ATTACHMENT F-8

O'HARE FLY QUIET PROGRAM BROCHURE AND RECENT FLY QUIET ADHERENCE REPORT (1ST QUARTER 2005)

This page was intentionally left blank.

Chicago O'Hare International Airport

Noise Office

Preferential Runway Use

Chicago O'Hare International Airport is located in a noise sensitive area surrounded by residential communities. The preferential runway use plan at the Airport is advisory in nature and does not compromise safety.

Recommended Preferential Runway Use

When feasible, these procedures should be implemented between 2200 and 0700 (local) in order to minimize the effects of nighttime noise on the surrounding communities.

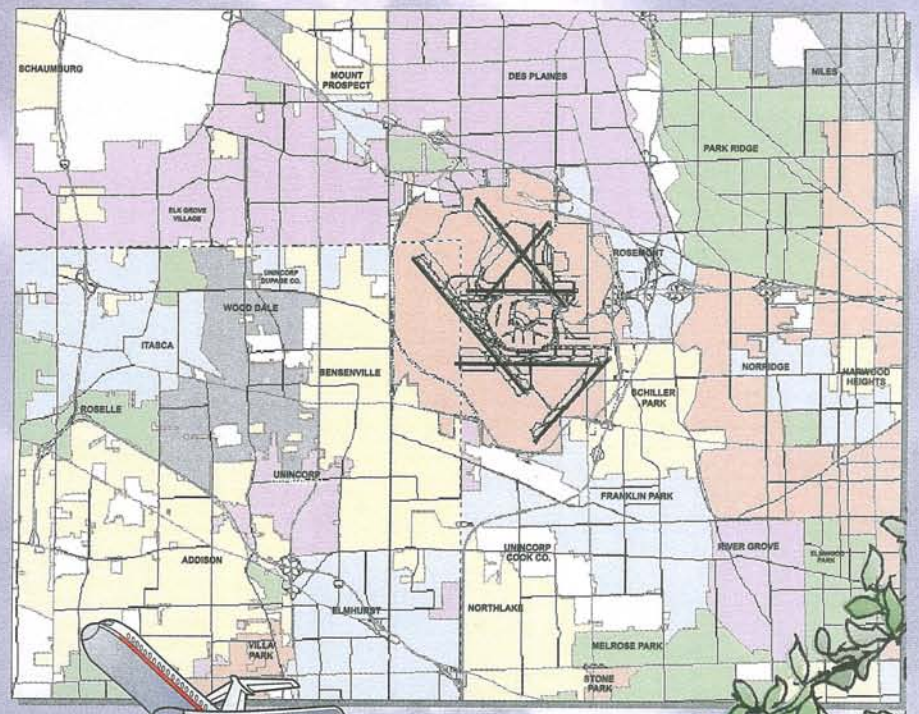
Unless wind, weather, runway closures, or loss of NAVAIDS dictate otherwise, the FAA will issue use of the following runways in their preferred order for all aircraft:

1) Arrivals on 14R and departures on 27L and 14R
2) Arrivals on 32L and departures on 27L and 32L
3) Arrivals on 27R and departures on 27L and 32L
4) Arrivals on 22R and departures on 27L and 22R
5) Arrivals on 9R and departures on 9L and 9R

ORD

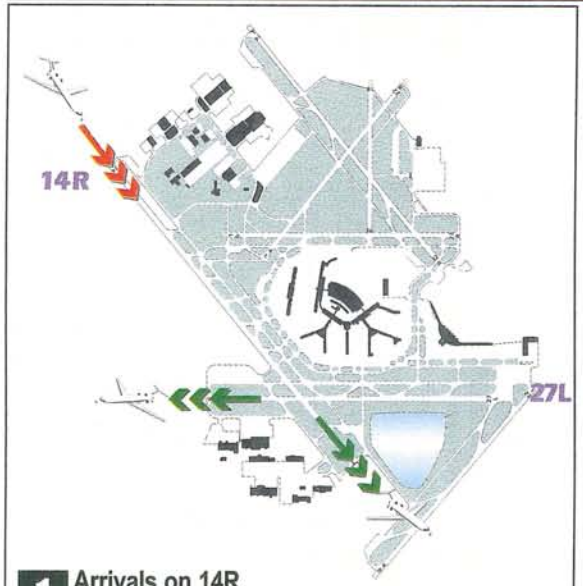
PREFERENTIAL RUNWAY USE

Chicago's O'Hare International Airport and its surrounding communities ...

