

CHAPTER 1

EXECUTIVE SUMMARY

The Federal Aviation Administration prepared this Re-Evaluation of the O'Hare Modernization Environmental Impact Statement to analyze and disclose the potential environmental impacts of the Proposed Interim Fly Quiet Runway Rotation Program. This document relates to proposed temporary changes in nighttime operations at Chicago O'Hare International Airport.

Since 2005, the Chicago Department of Aviation has been improving and modernizing the airfield at O'Hare. The Federal Aviation Administration assessed the O'Hare Modernization Program in an environmental impact statement and issued a Record of Decision in 2005.¹ During preparation of the Environmental Impact Statement and 2015 Re-Evaluation,² the Federal Aviation Administration received comments concerning aircraft noise as well as requests to alter the existing nighttime preferential runway use program. The Chicago Department of Aviation, the O'Hare Noise Compatibility Commission, airlines, and the Federal Aviation Administration 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 Runway Rotation Program evolved from that process. The O'Hare Noise Compatibility Commission and the Chicago Department of Aviation designed the Proposed Interim Fly Quiet Runway Rotation Program to provide nighttime aircraft noise relief and greater predictability.³

This Re-Evaluation was prepared to disclose the environmental impacts of interim conditions generated by the Proposed Interim Fly Quiet Runway Rotation Program. The Federal Aviation Administration concludes that the contents of previously prepared environmental documents remain valid and that there are no significant new circumstances that require the preparation of a supplement or new Environmental Impact Statement.

The 2005 Environmental Impact Statement and this Re-Evaluation confirm that the Environmental Impact Statement provides a fair and full discussion of impacts of the proposed Interim Fly Quiet Runway Rotation Program. The Re-Evaluation and Environmental Impact Statement, and/or compensation of impacts as required by the National Environmental Policy Act, the Council on Environmental Quality regulations, other special purpose environmental laws, and Federal Aviation Administration environmental orders.

The Federal Aviation Administration has determined that environmental and other relevant concerns presented by interested agencies and citizens have been addressed in the Re-Evaluation. In making this determination, the Federal Aviation Administration has considered all public comments submitted during the public comment period for this Re-Evaluation. The Federal Aviation Administration concludes that with respect to the O'Hare Modernization Program and the Proposed Interim Fly Quiet Runway Rotation Program, there are no outstanding environmental issues within Federal Aviation Administration jurisdiction to be studied or National Environmental Policy Act requirements that have not been met.

¹ https://www.faa.gov/airports/airport_development/omp/eis/feis/

² http://www.faa.gov/airports/airport_development/omp/eis_re_eval

³ See Section 2.2.2.

1.1 THE PROPOSED INTERIM FLY QUIET

Following extensive coordination by the Chicago Department of Aviation (CDA) and O'Hare Noise Compatibility Commission (ONCC) with the public, airlines, and Federal Aviation Administration (FAA), the CDA submitted a request to FAA to implement the Proposed Interim Fly Quiet Runway Rotation Program (Proposed Interim Fly Quiet).⁴ Information on the process to develop the Proposed Interim Fly Quiet is available on the CDA's website:

<https://www.flychicago.com/community/ORDnoise/FlyQuiet/Pages/default.aspx>

This section summarizes the activities leading to the Proposed Interim Fly Quiet, which included three tests of various options for interim nighttime preferential runway use.

1.1.1 Existing Fly Quiet

Since the late 1960s, FAA and the City of Chicago have implemented a voluntary nighttime noise abatement program at Chicago O'Hare that includes the use of nighttime preferential runways and flight paths. As a further step in reducing nighttime aircraft noise, in June 1997, the CDA reached an agreement with airlines operating at O'Hare and FAA to use voluntary noise abatement flight procedures. Pursuant to the agreement, the CDA, FAA, and airlines implemented the Existing Fly Quiet to reduce nighttime impacts of aircraft noise on neighborhoods surrounding O'Hare.

As a voluntary program, the Existing Fly Quiet encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight paths. The program is implemented as wind, weather, and operational conditions allow, and includes:

- Preferential runways⁵
- Preferential departure flight tracks
- Arrival and departure profiles

FAA considers 10:00:00 p.m. to 6:59:59 a.m. to be nighttime hours for noise analysis purposes. The CDA's goal is that Existing Fly Quiet occur during the entire nine-hour nighttime period; however, due to wind, weather, operational conditions, air travel demand, and flight schedules, Existing Fly Quiet typically occurs for fewer than nine hours. Because of this, the term Fly Quiet Mode, reflecting the time in Existing Fly Quiet, starts each night on or after 10:00 p.m., once conditions allow for restricting operations to one departure runway and one arrival runway and the use of preferential flight tracks. This typically occurs from 10:30 p.m.⁶ to 5:30 a.m. Fly Quiet Mode ends each morning when operational demand increases, as additional runways are needed and preferential flight tracks can no longer be used.

The following describes the components of the Existing Fly Quiet, all of which are voluntary in nature.

- Preferential Nighttime Runway Use

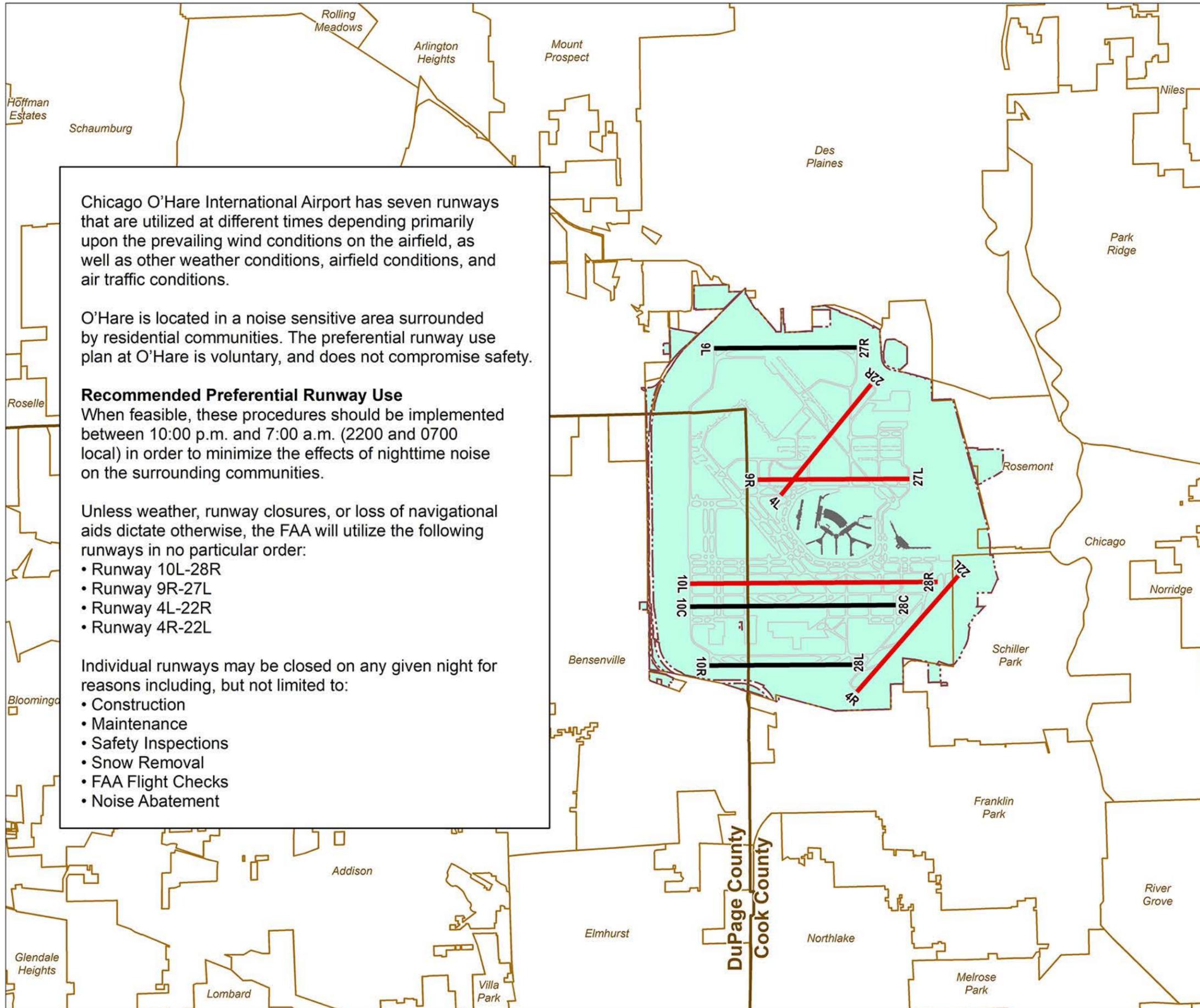
⁴ Subsequent to this request, the CDA also submitted two additional alternatives designed to test nighttime rotation patterns with potential to reduce impact on environmental justice communities surrounding O'Hare. See Appendices C, D, and E for analyses of these alternatives. FAA analysis indicates that these alternatives would not reduce impacts to environmental justice areas of concern compared to Proposed Interim Fly Quiet.

⁵ The CDA controls which runways are open at O'Hare.

⁶ <https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/FQ/ORDFlyQuietManual2018.09.pdf>

- O'Hare currently operates seven runways. Runway use depends primarily on prevailing wind conditions on the airfield as well as on other weather conditions, airfield conditions, and air traffic conditions.
- When feasible, the preferential runways should be used between 10:00 p.m. and 6:59 a.m. to minimize the effects of nighttime noise on the surrounding communities. Unless weather, runway closures, or loss of navigational aids dictate otherwise, FAA utilizes the following runways (listed in no particular order) as shown in **Exhibit 1-1**:
 - Runway 10L/28R
 - Runway 9R/27L
 - Runway 4L/22R
 - Runway 4R/22L
- The CDA closes runways nightly for routine safety inspections.
- Preferential Nighttime Departure Flight Tracks/Paths
 - 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 right turn heading 090° until 3,000 feet MSL (following the Kennedy Expressway).
 - Runway 22L – Make left turn heading 180° until 3,000 feet MSL (following the Tri-State Tollway).
 - Runway 28R – Make right turn heading 290° until 3,000 feet MSL.
- Arrival Descent and Departure Climb Profiles
 - Existing Fly Quiet includes the following nighttime arrival and departure profiles for noise abatement between 10:00 p.m. and 6:59 a.m., as shown in **Figure 1-1**. These procedures are advisory in nature.
 - **Descent:** Aircraft should not be lower than 4,000 feet MSL when turning on final approach.
 - **Arrival Reverse Thrust:** Limit the use of reverse thrust.
 - **Departure:** Maintain quiet climb configuration to 3,000 feet MSL.

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Chicago O'Hare International Airport has seven runways that are utilized at different times depending primarily upon the prevailing wind conditions on the airfield, as well as other weather conditions, airfield conditions, and air traffic conditions.

O'Hare is located in a noise sensitive area surrounded by residential communities. The preferential runway use plan at O'Hare is voluntary, and does not compromise safety.

Recommended Preferential Runway Use
 When feasible, these procedures should be implemented between 10:00 p.m. and 7:00 a.m. (2200 and 0700 local) in order to minimize the effects of nighttime noise on the surrounding communities.

