the NE had greatly increased over my area. **[5672 - C12]** Especially cargo jets at night and even passenger planes have been as low as 3,000 feet yet my neighborhood is not eligible for sound proofing. **[5673 - C1, D4, D3]** I worry about the increased traffic with the new flynight program and how this will increase. **[5674 - D2, I3]**

Letter ID: 225202
Name: PIRR
Address: PIRR

Hello, I moved to Jefferson Park 25 years ago to escape the noise of Edgewater. We lived near a fire station, and our alley backed up to Devon Avenue. Before we made an offer on our current home, we drove up to the house on multiple occasions and sat in the car and just listened. We listened because we wanted to move to a quiet neighborhood. We drove up on Saturday nights, the middle of the week, and various other times. It was so quiet it was like a graveyard, and we made an offer on our house and it was accepted. Over the years, I worked hard on a garden for my family to enjoy. I have a beautiful deck and used to sit out there enjoying my tea and listening to the birds on the weekends. Now, I can rarely enjoy

the yard, or the deck. I can barely enjoy lying in my bed in the morning waiting for the sun to rise, as I am woken up some mornings by the sound of airplanes flying over head. **[5675 - D7, D9, D13]** My home price seems to be dropping on Zillow. **[5676 - D8]** I feel cheated and bamboozled by the City of Chicago and the FAA. **[5677 - A1, J]** I have no faith that public comments will do any good. **[5678 - A1]** Please don't tell me "You live by the airport". When I moved here 25 years ago, airport noise was a concern, and we specifically listened for it on the multiple occasions we visited the area (for hours at a time) before we made the offer on our home. **[5679 - D13, D4]** Your noise abatement just makes it seem like you've done something. But it's still super noisy. **[5680 - D4, J]** So I guess it's gone from horrible to bad? Someday, I hope to move to a quieter neighborhood.

Letter ID: 225337
Name: PIRR
Address: PIRR

I have been very pleased with the operation of O'Hare and the consideration given to addressing noise in surrounding communities. The Proposed Interim Fly Quiet rotation represents a proactive approach to assessing the effects of noise and is much appreciated. **[5681 - F]**

Letter ID: 225350
Name: PIRR
Address: PIRR

The plane noise is bothering us especially during spring, summer and autumn when we open our windows. **[5682 - J]** We do noticed that the plane is flying too low as the WiFi signal always drop when a plane flew by. **[5683 - C1, D11]**

Letter ID: 225352
Name: PIRR
Address: PIRR

The proposed fly quiet program and use of runway 22R has severely hurt my family's quality of life. **[5684 - D9]** My family and myself are unable to sleep and woke up tired every morning of the rotation. **[5685 - D9, D7]** I am hoping that this runway does not get used in regular rotation or we will be forced to move out of the community. **[5686 - D2]** There was also a yellow residue that was in our backyard on mornings during the rotation from the planes. **[5687 - E2]** One of my neighbors has heard that is cancerous and is obviously something we are concerned about as well. **[5688 - E1, E5]**

Letter ID: 225349
Name: PIRR
Address: PIRR

The fly quiet program made trying to sleep unbearable. **[5689 - D9]** The proposed change would utilize that runway even more. **[5690 - D2]** My self and my husband could not sleep with the airplane noise and either could our children. **[5691 - D9]** The planes are so loud and fly so low it shakes the house. **[5692 - C1]** There was also a yellow dust all over our yard and patio furniture during nights when the runway was used. **[5693 - E2, E1]**

Letter ID: 225425
Name: PIRR
Address: PIRR

I am opposed to the increased air traffic over Glenview. This will be disturbing over such a large residential area. **[5694 - J]**

Letter ID: 225274
Name: PIRR
Address: PIRR

* Continue to pass legislation to improve aircraft manufacturing to reduce noise caused by jet engines **[5695 - D9]**
* Pass legislation to compel airlines to pay for additional sound abatement in surrounding communities **[5696 - I]**
* The sound abatement program should be expanded to larger geographical areas - the airport continues to expand without expanding the geographical area of sound abatement for residents - not right and a very greedy unfair practice. Have the airlines pay for more sound abatement not the taxpayers. **[5697 - D3]**
* My house shakes with take off noise - my house needs sound abatement and I am not in the zone - what about damage to my house? **[5698 - D14]**
* Limit the amount of in bound and out bound flights - cap it **[5699 - C9]**
* The new terminal 3 expansion will bring in more flights with more noise and more traffic - what about this? How will this proposal be affected by the continued growth of in bound and out bound air craft traffic caused by the future terminal 3 expansion? **[5700 - I]**
* Limit the amount of large international aircraft from oversea flights **[5701 - C9]**

* The white snow in my backyard has a black coating from airplane exhaust - reduce the expulsion of burned off exhaust jet fuel **[5702 - E2, E1]**

Letter ID: 225258
Name: PIRR
Address: PIRR

It was disheartening to be told by a rep. of CDA that there is very little that can be done to improve day time noise in the future. I understand that today's workshop focused on the nighttime interim Fly Quiet program but the effects or changes that may come as a result of this will influence daytime flight noise. **[5703 - J]** ONCC is focused on nighttime but when the question of the left bank noise came up the ONCC response was that they had not anticipated that. Nothing about trying to improve or work on dispursement possibilities was discussed. **[5704 - C12]**

My fear is that changes in nighttime flying will be made that will permanently affect what can be done about lessening daytime noise. And we will be told that it is too late to do anything. **[5705 - D2, I3]**

Letter ID: 225295
Name: PIRR
Address: PIRR

Jets are flying directly overhead my house. Why don't the jets fly over Lawrence Ave, which is several feet away. Why are jets flying directly over my house and adjacent houses when Lawrence Ave is close? **[5706 - C6, D4]** The Jets are low and the frequency of operation have compromised my ability to enjoy my house. **[5707 - C1, C8]** The noise level is horrible. The vibration from the jets cause my lighting fixtures to rattle. **[5708 - D14]** Please consider flying over Lawrence and utilizing more of the north runways instead of 10C/28C. There are four runways to the south. **[5709 - D4, I3]** There must be relief for homeowners and improved planning to disperse the noise and discomfort cause by jets flying overhead. **[5710 - G, I3]** Thank you.

Letter ID: 225290
Name: PIRR
Address: PIRR

The presentation was thorough. **[5711 - J]** However, there was no one there to discuss with concerned homeowners what, if anything, is going to be done about noise abatement. Since the new runway opened in 2013, Norridge has had a huge increase in airport traffic and noise, yet we have not qualified for noise

abatement. Please consider additional funding for noise abatement in the Norridge area. **[5712 - D3]** In addition to the noise, we also get a lot of pollution; my windows are dirtier and the dust that filters through air has increased dramatically. **[5713 - E4, E2, E5, E1]**
The interactive map used in the presentation did not have our address correctly shown. We live in Norridge; yet the map showed our address as living in Schiller Park. **[5714 - J]**

Letter ID: 225392
Name: PIRR
Address: PIRR

The noise caused by the new traffic pattern is truly brutal. With the new runways and schedules, I am consistently startled awake either in the late night or very early morning hours **[5715 - D2, D13, D4]** - often the noise so loud and overbearing that it makes my home shake **[5716 - D14]** and sounds like the aircraft is coming straight for my home. The noise is terrible and extremely disruptive.

Letter ID: 225315
Name: PIRR
Address: PIRR

The air traffic is unbearable after9pm. Unfortunately my television is at full volume amd I still miss the news. **[5717 - D11]** When I moved to this area the air traffic was not here because if it were, I would have moved elsewhere. **[5718 - D4, D13]** Sitting on the balcony on a summer evening is no longer so quiet. **[5719 - D9]** Currently considering getting out of Chicago due to this problem.

Letter ID: 225335
Name: PIRR
Address: PIRR

My runway of interest is 4R-22L.
1. I would prefer the existing fly quiet better than the proposed fly quiet. **[5720 - F]**
2. I would like the departures to take a 180 degree heading or bend even more (160 degree heading SE). **[5721 - C]**
3. I would like fewer arrivals on 4R. **[5722 - D4, I3]**

Letter ID: 225334
Name: PIRR

Address: PIRR

I attended the FAA-sponsored Open House on Tuesday February 5th at the White Eagle in Niles. Prior to attending I had read the Executive Summary of the 'Draft Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan' (January 2019). BOTTOM LINE, where I live in Niles, I am more interested in the departures and in looking at the Exhibit 1-8 on page 1-27, it does not appear that there will be significant changes in departing flight paths from current departure patterns (Exhibit 1-6 on page 1-23) during the night time hours that would impact Niles.

I assume my assessment is correct **[5723 - D, D6, D2]** and on Tuesday I focused more of my attention and discussions with CDA and FAA leadership on 1) significantly mitigating the 'Left Bank' noise issue on daytime departures that we are now getting with a vengeance over Niles: **[5724 - C12]** 2) revising sooner than later the outdated 65 DNL metric for 'loudness' that really doesn't capture loud daytime noise levels as those get averaged out (Below 65) by the quieter night time noise levels **[5725 - D1]** ; and 3) the need for the ONCC, FDA, and Great Lake Region FAA leadership to keep and further develop a robust communication/dialogue to find 'common ground' and resolve 1) and 2) above. **[5726 - I3, A1]**

Letter ID: 225395
Name: PIRR
Address: PIRR

I support the Draft Re-Evaluation for the Proposed Interim Fly Quiet plan. I live in the Sauganash neighborhood in Chicago. My home is directly under the flight path for O'Hare's Runway 10C. This runway is long and new (opened in 2013) and thus it is used heavily. I see and hear airplanes flying over my home almost constantly. The planes often wake me up at night, and they often make it impossible for me to have telephone and in-person conversations in my yard. I believe that at present the home owners under the Runway 10C flight path shoulder too much of the noise burden. I am in favor of the draft re-evaluation because it seems fair to me that O'Hare airplane noise be shared more equitably among all communities surrounding the airport. Thanks you for soliciting public comments on this plan. **[5727 - F]**

Letter ID: 225440
Name: PIRR
Address: PIRR

Attended your workshop in River Grove workshop. Every station was very prepared. **[5728 - J]** Unfortunately charts are not reality, we look out our front window now and can see a dozen aircrafts preparing for a landing. We have the misfortune of living in a zone that will be seeing a double digit increase on the new proposed rotation. Although the charts show that the increase in noise and pollutants

will still will be "within the acceptable range" the reality is very different. If we are now seeing a dozen planes, which already feels like an invasion, with the new proposed rerouting we will be seeing a true inundation and infringement of what should be a true quiet time. **[5729 - A2]**

We are surrounded by forest preserves, highways and major thoroughfares and wonder why the airlines are not asked to use those routes. **[5730 - C3]** The airlines have reported increase in revenues and it begs me to wonder, why they are not being asked to bear a portion of the cost by rerouting flights via these uninhabited areas, instead of longer taxi times. **[5731 - D4]**

Letter ID: 225246
Name: PIRR
Address: PIRR

Finally a place to AIR my Grievance and ask a question.

I have lived in West Chicago Il. for 25+ years. The noise from the airplanes that fly over our house has been increasing over the past few years and is Extremly bothersome. **[5732 - D4, D13, G]**
I understand we are not the only town affected by this, but I cant seem to get any answers as to why a slight adjustment to the pattern & increase in Elevation of the planes might solve this. **[5733 - C8, C1, C2, C3]** There HAS to be an area that does not have a concentration of residence to fly over. Or Fly higher! to dampen the noise. **[5734 - C6]** Emails to officials (West Chicago mayor as well as Chicago Mayor) and Representatives (Roskam) have gone unanswered. **[5735 - J]** Although I did get a reply from Rep.Roskam in regards to my interest in the Great Lakes initiative, Absolutly nothing to do with my concern.

AND all the email accounts are FULL to all the OHare Noise commisioners as well , not accepting any new emails. It's been Very frustrting to try to get answers. **[5736 - I]** I live by DuPage Airport as well as Rt 59. And accepted these noise levels when I purchased my home. I did not think that O'Hare would become my next door neighbor from 30 miles away.