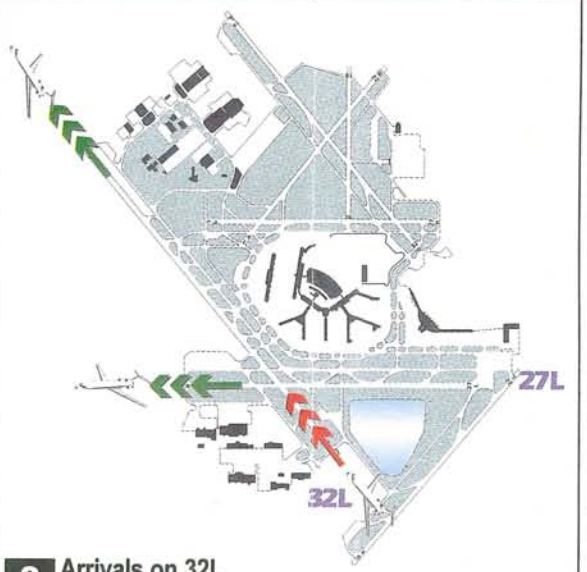


Richard M. Daley, Mayor • Mary Rose Loney, A.A.E., Commissioner

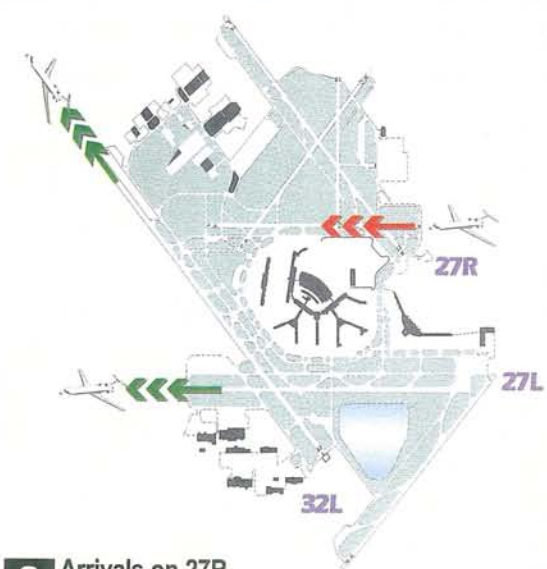
Chicago O'Hare International Airport - Preferential Nighttime Runway Use (2200-0700 local)



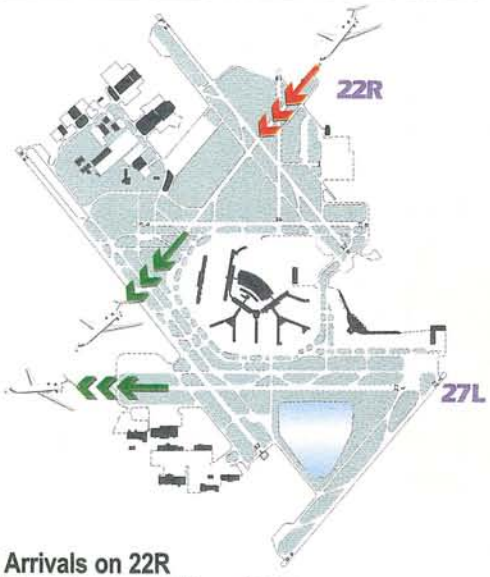
1 Arrivals on 14R
Departures on 27L and 14R



2 Arrivals on 32L
Departures on 27L and 32L



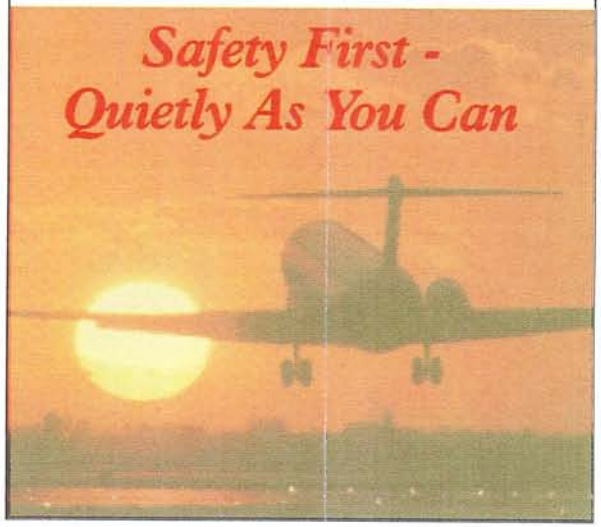
3 Arrivals on 27R
Departures on 27L and 32L

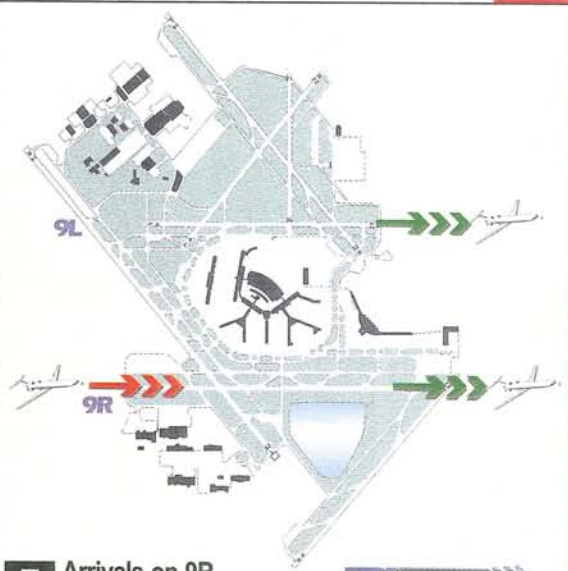


4 Arrivals on 22R
Departures on 27L and 22R

Arrivals
Departures

N
NOT TO SCALE





5 Arrivals on 9R
Departures on 9L and 9R

Fly Quiet PROGRAM

Chicago O'Hare International Airport

Noise Office

Arrival & Departure Procedures

Chicago O'Hare International Airport is located in a noise sensitive area surrounded by residential communities. The Fly Quiet Program includes the following arrival and departure noise abatement procedures. These procedures are advisory in nature and do not compromise safety.