- Unless weather, runway closures, or loss of navigational aids dictate otherwise, the FAA will utilize the following runways in no particular order:
- Runway 10L-28R
 - Runway 9R-27L
 - Runway 4L-22R
 - Runway 4R-22L

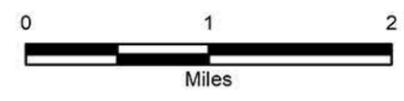
- Individual runways may be closed on any given night for reasons including, but not limited to:
- Construction
 - Maintenance
 - Safety Inspections
 - Snow Removal
 - FAA Flight Checks
 - Noise Abatement



Chicago
 O'Hare
 International
 Airport

**Written Re-Evaluation of the
 O'Hare Modernization Environmental
 Impact Statement for the
 Interim Fly Quiet Runway Rotation Plan**

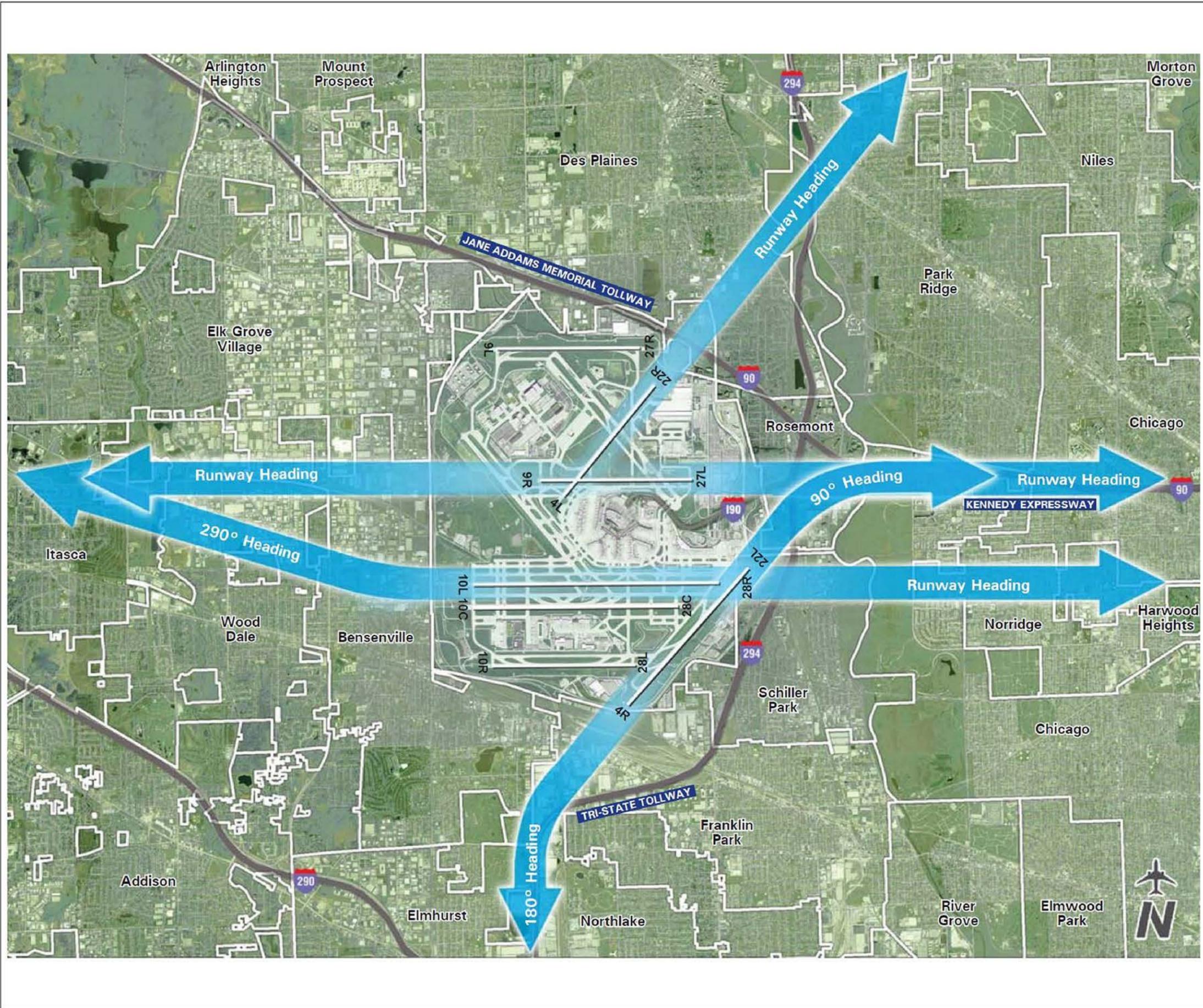
- Airport Boundary
- Fly Quiet Preferential Runways
- Non-Preferential Runways
- County Boundary
- Community Boundary



Existing Fly Quiet Preferential Runways

Source: CDA 2018 Fly Quiet Manual

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**Existing Recommended Nighttime
Departure Procedures**

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

4L
9R
10L
27L

Fly runway heading
until 3,000 feet MSL.

4R

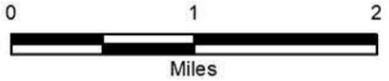
Fly runway heading for
1 mile then right turn
heading 090° until
3,000 feet MSL
(following the Kennedy
Expressway).

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.

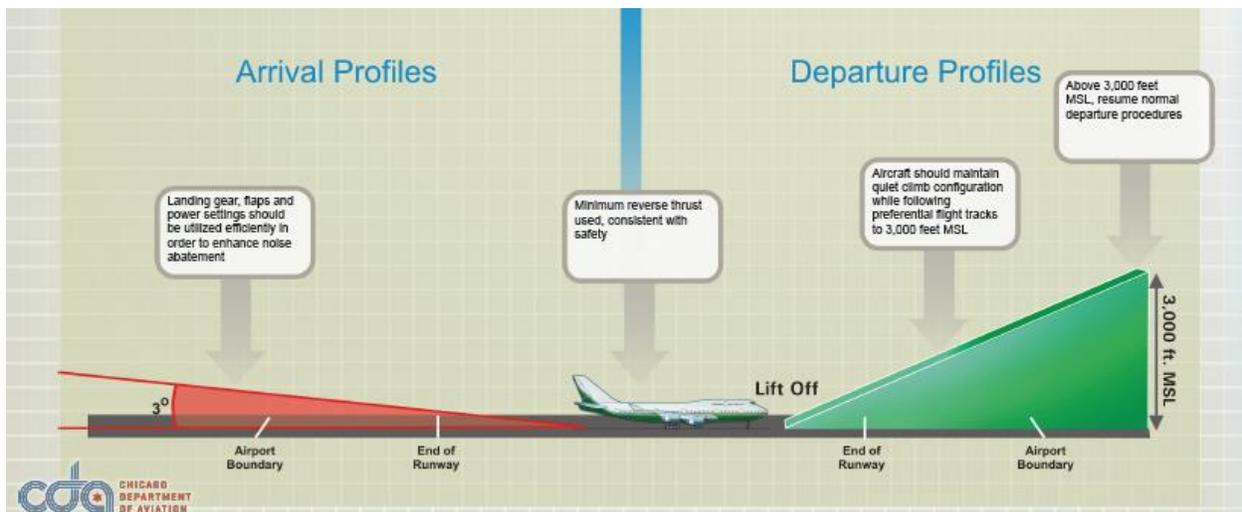


Existing Fly Quiet Departure Flight Paths

Source: CDA 2018 Fly Quiet Manual

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**FIGURE 1-1
EXISTING FLY QUIET ARRIVAL AND DEPARTURE PROCEDURES**



SOURCE: <https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/FQ/ORDFlyQuietManual2018.09.pdf>

- Ground Run-Up Procedures
 - The Ground Run-Up Enclosure (located on the Scenic Hold Pad) is a structure that uses acoustical dampening materials to reduce the noise impacts of operation of an engine at high power for extended periods for maintenance tests.
 - Alternate run-up locations can be used when the Ground Run-Up Enclosure is in use or winds are not conducive for run-ups in the Ground Run-Up Enclosure.

1.1.2 Proposed Interim Period (Period when the Proposed Interim Fly Quiet would be implemented)

The O'Hare Modernization Program (OMP) was designed to facilitate a primarily east-west air traffic flow. The OMP runway projects completed as of January 2019 include:

- The extension to Runway 10L/28R
- New Runway 9L/27R
- New Runway 10C/28C
- New Runway 10R/28L

New Runway 9C/27C is scheduled to be commissioned in November 2020, and the extension to Runway 9R/27L is scheduled to be completed in December 2021. The extension of Runway 9R/27L will not be commissioned or operational during the Proposed Interim Fly Quiet period. Therefore it is not shown in exhibits in this Re-Evaluation.

The Proposed Interim Fly Quiet would not be implemented during the runway closures that are expected to be necessary to reconstruct Runway 4L/22R and rehabilitate Runway 4R/22L. The Proposed Interim Fly Quiet could begin in November 2019, continue through mid-May 2020 (discontinuing during the

rehabilitation of 4R/22L), and resume in mid-September 2020 until the end of January 2021. The Proposed Interim Fly Quiet would be in place for approximately 11 months. The Existing Fly Quiet would be implemented by the airlines, the CDA, and FAA during the intervening airfield construction periods in 2019, 2020, and 2021 (Runway 9R/27L extension construction) on a voluntary basis as wind, weather, and operational conditions allow.

1.1.3 Proposed Interim Fly Quiet Nighttime Runway Use

ONCC and the CDA's purpose⁷ for 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.⁸ Their 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.

The Proposed Interim Fly Quiet would not alter the location of the nighttime preferential flight tracks or the arrival/departure profiles. Only the nighttime runway use would change during the Proposed Interim Fly Quiet period. The Proposed Interim Fly Quiet would not alter Ground Run-Up Enclosure procedures.

There are six runway operating configurations in the Proposed Interim Fly Quiet. The CDA's Proposed Interim Fly Quiet request is for FAA to implement the configurations when conditions allow. For safety reasons, aircraft depart and land into the wind. For any given time, therefore, runway configurations are chosen based on wind direction. These configurations are designed so that:

- No more than two runways are used in each configuration.
- Either only the east/west runways or only the "diagonal" runways (Runways 4L/22R and 4R/22L) are in use.
- Departure and arrival operations occur on as many different runways as feasible.

It is important to note that runway operating configurations without Runway 10L/28R may still include departure operations on Runway 10L/28R by pilots specifically requesting this longer runway due to aircraft operational requirements.

Exhibit 1-3 identifies the Proposed Interim Fly Quiet runway operating configurations. Configurations K, L, and M are east flow arrival configurations (when winds are from the east) while configurations H, I, and O are west flow arrival configurations (when winds are from the west). Of the three east flow arrival configurations, two use only east/west runways and one uses only diagonal runways. Similarly, there are three west flow arrival configurations; two use only east/west runways, and one uses only diagonal runways.

Proposed east flow configurations are:

- Configuration K arrives Runway 10L and departs Runway 9R.

⁷ The CDA's request to FAA to implement the Proposed Interim Fly Quiet can be found at <https://www.flychicago.com/docs/ifq%20submittal%20final.pdf> (February 2018).

⁸ Noise-sensitive land uses are defined in Appendix C.4.7.

- Configuration L arrives Runway 4R and departs Runway 4L.
- Configuration M arrives Runway 10C and departs Runway 10L.

Proposed west flow configurations are:

- Configuration H arrives Runway 27L and departs Runway 28C.
- Configuration I arrives Runway 22R and departs Runway 22L.
- Configuration O arrives Runway 28C and departs Runway 28R.

