U.S. Department
of Transportation
**Federal Aviation
Administration**

Great Lakes Region
2300 East Devon Avenue
Des Plaines, IL 60018

OCT 25 2012

Dear

Per our recent discussions, this letter is provided in response to your September 11, 2012 letter to me, which raises questions and requests information in response to my prior letter to you, dated August 31, 2012, on behalf of the Federal Aviation Administration (FAA).
From our review of your letter, we offer the following in response to specific statements made or questions asked:

- You questioned the five mile distance from your home to O'Hare Airport that was specified in our letter to you. That five mile distance that we reference is the approximate straight line distance from the northwest end of O'Hare Runway 14R-32L to your home, which would approximate the path of a flight departing O'Hare in the direction of your home. We assume that the 11.64 mile distance referenced in your letter is the driving distance from your home to O'Hare's passenger terminals, which we do not dispute.

- Your letter asserts that our August 31st letter to you stated that only 10% of all O'Hare aircraft operations – departures and arrivals – pass to the northwest and over your neighborhood. To clarify, our letter stated that "approximately 10% to 20% (varying month to month) of O'Hare ***arrivals*** have used 14R in 2012". Additionally, our letter stated that "the two most heavily used ***departure*** runways...are Runway 22L and Runway 32L". Putting that statement in percentage terms (which our August 31st letter did not do), Runway 32L accounted for approximately 25% to 30% (again, varying month to month) of O'Hare departures during the months of March, April, and May of 2012. As further stated in our August 31st letter, this percentage range for 32L departures is slightly lower than for the same months in 2011, 2010, and prior years.

- Your letter asserts that measured DNL noise levels, as recorded by O'Hare Permanent Noise Monitor #1 (located in the vicinity of your home), are inaccurate because the Noise Monitor does not consider what you perceive to be a greater frequency of aircraft passing over your neighborhood at lower altitudes. Without discussing frequency of arrivals/departures over your neighborhood (which is discussed elsewhere in this letter), our August 31st letter stated that DNL is "a cumulative measure of noise exposure over a 24-hour period", and that "Permanent Noise Monitor #1 captures ***all***...aircraft movements that can be heard on the ground, 24 hours per day".

Additionally, the "x10" weighting of night flight activity, as referenced in your letter, is factored into the DNL calculation. Accordingly, DNL measurements from O'Hare Permanent Noise Monitor #1 are, in fact, an accurate representation of noise levels on the ground in your neighborhood.

- Your letter requests data and documentation substantiating facts regarding runway utilization and measured DNL. Enclosed please find three pages of data reflecting total annual O'Hare operations from January 2008 through July 2012; runway utilization percentages (arrivals/departures) for the months of March, April, and May of 2008 through 2012; and historical noise measurement (DNL) data obtained from O'Hare Permanent Noise Monitor #1. This data was provided to FAA by the City of Chicago Department of Aviation (CDA).

- Your letter requests data showing how flights over your neighborhood are being separated, and you re-state your perception that aircraft over your neighborhood are operating in close proximity to one another. As emphasized in our August 31st letter to you, separation of aircraft in our system is maintained both horizontally and vertically, in accordance with established separation standards, with sophisticated air traffic control automation tools in place to help the FAA ensure those separation standards are maintained in our air traffic control operations. Specific data on aircraft locations and altitudes for any given time period can be requested from the CDA and/or the O'Hare Noise Compatibility Commission (ONCC). We are aware that the CDA has already provided reports of this type to you, in response to prior requests. We also understand that you recently made another such request to ONCC.

- Your letter asks why surrounding airspace is not being utilized more, to absorb some of the volume of O'Hare's arriving and departing traffic. We direct you to the enclosed runway utilization data, which reflects significant O'Hare arrival activity from the east, northeast, west, and northwest. This data also reflects significant O'Hare departure activity to the east, west, northwest, and particularly to the southwest (with southwest comprising the heaviest departure activity in 2012 for the months included in the data on the enclosure).

- Lastly, in regard to your question regarding O'Hare's "Fly Quiet" program, we direct you to the CDA, as owner of the airport and sponsor of that program.

The FAA has endeavored to provide specific information in response to your questions. As your community is a member community of the ONCC, we encourage you to confer with your ONCC representatives, should you desire further information.

Sincerely,

Barry D. Cooper
Regional Administrator
Great Lakes Region

Enclosure

cc: Rosemarie Andolino, Commissioner, Chicago Department of Aviation
Jeanette Camacho, Interim Executive Director, O'Hare Noise Compatibility Commission
The Honorable Robert J. Dold, Member, United States House of Representatives

Operations Report
Chicago O'Hare International Airport
Period: January 2008 - July 2012
Time of Day: All Hours

	2008	2009	2010	2011	2012
January	72,493	66,045	67,535	70,584	67,893
February	65,445	62,259	62,520	60,169	65,508
March	75,222	70,435	73,387	76,711	73,040
April	74,896	68,057	73,229	72,802	73,492
May	77,897	70,195	75,615	74,318	74,947
June	76,183	69,800	74,821	76,369	77,262
July	80,483	72,908	79,446	79,273	78,481
August	78,281	73,081	80,107	79,518	--
September	72,915	69,430	75,358	73,877	--
October	75,419	71,755	77,312	75,779	--
November	66,162	66,938	72,702	69,054	--
December	66,170	66,996	70,585	70,344	--
Total:	**881,566**	**827,899**	**882,617**	**878,798**	**510,623**