Recommended Nighttime Arrival Procedures: 2200-0700 local

I. Descent

Aircraft should not be lower than 4,000 feet MSL when turning on final approach.

II. Reverse Thrust

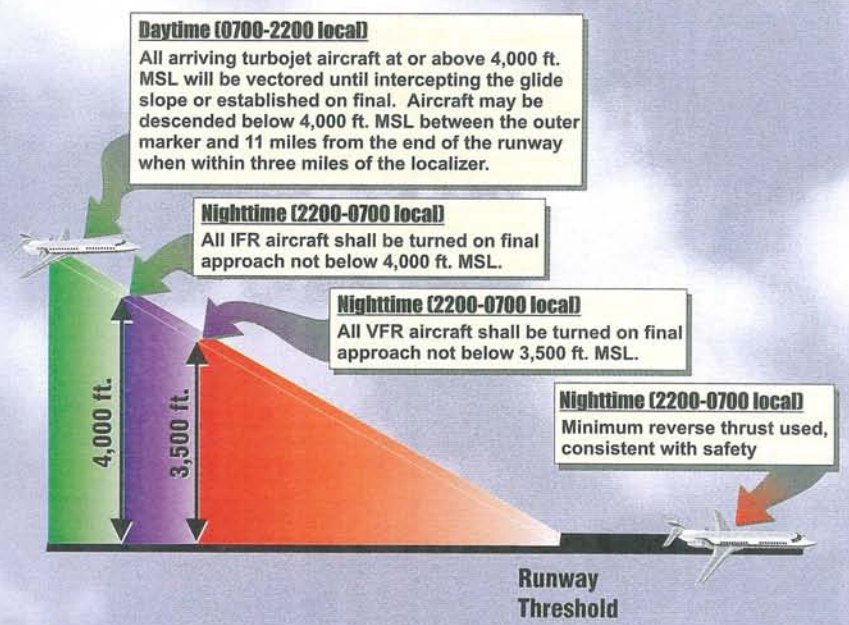
Limit the use of reverse thrust between 2200-0700 (local) to reduce nighttime noise impacts on local communities.

(For departure procedures see inside and back of page)

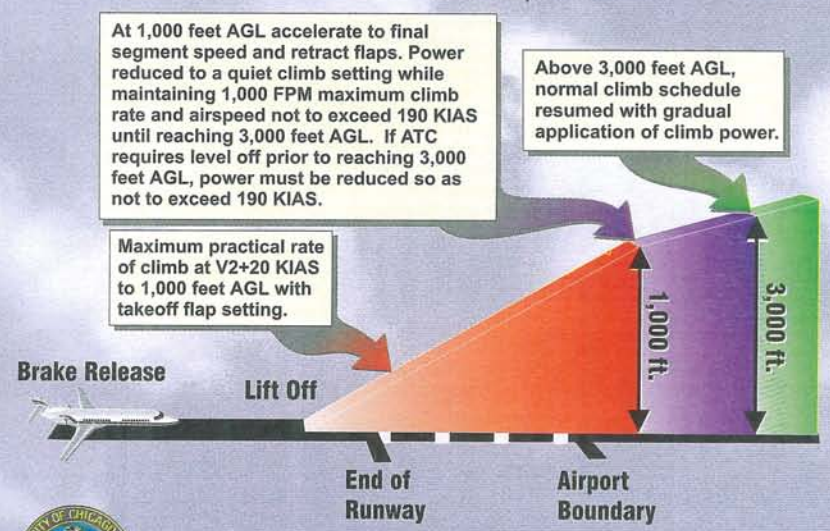
ORD

ARRIVAL & DEPARTURE PROCEDURES

Approach and Landing Profile VFR and IFR



FAA Advisory Circular 91-53(A)
Distant Noise Abatement Departure Profile (All Hours)



Richard M. Daley, Mayor • Mary Rose Loney, A.A.E., Commissioner

Chicago O'Hare International Airport

Recommended Nighttime Departure Procedures

During 2200-0700 local

27L -Make right turn heading 290° until 3,000 feet MSL.

14R -Fly runway heading until 3,000 feet MSL.

32L -Fly runway heading until 3,000 feet MSL.