There should be some relief if this is not going away.., such as home noise abatement, or a reduction in property tax. **[5737 - I3, D10, D3]**

Letter ID: 225318
Name: PIRR
Address: PIRR

would like to know if sound proofing. is planned in Elmhurst **[5738 - D3]**

Letter ID: 225286
Name: PIRR
Address: PIRR

The noise levels in our area are already too high, the proposal would increase this traffic by over 3%. It is impossible to hold a conversation outside in the evening without interruption every 5-10 minutes. This proposal will make that significantly worse. **[5739 - D9]** This is decreasing the value of our home and increasing the amount of pollutants. **[5740 - D8, E4]** There are already too many chemicals and pollutants in the air, lowering the air quality. The pollution will impact home gardens, because the vegetables will likely not grow or be dangerous to eat. **[5741 - E1, E5, E8, E4]**
Specifically regarding noise, how is it that the acceptable noise level at night is still 65 dB. In Europe the acceptable level is 50, which is a significant difference. **[5742 - A2, D9]** There is no need to expand the airport, increase traffic and negatively impact the community in this way. **[5743 - D4]** There has also been no discussion of how to mitigate or pay for the damages caused to the community. **[5744 - D3]** I think that if our air pollution and noise pollution is going to increase, there needs to be some sort allowance or payment to the community in the form of lower taxes. **[5745 - D10]** If the airport wants to do this, they should just buy out (at fair value) our homes. **[5746 - D3]** This study, and every single representative here has attempted to spin everything towards the benefit of the airport while whitewashing the impact to the community. At every turn there was someone trying to convince me that this right and push incomplete data. **[5747 - A2]** There have been no studies on the impact of the air pollution on the residential areas, just the airport. They claim to extrapolate the data, but that's not enough to acknowledge the actual impacts. **[5748 - E4, E1]**

Letter ID: 225271
Name: PIRR
Address: PIRR

Hello,

Please stop flying O'Hare jets and propeller planes over my house.
I live in Elmhurst, at the corner of Grace Avenue and Elm Park Avenue, just east of York High School.
The jets flying over my house are typically loud. **[5749 - D4, G, I3, D13]**
They disturb my quality of life and my sleep. **[5750 - D7, D9]**

Below are additional comments that I completely agree with:

-- IFQ Test 3 online surveys and complaints overwhelmingly opposed the use of Runway 4R/22L for nighttime traffic. **[5751 - D15]**

-- A JDA report states that Runways 4L/22R and 4R/22L are short (7500') and often not long enough for

the wide body cargo traffic that is common overnight. https://jdasoc.files.wordpress.com/2015/04/pm-edit-jda-crosswind-diagonal-runway-final.pdf **[5752 - C10]**

-- Elmhurst does not have a noise monitor, is not part of the noise contour and residents are not eligible for sound insulation. However, we SHOULD have a noise monitor and be eligible for sound insulation. **[5753 - D3, D5]**

-- In a 2015 meeting at Elmhurst City Hall, FAA stated that Elmhurst would be impacted less and less by air traffic. This is NOT the case. More air traffic is coming over now. **[5754 - I2]**

-- The O'Hare Modernization Fly Quiet Plan was already approved, an environmental impact study was completed, noise contours have been drawn and sound insulation has been installed based on this plan. FAA needs to implement the plan that has been studied and approved. **[5755 - G, G1]**

-- Elmhurst is impacted by traffic, noise and pollution from two airports. We do not need or want additional traffic. **[5756 - C11]**

-- Diagonal communities have never and will never have an equal voice in these decisions because parallel communities outnumber diagonal communities. **[5757 - I1]**

Thank you for your efforts in mitigating jet noise for Elmhurst, IL 60126.

[name redacted]

Letter ID: 225351
Name: PIRR
Address: PIRR

If you use the diagonal runway over my house at night, **[5758 - D4, D2]** I am going to the news with my lawyer! I would be concerned O'Hare bey my whole block has a house with cancer, including myself! And the yellow powder that is emitted from the airplane on my outdoor furniture will continue to be shown **[5759 - E2, E1]** ! It will not be pretty but here we go!

Letter ID: 225449
Name: PIRR
Address: PIRR

The noise above my house is terrible sometimes I go out just to get away from the noise **[5760 - I3, J]**

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I.4 COMMON RESPONSES

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TABLE I-4
LIST OF COMMON RESPONSES

Issue	Response
A - Environmental Impact Statement and Re-Evaluation	See subcategories for responses, and also see list of Commenters for custom responses, where applicable.
A1 – Public input during the Environmental Impact Statement and/or the Re-Evaluation	An extensive amount of public outreach has been conducted, beginning with FAA's preparation of the Environmental Impact Statement (EIS), the 2015 Re-Evaluation, and this Interim Fly Quiet Re-Evaluation. Public outreach during preparation of the EIS and the Re-Evaluations was conducted in compliance with FAA Orders 1050.1 and 5050.4, which specify compliance with the National Environmental Policy Act. Appendix T of the EIS identifies numerous methods of public outreach that were conducted, including: • Scoping meetings: Forty-nine people attended the meeting on August 21, 2002, in Des Plaines and 268 people attended the meeting on August 22, 2002, in Elk Grove Village. • Mayor's briefings: An informational meeting was held on August 29, 2002, specifically for the Mayors of municipalities surrounding O'Hare. • Briefings of the O'Hare Noise Compatibility Commission (ONCC): FAA briefings on the development of the EIS for the O'Hare Modernization Program (OMP) took place at ONCC meetings on February 7, 2003, June 4, 2004, January 25, 2005, and June 3, 2005. • In March 2003, FAA conducted a public meeting introducing the preliminary purpose and need statement for the EIS. The session was held at the Sheraton Four Points Hotel in Schiller Park, Illinois, on March 29, 2003. • In October 2003, FAA conducted a working session with invited members of local government to discuss the alternatives for consideration during the New EIS process at the Fountain Blue Banquet Hall in Des Plaines, Illinois, on October 17, 2003. • Public Hearings: Public hearings were held to receive comments on the Draft EIS on February 22 (Avalon Banquets, Elk Grove Village), February 23 (Waterford Conference Center, Elmhurst), and February 24, 2005 (White Eagle Banquets, Niles), more than 30 days after the Draft EIS was released for review. Approximately 1,500 people attended the three events and approximately 300 people provided testimony over the course of the three hearings. In 2015, a Re-Evaluation was conducted to consider the effects of changes in the construction timing of elements of the OMP. The Re-Evaluation was released on July 27, 2015 and the document made available on the internet and at 73 libraries in Chicago and suburbs surrounding O'Hare. As part of that Re-Evaluation, four public workshops were conducted: • August 10, 2015, from 1:00 p.m. to 9:00 p.m. at White Eagle Banquets in Niles • August 11, 2015, from 1:00 p.m. to 9:00 p.m. at Taft High School in Chicago • August 12, 2015, from 1:00 p.m. to 9:00 p.m. at Monty's Elegant Banquets in Bensenville • August 13, 2015, from 1:00 p.m. to 9:00 p.m. at Belvedere Events and Banquets in Elk Grove Village Chapter 4 (Public Outreach) of the 2015 Re-Evaluation documents the public outreach conducted for that document.

Issue	Response
	Notices of these meetings were published in the Federal Register, the Chicago Tribune, Chicago Sun-Times, and other local newspapers available in the relevant neighborhoods. Sites were selected that had sufficient space to accommodate more than 1,000 people and serve residents in all quadrants around the airport. Information on the EIS and 2015 Re-Evaluation can be found at http://www.faa.gov/airports/airport_development/omp/ FAA released information for the Interim Fly Quiet Re-Evaluation on December 4, 2018 on its website at: http://www.faa.gov/airports/airport_development/omp/ifq_re_eval FAA announced public workshop dates, times, and locations and published public notices in the Federal Register, Chicago Tribune, Chicago Sun-Times, Daily Herald, Journal and Topics, La Raza, and Reflejos on or about January 3, 2019. Section 2.3, Chapter 4, and Appendix H of this Re-Evaluation describe outreach activities. FAA made the Draft Re-Evaluation available on its website on January 14, 2019 and provided copies to 83 public libraries in Chicago and communities surrounding O'Hare. To provide the public with opportunities to comment on the Draft Re-Evaluation via electronic and/or paper comment forms and court reporters, FAA hosted four public workshops in the following neighborhoods surrounding O'Hare on February 4, 2019 through February 7, 2019: Elk Grove Village, Niles, River Grove, and Elmhurst. The workshops were scheduled for 2:00 p.m. to 8:00 p.m. each day, but the February 4 event in Niles ended at 5:00 p.m. due to an ice storm warning from the National Weather Service. Approximately 280 people attended the four events. Comments could also be submitted by mail, fax, and email or online at: http://www.faa.gov/airports/airport_development/omp/ifq_re_eval The public comment period ended February 27, 2019. FAA responses to all comment submissions received during the comment period are included in Appendix I of this Final Re-Evaluation.
A2 - Environmental Impact Statement and the Re-Evaluation are flawed and demands for further study	The Environmental Impact Statement (EIS), 2015 Re-Evaluation, and the Interim Fly Quiet Re-Evaluation were prepared in accordance with all applicable regulations and FAA Orders. FAA Orders 1050.1 and 5050.4 implementing the National Environmental Policy Act (NEPA) were developed after extensive review and discussion with the President's Council on Environmental Quality (CEQ). The approach to NEPA evaluations relies on proven and industry-accepted methods. The EIS, the 2015 Re-Evaluation, and this Final Re-Evaluation include details for the categories of environmental analyses contained in them. In enacting NEPA, Congress recognized that nearly all Federal activities affect the environment in some way and mandated that before Federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment. Under NEPA, the CEQ works to balance environmental, economic, and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and the human environment. [42 U.S.C. §4331(a)]. As the owner and operator of O'Hare, the City of Chicago determines on a daily basis which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions. During preparation of the EIS and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), airlines, and FAA have examined ways to improve the Existing Fly Quiet to address noise concerns for a time period before Build Out of the O'Hare Modernization Program. The Proposed Interim Fly Quiet evolved from that process. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability. It is too early to speculate whether there would be a new Fly Quiet Program or what a new Fly Quiet Program would include on completion of the Build Out of the project. FAA will, however, consider suggestions for changes to the Fly Quiet Program developed by ONCC and requested of FAA by the CDA.

Issue	Response
	FAA has fulfilled its obligations under NEPA through this Re-Evaluation. Section 2.3 of the Re-Evaluation discusses FAA's consideration of its responsibilities under NEPA. Section 3.6 of the Draft and Final Re-Evaluation discuss FAA's final determination about the Re-Evaluation. A Supplemental EIS is not necessary.
A3 – Re-Evaluation Workshop logistics and document readability	Noted. Although the comment is marked noted, FAA may or may not agree with the comment. FAA selected workshop sites based on location (to serve residents in all quadrants around the airport), capacity (to handle approximately 1,000 people), free parking, Americans with Disability Act compliance, public transportation accessibility, and availability. The presentation boards displayed at the public workshops are included in Appendix H of this Final Re-Evaluation.
A4 – No improvement between the 2015 Re-Evaluation and the Interim Fly Quiet Re-Evaluation	During preparation of the Environmental Impact Statement and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), airlines, and FAA have examined ways to improve the Existing Fly Quiet to address noise concerns for a time period before Build Out of the O'Hare Modernization Program. The Proposed Interim Fly Quiet evolved from that process. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability.
B - Forecast	The forecast of activity at O'Hare during the Proposed Interim Fly Quiet period has been developed to provide an accurate projection of what could occur during the months of the runway rotation and the hours of the nighttime in which the proposed runway rotation could be in effect. The forecast takes into account the most recent developments in passenger airline activity, cargo airline activity, and general aviation activity observed in 2018 and planned for in 2019, including that O'Hare once again became the busiest U.S. airport by aircraft operations (flights). These developments include the specific airlines involved and aircraft types used to provide accurate input to environmental models. The increased level of nighttime flight activity by both cargo and passenger airlines in 2018 and 2019 has been incorporated into the forecast. The forecast assumes activity levels during the Proposed Interim Fly Quiet period from the most intense periods of activity during the year (summer for passenger airlines and winter for cargo airlines) in an effort to ensure that the level of activity projected is equal to or greater what would actually be observed during the Proposed Interim Fly Quiet period. Finally, additional flights were added to the forecast during the night and the Proposed Interim Fly Quiet period so that nighttime activity at O'Hare represented 10 percent of daily activity, the recent historical average at the airport. The forecast does not assume any reduction in activity levels during the Proposed Interim Fly Quiet period or movement of flights from the night to the day as no such limitations on nighttime activity are currently in place at O'Hare. The fleet mix forecast for operation during the Proposed Interim Fly Quiet period reflects what would likely be flown during that time of day, and may exclude certain aircraft (such as the A-380), as the airlines that operate or will operate those aircraft do not operate from O'Hare during the night. As such, the forecast includes flight activity during the night that is typical of what has occurred at O'Hare over the past year, adjusted for planned increases in activity during the Proposed Interim Fly Quiet period.
C – Airport / Airfield / Air Traffic Operations	See subcategories for responses, and also see list of Commenters for individual responses, where applicable.