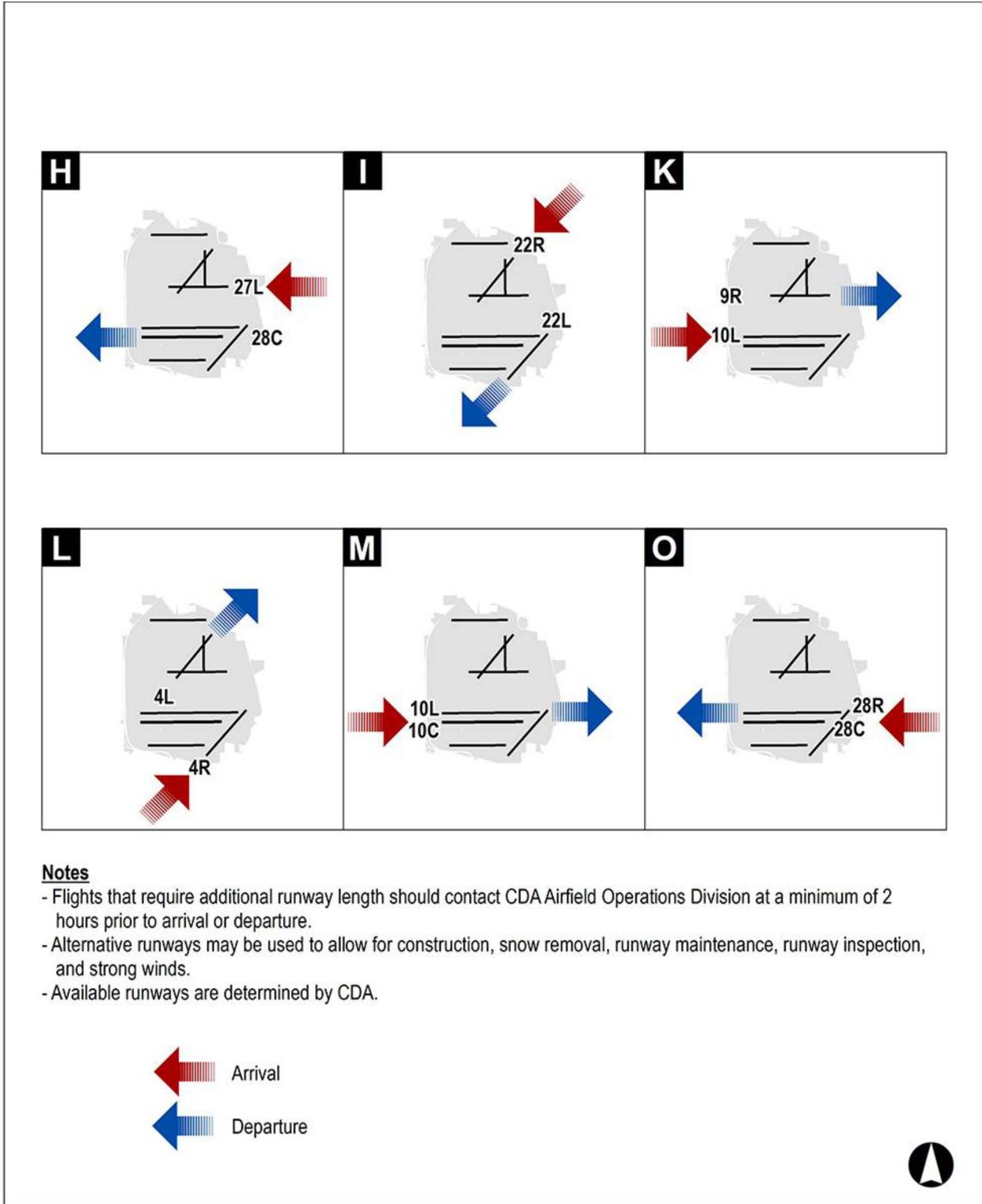
If FAA needs to assign an intersection departure,⁹ the CDA requests FAA assign departures closest to the end of the runway to allow for the greatest runway length possible. Unless the runway is closed, airline requests for Runway 10L/28R would be accommodated with advance notice of two or more hours to CDA's Airfield Operations Division. The CDA would give permission with less than two hours' notice during weeks in which diagonal runways are in operation. If Runway 10L/28R is closed, Runway 10C/28C would be made available.

The runway operating configurations are proposed for use, when possible, in an eight-week repeating schedule. Important characteristics of the schedule are:

- For each week, a primary runway operating configuration would be designated with an alternate (secondary) configuration designated to provide additional wind coverage if needed.
- Two runways are proposed for use per week to minimize the disruption caused by nighttime runway maintenance and construction.
- The runway operating configurations would also be used to alternate between configurations using east/west-oriented runways and diagonal runways.

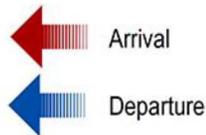
⁹ Intersection departures are often used where the runway is long enough that the full length is not needed by a particular aircraft type and the aircraft can begin its departure roll at a taxiway intersection rather than at the end.

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Notes

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



Source: <https://www.flychicago.com/docs/ffq%20submittal%20final.pdf>



Chicago O'Hare International Airport
**Written Re-Evaluation of the
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 Interim Fly Quiet Runway Rotation Plan**

Proposed Interim
 Fly Quiet Configurations
 (Nighttime Only)

► Exhibit 1-3

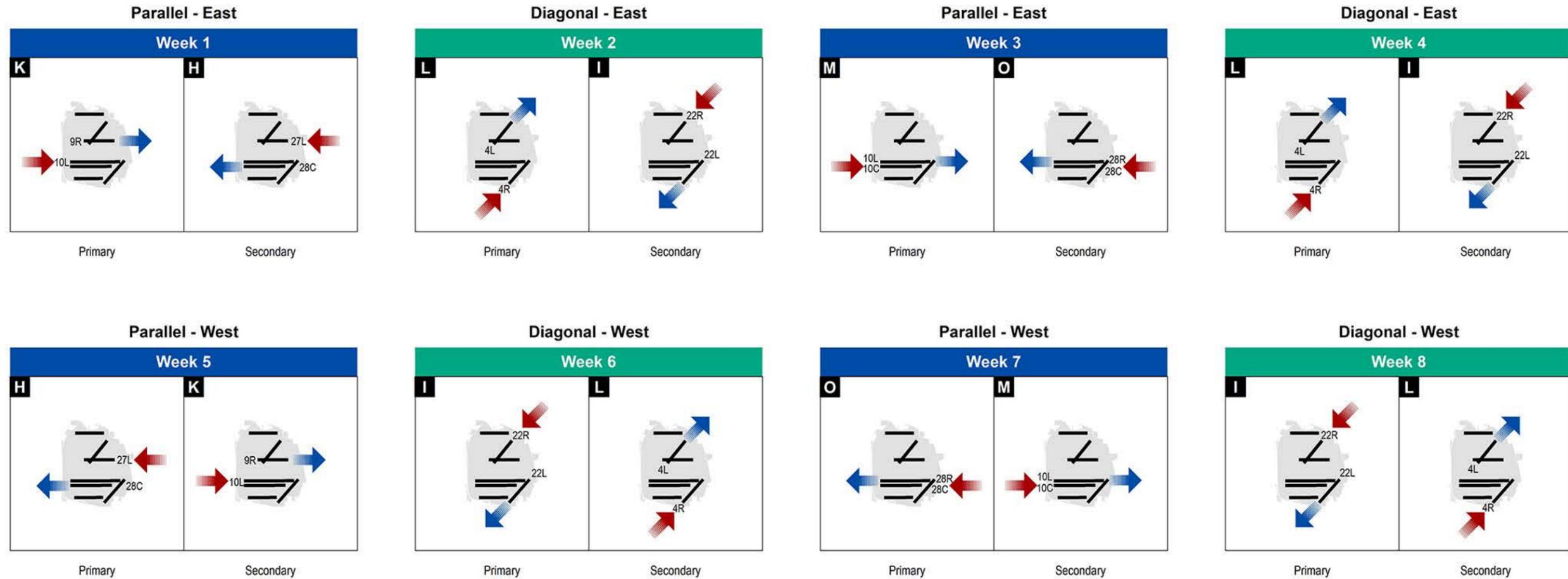
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The proposed weekly configuration cycles for the Proposed Interim Fly Quiet, illustrated in **Exhibit 1-4**, are as follows:

- Week 1: The primary runway operating configuration would be east flow arrival configuration K (arrivals on Runway 10L and departures on Runway 9R) with west flow arrival configuration H (arrivals on Runway 27L and departures on Runway 28C) serving as the secondary configuration.
- Week 2: The primary runway operating configuration would be east flow arrival configuration L (arrivals on Runway 4R and departures on Runway 4L) with west flow arrival configuration I (arrivals on Runway 22R and departures on Runway 22L) serving as the secondary configuration. The use of a diagonally-orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 3: The primary runway operating configuration would be east flow arrival configuration M (arrivals on Runway 10C and departures on Runway 10L) with west flow arrival configuration O (arrivals on Runway 28C and departures on Runway 28R) serving as the secondary configuration. The use of an east/west-orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 4: The primary runway operating configuration would be east flow arrival configuration L (arrivals on Runway 4R and departures on Runway 4L) with west flow arrival configuration I (arrivals on Runway 22R and departures on Runway 22L) serving as the secondary configuration. The use of a diagonally-orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 5: The primary runway operating configuration would be west flow arrival configuration H (arrivals on Runway 27L and departures on Runway 28C) with east flow arrival configuration K (arrivals on Runway 10L and departures on Runway 9R) serving as the secondary configuration. The use of an east/west orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 6: The primary runway operating configuration would be west flow arrival configuration I (arrivals on Runway 22R and departures on Runway 22L) with east flow arrival configuration L (arrivals on Runway 4R and departures on Runway 4L) serving as the secondary configuration. The use of a diagonally-orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 7: The primary runway operating configuration would be west flow arrival configuration O (arrivals on Runway 28C and departures on Runway 28R) with east flow arrival configuration M (arrivals on Runway 10C and departures on Runway 10L) serving as the secondary configuration. The use of an east/west-orientated configuration would minimize additional effects on the communities affected during the prior week.
- Week 8: The primary runway operating configuration would be west flow arrival configuration I (arrivals on Runway 22R and departures on Runway 22L) with east flow arrival configuration L (arrivals on Runway 4R and departures on Runway 4L) serving as the secondary configuration. The use of a diagonally-orientated configuration would minimize additional effects on the communities affected during the prior week.

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



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

Notes

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



Source: <https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/FQ/ORDFlyQuietManual2018.09.pdf>



Chicago O'Hare International Airport
**Written Re-Evaluation of the
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 Interim Fly Quiet Runway Rotation Plan**

Proposed Interim
 Fly Quiet Runway Rotation
 (Nighttime Only)

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The Existing Fly Quiet would be used during airfield construction periods in 2019, 2020, 2021 (Runway 9R/27L extension construction), and after Build Out of the OMP airfield.

1.2 ANALYSIS APPROACH

FAA's approach to preparing this Re-Evaluation is consistent with the analyses conducted in the O'Hare Modernization Environmental Impact Statement (EIS) and also analyzes and discloses environmental information that may result from the Proposed Interim Fly Quiet. To ensure consistency, FAA considered the aviation activity forecasts, models used to examine runway use and operational characteristics, models used to assess environmental effects, and which environmental disciplines should be assessed in detail. **Section 2.4** discusses the impact analysis approach.

Aviation activity forecasts are an integral element of the National Environmental Policy Act (NEPA) evaluation process and impact results for several key environmental resources. The level of aircraft activity, aircraft fleet mix, and distribution of operations over a 24-hour period, described in **Section 2.4** and **Appendix B**, are foundational for key environmental analyses, particularly of noise and air quality.