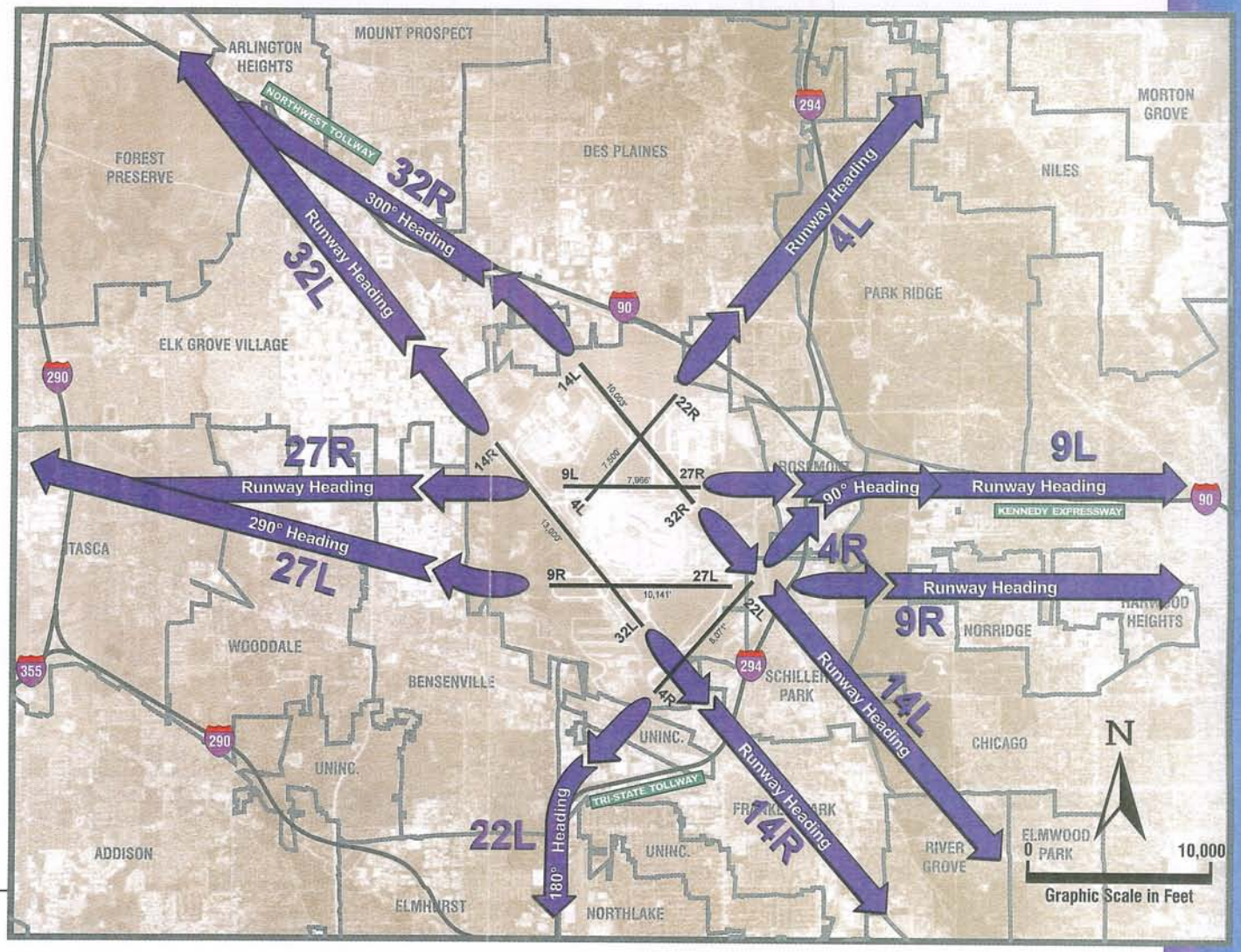
9L -Fly runway heading until 3,000 feet MSL.

22L -Make left turn heading 180° until 3,000 feet MSL *(following the TriState Tollway).*

4R -Fly runway heading for 1 mile then right turn heading 090° until 3,000 feet MSL *(following the Kennedy Expressway).*

32R -Make left turn heading 300° until 3,000 feet MSL *(following the Northwest Tollway).*

*All other runways- Fly runway heading until 3,000 feet MSL (4L, 9R, 14L, 22R, 27R).



Departure Profiles

I. Air Carriers - *(see diagram on back)*
Advisory Circular 91-53(A) "Distant" or FAA Approved Profile.

II. Other Aircraft-
Utilize Manufacturers Noise Abatement Profile when possible.

Safety First - Quietly As You Can

Fly Quiet PROGRAM

Chicago O'Hare International Airport

Noise Office

Ground Run-Up Policies & Procedures

The Fly Quiet Program includes the following ground run-up procedures:

Ground Run-Ups

All run-ups of turbojet engines between 2200 and 0700 (local) require the pilot or mechanic to obtain approval from Airport Operations at (773) 686-2255 prior to contacting the O'Hare Air Traffic Control Tower. Ground run-ups should be conducted at the following locations in preferential order:

1) Ground Run-Up Enclosure (on Scenic Hold Pad)

2) 32L Pad (at approach end of runway)

3) 9R Pad

Specific headings on the pads may be assigned based on prevailing wind conditions and to avoid interfering with aircraft operations on active runways.