Issue	Response
C1 – Low flying aircraft	Aircraft approaching to land may be at different altitudes depending on the number of parallel runways in use, weather conditions, and other factors. Once aircraft are cleared for final approach, the aircraft continue on their level flight segment until they intercept the glideslope using instrumentation to follow a 3-degree descent angle. Aircraft typically intercept the glideslope from 5-10 nautical miles from the landing runway; during triple simultaneous instrument approaches, however, the intercept may be up to 20 nautical miles from the landing runway. Each runway has a Final Approach Fix (FAF) altitude, which is the minimum altitude that the arriving aircraft can intercept the glideslope. The FAF altitudes for O'Hare's runways vary from 2,200 to 2,500 feet Above Ground Level due to different terrain elevations at the individual FAFs in the Chicago area. The glidepath angle is the descent profile that the aircraft flies while guided by the glideslope. According to FAA Order 8260.3D Terminal Instrument Procedures paragraph 2-6-3, the standard glidepath angle is 3.0 degrees. To illustrate the effect of increased angles of glideslope, the difference in aircraft altitudes between a 3.0-degree and 3.1-degree glidepath at two nautical miles from the runway threshold would be an increase of 21 feet. Displacing a landing threshold on a runway also increases an aircraft's altitude on approach. An aircraft would be 52 feet higher over the same spot on the ground for every 1,000 feet that a threshold is displaced when utilizing a 3-degree glideslope. The resulting reduction in safety due to shortening of the available runway landing distance outweighs the noise reduction gained by raising aircraft 52 feet over any specific point on the ground. Size differences between narrow-body aircraft, such as the Boeing 737 and regional jets, may be visually perceived to fly higher than larger aircraft, like Boeing 747s and Airbus A380s. Our visual perception is to associate small object images to appear far and associate large object images to appear close. All aircraft on final approach to land on an O'Hare runway are flying an approach descent profile according to a strict glidepath that ensures safe clearance to obstacles and maintains the aircraft in the proper airspace. In September 2008, Runway 10L/28R was extended by approximately 3,000 feet to the west. With that extension, arrivals from the west can touch down further west than before. The associated arrival profile shifts 2,856 feet west, which means that aircraft are at a lower altitude west of O'Hare arriving on Runway 10L than before September 2008. The difference in altitude for arrivals is about 150 feet. A 3-degree glideslope equates to 318 feet of altitude for every nautical mile (6,076.12 feet). In addition, starting in October 2013, intersection departures (departing from an intersection runway/taxiway location instead of using full length) to the west started from Runway 28R. With the intersection departures being further west than full length departures, the intersection departures from 28R are at a lower altitude west of the airport than before October 2013. Some large aircraft still do and will depart full-length from Runway 28R. These procedures were included in the Environmental Impact Statement, 2015 Re-Evaluation, and Interim Fly Quiet Re-Evaluation modeling. Navigable airspace is a limited natural resource that Congress has charged FAA to administer in the public interest as necessary to ensure its efficient use and safety. The amount of usable airspace above a given property varies depending on the location of the property relative to an airport. Federal Regulation 14 C.F.R. Part 77 establishes standards and notification requirements for objects on the ground affecting navigable airspace. Specifically, Part 77 includes section 77.13, which describes what types of obstruction requires notice to (and study by) FAA. Fines for any Federal regulatory violation that could occur, such as an air traffic violation, would be deposited in the United States Treasury in accordance with Federal law.
C2 – Increase the height of aircraft above the ground and to keep	Aircraft on approach to the airport follow prescribed flight procedures and once lined up for approach follow a 3.0-degree glideslope into the runway per FAA guidelines. According to FAA Order 8260.3D Terminal Instrument Procedures paragraph 2-6-3, the standard glidepath angle is 3.0 degrees. In the absence of a compelling reason (e.g., close-in obstructions), non-standard glideslope approaches for O'Hare are not supported by the FAA.

Issue	Response
aircraft higher longer	See response to issue C1 for additional information on the glideslope/glidepath.
C3 – Align paths with highways and commercial land use areas	As the owner and operator of O'Hare, the Chicago Department of Aviation (CDA) determines which runways are open and available for use by the air traffic controllers and the airlines. FAA determines which runways to use based on the available runways, air traffic, 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. The Existing Fly Quiet includes nighttime preferential departure flight tracks/paths and preferential runways to avoid noise-sensitive areas. The CDA's Proposed Interim Fly Quiet request does not include changes to flight paths. Any future changes requested by the CDA would be subject to a separate National Environmental Policy Act review. Safety is FAA's highest priority. Safety, efficiency to the users, capacity of the National Airspace System, and other factors are all taken into consideration when planning complex operations such as those at O'Hare. Generally speaking, the preference is to route arriving aircraft to the runway closest to the origination city without having to cross other aircraft streams en route to O'Hare. Typically, arriving aircraft are aligned straight into the runway at least 5 nautical miles from the runway end. The Fly Quiet program occurs from 10:00 p.m. to 6:59 a.m., as operational levels, wind, and runway conditions allow. In early 2012, O'Hare Noise Compatibility Commission leadership and FAA began to meet quarterly to discuss adherence to the Existing Fly Quiet. The purpose of these meetings is to improve controller and pilot adherence to the Existing Fly Quiet through monitoring and training. As a result of these meetings, improvements to use of the Existing Fly Quiet have occurred, especially for adherence to the preferential flight paths. FAA considers land use compatibility in its environmental impact evaluation.
C4 – Enforce and/or increase the glideslope	See response to issues C1 and C2.
C5 – Keep the diagonal runways open and operational	As part of the construction of the O'Hare Modernization Program approved in the O'Hare Modernization Environmental Impact Statement (EIS), both northwest-southeast diagonal Runways (14L/32R and 14R/32L) were to be decommissioned. Runway 14L/32R was decommissioned on July 21, 2016 and Runway 15/33 (formerly 14R/32L) was decommissioned on March 29, 2018. Chapter 3 of the EIS includes analysis of alternatives evaluated, including alternatives with the diagonal runways. Runways 4R/22L and 4L/22R, which are the northeast-southwest diagonals, will remain in operation. As the owner and operator of O'Hare, the City of Chicago determines on a daily basis which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions. Pilots may also request the use of a specific runway for a variety of reasons.
C6 – Distribute the location of flights more evenly over the areas surrounding O'Hare	As the airport operator, the Chicago Department of Aviation (CDA) determines which runways are open and available for use by the air traffic controllers and the airlines. FAA determines which runways to use based on the available runways, air traffic, and prevailing weather conditions. Pilots may also request the use of a specific runway for a variety of reasons. This complex decision-making process includes consideration of an airplane's origin or destination as well as other en route traffic. Safety is FAA's highest priority. Safety, efficiency to users, and capacity of the National Airspace System are all taken into consideration when planning complex operations like those at O'Hare. Generally speaking, the preference is to route arriving aircraft to the runway closest to the origination city without having to cross other aircraft streams en route to O'Hare. The Fly Quiet program occurs from 10:00 p.m. to 6:59 a.m., as wind, weather, and operational

Issue	Response
	conditions allow. In early 2012, O'Hare Noise Compatibility Commission (ONCC) leadership and FAA management began to meet quarterly. The purpose of these meetings is to improve controller and pilot adherence to the Existing Fly Quiet. As a result of these meetings, improvements to use of the Existing Fly Quiet have occurred, especially for adherence to the preferential flight paths. In September 2015, ONCC formed an ad hoc Fly Quiet Committee to review, modify, and make recommendations regarding nighttime noise abatement procedures at O'Hare. The ad hoc Fly Quiet Committee was formed following CDA recommendations to investigate options to modify the Existing Fly Quiet, which were announced during meetings with Fair Allocation in Runways in summer 2015.The purpose of the Proposed Interim Fly Quiet is to implement a balanced, cost-effective plan to reduce the impact of aircraft noise over noise-sensitive land uses. ONCC's and the CDA's general goals and objectives are to: • Provide near-term noise exposure relief. • Reduce impacts and provide noise relief to the highest impacted communities. • Provide predictability via a published rotation schedule that informs citizens, to the extent possible, of relief periods. Relative to the Existing Fly Quiet, the Proposed Interim Fly Quiet would not alter the location of the preferential flight tracks or the arrival/departure profiles. Only nighttime runway use would change during the Proposed Interim Fly Quiet period. It is important to note that the Proposed Interim Fly Quiet is temporary. The Proposed Interim Fly Quiet would not be implemented during the runway closures necessary to reconstruct Runway 4L/22R and rehabilitate Runway 4R/22L. It is not anticipated that the Proposed Interim Fly Quiet would occur during these construction periods. Rather, the Existing Fly Quiet remains in place during the construction periods (see Chapter 2, Figure 2-1). The reconstruction of Runway 4L/22R began on March 15, 2019 and will continue through the end of October 2019. The CDA has stated that if approval is received from the FAA, the Proposed Interim Fly Quiet could be implemented in November 2019.
C7 – Move large aircraft and/or cargo traffic to other airports	FAA does not have the legal authority to direct where carriers provide service. Airline/cargo operators determine where they will provide service and with what equipment. There is no prohibition on the types of aircraft (passenger or cargo, small or large) using O'Hare. O'Hare can accept up to a maximum size of an Aircraft Design Group VI (Boeing 747-800 and Airbus 380). In the Environmental Impact Statement, FAA analyzed the use of other airports as an alternative to the O'Hare Modernization Program (OMP). After review, the use of other airports (including General Mitchell Milwaukee International Airport, Gary/Chicago Airport, the proposed South Suburban Airport, and others) did not meet the purpose and need for the OMP and was dismissed from further consideration.
C8 – Departure altitude	Many factors affect how quickly an aircraft can gain altitude after departure. Some of those factors include aircraft type, aircraft weight, temperature, prevailing wind, density altitude (atmospheric conditions), and pilot technique. The Fly Quiet flight procedures, such as "fly runway heading until 3,000," apply to departures on certain runways at night when the airport is in Fly Quiet Mode during the nighttime hours. These procedures do not apply to aircraft departures from runways during the day. Between 10:00 p.m. and 6:59 a.m., the preferred departure nighttime flight tracks (paths over the ground) direct aircraft over less populated areas to limit noise exposure on the surrounding communities. Exhibit 1-2 shows the existing nighttime preferential departure flight paths. The following paths are part of this program: - Runways 4L, 9R, 10L, 27L - Fly runway heading until reaching 3,000 feet mean sea level (MSL). - Runway 4R - Fly runway heading for one mile then turn right, heading 090 degrees until 3,000 feet MSL (following the Kennedy Expressway). - Runway 22L - Make left turn, heading 180 degrees until 3,000 feet MSL (following the Tri-State Tollway). - Runway 28R - Make right turn, heading 290 degrees until 3,000 feet MSL.