The Total Airspace and Airport Modeler (TAAM) was used to create airport and airspace operations inputs for environmental analysis. This Re-Evaluation employed the same TAAM modeling process that was developed for the EIS and the 2015 Re-Evaluation, using updated forecasted activity levels. An FAA Air Traffic Workgroup, consisting of senior FAA Air Traffic representatives from Chicago Air Traffic Control facilities (O'Hare Air Traffic Control Tower, Elgin TRACON, and Aurora Center), was assembled to review and ultimately approve TAAM models for each configuration.¹⁰ Since TAAM version 2.0, used in the EIS, is no longer supported, the Re-Evaluation used the current version of the modeling tool. TAAM Version v2017.2.1 has updated capabilities to accommodate the complex operating procedures at O'Hare. Differences between the TAAM versions are documented in detail in **Section 2.4.2.1** and **Appendix A**.

The EIS and the 2015 Re-Evaluation used the Integrated Noise Model (INM) modeling software to prepare noise contours and calculate exposure and other supplemental noise metrics. FAA's Emissions and Dispersion Modeling System (EDMS) was used in the EIS and 2015 Re-Evaluation to evaluate air pollutant and pollutant precursor emissions. After the EIS and Record of Decision (ROD) were completed, FAA released the combined noise and air quality model, Aviation Environmental Design Tool (AEDT 2d), which FAA requires for analyses undertaken as part of NEPA compliance.¹¹

Aircraft noise and air quality analyses are based on methodologies and protocols developed for the EIS and the 2015 Re-Evaluation, adjusted as necessary to reflect current regulatory conditions, updates to meteorological conditions and background concentrations, activity forecasts, changes in nighttime runway use, and required use of new and updated evaluation tools such as AEDT.

In preparing this Re-Evaluation, FAA determined that several environmental resources do not require re-evaluation because the changes in nighttime runway use from the Proposed Interim Fly Quiet would not alter the project effects disclosed in the EIS. Because the Build Out development in the OMP has not changed, this Re-Evaluation does not address the following resources:

¹⁰ The Air Traffic Workgroup is comprised of representatives from O'Hare Tower (ORD ATCT), Chicago TRACON (C90), Chicago ARTCC (ZAU), the National Air Traffic Controllers Association (NATCA), FAA Chicago Airports District Office (CHI-ADO), FAA's Third-Party Contractor HMMH, and Ricondo & Associates, Inc.

¹¹ FAA policy requiring use of AEDT for aircraft noise analysis under NEPA and for airport compatible land-use planning was published at 80 FR 28753 (May 15, 2015).

- Coastal Resources
- Farmlands
- Biotic Communities/Threatened Species
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Light Emissions and Visual Impacts
- Secondary (Induced) Impacts
- Construction
- Water Resources (Wetlands, Floodplains, Water Quality, and Wild and Scenic Rivers)

The primary effects of the Proposed Interim Fly Quiet would be to noise and air quality. Since completion of the EIS, FAA has issued guidance for the evaluation of climate, which is addressed in this Re-Evaluation. Effects of the Proposed Interim Fly Quiet on noise and their corresponding effects on Historic, Architectural, Archeological, and Cultural Resources are analyzed in **Section 3.1** and **Appendix C**, as are the effects on DOT Section 4(f) resources. All other natural resource conditions are described in the EIS. With regard to air quality, analysis and results are presented in **Section 3.2** and **Appendix E**. Aircraft-related energy consumption is described for both energy and resulting effect on greenhouse gas (GHG) emissions and climate in **Section 3.3** and **Appendix F**. The potential for the Proposed Interim Fly Quiet to contribute to cumulative environmental impacts is described in **Section 3.4** and **Appendix G**. Effects on environmental justice communities are described in **Section 3.5** and **Appendix D**. Effects of the Proposed Interim Fly Quiet on children's environmental health are described in **Appendix C**.

1.3 SUMMARY OF FINDINGS

This Re-Evaluation incorporates similar data, simulation models, and analysis techniques that supported comparable categories in the EIS and the 2015 Re-Evaluation. The latest FAA guidance documents were also followed.¹² The following sections briefly summarize the evaluation process and results.

Between the publication of the Draft and this Final Proposed Interim Fly Quiet Re-Evaluation document, FAA undertook additional quality control analyses of calculations and results presented. Changes between the two documents primarily concern designation of multi-family versus single-family dwelling unit assignments. Additionally, data pertaining to dwelling units where sound-insulation mitigation currently in progress was changed to reflect status as of August 2018. The changes made to these results were not substantial and do not alter FAA's determinations.

1.3.1 Noise

Since 1996, the CDA has used its Airport Noise Management System (ANMS) to monitor the noise generated by O'Hare aircraft over the surrounding communities. ANMS collects, analyzes, and processes data from several sources of information, including a network of 36 permanent noise monitors¹³ near

¹² FAA Orders 1050.1F and 5050.4B and associated Desk Reference, and FAA Community Involvement Manual.

¹³ Three new monitors have been installed since the 2015 Re-Evaluation.

O'Hare, and cross-references with FAA radar data. That information is used to share data in monthly and quarterly reports to disclose past noise levels to the public.¹⁴

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

In this Re-Evaluation, AEDT was used to calculate the level of aircraft noise. AEDT uses a database of aircraft noise characteristics to predict Day-Night Average Sound Levels (DNL) based on aircraft types, average annual day¹⁵ number of aircraft operations, operating conditions, aircraft performance, and aircraft flight patterns (see **Appendix C**).

Key data that determines aircraft noise exposure includes:

- **Runway Use.** While **Section 1.1.3** describes the Proposed Interim Fly Quiet, percentages for runway use were developed to evaluate the effects relative to the Existing Fly Quiet. **Exhibits 1-5 and 1-6** show the Existing Fly Quiet arrival and departure runway use, respectively, for the daytime and nighttime. Similarly, **Exhibits 1-7 and 1-8** show the runway use with the Proposed Interim Fly Quiet. Daytime runway use would remain the same between the Existing Fly Quiet and the Proposed Interim Fly Quiet.
- **Flight Tracks.** **Exhibit 1-9** displays the flight tracks that were used in generating the aircraft noise exposure contours associated with both the Existing Fly Quiet and the Proposed Interim Fly Quiet. The flight tracks would not change between the Existing Fly Quiet and the Proposed Interim Fly Quiet. Changes in the frequency of flight track use during the nighttime hours would occur, as tracks are associated with specific runways. If runway use changes, track use would also change.
- **Aircraft Operations and Aircraft Fleet Mix.** The Proposed Interim Fly Quiet would not change the number of aircraft operations or aircraft fleet mix.

Data sources and further assumptions are described for the Existing Fly Quiet in **Section 3.1.2.1** and for the Proposed Interim Fly Quiet in **Section 3.1.3.1**.

Noise exposure contours for the Existing Fly Quiet and the Proposed Interim Fly Quiet are presented in **Exhibits 1-10 and 1-11**, respectively.

To describe the changes in noise exposure that would occur with the Proposed Interim Fly Quiet, the noise exposure contours were electronically overlaid on census data and land use characteristics to quantify the area, housing units, and other noise-sensitive facilities that would be exposed to 65 DNL or greater. For a description of the noise effects of the Existing Fly Quiet, see **Section 3.1.2.2**. The noise effects of the Proposed Interim Fly Quiet are described in **Section 3.1.3.2**.

The total area exposed to 65 DNL and greater noise levels, and exposure increases and decreases, for the Existing Fly Quiet and the Proposed Interim Fly Quiet are provided in **Table 1-1**. **Exhibit 1-12** shows a comparison of the 65, 70, and 75 DNL contours for Existing Fly Quiet to the 65, 70, and 75 DNL contours for the Proposed Interim Fly Quiet.

¹⁴ <http://www.flychicago.com/OHare/EN/AboutUs/NoiseManagement/Airport-Noise-Management-System.aspx>

¹⁵ Average annual day refers to the average number of aircraft operations in a 24 hour period over a year.

In general, the Proposed Interim Fly Quiet would cause a net increase in the area covered by the 65 DNL contour. While some areas would experience an increase in acreage, others would experience a decrease due to the changes in nighttime runway use. Starting north of the airport and working clockwise around the airport, the 65 DNL contour area extending to the north from Runway 22R would increase. The 65 DNL contour area extending to the east from Runway 27L would decrease, while the contour area extending to the east from Runways 28R and 28C would shift slightly to the south. The 65 DNL contour area extending to the south from Runway 4R would increase. The 65 DNL contour area extending to the west from Runways 10L and 10C would decrease, and also shift slightly to the south, and the area extending to the west from Runway 9L would remain the same. The 75 DNL contour area increase would occur over airport property and industrial land uses. See **Exhibit 1-12** and **Section 3.1.4** for further detail.

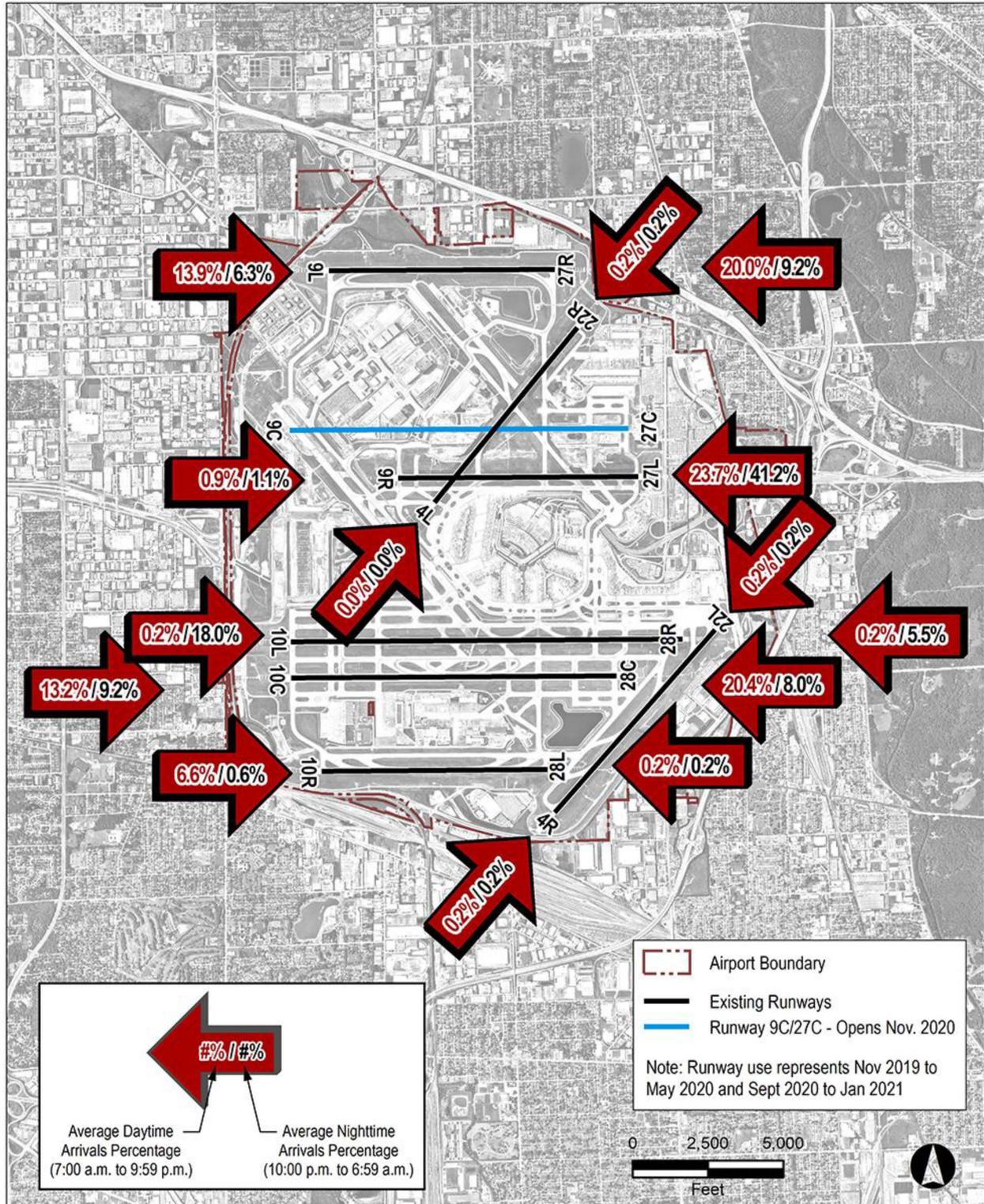
**TABLE 1-1
COMPARISON OF NOISE EXPOSURE OF EXISTING FLY QUIET AND
PROPOSED INTERIM FLY QUIET**