Hold Pads *(see diagram on next page)*

When anticipating extended delays on any of the hold pads, please avoid unnecessary engine thrust to help reduce noise and air pollution.

GROUND RUN-UP POLICIES & PROCEDURES ORD

The new Ground Run-Up Enclosure on the Scenic Hold Pad at O'Hare.

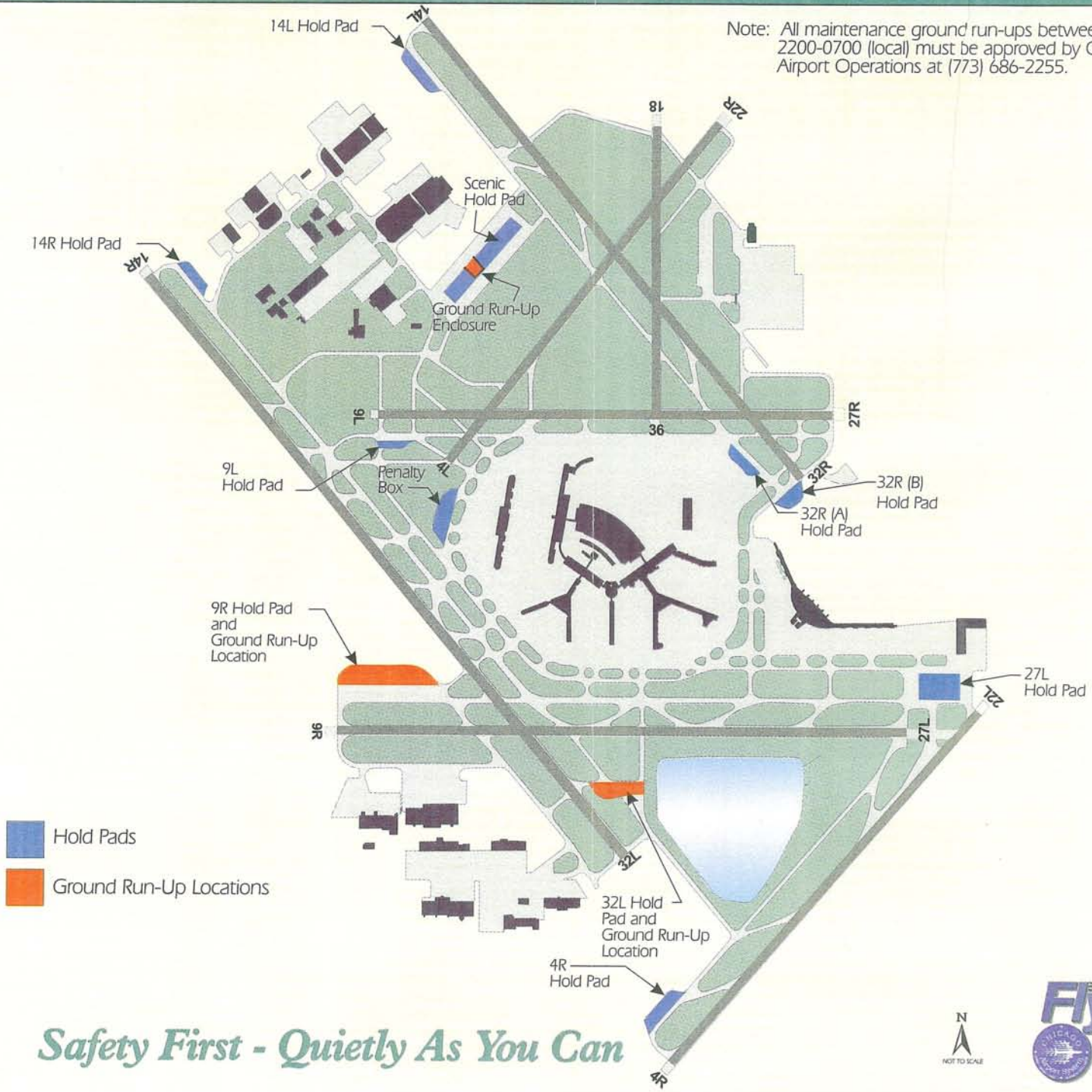
Aircraft ground run-ups are routine aircraft engine maintenance tests which require the operation of an engine at high power for extended periods of time generating continuous elevated noise levels. The Ground Run-Up Enclosure (GRE), sometimes referred to as a "Hush House," is a structure that uses acoustical dampening principles to reduce the noise impacts of aircraft engine ground run-ups.

The purpose of the newly completed GRE at O'Hare is to minimize noise generated from all aircraft engine test runs during maintenance and repair procedures, and to reduce the number of communities impacted by aircraft ground run-up noise. The GRE is located on the scenic hold pad, adjacent to the airline maintenance area, and is oriented to direct aircraft noise toward the center of the Airport and terminal core.

Richard M. Daley, Mayor • Mary Rose Loney, A.A.E., Commissioner

Chicago O'Hare International Airport - Ground Run-Up Policies & Procedures

Note: All maintenance ground run-ups between 2200-0700 (local) must be approved by O'Hare Airport Operations at (773) 686-2255.