Issue	Response
C9 – Requesting restrictions or a nighttime curfew	The airport must remain open 24 hours a day in order to comply with the Airport Noise and Capacity Act of 1990 (ANCA). The Chicago Department of Aviation (CDA) is required to operate O'Hare for the use and benefit of the public and to make it available to all types, kinds, and classes of aeronautical activity on reasonable terms, without unjust discrimination, and at all times of day. In 1990, in response to a proliferation of "uncoordinated and inconsistent" noise and access restrictions at airports, Congress enacted ANCA, Title 49 of the United States Code (U.S.C.) §47521 et seq., as implemented by Title 14 of the Code of Federal Regulations (C.F.R.) Part 161. FAA published 14 CFR Part 161 to establish the national program for review of airport noise and access restrictions. The Part 161 regulations outline the information FAA considers essential to demonstrate the substantial evidence required to support the six conditions for approval of a mandatory restriction or curfew. ANCA applies to restrictions affecting operations by any Stage 3 aircraft (or higher Stage) if the restriction was not in effect on October 1, 1990. 1 49 U.S.C. § 47524(b), (c). After that date, no restriction on Stage 3 aircraft operations can become effective unless it has been approved by FAA. 49 U.S.C. § 47524. FAA may approve a Stage 3 restriction only if the six statutory conditions are supported by substantial evidence. 49 U.S.C. § 47524(c)(2). The six statutory conditions are: (1) The restriction is reasonable, nonarbitrary, and nondiscriminatory; (2) the restriction does not create an undue burden on interstate or foreign commerce; (3) the restriction is not inconsistent with maintaining the safe and efficient use of the navigable airspace; (4) the restriction does not conflict with a law or regulation of the United States; (5) an adequate opportunity has been provided for public comment on the restriction; and (6) the restriction does not create an undue burden on the national aviation system. 49 U.S.C. § 47524(c)(2)(A)-(F). Airport proprietors such as the CDA must be in compliance with ANCA to be eligible to obtain grants under the Airport and Airway Improvement Act (49 U.S.C. §40101 et seq.) and to impose passenger facility charges authorized by 49 U.S.C. §40117. 49 U.S.C. §§ 47524(e); 47526. The CDA has stated during ONCC meetings that it does not support a nighttime curfew.
C10 – Issues with use of Runways 4R/22L & 4L/22R	Runway 4L/22R and Runway 4R/22L can accommodate nearly all aircraft that operate at O'Hare, including most widebody aircraft. As occurred in Tests 2 and 3, the City of Chicago would keep a longer runway open, either Runway 10L/28R or Runway 10C/28C, at all times during Proposed Interim Fly Quiet weeks with configurations that include Runway 4R/22L and 4L/22R. The proposed two-hour request by airlines for use of a longer runway is for notification and planning purposes. During periods when Proposed Interim Fly Quiet includes use of Runway 4R/22L and Runway 4L/22R, the CDA would also have a longer runway open, regardless of the two-hour request.
C11 - Consideration of Elmhurst experiencing noise from both MDW and ORD	Runway 4R/22L is the primary runway impacting the City of Elmhurst. The runway will remain in place and operational through and after the completion of the O'Hare Modernization Program. Use of Runway 4R/22L was assessed in both the Existing Fly Quiet and Proposed Interim Fly Quiet analyses in this Re-Evaluation. The Proposed Interim Fly Quiet would increase the use of Runway 4R/22L. The results of the noise and air quality analyses can be found in Sections 3.1.4 and 3.2.3.2. The Proposed Interim Fly Quiet does not include any changes that would affect Chicago Midway International Airport operations.

Issue	Response
C12 – Increased presence of left banking planes	When O'Hare is in east flow (winds are from the east), aircraft depart east into the wind on Runway 9R and Runway 10L. Some of those aircraft turn north in order to reach their ultimate destinations. East flow wind conditions are common in the spring and early summer months but can also occur at other times of the year. Both departures to the east and turns to the north were assumed and disclosed in the O'Hare Modernization Environmental Impact Statement, the 2015 Re-Evaluation, and in this Final Re-Evaluation.
D – Noise and Land Use	See subcategories for responses, and also see list of Commenters for individual responses, where applicable.
D1 – Noise metrics (i.e., the use of DNL)	The Day-Night Average Sound Level (DNL) represents noise as it occurs over a 24-hour period, except that it treats noise occurring at night (10:00:00 p.m. to 6:59:59 a.m.) differently from daytime noise. The calculation adds 10 decibels (dB) to nighttime events. This 10-dB increase reflects people's greater sensitivity to nighttime noise; people often judge noises at night as more intrusive because nighttime ambient noise is less than daytime ambient noise. Further details on how DNL is computed can be found in Appendix C, Attachment C-3 in the Re-Evaluation. Noise measurements are practical only for obtaining DNL values for limited numbers of points and, in the absence of a permanently installed noise monitoring system, only for relatively short periods. Measurements are also historical and only document what has occurred. Airport noise studies use computer-generated DNL estimates depicted as equal-exposure noise contours (much like topographic maps that indicate contours of equal elevation). FAA requires that airports use computer-generated DNL contours (FAA Order 1050.1). DNL contours reflect average annual daily operating conditions, taking into account the type of aircraft, average number of flights each day, time of day, how often each runway is used throughout the year, and where, over the surrounding communities, the aircraft normally fly. FAA and other Federal agencies have formally adopted DNL when evaluating effects from aircraft operations at or near an airport. The Federal Interagency Committee on Noise 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." In 2014, FAA initiated a nationwide survey to update the scientific evidence of aircraft noise exposure and its effects on communities around airports. The survey, which includes responses from more than 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 FAA in coordination with the U.S. Department of Transportation and other federal agencies.
D2 – Fly Quiet program	The Chicago Department of Aviation's (CDA) Fly Quiet Program is a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the CDA in cooperation with the O'Hare Noise Compatibility Commission (ONCC), the airlines, and air traffic controllers. Information on the program can be found at: https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/default.aspx As part of the Fly Quiet Program, the CDA prepares a Quarterly Fly Quiet Report. This report is shared with CDA officials, ONCC, the airlines, and the general public. The Quarterly Fly Quiet Report contains detailed information regarding nighttime runway use, flight operations, flight tracks, noise complaints, and 24-hour tracking of ground run-ups. The data presented in the Quarterly Fly Quiet report is compiled from the Airport Noise Management System and airport operation logs. Quarterly Fly Quiet Reports can be found at https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/quarterlyreports.aspx On July 31, 2015, the City of Chicago announced plans to review the existing voluntary Fly Quiet Program, giving the public an opportunity for input. In September 2015, ONCC formed an ad hoc Fly Quiet Committee to review, modify, and make recommendations regarding nighttime noise abatement procedures at O'Hare. The ad hoc Fly Quiet Committee was formed following the CDA's recommendations to

Issue	Response
	investigate options to modify the Existing Fly Quiet, which were announced during meetings with Fair Allocation in Runways in summer 2015. The purpose of the Proposed Interim Fly Quiet is to implement a balanced, cost-effective plan to reduce the impact of aircraft noise over noise-sensitive land uses. ONCC's and the CDA's general goals and objectives are to: • Provide near-term noise exposure relief. • Reduce impacts and provide noise relief to the highest impacted communities. • Provide predictability via a published rotation schedule that informs citizens, to the extent possible, of relief periods. Relative to the Existing Fly Quiet, the Proposed Interim Fly Quiet would not alter locations of preferential flight tracks or arrival/departure profiles. Only the nighttime runway use would change during the Proposed Interim Fly Quiet period. It is important to note that the Proposed Interim Fly Quiet is a temporary program proposed for implementation soon after the requested FAA approval through early 2021, when Runway 9R/27L is closed for extension construction. It is expected that significant runway construction, maintenance, and/or pavement rehabilitation on Runways 4L/22R and 4R/22L would impact the Proposed Interim Fly Quiet during the 2019 and 2020 construction seasons, respectively. It is not anticipated that the Proposed Interim Fly Quiet would occur during these construction periods. The Existing Fly Quiet will occur during the construction periods (see Chapter 2, Figure 2-1). ONCC may request modification to the Fly Quiet Program in the future; such modification would be done in consultation with FAA and the CDA. FAA's Record of Decision approved the O'Hare Modernization, and the Existing Fly Quiet remains in place except as affected by runway decommissioning. The Environmental Impact Statement and the 2015 Re-Evaluation disclose the potential effects of runway decommissioning on the Existing Fly Quiet Program. The City of Chicago is required to operate O'Hare for the use and benefit of the public and to make it available to all types, kinds, and classes of aeronautical activity on reasonable terms, without unjust discrimination, and at all times of day.
D3 – Sound insulation and other forms of mitigation	The Environmental Impact Statement (EIS) documents the mitigation measures that FAA has required to be implemented as part of the O'Hare Modernization Program. This mitigation has been developed and implemented in accordance with FAA Orders and with special-purpose environmental laws. FAA and the Chicago Department of Aviation (CDA) continue to support the application of the mitigation program from the EIS 65 Day-Night Average Sound Level (DNL) Build Out noise contour. FAA does not provide mitigation for interim conditions, such as temporary runway closures or construction phases. FAA recognizes that commenters have suggested that the sound insulation program be expanded. FAA considers that nearly all land uses in areas exposed to noise less than the Build Out 65 DNL noise contour are compatible with airport operations and are not eligible for mitigation. However, the responsibility for determining acceptable and permissible land uses within a noise-exposed area rests with local authorities. In cases where local authorities determine that a lower level of exposure is appropriate for specific properties, additional mitigation may be feasible. This provision was applied when the CDA voluntarily implemented its School Sound Insulation Program (SSIP). Sound insulation can and is being used as a mitigation measure for noncompatible land uses, including residential structures and schools. FAA has established parameters for the insulation of homes around airports in response to Congress. At present, federal funds can only be used to insulate homes exposed to DNL of at least 65 decibels (dB), as reflected in the current mitigation program. Descriptions of the residential and school sound insulation programs are contained in Chapter 7, Mitigation, of the EIS. The CDA, as the airport sponsor, in coordination with the O'Hare Noise Compatibility Commission (ONCC), has been and continues to implement these programs on a voluntary basis.

Issue	Response
	Under the CDA's SSIP, one school, Socrates St. Sava Academy in Chicago, was identified in the EIS as exposed to noise above 65 DNL and eligible for mitigation. This has been completed. An additional 122 schools were identified within the 60 DNL contour (schools within the 60-65 DNL were included as a result of adoption of the lower local standard). Sound insulation of these facilities also has been completed. This program has resulted in the sound insulation of 124 schools using Federal Airport Improvement Program funds. C-22 in Appendix C, Noise and Land Use, lists the learning institutions modeled in the Re-Evaluation and the forecast noise levels under each interim condition. Under the CDA's Residential Sound Insulation Program (RSIP), the CDA has insulated approximately 11,500 housing units as of September 2018. Exhibits C-20 and C-21 in Appendix C, Noise and Land Use, depict the Existing and Proposed Interim Fly Quiet 65 DNL contours in relation to the September 2018 status of the RSIP. Residents can determine whether they are within the eligibility area for sound insulation for the 65 DNL Build Out noise contour by going to https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/. Residents can then contact the CDA or ONCC to see if they meet other eligibility criteria. Chapter 7, Sections 7.1, Noise, in the EIS, identified a number of other measures to mitigate significant noise impacts, such as: • FAA will continue to support the Fly Quiet program (see response to issue D2). The Re-Evaluation considered the existing program as a baseline in the modeling for the Proposed Interim Fly Quiet. • ONCC will continue to oversee noise mitigation efforts around O'Hare. • The CDA will continue required use of the ground run-up enclosure during engine run-up testing. Regarding aircraft noise emissions, separate from the EIS and Re-Evaluation process, aircraft noise standards have been established by the International Civil Aviation Organization and adopted by the U.S. In the early 1980s, FAA began issuing rules and regulations that control aircraft noise at the source: the aircraft engines and airframe. These aircraft noise standards established by the Federal government must be met by aircraft manufacturers through newly designed engines and aircraft. The U.S. government established timetables for airlines to comply with these noise standards, commonly known as Stages 1 through 5 (in the international arena, these stages are referred to as Chapters 1 through 4 and Chapter 14, respectively). Full compliance with Stage 2 standards was established in January 1, 1988 [Federal Aviation Regulations (FAR) Part 36]. Subsequently, Congress passed the Airport Noise and Capacity Act of 1990 (Public Law 101-508, 104 Stat. 1388), which established two broad directives for FAA. The first directive established a method to review aircraft noise and airport use or access restrictions imposed by airport proprietors, and the second instituted a program to phase out Stage 2 aircraft weighing more than 75,000 pounds by December 31, 1999. The FAA Modernization and Reform Act of 2012 required that all civilian jets, regardless of weight, operating in the continental U.S. be Stage 3-compliant starting January 1, 2016. In early 2000, the International Civil Aviation Organization (ICAO) established (and FAA adopted) the Stage 4 requirements that required newly manufactured aircraft to meet Stage 4 levels by December 31, 2006. FAA finalized a Stage 5 standard in 2017 by adopting the ICAO Chapter 14 requirement. Currently, the U.S. has no laws requiring the phase-out of Stage 3 or 4 aircraft; however, any air carrier aircraft manufactured today must meet Stage 5 requirements.
D4 – Flight paths and frequency of flights	The general frequency and scheduling of flights throughout the day are largely driven by airlines and are based on passenger demand, the need to coordinate with schedules of connecting flights, and other factors. Which runway and which flight path an aircraft uses during the day are determined primarily by wind direction, other weather conditions, and efficiency of traffic flows. For this Re-Evaluation, the projected noise, air quality, and other impacts resulting from the frequency and scheduling of the aircraft operating during the Proposed Interim Fly Quiet are addressed in Chapter 3 of the Re-Evaluation and associated appendices. The impacts of other interim conditions and the Build Out were addressed fully in the 2015 Re-Evaluation and the Environmental Impact Statement (EIS).