	65-70 DNL	70-75 DNL	75 DNL and Greater	Total (65 DNL and Greater)
Existing Fly Quiet				
Area (acres)	5,827	1,885	1,351	9,063
Population	12,389	1,843	-	14,232
Housing Units	4,423	631	-	5,054
Proposed Interim Fly Quiet				
Area (acres)	5,765	1,902	1,405	9,072
Population	13,473	2,207	-	15,680
Housing Units	4,766	857	-	5,623
Change from Existing Fly Quiet				
Area (acres)	(62)	16	54	8
Population	1,084	364	-	1,448
Housing Units	343	226	-	569
Newly Included within 65 DNL Contour				
Noncompatible Area (acres)				142
Population				2,428
Housing Units				961
Newly Excluded from 65 DNL Contour				
Noncompatible Area (acres)				137
Population				978
Housing Units				392
Source: HMMH, April 2019.				
Note: Noncompatible acreage is acreage of single-family residential, multi-family residential, and mobile home and school land use.				

The Proposed Interim Fly Quiet would include 961 newly exposed housing units within the area of the 65 DNL contour, and 392 housing units would be newly excluded from the area of the 65 DNL contour (see **Appendix C, Table C-28**). As explained above, the Proposed Interim Fly Quiet would be temporary.

In addition, the Proposed Interim Fly Quiet would expose 167 people and 57 housing units across nearly 16 acres to a significant noise increase, and would expose 3,256 people and 1,094 housing units across nearly 154 acres to a reportable noise increase. The Proposed Interim Fly Quiet would also expose 147 people and 56 housing units across nearly 33 acres to a significant noise decrease, and would expose no one to a reportable noise decrease. See **Section 3.14** for further detail.

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Source: Ricardo TAAM, HMMH Analysis, July 2018

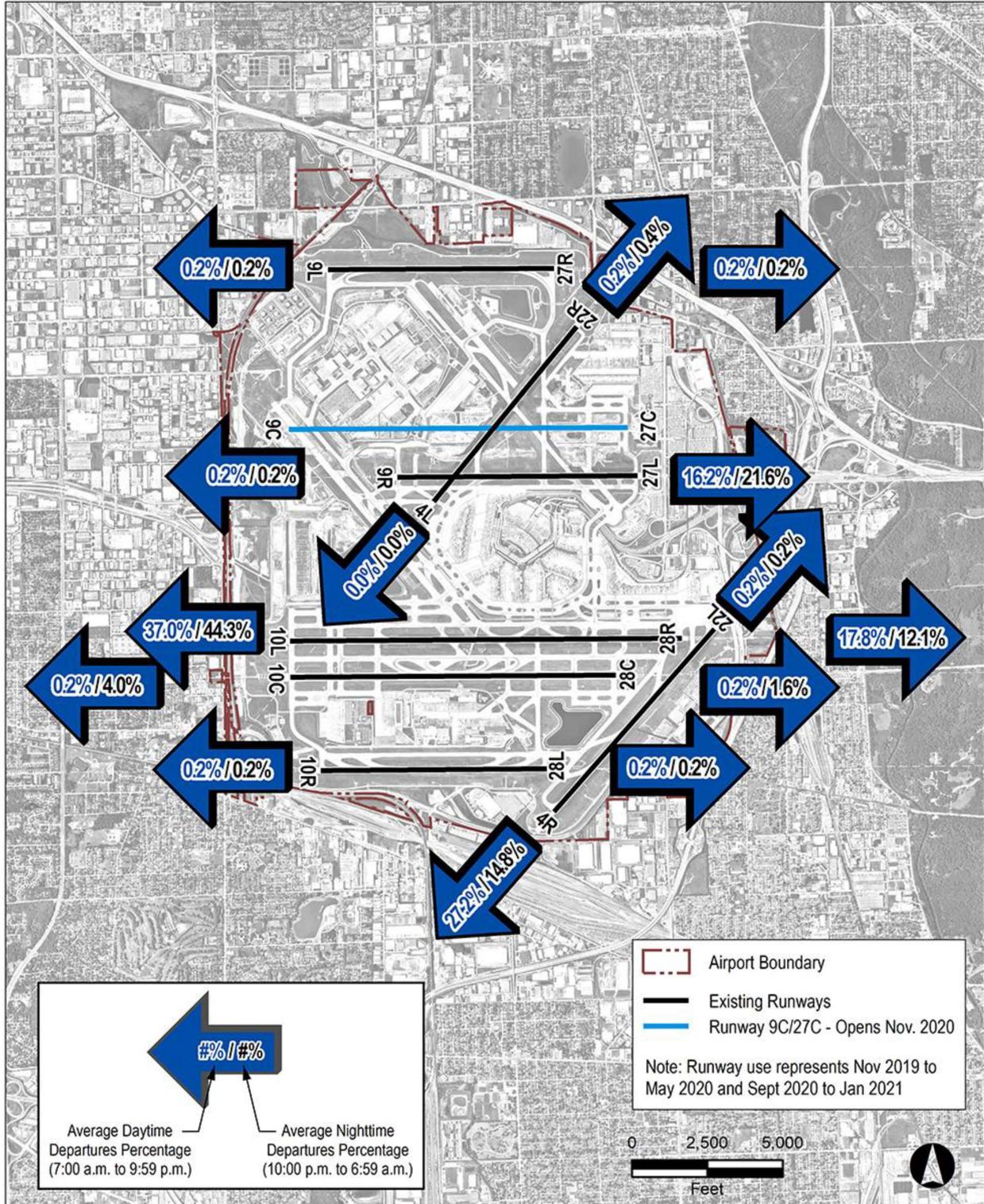


Chicago O'Hare International Airport
**Written Re-Evaluation of the
 O'Hare Modernization Environmental
 Impact Statement for the
 Interim Fly Quiet Runway Rotation Plan**

Existing Fly Quiet
 Arrival Runway Use

► Exhibit 1-5

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Source: Ricardo TAAM, HMMH Analysis, July 2018

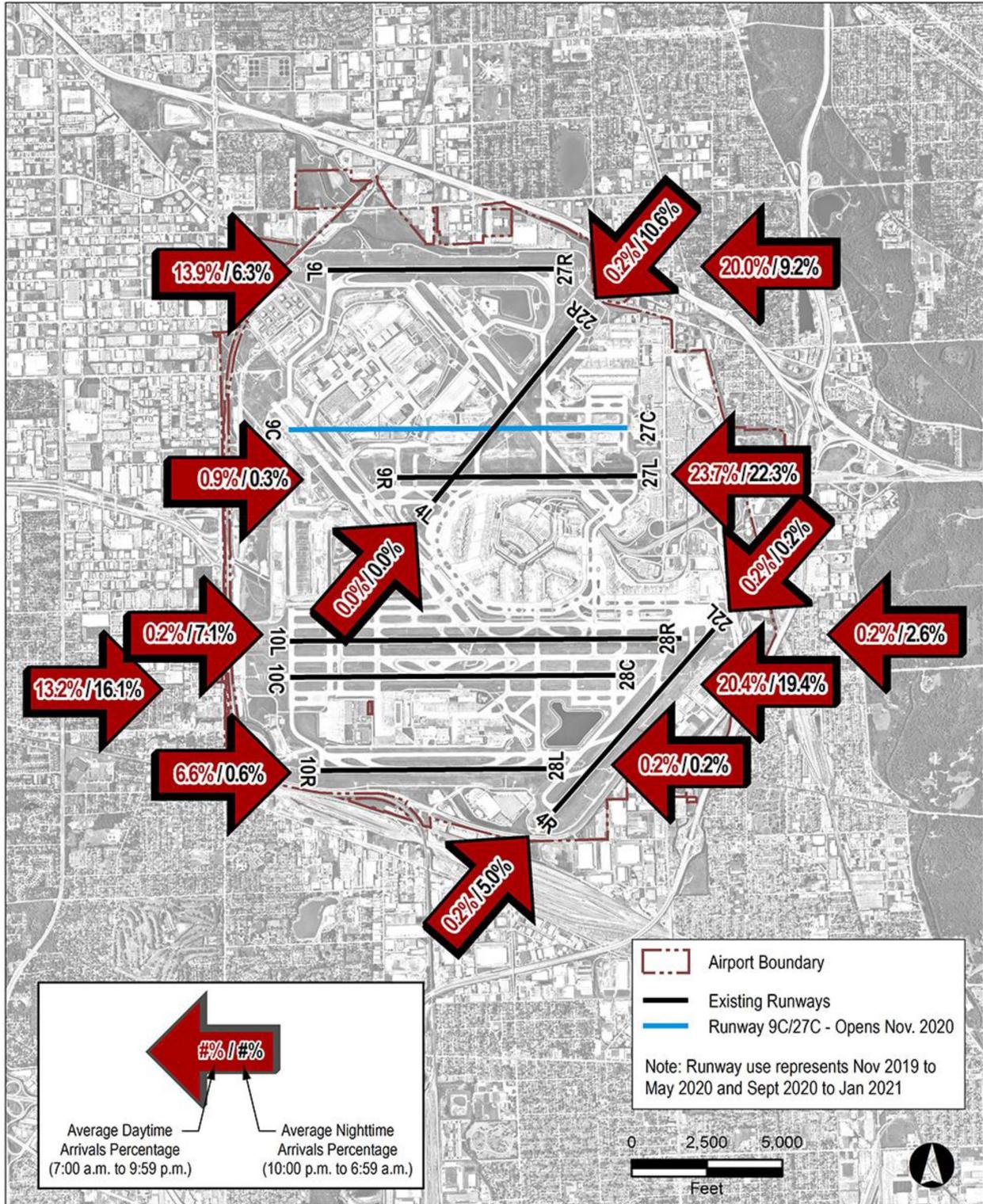


Chicago O'Hare International Airport
**Written Re-Evaluation of the
 O'Hare Modernization Environmental
 Impact Statement for the
 Interim Fly Quiet Runway Rotation Plan**

Existing Fly Quiet
 Departure Runway Use

► Exhibit 1-6

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Source: Ricondo TAAM, HMMH Analysis, July 2018