Safety First - Quietly As You Can

Fly Quiet PROGRAM

Chicago O'Hare International Airport

Noise Office

Noise Abatement Signs

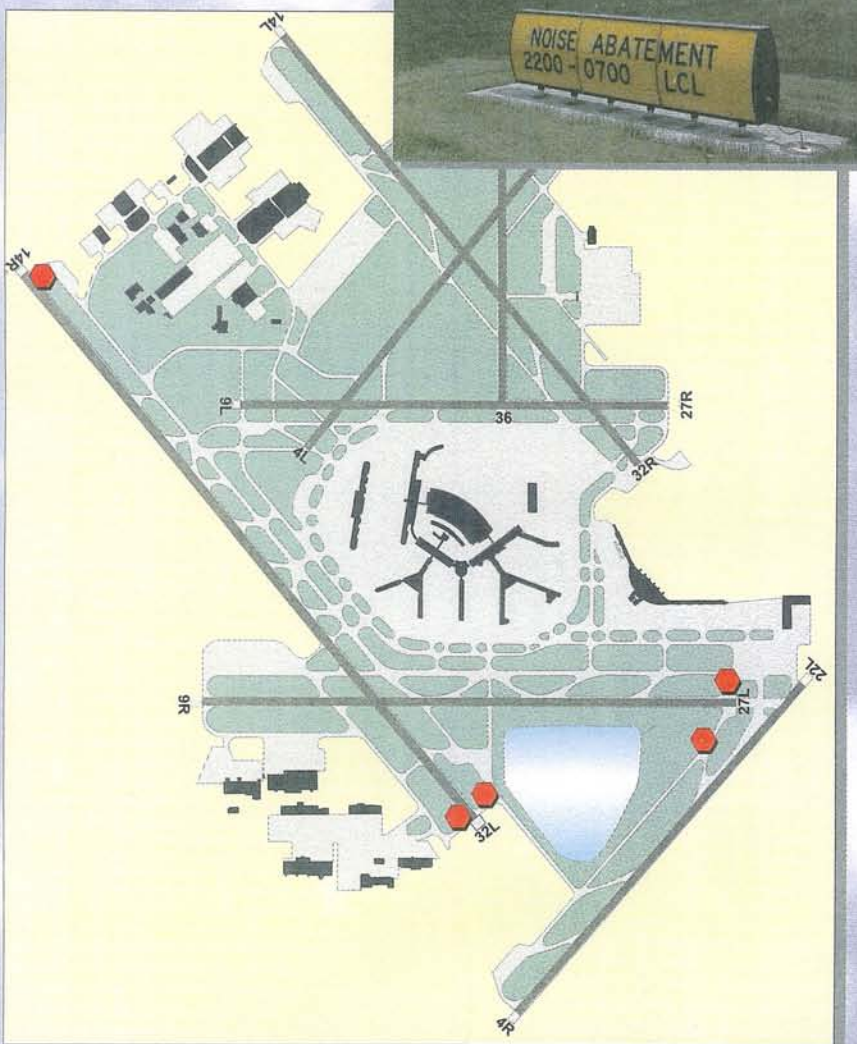
To further emphasize the importance of noise abatement procedures at Chicago O'Hare International Airport, signs have been placed at five locations around the Airport to notify pilots that noise abatement procedures are in effect from 2200 to 0700 (local).

The signs state "Noise Abatement 2200-0700 LCL" and have been placed in the following locations:

- Runway 32L (Taxiways K/T12 and T/T12)
- Runway 27L (Taxiways S/S4 and M/M7)
- Runway 14R (Taxiways T/T1)

The signs serve as a last minute reminder to pilots departing the Airport of the Fly Quiet Program noise abatement procedures.

Noise Abatement Sign Locations



Noise Abatement Sign Locations

Richard M. Daley, Mayor • Mary Rose Loney, A.A.E., Commissioner

Fly Quiet PROGRAM

Chicago O'Hare International Airport

Noise Office

Land Use

Chicago O'Hare International Airport is located in the heart of the urbanized Chicagoland metropolitan area 17 miles northwest of Chicago's central business district. Nine suburban communities as well as neighborhood areas within the City of Chicago contain land areas that are "noise sensitive."

The FAA states in FAR Part 150 "Land Use Compatibility Guidelines" that residential and some public facilities are considered particularly noise sensitive. The Fly Quiet Program promotes procedures designed to direct pilots to fly over industrial, commercial, open space, parks, and vacant areas that are less sensitive to aircraft noise.

Properties to the north, east, and south of O'Hare contain commercial and residential developments. Land to the west of the Airport has significantly more noise compatible areas, such as open space, forest preserves, vacant land, and some developed areas.