Issue	Response
	The existing and proposed flight paths and runway use for the Build Out were analyzed, disclosed, and approved in the EIS. For the Build Out condition, FAA provided Table F-39 in Appendix F of the EIS, which depicts the use of each runway during day or night periods for arrivals and departures. FAA also provided Exhibits 19 through 23 to Appendix F, Noise, and Attachment F-2, depicting the location of the flight tracks for the Build Out. The Proposed Interim Fly Quiet would not alter the number of operations or the location of the nighttime preferential flight tracks or the arrival/departure profiles. Only nighttime runway use would change during the Proposed Interim Fly Quiet period. See Exhibits 3-1 and 3-2 for the runway use for Existing Fly Quiet and Exhibits 3-5 and 3-6 for the runway use for Proposed Interim Fly Quiet. Exhibit 3-3 provides the model tracks used for both the Existing and Proposed Interim Fly Quiet. For further detail, see Appendix C, Noise and Land Use, especially regarding development of modeled flight tracks.
D5 – Noise measurements	Noise measurements are not required as part of a National Environmental Policy Act study, per FAA Order 1050.1. Further, if collected, noise measurement data cannot be used to calibrate FAA's noise model, which has a comprehensive internal data base of aircraft noise and performance characteristics. FAA does not conduct ongoing noise measurements near any airport. The City of Chicago, as operator of O'Hare, has an extensive noise monitoring system which collects and stores aircraft noise levels at up to 36 locations around O'Hare. This data is available to the public through the Chicago Department of Aviation's (CDA) website on a monthly basis. Noise monitors integrated into the CDA's Airport Noise Management System (ANMS) record existing noise levels but cannot predict future noise levels. Instead, in the Interim Fly Quiet Re-Evaluation, FAA's Aviation Environmental Design Tool (AEDT) was used to calculate the levels of future aircraft noise. The AEDT uses a database of aircraft noise characteristics to predict Day-Night Average Sound Levels (DNL) based on user input on the types and number of aircraft operations, average annual day operating conditions, average aircraft performance, and aircraft flight patterns. In simple terms, modeling is used to predict future noise levels and the CDA's ANMS is used to provide information on current and past noise levels. Further discussion of the DNL metric can be found in Attachment C-3 of the Re-Evaluation's Appendix C and details of AEDT can be found in Section C.2.1 of Appendix C. In addition to its permanent monitors, the CDA also has mobile/portable equipment that it uses in neighborhoods in response to individual citizen or community requests. Information about the CDA's program can be found at: https://www.flychicago.com/community/ORDnoise/ANMS/pages/default.aspx Residents can request a temporary monitor be installed at their home by filling out an application with the CDA. The application can be obtained from https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/ANMS/Portables/2018.04.18_MidwayandOHareapplicationsigned.pdf
D6 – Noise modeling	In the U.S., the yearly Day-Night Average Sound Level (DNL) is used to quantify aircraft noise, and FAA's Aviation Environmental Design Tool (AEDT) is the required tool for the development of aircraft noise exposure at airports. To conform to the requirements of FAA Order 1050.1F and Title 14 of the Code of Federal Regulations (14 C.F.R.) Part 150, the AEDT produces DNL calculations in terms of an "average annual day" (AAD). 14 C.F.R. Part 150 Sec. A150.103(b)) states in part "...the following information must be obtained for input to the calculation of noise exposure contours: ...Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both standard daytime (0700-2200 hours [7:00 a.m. to 10:00 p.m.] local) and nighttime (2200-0700 hours [10:00 p.m. to 7:00 a.m.] local) periods for both landings and takeoffs." The AAD is a best representation of the typical long-term average conditions for the airport and provides a means of comparing long-term effects of alternative operating conditions.

Issue	Response
	The Environmental Impact Statement (EIS) and the 2015 Re-Evaluation used FAA Integrated Noise Model modeling software to prepare noise contours and to calculate noise exposure and other supplemental noise metrics. FAA's Emissions and Dispersion Modeling System was used in the EIS and 2015 Re-Evaluation to evaluate air pollutant and pollutant precursor emissions. In the intervening years, FAA released a combined noise and emissions model, AEDT, and requires its use for analyses undertaken as part of National Environmental Policy Act compliance. AEDT was used for this Re-Evaluation. DNL contours of 65, 70, and 75 decibels are produced as outputs for this study. Results reported in the Re-Evaluation also include DNL calculations at a separate set of noise-sensitive locations (the same noise-sensitive sites identified in the EIS) and two large-scale uniformly spaced grids (same grid spacing and general coverage area as the EIS). The uniformly spaced grids are used for evaluating changes in DNL beyond the DNL 65, as was done in the EIS. Complete details of the noise modeling process conducted for this Re-Evaluation can be found in Appendix C, Noise and Land Use, Section C.2. Information on the specific inputs developed for the noise model can be found in Section C.3.
D7 – Health effects of noise exposure	Non-auditory health effects can be defined as those physiological effects on health and well-being (see also issue D9) which are caused by aircraft noise but do not affect hearing. These may include: stress response, cardiovascular effects, mental health effects, and mortality. (Annoyance can be considered a non-auditory health effect; for further Information, see Appendix C, Noise and Land Use of the Re-Evaluation.) It is possible that long-term exposure to environmental noise may affect the human cardiovascular system and thus contribute to disease. Few studies have examined aircraft noise, but extensive research has demonstrated that chronic road traffic noise has non-auditory (cardiovascular) health effects. An open question is the applicability of these findings to aircraft noise. Airport Cooperative Research Program Synthesis Report 9, Effects of Aircraft Noise: Research Update on Selected Topics, provides a summary of current understanding of these non-auditory effects, and concludes as follows: "Despite decades of research, including review of old data and new research efforts, health effects of aviation noise continue to be an enigma. Most, if not all, current research concludes that it is as yet impossible to determine causal relations between health disorders and noise exposure, despite well-founded hypotheses." FAA is currently conducting additional research to determine the scientific understanding between aviation noise and cardiovascular disease and sleep disturbance. For sleep-related questions please see response to issue D9.
D8 – Property value	Federal regulations do not have provisions for costs of mitigation for property values. Property assessment and valuation are the responsibility of the counties surrounding the airport. Disturbance and annoyance due to airport and aircraft noise are reflected in the Day-Night Average Sound Level noise contours. A 2008 report by the Airport Cooperative Research Program concluded: "In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive." One of the difficulties in evaluating the effect of aircraft noise on property values is the application of findings from one location to another. The Effect of Airport Noise on Housing Values: A Summary Report, prepared in 1994 by Booz-Allen & Hamilton, Inc. for FAA, outlined a viable method of examining the effects of airport noise on housing values at the national level by using an approach referred to as the "neighborhood pair model." A series of studies conducted at Baltimore-Washington International, Los Angeles International, and New York LaGuardia and Kennedy International Airports determined that the neighborhood pair model can be used to establish the boundaries of the

Issue	Response
	effect that airport noise has on housing values at a given airport. However, Booz-Allen recommended that their approach not be used at this time to determine property values due to the small sample size.
D9 – Quality of life	In enacting the National Environmental Policy Act (NEPA), Congress recognized that nearly all Federal activities affect the environment in some way and mandated that before Federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment. Under NEPA, the Council on Environmental Quality works to balance environmental, economic, and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and the human environment. [42 U.S.C. §4331(a)]. There is no specific environmental impact category identified in FAA Order 1050.1F for considering "quality of life." However "quality of life" is tied into several other environmental impact categories, such as noise, air quality, climate, and environmental justice. The Environmental Impact Statement (EIS), the 2015 Re-Evaluation, and this Re-Evaluation were prepared in accordance with FAA's applicable environmental regulations. However, the EIS, the 2015 Re-Evaluation, and this Re-Evaluation present analyses for individual environmental categories, such as noise, air quality, and water quality, which can be considered elements that contribute to quality of life. The noise and air quality resource categories in this Re-Evaluation each address individual threshold values for consideration of significant impacts and the mitigation of those impacts. The Day-Night Average Sound Level threshold, for example, recognizes the contribution of factors such as speech interference and disruption to TV listening to overall community annoyance. Additional research on sleep disruption, which may also be considered a quality of life issue, is being carried out primarily in Europe, but also in the U.S. Researchers are finding that the probability of awakening depends on the indoor maximum sound level but that other factors such as time of night, sleep stage, rise time, frequency content, and individual factors such as age affect whether someone will awaken due to noise. FAA's Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) conducted research to develop a model to predict changes in sleep structure due to aircraft noise (Project 25A) and to develop an optimal design for a major nationwide (U.S.) field study of the effects of noise on sleep to derive dose-response relationships for aircraft noise-induced sleep disturbance (Project 25B). The latter gave rise to a pilot study funded by FAA's Center of Excellence for Alternative Jet Fuels & Environment (ASCENT), ASCENT Project 17, to refine a study design. The national sleep study design is under development. See the following websites for further detail on the PARTNER and ASCENT studies: http://partner.mit.edu/projects/noise-exposure-response-sleep-disturbance https://ascent.aero/project/noise-exposure-response-sleep-disturbance
D10 – Property taxes	The noise impacts and proposed mitigation for surrounding residential land use for the O'Hare Modernization are discussed in the Environmental Impact Statement. Property assessment and local taxes are the responsibility of the counties surrounding O'Hare. FAA does not have the authority to alter local tax regulations or assessments. Residents can contact their respective counties to learn more about property taxes and assessments.
D11 – Forms of subsidies	FAA Order 5100.38D, Airport Improvement Program Handbook, for financial eligibility does not permit reimbursements of operational or supplemental costs. See issue D3 for further explanation of FAA's mitigation options.
D12 – Phone/TV/radio/ internet reception interference	Interference may occur when broadcast signals are reflected from large metal surfaces such as buildings, airplanes, etc. The interference is caused when the broadcast signal-which is regulated by the Federal Communications Commission (FCC)-bounces off reflective surfaces before being received by an antenna. Problems with reception may be reported to the FCC, but before contacting the Commission it is recommended that affected persons attempt to troubleshoot possible solutions. The homeowner may want to consider making adjustments to the position of the antenna, purchasing a highly directive television antenna, or using two identical television antennas stacked. Consumers may report their experience with broadcast reception for radio, television, wire, satellite, and cable to the https://consumercomplaints.fcc.gov (link is external) or 1-888-225-5322 (1-888-CALL FCC).