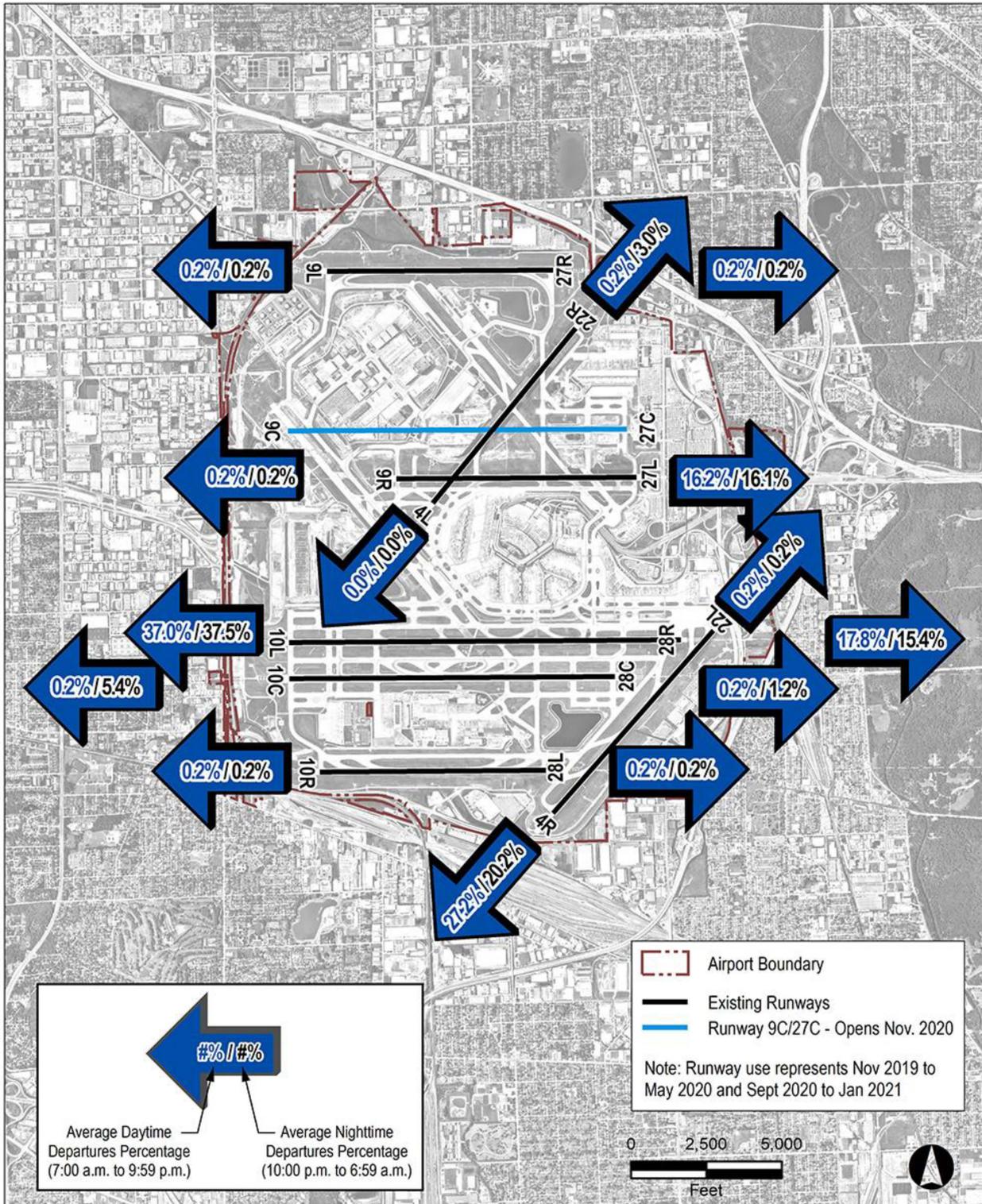


Chicago O'Hare International Airport
**Written Re-Evaluation of the
 O'Hare Modernization Environmental
 Impact Statement for the
 Interim Fly Quiet Runway Rotation Plan**

Proposed Interim Fly Quiet
 Arrival Runway Use

► Exhibit 1-7

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Source: Ricondo TAAM, HMMH Analysis, July 2018



Chicago O'Hare International Airport
**Written Re-Evaluation of the
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 Impact Statement for the
 Interim Fly Quiet Runway Rotation Plan**

Proposed Interim Fly Quiet
 Departure Runway Use

► Exhibit 1-8

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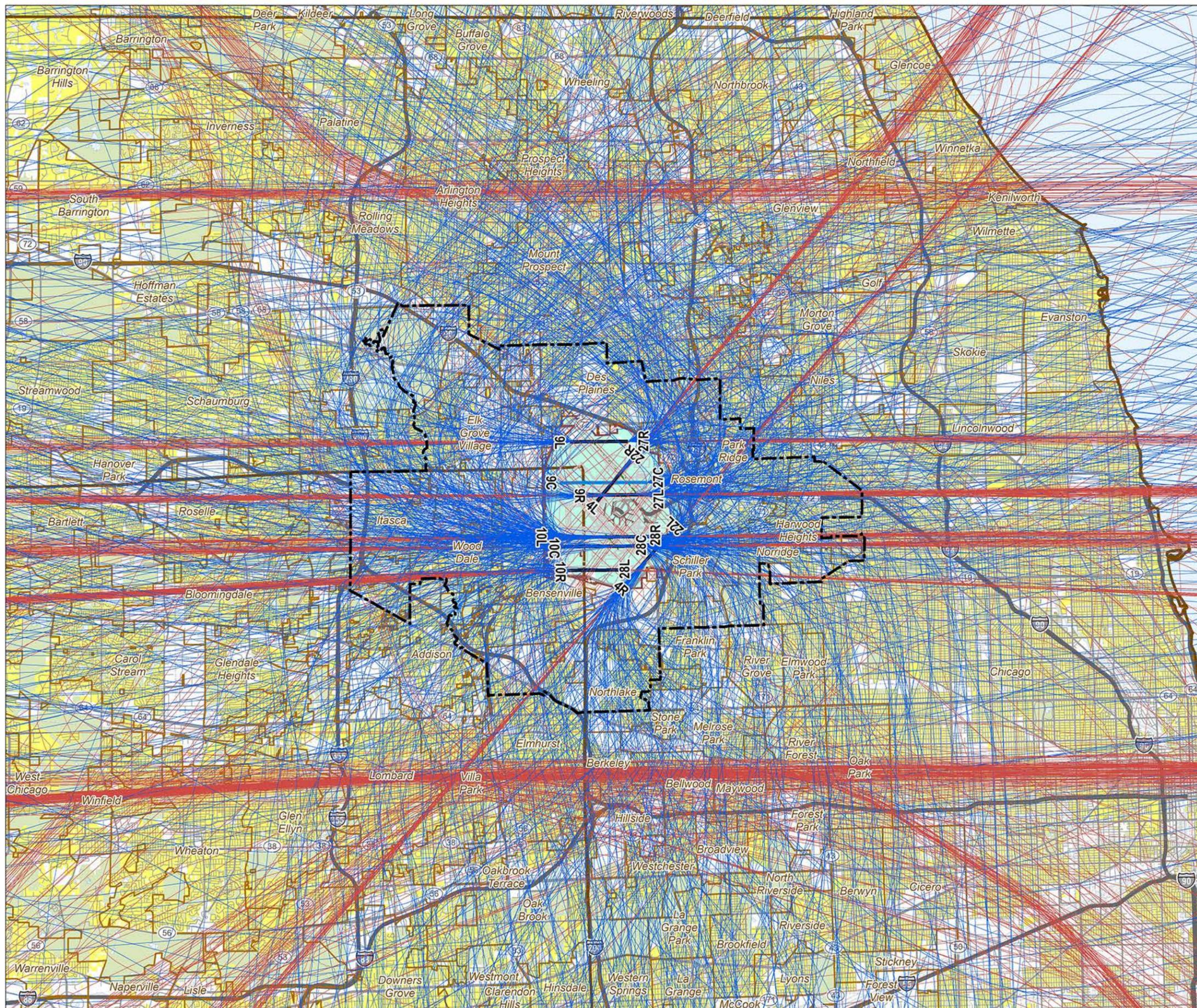
**Written Re-Evaluation of the
O'Hare Modernization Environmental
Impact Statement for the
Interim Fly Quiet Runway Rotation Plan**

- 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



All Model Tracks



Source: HMMH, Landrum & Brown, Ricondo & Associates, NearMap US Inc., Illinois Geospatial Data Clearinghouse, Cook County Government GIS, DuPage County GIS, Environmental Systems Research Institute

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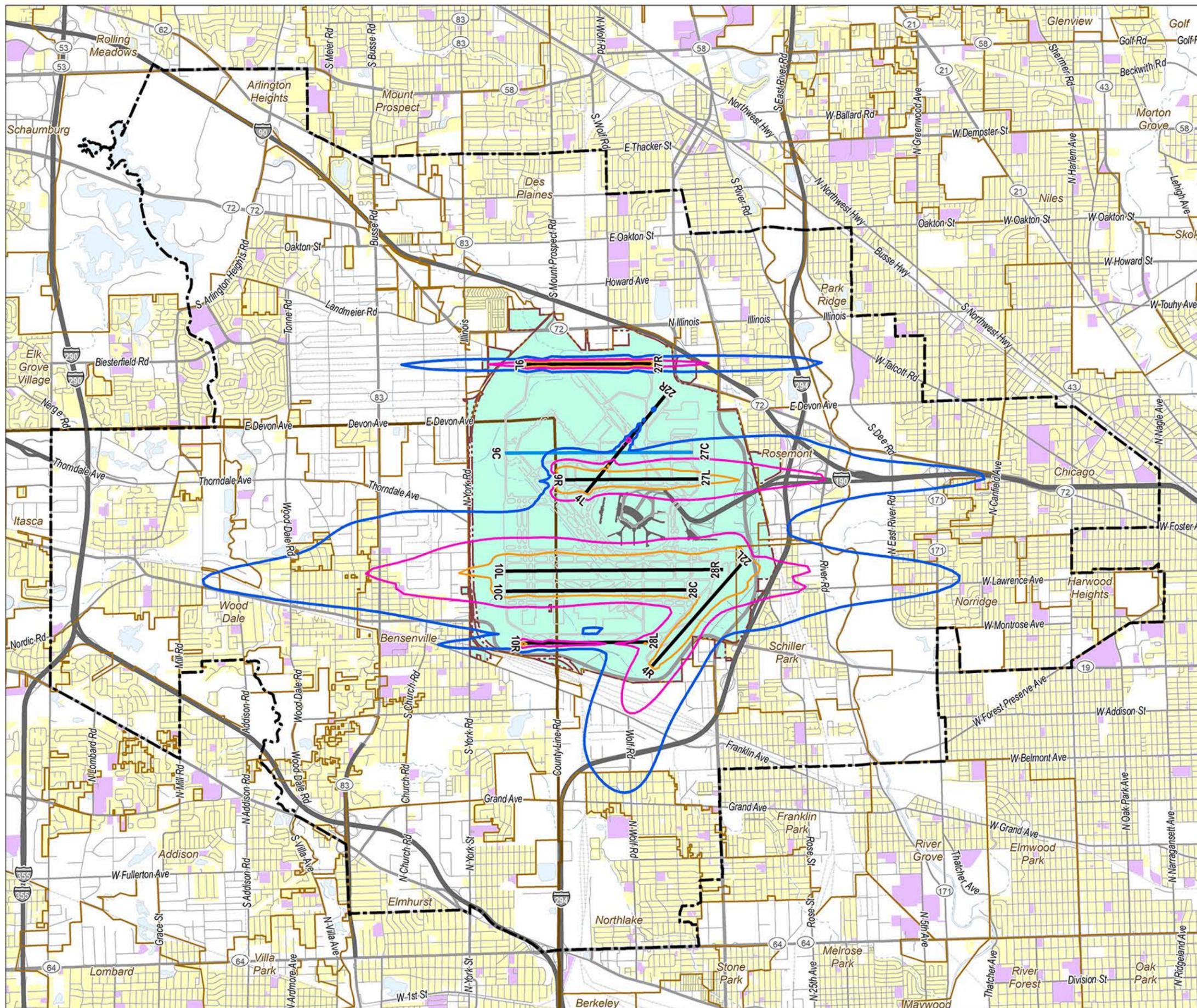
**Written Re-Evaluation of the
O'Hare Modernization Environmental
Impact Statement for the
Interim Fly Quiet Runway Rotation Plan**