Source: FAA Air Traffic Activity Data System (ATADS), August 2012

Runway Utilization Report
Chicago O'Hare International Airport
Period: March, April, May (2008 - 2012)
Time of Day: All Hours

Departure Runway Utilization

	4L	4R	9L	9R	10	14L	14R	22L	22R	27L	27R	28	32L	32R
2012														
May	9%	0%	0%	11%	2%	3%	0%	35%	0%	0%	0%	8%	29%	3%
April	17%	0%	0%	16%	1%	2%	0%	26%	0%	0%	0%	7%	28%	3%
March	6%	0%	0%	5%	1%	4%	0%	44%	0%	0%	0%	12%	26%	2%
2011														
May	17%	0%	0%	16%	2%	2%	0%	24%	0%	0%	0%	8%	27%	4%
April	15%	0%	0%	9%	2%	3%	0%	30%	0%	0%	0%	7%	30%	3%
March	18%	0%	0%	19%	1%	2%	0%	20%	0%	0%	0%	5%	30%	4%
2010														
May	13%	0%	0%	10%	2%	3%	0%	33%	0%	0%	0%	2%	33%	4%
April	14%	0%	0%	13%	1%	2%	0%	33%	0%	0%	0%	4%	30%	3%
March	18%	0%	0%	20%	1%	2%	0%	19%	0%	0%	0%	3%	33%	4%
2009														
May	8%	0%	0%	14%	0%	2%	1%	29%	0%	0%	0%	5%	38%	3%
April	14%	0%	0%	15%	1%	1%	0%	25%	0%	0%	0%	5%	36%	3%
March	11%	0%	0%	15%	1%	1%	0%	31%	0%	0%	0%	5%	32%	3%
2008														
May	16%	0%	0%	16%	2%	1%	0%	22%	0%	3%	0%	0%	37%	2%
April	14%	0%	0%	13%	2%	5%	0%	31%	0%	3%	0%	0%	28%	4%
March	20%	0%	0%	15%	1%	1%	0%	18%	0%	2%	0%	0%	36%	5%

Arrival Runway Utilization

	4L	4R	9L	9R	10	14L	14R	22L	22R	27L	27R	28	32L	32R
2012														
May	0%	13%	0%	4%	21%	0%	13%	1%	13%	14%	6%	14%	0%	0%
April	0%	20%	0%	5%	25%	1%	9%	0%	8%	13%	7%	12%	0%	0%
March	0%	6%	0%	2%	14%	1%	18%	1%	18%	16%	7%	16%	0%	0%
2011														
May	0%	20%	0%	8%	29%	1%	12%	1%	9%	9%	4%	8%	0%	0%
April	0%	13%	0%	7%	20%	2%	9%	1%	8%	16%	7%	17%	0%	0%
March	0%	24%	0%	8%	31%	0%	7%	0%	7%	10%	4%	9%	0%	0%
2010														
May	0%	17%	0%	6%	27%	0%	7%	0%	9%	14%	7%	14%	0%	0%
April	0%	19%	0%	7%	23%	0%	10%	1%	12%	12%	5%	10%	0%	0%
March	0%	29%	0%	7%	35%	1%	6%	0%	7%	6%	3%	6%	0%	0%
2009														
May	0%	15%	0%	3%	16%	0%	7%	0%	6%	21%	11%	18%	1%	0%
April	0%	19%	0%	6%	24%	1%	5%	0%	5%	14%	9%	14%	2%	0%
March	0%	15%	1%	5%	23%	0%	9%	0%	10%	13%	8%	16%	0%	0%
2008														
May	0%	23%	0%	5%	24%	0%	5%	0%	18%	16%	0%	5%	2%	0%
April	0%	18%	0%	6%	25%	0%	11%	0%	21%	13%	0%	4%	1%	0%
March	0%	24%	0%	9%	29%	0%	4%	0%	13%	14%	0%	5%	0%	0%

Source: Airport Noise Management System (ANMS)

Historic Aircraft Noise Report
Chicago O'Hare International Airport
Site 1: 805 W. Victoria Ln., Arlington Heights, IL
Metric: Aircraft DNL

RMT	Community	Monitored Annual DNL[1]															
		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
1	Arlington Heights	65.0	64.1	63.7	62.5	63.0	62.0	61.0	60.9	61.3	61.5	62.0	61.2	60.8	59.8	56.4	59.9

RMT	Community	Monitored Monthly DNL[1]											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Arlington Heights (2012)	55.9	56.9	58.9	59.7	58.5	59.1	60.1	--	--	--	--	--
1	Arlington Heights (2011)	56.1	56.4	58.3	59.7	62.3	64.0	60.9	60.7	59.6	58.1	58.2	57.0
1	Arlington Heights (2010)	54.5	56.7	58.7	59.3	58.0	59.0	59.4	60.8	58.5	57.3	57.0	56.4

RMT	Community	Modeled OMP Build Out DNL[2]
1	Arlington Heights	50.5

DNL is a 24-hour time-averaged sound exposure level with a 10 decibel (dB) nighttime (10 p.m. to 7 a.m.) weighting to account for the lower background noise levels during the nighttime hours.

[1] Source: Chicago Airport Noise Management System (ANMS).

[2] Source: Based on the Federal Aviation Administration, O'Hare Modernization Final Environmental Impact Statement, Technical Simulation Modeling, INM Files - Build Out Alternative C.