Issue	Response
	With regard to reducing noise levels within a residence, under the Chicago Department of Aviation's (CDA) Residential Sound Insulation Program, the CDA has insulated approximately 11,500 housing units by September 2018. Exhibits C-20 and C-21 in Appendix C, Noise and Land Use, depict the Existing Fly Quiet and Proposed Interim Fly Quiet 65 decibel (dB) Day-Night Sound Level contours, in relation to the September 2018 status of the Residential Sound Insulation Program. Residents can determine whether they are in the eligibility area for Sound Insulation by going to https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/ Residents can then contact the CDA or the O'Hare Noise Compatibility Commission to see if they meet other eligibility criteria. (See response to Issue D3.)
D13 – Working from home	Commercial offices and business and professional use buildings are considered by FAA to be compatible with aircraft noise levels less than 70 decibel Day-Night Sound Level (DNL), and compatible with higher levels (below 80 DNL) with noise reduction modifications. While an individual is working from home, their home office is considered compatible with aircraft noise levels less than 70 DNL, just as are other commercial uses.
D14 – History of noise at O'Hare and the Environmental Impact Statement	The Chicago Department of Aviation (CDA) owns and operates O'Hare and is implementing the O'Hare Modernization Program (OMP) as approved in the Environmental Impact Statement (EIS). The OMP approved for construction, along with other alternatives, was evaluated in the EIS for safety and efficiency. The project under construction meets all FAA safety standards. Existing and proposed noise levels from the EIS can be found in Tables F-50 through F-53 in Appendix F, Section F.3. Also, existing and future flight paths were analyzed and disclosed in the EIS and approved in FAA's Record of Decision. For the Build Out condition, FAA provided Table F-39 in Appendix F of the EIS, which depicts the use of each runway during day or night periods for arrivals and departures. FAA also provided Exhibits 19 through 23 in Appendix F of the EIS, Noise, Attachment F-2, which depict the locations of the flight tracks for the Build Out. The 2015 Re-Evaluation provides existing and future flight paths and noise exposure for the interim build conditions of the EIS. See Appendix C and Chapter 3 of the 2015 Re-Evaluation. Also, see response to issue D2 for more on the CDA's Fly Quiet program and response to issue D3 for mitigation. In Appendix C, Noise and Land Use of this Re-Evaluation, Tables C-22 through C-25 report the DNL values for the Existing Fly Quiet and Proposed Interim Fly Quiet predicted at the same noise-sensitive sites identified in the EIS. The public outreach is documented in Appendix T of the EIS and Appendix H of this Re-Evaluation.
D15 – Structural impacts of vibration	In 2002, the Federal Interagency Committee on Aviation Noise (FICAN), of which FAA is a member, enlisted an Expert Panel to report on issues of low-frequency noise based on work it had completed for the Minneapolis Metropolitan Airports Commission and the City of Richfield, Minnesota. FICAN published several major responses to findings from the panel. It found, in part: • Low-frequency aircraft noise from civil aircraft poses no known risk of adverse public health effects, nor a risk of structural damage, nor does its presence necessarily increase annoyance. • Areas experiencing high levels of low-frequency noise cannot be identified effectively using the Day-Night Average Sound Level, which does not account for low frequencies. However, there is no other existing measure of low-frequency noise that is effective at predicting noise-induced rattle. • It is premature to adopt a low-frequency noise metric or impact criteria without additional research to address the interaction of building construction or the contributions of loudness and rattle to annoyance. The FICAN findings regarding low-frequency noise may be found at: https://fican1.files.wordpress.com/2015/10/findings_minneapolis.pdf

Issue	Response
	In a subsequent investigation of low-frequency noise conducted under FAA's Partnership for Air Transportation Noise and Emissions Reduction, researchers found that sources of low-frequency noise included start-of-takeoff-roll, acceleration down the runway, and reverse thrust on landing and that any new predictive measure of annoyance from vibration and rattle should account for lower frequencies than those in A-weighted sound levels. Additional information on low-frequency noise studies and airports can be accessed at: http://partner.mit.edu/projects/low-frequency-noise-study. Structural vibrations resulting in the rattling of windows and items in some homes near airports are caused by low-frequency aircraft noise. Though FAA has investigated the phenomenon, it has no regulations, guidelines, or obligations for measuring low-frequency noise or mitigating for damage to homes due to vibrations from passing aircraft.
D16 – Other Interim Fly Quiet test rotations and Test 3 comments not accounted for in Interim Fly Quiet	The operational results of Test 3 were used as part of the assumptions in the Proposed Interim Fly Quiet modeling analysis since it contained the same configurations in the Proposed Interim Fly Quiet. After the completion of Test 3, the O'Hare Noise Compatibility Commission (ONCC) voted in support of the Proposed Interim Fly Quiet, and the City of Chicago, the airport sponsor, submitted the proposal to FAA. Use of Runway 9L/27R and Runway 10R/28L were not included in any of the tests or in the Proposed Interim Fly Quiet approved by ONCC or submitted by the Chicago Department of Aviation (CDA). Questions on CDA or ONCC materials should be directed to those entities for response. Both the CDA and ONCC will receive this Final Re-Evaluation, including this comment and response Appendix.
E – Air Quality and Climate	See subcategories for responses.
E1 – General air quality	The U.S. Environmental Protection Agency (USEPA) has established primary (health-based) and secondary (welfare-based) National Ambient Air Quality Standards (NAAQS) for six air pollutants, referred to as the "criteria" air pollutants: nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter (PM), sulfur dioxide (SO_2), lead (Pb), and ozone (O_3). For PM, there are standards for both particles less than or equal to 10 micrometers in size (coarse particulates, or PM_{10}) and less than or equal to 2.5 micrometers in size (fine particulates, or $PM_{2.5}$). Primary standards provide protection for public health while secondary standards protect public welfare (e.g., damage to buildings, vegetation, and visibility). Section 3.2.1 and Appendix E.1 of the Final Interim Fly Quiet Re-Evaluation provide further information on NAAQS and criteria air pollutants. Federal regulations require the Illinois Environmental Protection Agency (IEPA) to annually submit an air monitoring network plan to USEPA. The network plan provides a description of the monitoring network for each criteria pollutant, including proposed changes. The plan is subject to public review and comment prior to its submission to the USEPA. The IEPA's air monitoring network plan for the year 2019 can be reviewed at https://www2.illinois.gov/epa/topics/air-quality/outdoor-air/air-monitoring/Pages/network.aspx The closest monitoring station to O'Hare is located adjacent to 4743 Mannheim Road in Schiller Park (on the east side of the airport). The values from the Schiller Park monitor, and the other IEPA monitors, reflect all sources of air pollutants within the Chicago region, including O'Hare-related sources. The values are measured samples, not predicted levels, of the ambient air in both the neighborhoods surrounding O'Hare and throughout the Chicago region. The maximum IEPA-measured pollutant concentrations of O_3 from 2014 through 2016 within Cook and DuPage counties are presented in Table E-2 of the Final Interim Fly Quiet Re-Evaluation. The number of days and the number of monitors during, and at, which the ozone, NO_x, and $PM_{2.5}$ standards were exceeded are also provided. As shown, the eight-hour O_3 and annual $PM_{2.5}$ maximum IEPA-measured pollutant concentrations exceed the standards, which is consistent with the area's nonattainment status. Appendix E.2 provides further information on ambient monitoring data.

Issue	Response
	In IEPA's 2016 Annual Air Quality Summary, the agency reports that air quality trends for the criteria pollutants had been showing a downward/stable trend throughout Illinois. A review of historical data shows that over time, and depending on the pollutant, measured concentrations throughout the Chicago region also have generally decreased or been steady. The reductions in pollutant concentrations are likely due to USEPA's regulatory actions that reduce emissions from the sources of air pollutants and pollutant precursors (e.g., motor vehicles, aircraft, open burning). To evaluate the effect of the Proposed Interim Fly Quiet on local and regional air pollutant and pollutant precursor emissions, the change in emissions of nitrogen oxides (NO_x), CO, PM, sulfur oxides (SO_x), and volatile organic compounds (VOC) was derived (emissions of NO_2 and SO_2 are components of NO_x and SO_x respectively). The change in ambient concentrations of NO_2, CO, PM, and SO_2 was also derived. Table 1-2 lists the change in emissions associated with implementing the Proposed Interim Fly Quiet. The results of the air quality analysis are presented in more detail in Sections 3.2.3.2 and Appendix E.5. As revealed in the document, while the Proposed Interim Fly Quiet would increase emissions, the increase would not significantly impact air quality.
E2 – Soot or residue	Soot is a black substance produced by the incomplete combustion of wood, oil, coal, etc. Sources of soot include mobile sources (especially diesel engines), open burning (including wildfires), and residential heating (including fireplaces/woodstoves). In response to public concern, studies regarding soot/particle deposition have been conducted at several airports. The findings of several studies are briefly described: • O'Hare International Airport (1999) - The City of Chicago released a study that evaluated the major sources of soot, oily films, and other deposits in the areas surrounding O'Hare (Findings Regarding Source Contributions to Soot Deposition: O'Hare International Airport and Surrounding Communities. City of Chicago at ftp://public-ftp.agl.faa.gov/ORD%20DEIS/Referance%20Documents/Appendix%20I/App%20I%20%20Ref%20Doc%2041/41_Findings%20Regarding%20Source%20Contribution%20to%20Soot%20Deposition_Report.pdf). To assess the sources of the deposited materials, samples of soot and particulate matter were collected over a multi-week period at, and near, O'Hare (e.g., Elmhurst, Rosemont, Schiller Park, and Park Ridge). Fuel and exhaust samples from aircraft, diesel engines, and gasoline engines were also collected for comparison. Based on the results of the analysis, it was concluded that the deposited particles at all the sites surrounding O'Hare bore little chemical resemblance to either unburned jet fuel or soot from jet exhaust. Instead, the collected material was chemically similar to general urban pollution particles from the burning of heavy fuels (e.g., diesel fuel) and motor vehicle exhaust. The samples were chemically analyzed using an enhanced analytical technique, Advanced Chemical Fingerprinting. Because the chemical components of fuels and combustion byproducts differ among different types of sources (i.e., aircraft, diesel engines, gasoline engines, and boilers), understanding the relative shares of these components allows identification of the major source or sources of the emissions. For example, aviation fuel and soot from aircraft contain few of the heavier hydrocarbons, whereas diesel soot is likely to contain relatively more of the heavier hydrocarbons. Thus, a sample dominated by the heavier hydrocarbons would indicate that diesel engines and other sources contributing heavy hydrocarbons are primary contributors. These differences in the types of emitted hydrocarbons act as "fingerprints" for the sources. The results of the tests on the samples collected at and near O'Hare and the sample of typical dust concluded that the soot and oily deposits in communities near O'Hare are primarily the result of non-airport emissions. • T.F. Green Airport (2006) - The results of the chemical fingerprinting analyses show that collected deposits at all of the sites monitored at and near T.F. Green Airport (Providence, Rhode Island) had only minor chemical similarity to either unburned jet fuel or soot from jet exhaust. Instead, the collected material showed chemical similarity to general urban background pollution, particles from burning heavy fuels, and motor vehicle exhaust. These findings indicate that soot and oily deposits in communities near T.F. Green are primarily the result of non-airport source emissions.