- Existing Fly Quiet 65 DNL Noise Contour
 - Existing Fly Quiet 70 DNL Noise Contour
 - Existing Fly Quiet 75 DNL Noise Contour
 - Project Area
 - Airport Boundary
 - Existing Runways
 - Runway 9C/27C - Opens Nov. 2020
- Land Use**
- Residential
 - Public, Hospital, Institutional
 - Compatible
 - Water
 - County Boundary
 - Community Boundary
 - Highway
 - Secondary Roads
 - Railroad Lines
 - Primary Roads
 - Local Roads

Note: DNL contours represent November 2019 to May 2020 and September 2020 to January 2021



Existing Fly Quiet DNL Noise Contours



Source: HMMH, Landrum & Brown, Ricondo & Associates, NearMap US Inc., Illinois Geospatial Data Clearinghouse, Cook County Government GIS, DuPage County GIS, Environmental Systems Research Institute

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Written Re-Evaluation of the O'Hare Modernization Environmental Impact Statement for the Interim Fly Quiet Runway Rotation Plan

- Proposed Interim Fly Quiet 65 DNL Noise Contour
- Proposed Interim Fly Quiet 70 DNL Noise Contour
- Proposed Interim Fly Quiet 75 DNL Noise Contour

- Project Area
- Airport Boundary

- Existing Runways
- Runway 9C/27C - Opens Nov. 2020

Land Use

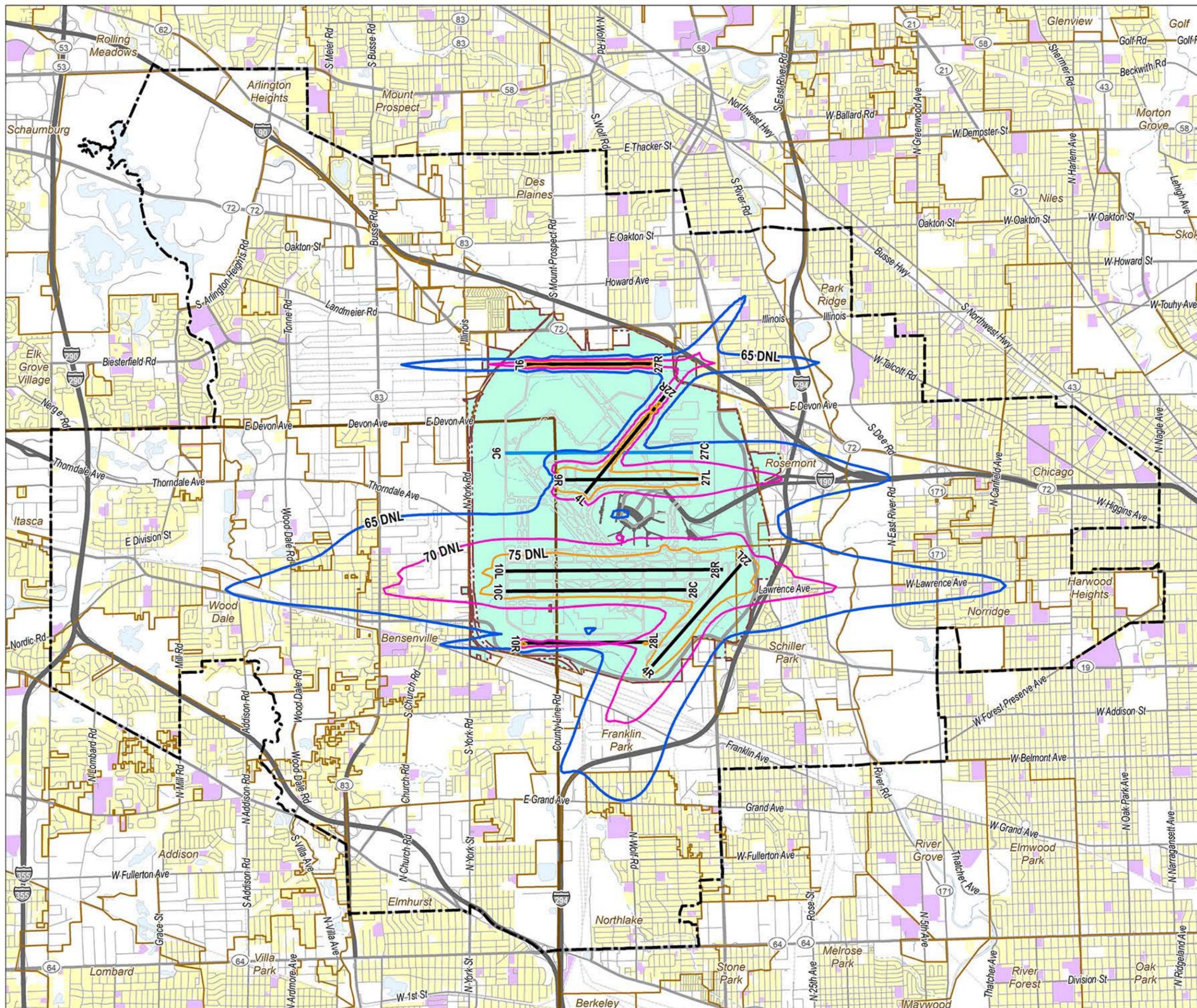
- Residential
- Public, Hospital, Institutional
- Compatible
- Water
- County Boundary
- Community Boundary
- Highway
- Primary Roads
- Secondary Roads
- Local Roads
- Railroad Lines

Note: DNL contours represent November 2019 to May 2020 and September 2020 to January 2021



Proposed Interim Fly Quiet
DNL Noise Contours

► Exhibit 1-11



Source: HMMH, Landrum & Brown, Ricondo & Associates, NearMap US Inc., Illinois Geospatial Data Clearinghouse, Cook County Government GIS, DuPage County GIS, Environmental Systems Research Institute

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Chicago
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**Written Re-Evaluation of the
O'Hare Modernization Environmental
Impact Statement for the
Interim Fly Quiet Runway Rotation Plan**

- Proposed Interim Fly Quiet DNL Noise Contours
- Existing Fly Quiet DNL Noise Contours

- Project Area
- Airport Boundary

- Existing Runways
- Runway 9C/27C - Opens Nov. 2020

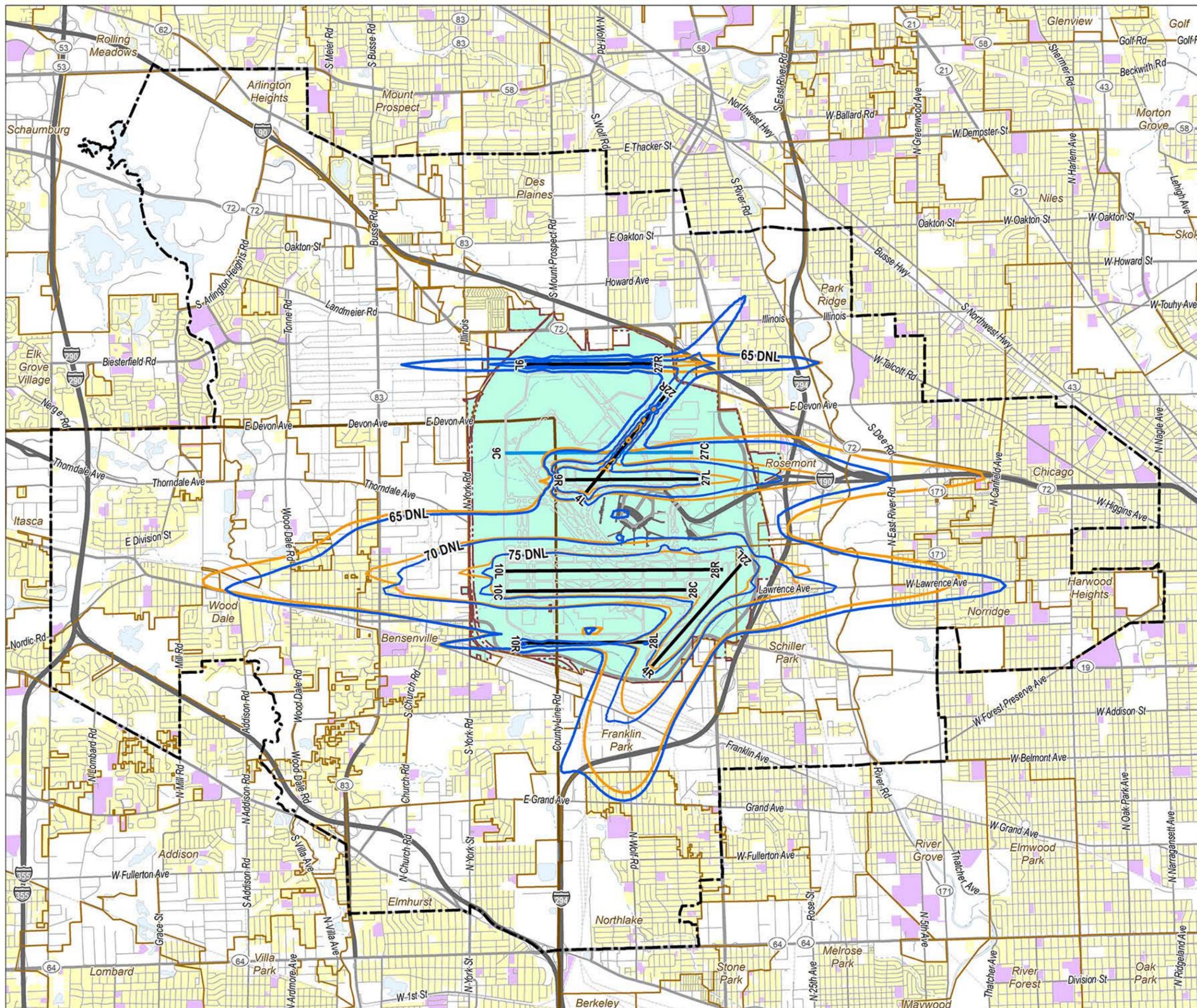
Land Use

- Residential
- Public, Hospital, Institutional
- Compatible
- Water
- County Boundary
- Community Boundary
- Highway
- Primary Roads
- Secondary Roads
- Local Roads
- Railroad Lines

Note: DNL contours represent November 2019 to May 2020 and September 2020 to January 2021



**Existing and Proposed Interim Fly Quiet
DNL Noise Contours**



Source: HMMH, Landrum & Brown, Ricondo & Associates, NearMap US Inc., Illinois Geospatial Data Clearinghouse, Cook County Government GIS, DuPage County GIS, Environmental Systems Research Institute

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1.3.2 Air Quality

The air quality evaluation in the EIS and the 2015 Re-Evaluation included an analysis of emissions from construction activities, facility operations, and aircraft operations at O'Hare. As the Proposed Interim Fly Quiet would not involve construction or changes in airport facilities, the air quality analysis for this Re-Evaluation focuses exclusively on aircraft-related emissions. The Proposed Interim Fly Quiet would not affect daytime operations or emissions. Therefore, this air quality analysis focused on emissions from nighttime (10:00 p.m. to 6:59 a.m.) aircraft operations associated with the Proposed Interim Fly Quiet and provides predicted pollutant concentrations at receptor locations at and near O'Hare.