ORD

LAND USE

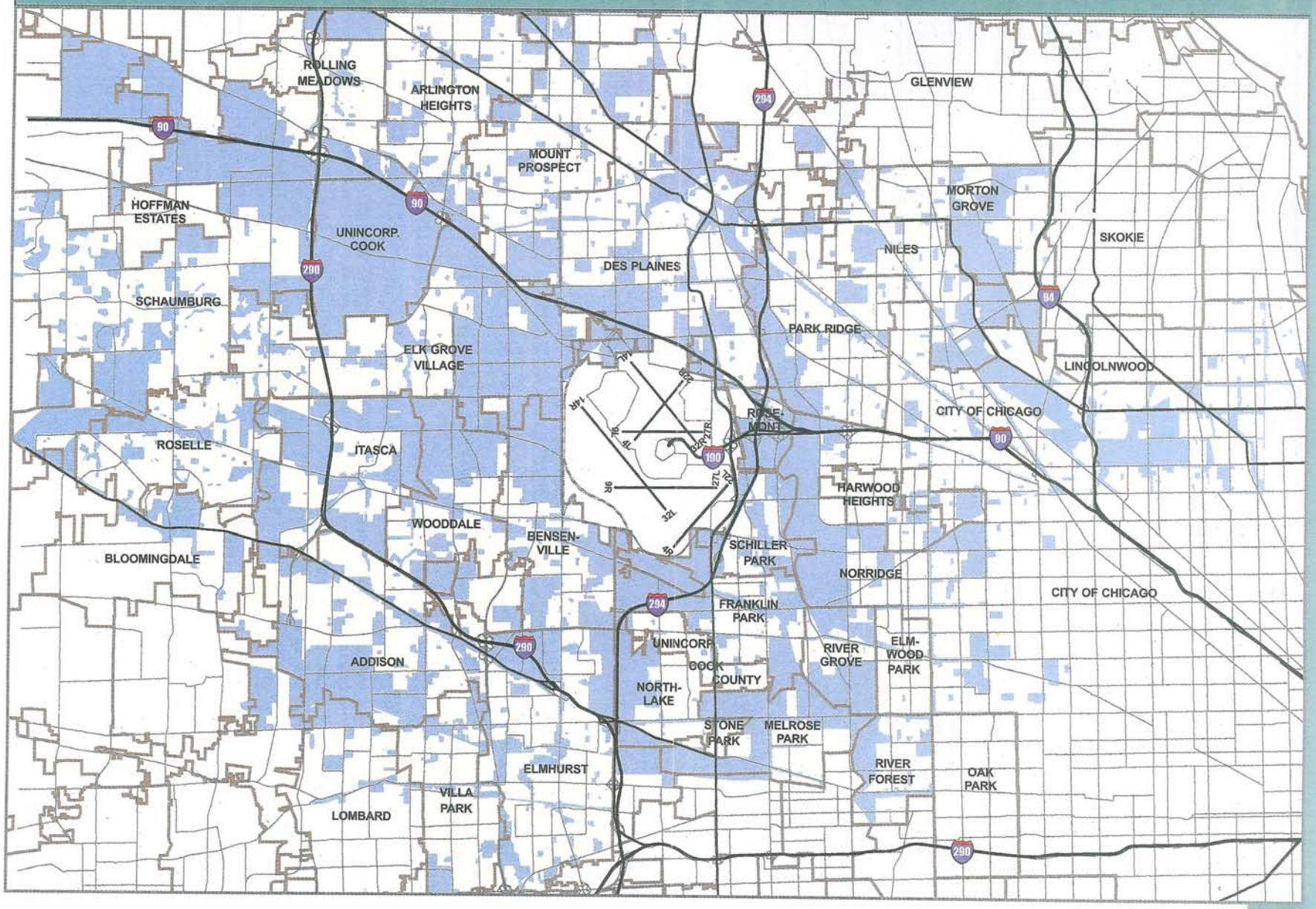
FAR Part 150 Noise Compatibility Land Use Guidelines

General guidelines based on DNL noise exposure

Land Use	less than 65	65-70	70-75	over 75
Residential:				
Mobile homes	Yes	No	No	No
Transient lodging (i.e. hotel/motel)	Yes	No*	No*	No*
Residential (all others)	Yes	No*	No*	No
Manufacturing:				
Professional, scientific & control Instrument	Yes	Yes	No*	No
All others	Yes	Yes	Yes	Yes
Transportation, communication & utilities:				
Communication	Yes	Yes	No*	No
Others	Yes	Yes	Yes	Yes
Trade:				
Wholesale, retail building material	Yes	Yes	Yes	Yes
Others	Yes	Yes	No*	No
Services:				
Finance, insurance, real estate, personal, business, professional, other medical, contract construction, government, miscellaneous	Yes	Yes	No*	No
Cemeteries	Yes	Yes	Yes	Yes
Repair services	Yes	Yes	Yes	Yes
Educational services	Yes	No*	No*	No
Cultural/Entertainment/Recreational:				
Cultural, churches, auditoriums/concert halls	Yes	No*	No	No
Nature exhibits, public assembly	Yes	Yes	No	No
Outdoor music shells, amphitheaters	Yes	No	No	No
Outdoor sports, amusements	Yes	Yes	Yes	No
Recreational activity (golf, stables)	Yes	Yes	Yes	Yes
Parks, resorts, and other	Yes	Yes	Yes	No
Resource Production & Extraction:				
Agriculture, livestock farming	Yes	Yes	Yes	Yes
Forestry, fishing, mining, and other	Yes	Yes	Yes	Yes

*Compatible with appropriate sound insulation measures
Source: FAR Part 150 Planning Documents

Chicago O'Hare International Airport - Land Use



Do NOT use for Navigation

Non-compatible land use

Compatible land use

N

NOT TO SCALE

Safety First - Quietly As You Can

Fly Quiet PROGRAM

June 17, 1997

Chicago O'Hare International Airport

Noise Office

Airport Layout Diagram

This airport layout diagram of Chicago O'Hare International Airport is being provided to further enhance pilot awareness of the Airport's complete layout and surroundings.