Issue	Response
	Studies associated with Boca Raton Airport, Fort Lauderdale International Airport, and Los Angeles International Airport found similar conclusions. Soot-like material may also be caused by vegetation and/or insects. In a story entitled "Black, Sticky, Oily Stuff a Neighborhood Nuisance" from a community newspaper in Rhode Island, it was reported that the source of the substance that had coated two neighborhoods since the year 2011 was attributed to secretions by an insect called the black-banded lecanium scale. This bug feeds on tree sap, leaving behind a sticky substance suitable for growing sooty mold. There are other reported cases of algae, moss, and similar vegetative material creating the same types of stains. In 2015, residents of Elk Grove Village and Schaumburg reported that a sticky substance had been deposited on their vehicles, the pavement, and patios for several weeks and some of the residents believed the substance was from aircraft. After an expert forester reviewed the situation, Elk Grove Village stated "Due to the wet spring, there has been higher than usual sap production and activity by scale insects, which consume sap and cause residue to be released into the air. The recent dry spell means that no rain has rinsed away this residue, and the sap residue continues to blow around, collecting on cars and other surfaces."
E3 – Fuel dumping	Emergencies that result in pilots needing to dump fuel are rare. Large commercial aircraft have a maximum takeoff weight and a maximum landing weight. Events that would result in a pilot jettisoning fuel include medical emergencies and equipment problems that require immediate attention. In the event of such emergencies, FAA would instruct the pilot of an aircraft that is equipped to jettison fuel (not all aircraft are equipped to jettison fuel) to fly the aircraft to a specified altitude where the fuel would dissipate before reaching the ground and/or to a specified area away from centers of population. Similarly, instances of aircraft releasing waste rarely occur. Vapor trails, more commonly referred to as contrails, are long artificial clouds that sometimes form behind aircraft. These "clouds" can be caused by the water vapor in the exhaust of an aircraft engine or changes in air pressure over the surface of an aircraft's wing. Water can also condense or freeze in the vortices of an aircraft's wingtip on arrival and departure. Both are often mistakenly thought to be aircraft fuel.
E4 – Air quality modeling and community impacts	Two types of air quality analyses were prepared for the Final Interim Fly Quiet Re-Evaluation: 1. Emissions inventories document the total emissions that would result from airport operations with and without the Proposed Interim Fly Quiet. The difference in the inventories provides an indication of the change in the amount of air pollutant and pollutant precursor emissions that would result from the Proposed Interim Fly Quiet. 2. Dispersion modeling evaluates the potential for the Proposed Interim Fly Quiet to cause or contribute to an exceedance of the National Ambient Air Quality Standards (NAAQS). The dispersion modeling provides predicted concentrations of ambient pollutant levels that can be directly compared to the NAAQS. For the evaluation of the Proposed Interim Fly Quiet, the emissions inventories were only prepared for the aircraft operations forecast to occur during nighttime hours (between 10:00:00 p.m. and 6:59:59 a.m.) because these are the only activities that would be affected by the Proposed Interim Fly Quiet. Table 1-2 of the Final Interim Fly Quiet Re-Evaluation lists the change in emissions associated with implementing the Proposed Interim Fly Quiet. As revealed in the document, because of the change in aircraft ground travel (i.e., taxi) times, the Proposed Interim Fly Quiet would increase air pollutant emissions. However, the increase would not significantly impact air quality. Pollutant concentrations were predicted at a number of publicly accessible locations to evaluate the maximum potential concentrations of pollutants. Section E.4.2.4 of the Final Interim Fly Quiet Re-Evaluation provides further information on the dispersion modeling receptors. Table 1-3 of the Final Interim Fly Quiet Re-Evaluation lists the incremental differences between the concentrations resulting from the Existing Fly Quiet and Proposed Interim Fly Quiet. As shown, total concentrations (incremental plus background concentrations) are less than the NAAQS for all pollutants at all receptors. Therefore, the Proposed Interim Fly Quiet would not significantly impact air quality. Concentrations are typically highest at the ends of departure runways.

Issue	Response
	Importantly, the airport's contribution to total air pollutants diminishes with distance from the airport. The Final Interim Fly Quiet Re-Evaluation found that concentrations would be below the NAAQS at locations surrounding the airport. Therefore, the airport's contribution to air pollution in the communities surrounding O'Hare would be less than these maximum values and thus, less than the NAAQS.
E5 – Air quality health effects	Airport-related sources emit air pollutants (e.g., coarse (PM_{10}) and fine ($PM_{2.5}$) particulate matter and sulfur dioxide (SO_2)) that are associated with respiratory diseases such as asthma and cancer and emit volatile organic compounds (VOC) and nitrogen oxides (NO_x), which are precursors to ozone (O_3). Certain VOC and other emissions are also considered by the U.S. Environmental Protection Agency (USEPA) to be hazardous air pollutants (HAPs). HAPs are VOC that are known or suspected to cause cancer or have other serious health effects. While the USEPA's National Ambient Air Quality Standards (NAAQS), established by the agency to protect public health, do address levels of PM_{10}, PM2.5, SO_2, and O_3, there are currently no ambient (i.e., outdoor) air quality standards for HAPs. Because the results of the air quality analysis for the Final Interim Fly Quiet Re-Evaluation indicate that levels of PM_{10}, $PM_{2.5}$, and SO_2 would be below the NAAQS, residents in the surrounding communities should not be at a greater risk of developing asthma than communities exposed to similar air pollutant concentrations that are located away from the airport (i.e., the airport is not a unique source of any USEPA-regulated air pollutants or pollutant precursor emissions). The various types of air pollutant sources in Illinois can be reviewed on the USEPA's "Where You Live" website (https://www3.epa.gov/air/emissions/where.htm). The sources are categorized as mobile (which includes aircraft and motor vehicle emissions), biogenic (occurring naturally), industrial, and agricultural. Other sources of emissions include solvents, fires, and dust. During 2000, the Illinois Environmental Protection Agency (IEPA) funded a six-month measurement program of airport-related airborne contaminants as part of its urban air toxics monitoring program (see http://www.epa.state.il.us/air/ohare/). The purpose of the program "was to collect information that could help assess the relative impact of airport related emissions and levels of airborne contaminants characteristic of large urban areas." Ambient (outdoor) levels of HAPs were measured from June to December of 2000 at two sites in the vicinity of O'Hare (one in Bensenville and one in Schiller Park); one site in Northbrook just downwind (North) of the urban core; one at Washington School in Southeast Chicago to represent the highly industrialized setting of this area; and one in Lemont, an area impacted by refineries and on the southwest edge of the metropolitan area. According to IEPA's report, the accumulated monitoring results obtained from the five-site monitoring network provided the following findings: • The average concentrations measured at O'Hare for many of the target compounds were found to be comparable with the concentrations found at the other Chicago-area sites; • The highest concentrations of several target urban air toxic compounds were found to be spread between several sites. In general, the highest levels for many of the air toxics were found to occur in Southeast Chicago; and • The lowest concentrations of most target compounds were measured at Lemont. Table 1-2 of the Final Interim Fly Quiet Re-Evaluation lists the changes in emissions associated with implementing the Proposed Interim Fly Quiet. The results of the air quality analysis are presented in more detail in Sections 3.2.3.2 and Appendix E.5 of the Final Interim Fly Quiet Re-Evaluation. As revealed in the document, while the Proposed Interim Fly Quiet would increase emissions, the increase would not significantly impact air quality. Table E-27 of the Final Interim Fly Quiet Re-Evaluation lists the change in HAPs emissions associated with implementing the Proposed Interim Fly Quiet. The Proposed Interim Fly Quiet would increase HAPs emissions by approximately two percent over the Existing Fly Quiet. Appendix E.6 of the Final Interim Fly Quiet Re-Evaluation provides further information on HAPs.
E6 – Climate change	As stated in the Final Interim Fly Quiet Re-Evaluation, based primarily on the scientific assessments of the United States Global Change Research Program (USGCRP), the National Research Council, and the Intergovernmental Panel on Climate Change, the U.S.

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	Environmental Protection Agency (USEPA) issued a finding deeming it reasonable to assume that changes in climate caused by elevated concentrations of greenhouse gases (GHGs) in the atmosphere endanger the health and welfare of current and future generations (see Endangerment and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act, 74 Fed. Reg. 66496 (December 15, 2009)). By summer 2016, the USEPA acknowledged that up-to-date scientific assessments "highlight the urgency of addressing the rising concentration of carbon dioxide (CO_2) in the atmosphere" and formally announced that GHG emissions from certain classes of aircraft engines contribute to climate change (see USEPA, Final Rule for Carbon Pollution Emission Guidelines for Existing Stationary Sources Electric Utility Generating Units, 80 Fed. Reg. 64661, 64677 (October 23, 2015) and USEPA-finalized findings that GHG emissions from certain classes of engines used in aircraft contribute to the air pollution that causes climate change, endangering public health and welfare under section 231(a) of the Clean Air Act). Worldwide emissions of GHG in 2014 were 45.7 billion tons of carbon dioxide equivalent (CO_{2e}) per year (see Climate Analysis Indicator Tool--accessed July 20, 2018, at http://cait.wri.org/). This value includes ongoing emissions from industrial and agricultural sources. In 2016, the United States emitted about 6,511 million metric tons of CO_{2e}. Total U.S. emissions have increased by 2.4 percent from 1990 to 2016, and emissions decreased from 2015 to 2016 by 1.9 percent (126.8 million metric tons of CO_{2e}). The decrease in total GHG emissions between 2015 and 2016 was driven in large part by a decrease in CO_{2e} emissions from fossil fuel combustion. The decrease in CO_{2e} emissions from fossil fuel combustion resulted from multiple factors, including 1) substitution from coal to natural gas and other non-fossil energy sources in the electric power sector and 2) warmer winter conditions in 2016 resulting in a decreased demand for heating fuel in the residential and commercial sectors (see USEPA, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016, April 2018, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2016). Based on estimates of GHG emissions for the Existing Fly Quiet and the Proposed Interim Fly Quiet, the latter would result in an increase of 1,129 metric tons of CO_{2e}. This level of emissions, compared to the 6,511 million metric tons of CO_2 within the U.S. during 2016, indicates that Proposed Interim Fly Quiet GHG emissions would represent approximately 0.00002 percent of total GHG emissions generated in the U.S. These emission changes would not significantly impact climate change. Section 3.3 and Appendix F of the Final Interim Fly Quiet Re-Evaluation provide further information on GHG emissions and climate change.
E7 – Presence of a smell of jet fuel	According to studies and other research pertaining to airport-related odors, the most likely source of odors is reported to be jet exhaust that contains hydrocarbons (HCs). HCs are generated during the low-thrust setting modes of an aircraft engine (i.e., when the engine is idling or an aircraft is taxiing to/from an airport runway). This exhaust has a distinctive odor that can be detected at very low concentrations. Currently, the U.S. Environmental Protection Agency has not established ambient air quality standards for HCs.
E8 – Trends in air quality over time	The Illinois Environmental Protection Agency (IEPA) maintains and operates air pollutant monitors throughout the Chicago region. The location of the monitors (as assigned by the IEPA) and data from the monitors can be viewed on the U.S. Environmental Protection Agency's (USEPA's) AirData and within IEPA's annual air quality summaries (USEPA, Office of Air Quality Planning and Standards, AirData - Monitor Values Reports, https://www.epa.gov/outdoor-air-quality-data/interactive-map-air-quality-monitors and IEPA, Annual Air Quality Reports, http://www.epa.illinois.gov/topics/air-quality/air-quality-reports/index). The closest monitoring station to O'Hare is located adjacent to 4743 Mannheim Road in Schiller Park (on the east side of the airport). The values from the Schiller Park monitor, and other IEPA monitors, reflect all sources of air pollutants within the Chicago region, including O'Hare-related sources. The maximum IEPA-measured pollutant concentrations of O_3 from 2014 through 2016 in Cook and DuPage counties are presented in Table E-2 of the Final Interim Fly Quiet Re-Evaluation. Appendix E.2 of the Final Interim Fly Quiet Re-Evaluation provides further information on ambient monitoring data.