The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (USEPA) to establish National Ambient Air Quality Standards (NAAQS) for air pollutants considered harmful to the health of the public and the environment. Primary standards provide protection for public health, while secondary standards protect public welfare (e.g., damage to buildings, vegetation, and visibility). There are NAAQS for six air pollutants, referred to as the "criteria" air pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (coarse particles PM₁₀ and fine particles PM_{2.5}), and lead (Pb). O'Hare is located within the Illinois counties of Cook and DuPage, which the USEPA presently designates as meeting the NAAQS for CO, SO₂, NO₂, PM₁₀, PM_{2.5}, and Pb and nonattainment (not meeting the NAAQS) for the 2008 O₃ NAAQS.¹⁶

Two types of analyses were prepared to determine the changes in air quality associated with the Proposed Interim Fly Quiet.

1. **The emissions inventory** documents comparison of the total emissions that would result from aircraft operations. The emissions inventory provides an indication of the change in the amount of air pollutant and pollutant precursor emissions that would be produced.
2. **Dispersion modeling** evaluates the potential to cause or contribute to exceedances of ambient air quality standards. The dispersion modeling provides predicted concentrations of ambient pollutant levels that can be directly compared to NAAQS.

To comply with NEPA, this air quality analysis estimates emissions of CO, SO₂, NO₂, PM₁₀, PM_{2.5}, and volatile organic compounds (VOCs) from nighttime aircraft operations associated with the Proposed Interim Fly Quiet. Hazardous air pollutant (HAP) emissions attributable to the Proposed Interim Fly Quiet were also evaluated.

Section 3.2 provides a detailed discussion of the specific assumptions and results of the analysis. **Table 1-2** lists the change in emissions associated with implementing the Proposed Interim Fly Quiet. As the table shows, the Proposed Interim Fly Quiet would increase CO emissions by nine tons, a 3.5 percent increase over the Existing Fly Quiet. NO_x emissions would increase with Proposed Interim Fly Quiet by two tons, 0.5 percent over the Existing Fly Quiet. VOC and SO_x emissions would increase by one ton, three percent over the Existing Fly Quiet. These emissions changes would not be significant.

¹⁶ On June 4, 2018, the USEPA published a final rule stating that effective August 3, 2018, Cook County and DuPage County are also designated to be within a "marginal" nonattainment area for the 2015 O₃ standard. USEPA, Additional Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards, April 30, 2018, <https://www.epa.gov/sites/production/files/2018-04/documents/placeholder.pdf>

**TABLE 1-2
CHANGE IN EMISSIONS WITH PROPOSED INTERIM FLY QUIET**

Pollutant/Pollutant Precursor	Existing Fly Quiet (tons)	Proposed Interim Fly Quiet (tons)	Change in Emissions Due to the Proposed Interim Fly Quiet (tons)
CO	260	269	9
VOC	35	36	1
NO _x	425	427	2
SO _x	32	33	1
PM ₁₀	2	2	<1
PM _{2.5}	2	2	<1

Note: Emissions reflect aircraft emissions during the nighttime hours (10:00 p.m.–6:59 a.m.).
Values reflect rounding.
Sources: The RCH Group and KB Environmental Sciences, Inc.

Modeling to determine the effects of the Proposed Interim Fly Quiet on regional levels of O₃ is not considered reasonable; computer models used to assess this pollutant do not support comparisons between model results at specific locations and the NAAQS. A more detailed description of the methodologies and assumptions used to perform the dispersion analysis for CO, NO₂, SO₂, PM₁₀, and PM_{2.5} is provided in **Appendix E**. Concentrations were predicted at modeled receptor locations on and near O'Hare. A map of the 47 air quality receptors can be found in **Appendix E**.

Table 1-3 lists the greatest concentration changes (difference between concentrations resulting from the Proposed Interim Fly Quiet and the Existing Fly Quiet) and total concentrations (including background) at all the evaluated receptors due to the Proposed Interim Fly Quiet.

**TABLE 1-3
DISPERSION MODELING RESULTS FOR PROPOSED INTERIM FLY QUIET**

Criteria	Maximum Predicted Pollutant Concentrations in $\mu\text{g}/\text{m}^3$ (micrograms per cubic meter)								
	CO		NO ₂		SO ₂		PM ₁₀	PM _{2.5}	
	1-Hour	8-Hour	1-Hour	Annual	1-Hour	3-Hour	24-Hour	24-Hour	Annual
Concentration Change with Proposed Interim Fly Quiet	569	73	84	<1	24	15	<1	<1	<1
Background Concentration	1,394	867	83	34	16	13	18	22	11
Total Concentration With Proposed Interim Fly Quiet	1,963	940	167	35	40	28	18	22	11
Receptor ID	03	03	13	13	13	R02A	13	R02A	R06A
NAAQS	40,000	10,000	188	100	196	1,300	150	35	12
Exceeds NAAQS	No	No	No	No	No	No	No	No	No
Notes: Values reflect rounding. Values represent difference between Proposed Interim Fly Quiet and Existing Fly Quiet plus background concentration. Sources: The RCH Group and KB Environmental Sciences, Inc.									

As shown, total concentrations of CO, NO₂, SO₂, PM₁₀ and PM_{2.5} are less than the NAAQS for all averaging periods. Because the Proposed Interim Fly Quiet would not result in an exceedance of the NAAQS, the Proposed Interim Fly Quiet would not significantly impact air quality. Concentrations of one-hour NO₂ would be greatest at the ends of the runways with aircraft departing O'Hare. As shown in **Table 1-3**, the maximum predicted total one-hour NO₂ concentration is predicted at Receptor 13 at which the predicted concentration is 167 $\mu\text{g}/\text{m}^3$. Receptor 13, located at the intersection of Mannheim Road and Lawrence Avenue, is the Schiller Park IEPA Monitoring Station and is near the eastern ends of Runway 10L/28R and Runway 4R/22L.

1.3.3 Climate

Although no federal standards exist for aviation-related GHG emissions, research has shown that increased atmospheric GHG emissions are significantly affecting the Earth's climate.¹⁷ These conclusions are based on a scientific record that includes substantial contributions from the United States Global Change Research Program (USGCRP), a program mandated by Congress in the Global Change Research Act to "assist the Nation and the world to understand, assess, predict, and respond to human-induced and natural processes of global change."¹⁸

Following procedures detailed in FAA Order 1050.1F Desk Reference, GHG emissions should be quantified in a NEPA document when there is a reason to quantify emissions for air quality purposes or when changes in the amount of aircraft fuel used are computed/reported. Because air pollutant/pollutant precursor

¹⁷ FAA Order 1050.1F and Desk Reference.

¹⁸ Global Change Research Act of 1990, Pub. L. 101-606, Sec. 103 (November 16, 1990), <http://www.globalchange.gov>

emissions and fuel burn were estimated for the Existing Fly Quiet and the Proposed Interim Fly Quiet, GHG inventories were also prepared.

To evaluate the effects of the Proposed Interim Fly Quiet, the quantity of GHG emissions associated with nighttime aircraft operations were calculated. The Proposed Interim Fly Quiet would result in an increase of 1,129 metric tons of CO₂ over that which would occur with the Existing Fly Quiet. This level of emissions, compared to the 6,511 million metric tons of CO₂¹⁹ in the U.S. during 2016, indicates that the Proposed Interim Fly Quiet GHG emissions would represent approximately 0.00002 percent of total GHG emissions generated in the U.S.

1.3.4 Environmental Justice

As defined in FAA Order 1050.1F Desk Reference,²⁰ “environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.” Executive Order 12898²¹ and DOT Order 5610.2(a)²² discuss the need to identify if an action has the potential to have disproportionately high and adverse effects on minority or low-income populations. Title VI of the Civil Rights Act requires FAA to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

This Re-Evaluation considered the effects of the Proposed Interim Fly Quiet on minority populations and low-income populations, as is described in **Section 3.5**. For reasons noted in **Section 2.5**, the Environmental Justice analysis was confined to determining whether implementation of Proposed Interim Fly Quiet would have disproportionately high effects on minority or low-income populations as such effects pertain to changes in the noise setting. For other environmental impact categories, such as air quality and climate, the change in nighttime use of the airfield is expected to have a minimal impact on total air pollutant emissions and would not be expected to cause an exceedance of the NAAQS. Consequently, an evaluation of how effects would differ spatially was not conducted for those impact categories.

With respect to race and ethnicity, results indicate that 20 persons residing in areas of environmental justice concern would experience a potentially significant increase in noise exposure. Of those 20 persons, characteristics of the census blocks within which they reside would indicate that 16 would be All Other Races and 4 would be Hispanic.²³ Results also indicate that 28 persons residing in areas of environmental justice concern would experience a potentially significant decrease in noise exposure. Of those 28 persons, nine would be All Other Races and seven would be Hispanic. For a detailed explanation of the analysis, see **Section 2.5** and **Appendix D**.

With respect to income and poverty status, areas of environmental justice concern were identified. Analysis indicates that no persons in these areas would experience a significant increase or significant decrease in noise exposure. For a detailed explanation of the analysis, see **Section 2.5** and **Appendix D**.

¹⁹ See Appendix F.

²⁰ FAA, Environmental Desk Reference for Airport Actions, October 2007, https://www.faa.gov/airports/environmental/environmental_desk_ref/

²¹ <https://www.epa.gov/laws-regulations/summary-executive-order-12898-federal-actions-address-environmental-justice>

²² https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/

²³ 62 FR 58782, *Revisions to the Standards for the Classification of Federal Data on Race and Ethnicity* (October 30, 1997).

1.3.5 Cumulative Impacts

O'Hare operations have produced both positive and negative environmental impacts, which have changed and will continue to change over time. An analysis of 73 past, present, and reasonably foreseeable projects indicates that no significant cumulative impacts beyond those previously disclosed in the EIS and the 2015 Re-Evaluation would occur as a result of the Proposed Interim Fly Quiet.

1.3.6 Determination

The potential environmental impacts expected to result from the Proposed Interim Fly Quiet differ from those previously disclosed in the EIS and the 2015 Re-Evaluation. These impacts would be temporary, because the Proposed Interim Fly Quiet would end in January 2021. The data and analysis contained in the EIS and the 2015 Re-Evaluation remain substantially valid.

FAA concludes that there are no significant new circumstances or information relevant to environmental concerns since the publication of the 2005 ROD that paint a dramatically different picture of the impacts previously disclosed. All pertinent conditions and requirements of the prior approvals have been, or will be, met in the Proposed Interim Fly Quiet. The contents of previously prepared environmental documents remain valid, and there are no significant changes that require the preparation of a supplement or new EIS.

The EIS and this Re-Evaluation confirm that the EIS provides a fair and full discussion of impacts. The Re-Evaluation and EIS also confirm that the process included appropriate planning and design for avoidance, minimization, mitigation, and/or compensation of impacts, as required by NEPA, the Council on Environmental Quality regulations, other special purpose environmental laws, and FAA environmental orders. FAA has determined that environmental and other relevant concerns presented by interested agencies and citizens have been addressed in the Re-Evaluation. In making this determination, FAA has considered all comments submitted during the public comment period for this Re-Evaluation. Details on the public outreach process for the Re-Evaluation can be found in **Chapter 4** and **Appendix H**, and the public comments and responses are provided in **Appendix I**. FAA concludes that with respect to the OMP and the Proposed Interim Fly Quiet, there are no outstanding environmental issues within FAA jurisdiction to be studied or NEPA requirements that have not been met. See **Chapter 6** for the FAA Determination and Findings.

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