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	In IEPA's 2016 Annual Air Quality Summary, the agency reports that air quality trends for the criteria pollutants have been showing a downward/stable trend throughout Illinois. A review of historical data shows that over time and depending on the pollutant, measured concentrations throughout the Chicago region also have generally decreased or remained steady. For example, over the ten-year period 2007-16, measured particulate matter ($PM_{2.5}$) decreased by approximately 20 percent and nitrogen dioxide (NO_2) decreased by approximately 30 percent. The reductions in emissions are primarily due to USEPA's regulatory actions that have reduced emissions from the sources of air pollutants and pollutant precursors (e.g., motor vehicles, aircraft, open burning).
E9 – Acceptable Levels of Aircraft Engine Emissions	The control of air pollution and pollutant precursor emissions from aircraft and aircraft engines (i.e., acceptable levels of emissions) are promulgated by the U.S. Environmental Protection Agency (USEPA) in Title 40, Part 87 of the Code of Federal Regulations (40 C.F.R. 87). These regulations address fuel venting and exhaust emissions from both new and in-use aircraft. The regulations are applicable to engines on all aircraft that require FAA certification. The evolution of newer, more fuel-efficient airframes/engines has historically produced significant aviation emissions reductions and will drive further reductions in the future. FAA, the National Aeronautics and Space Administration (NASA), and the Department of Defense (DOD) are evaluating a number of efforts and collaborating with the aviation industry to develop and improve technology that results in better fuel efficiency and reduced emissions. These efforts are being coordinated through the National Aviation Research Plan (see Development Plan https://www.faa.gov/about/office_org/headquarters_offices/ang/offices/tc/about/campus/faa_host/rdm/media/pdf/2016NARP.pdf) Table 1-2 of the Final Interim Fly Quiet Re-Evaluation lists the change in emissions associated with implementing the Proposed Interim Fly Quiet. The results of the air quality analysis are presented in more detail in Sections 3.2.3.2 and Appendix E.5 of the Final Interim Fly Quiet Re-Evaluation. As revealed in the document, while the Proposed Interim Fly Quiet would increase emissions, the increase would not significantly impact air quality. The control of air pollution and pollutant precursor emissions from aircraft and aircraft engines (i.e., acceptable levels of the emissions) are promulgated by the USEPA in Title 40, Part 87 of the Code of Federal Regulations (40 C.F.R. 87). These regulations address fuel venting and exhaust emissions from both new and in-use aircraft. The regulations are applicable to engines on all aircraft that are required to be certificated by FAA. The evolution of newer, more fuel-efficient airframes/engines has produced significant aviation emissions reductions historically and will drive more reductions in the future. FAA, NASA, and DOD are evaluating a number of efforts and collaborating with the aviation industry to develop and improve technology that results in better fuel efficiency and reduced emissions. These efforts are being coordinated through the National Aviation Research Plan (see Development Plan https://www.faa.gov/about/office_org/headquarters_offices/ang/offices/tc/about/campus/faa_host/rdm/media/pdf/2016NARP.pdf). Table 1-2 of the Final Interim Fly Quiet Re-Evaluation lists the change in emissions associated with implementing the Proposed Interim Fly Quiet. The results of the air quality analysis are presented in more detail in Sections 3.2.3.2 and Appendix E.5 of the Final Interim Fly Quiet Re-Evaluation. As revealed in the document, while the Proposed Interim Fly Quiet would increase emissions, the increase would not have a significant impact on air quality.
F – In Support of the Interim Fly Quiet	Comment noted. Also, see list of Commenters for individual responses, where applicable.
G –	The Environmental Impact Statement (EIS), 2015 Re-Evaluation, and this Final Interim Fly Quiet Re-Evaluation were prepared in accordance with all applicable regulations and FAA Orders. FAA Orders 1050.1 and 5050.4 implementing the National Environmental

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Original Environmental Impact Statement	Policy Act (NEPA) were developed after extensive review and discussion with the President's Council on Environmental Quality (CEQ). The approach to NEPA evaluations relies on proven and industry-accepted methods. The EIS, 2015 Re-Evaluation, and Interim Fly Quiet Re-Evaluation include details for the categories of environmental analyses contained in them. In enacting NEPA, Congress recognized that nearly all Federal activities affect the environment in some way and mandated that before Federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment. Under NEPA, the CEQ works to balance environmental, economic, and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and the human environment. [42 U.S.C. §4331(a)]. As the owner and operator of O'Hare, the City of Chicago determines on a daily basis which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions. During preparation of the EIS and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), airlines, and FAA have examined ways to improve the Existing Fly Quiet to address nighttime noise concerns for a time period before Build Out of the O'Hare Modernization Program (OMP). Through that process, the specific runways to be used evolved from that process. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability. The OMP called for the closure of both 14R/32L and 14L/32R to enable the redevelopment of the airfield as planned. Chapter 2 notes that as of January 2019, Runway 10L/28R has been extended and three runways constructed (9L/27R, 10C/28C, and 10R/28L). Runway 9C/27C is slated to open in November 2020 and Runway 9R/27L's extension will be complete in December 2021. The Proposed Interim Fly Quiet is expected to end in January 2021 as discussed in Chapter 2. It is too early to speculate if there would be a new Fly Quiet Program or what a new Fly Quiet Program would include. FAA will, however, consider suggestions for changes in the Fly Quiet Program developed by ONCC and requested of FAA by the CDA. Any future request from the CDA for a new Fly Quiet Program would be subject to a separate NEPA review.
G1 – O'Hare Modernization Program runway use assumptions conflict with Interim Fly Quiet	As the owner and operator of O'Hare, the City of Chicago determines which runways will be open and available for use by air traffic control and the airlines based on airfield, air traffic, and weather conditions. The O'Hare Modernization Program (OMP) called for redevelopment of the airfield as described in the Environmental Impact Statement (EIS) and the 2015 Re-Evaluation. Chapter 2 of the Interim Fly Quiet Re-Evaluation notes that as of January 2019, Runway 10L/28R has been extended, three runways constructed (9L/27R, 10C/28C, and 10R/28L), and the 14/32s closed. Runway 9C/27C is slated to open in November 2020 and Runway 9R/27L's extension will be complete in December 2021. The Proposed Interim Fly Quiet is expected to end in January 2021, as discussed in Chapter 2. During preparation of the EIS and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), airlines, and FAA have examined ways to improve the Existing Fly Quiet to address nighttime noise concerns for a time period before Build Out of the OMP. Through that process, the specific runways to be used evolved into the Proposed Interim Fly Quiet. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability. While the Proposed Interim Fly Quiet interim conditions differ from those previously assessed and disclosed in the EIS, the data and analysis contained in the EIS are still substantially valid. The Proposed Interim Fly Quiet, including runway use, is associated with interim conditions and will not affect Build Out runway use. The Final Re-Evaluation identifies conditions that include compliance by CDA with implementation of mitigation measures outlined in the Record of Decision (ROD) to address environmental consequences of implementing the OMP. FAA is satisfied that the required mitigation outlined in the ROD will be implemented. Consistent with the EIS and ROD, there are

Issue	Response
	housing units within the 65 Day-Night Average Sound Level (DNL) contours for interim conditions that are outside the 65 DNL contour for Build Out that have not been and will not be sound insulated.
H – Cumulative	See list of Commenters for individual responses, where applicable.
I - Miscellaneous	See subcategories for responses, and also see list of Commenters for individual responses, where applicable.
I1 – Community representation imbalance on ONCC and FAIR	Comment noted. FAA is not a member of the O'Hare Noise Compatibility Commission (ONCC) or Fair Allocation in Runways (FAiR). Questions on ONCC or FAiR policies and/or materials should be directed to ONCC or FAiR for response.
I2 – 2015 Elmhurst meeting statement about noise decreases	At the time of the 2015 Elmhurst meeting, the Proposed Interim Fly Quiet had not yet been formulated. As noted in Chapter 2 of the Final Re-Evaluation, the O'Hare Noise Compatibility Commission (ONCC) formed an ad hoc Fly Quiet Committee in September 2015 to review, modify, and make recommendations regarding nighttime noise abatement procedures at O'Hare. The ad hoc Fly Quiet Committee was formed following the Chicago Department of Aviation's recommendations to investigate options to modify the Existing Fly Quiet, which were announced during meetings with Fair Allocation in Runways in summer 2015. ONCC developed and oversaw three Proposed Interim Fly Quiet Runway Rotation Plan Tests to collect data on possible runway configurations and scheduling that could provide near-term relief to the most impacted communities surrounding O'Hare. Three tests were completed from 2016 through late 2017 to consider various options of runway use. The Proposed Interim Fly Quiet in this Re-Evaluation was voted on by ONCC in December 2017.
I3 – Encourage involvement in design of IFQ	During preparation of the Environmental Impact Statement and 2015 Re-Evaluation, FAA received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation (CDA), the O'Hare Noise Compatibility Commission (ONCC), airlines, and FAA have examined ways to improve the Existing Fly Quiet to address noise concerns for a time period before Build Out of the O'Hare Modernization Program. The Proposed Interim Fly Quiet evolved from that process. ONCC and the CDA designed the Proposed Interim Fly Quiet to provide nighttime aircraft noise relief and greater predictability. Numerous public ONCC meetings were held on the earlier tests and the Proposed Interim Fly Quiet in 2015, 2016 and 2017. The Proposed Interim Fly Quiet is not permanent. It will end in January 2021, when the nighttime runway use will return to the Existing Fly Quiet. At this time, the CDA has not recommended a permanent change to the Existing Fly Quiet.
I4 – Noise complaint system degradation	The City of Chicago recently, in early 2019, updated its noise complaint system. Complaints can be filed online, over the phone, or on the City of Chicago's 311 phone application. Information is available at https://www.flychicago.com/community/ORDnoise/Complaints/pages/default.aspx The City of Chicago provides information on the monthly collection of noise complaints. Information on the complaints is available at https://www.flychicago.com/community/ORDnoise/ANMS/Pages/ANMSreports.aspx
I5 – Sound insulation inequalities for east/west vs	The O'Hare Residential Sound Insulation Program is based on the 65 Day-Night Average Sound Level (DNL) Build Out noise contour approved in the O'Hare Modernization Environmental Impact Statement. O'Hare Modernization will be complete in December 2021. The Chicago Department of Aviation continues to sound-insulate potentially eligible residences located within the 65 DNL Build Out contour. The Proposed Interim Fly Quiet would be an interim condition, during non-construction months, from November 2019 through May 2020 and then from September 2020 through January 2021. The Existing Fly Quiet would continue to occur during all other months.

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north/south communities	Neither the Existing Fly Quiet nor the Proposed Interim Fly Quiet 65 DNL contour establishes eligibility for sound insulation.
I6 – Rotation 50/50 week split not equitable	The O'Hare Noise Compatibility Commission (ONCC) designed the Proposed Interim Fly Quiet to provide relief to the most severely impacted communities around O'Hare. ONCC voted in support of the Proposed Interim Fly Quiet, and the City of Chicago submitted the proposal to FAA. Though the Proposed Interim Fly Quiet rotation schedule is for biweekly use of parallel or diagonal configurations, the runway use would still mostly be in an east/west direction, more than a diagonal one, due to predominant winds and limitations for use of Runway 4L/22R and Runway 4R/22L. The Proposed Interim Fly Quiet is also temporary; it would not be used during the construction periods in 2019 or 2020 and would end in January 2021.
J – Comment Noted	Comment Noted. Also, see list of Commenters for individual responses, where applicable.
K - Environmental Justice Consideration	See subcategories for responses, and also see list of Commenters for individual responses, where applicable.
K1 – Environmental Justice Analysis Conducted is Insufficient	FAA conducted detailed analysis of the geographical distribution of impacts and the corresponding populations residing in those areas affected by the implementation of Proposed Interim Fly Quiet. Among the analyses performed were detailed land-use compatibility analysis and detailed statistical analysis of the extent to which demographic characteristics of populations affected (i.e., percentage of minority and/or low-income populations in areas experiencing an impact) varied geographically. This latter analysis is commonly referred to as Environmental Justice analysis. The analytical approach for this analysis is summarized and presented in Section 2.5, the results of the analysis are summarized and presented in Section 3.5, and the detailed analysis is shown in a technical memorandum reproduced in Appendix D.
K2 – No Socioeconomic Justice Analysis	FAA believes the commenter is referring to the Socioeconomic Impacts as defined in FAA Order 1050.1F and its companion Desk Reference Guide. The Council on Environmental Quality, in its guidance to Federal agencies in the implementation of the National Environmental Policy Act, notes that economic or social effects are not intended, by themselves, to require preparation of an environmental impact statement. Consequently, FAA Order 1051.F Desk Reference provides guidance indicating that this environmental impact category is primarily concerned with Federal actions involving acquisition of real property or displacement of persons that would occur as a result of implementing a proposed action. The implementation of the Proposed Interim Fly Quiet would not involve acquisition of real property or displacement of persons or business from their current locations. In this circumstance, where acquisition or displacement would not occur, the guidance states: "If the proposed action or alternative(s) does not specifically require acquisition of property or displacement of people, FAA, to the fullest extent possible, should observe all state and local laws, regulations, and ordinances concerning zoning, transportation, economic development, and housing when planning, assessing, or implementing a proposed action or alternative(s)." In light of the foregoing, the Final Re-Evaluation document notes in Section 2.4 that this Environmental Impact sub-category did not require Re-Evaluation, as the Proposed Interim Fly Quiet would not alter the project effects previously disclosed in the Environmental Impact Statement. This sub-category will not be affected by the Proposed Interim Fly Quiet. Implementation of the Proposed Interim Fly Quiet

Issue	Response
	would not involve acquisition of real estate, relocation of residents or community businesses, disruption of local traffic patterns, loss in community tax base, or changes to the fabric of the community. An Environmental Justice analysis was undertaken. The analytical approach and results of the analysis are summarized in Sections 2.5 and 3.5, respectively. A detailed technical memorandum is reproduced in Appendix D.