This diagram is NOT intended for navigational purposes. Please refer to FAA approved published charts and/or O'Hare Air Traffic Control for complete ground navigation at the Airport.

ORD

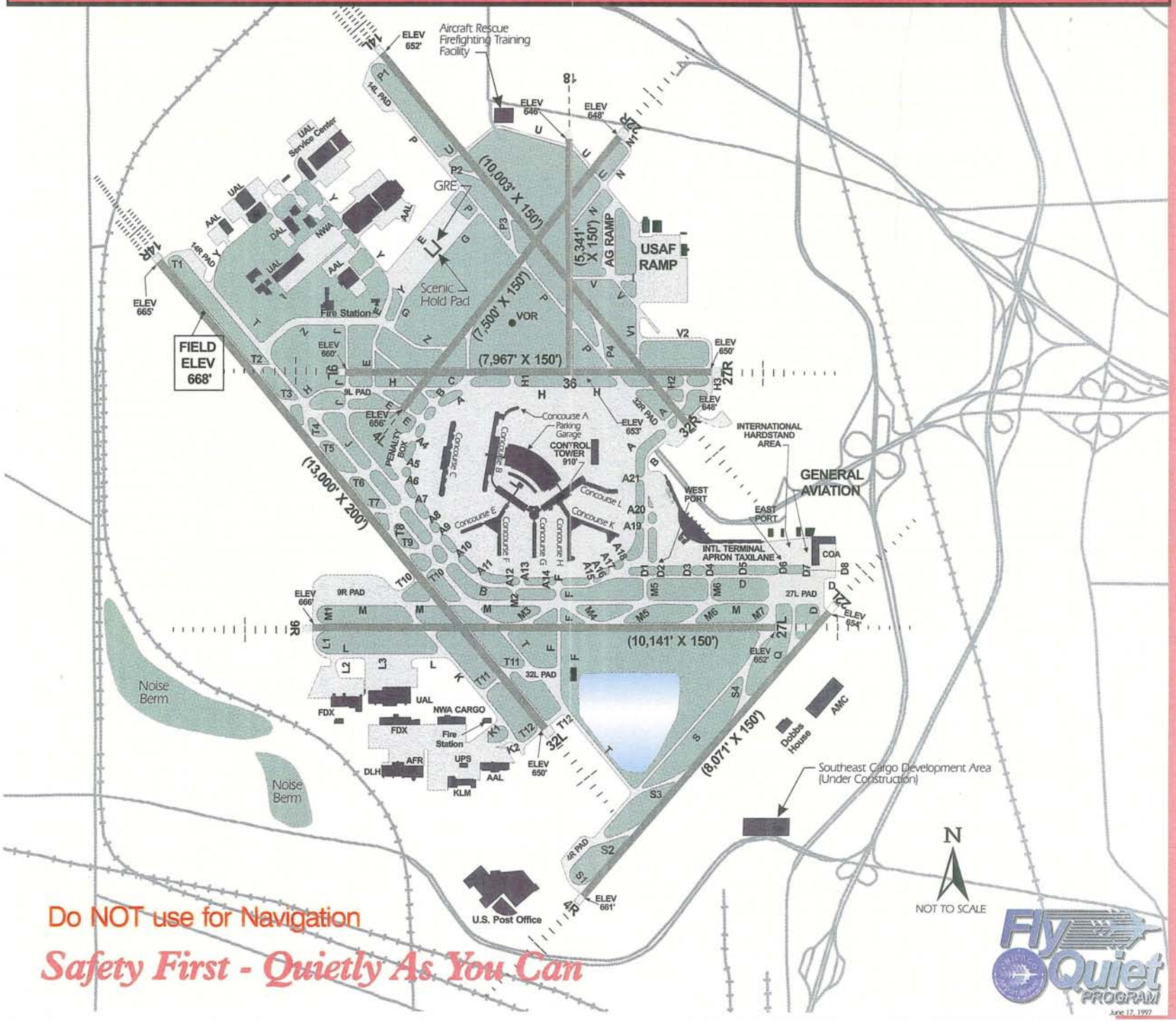
AIRPORT LAYOUT DIAGRAM

Noise Berm at the end of Runway 9R at O'Hare.

In an effort to reduce ground-based aircraft noise in communities directly adjacent to O'Hare, noise berms were constructed on the southwest side of the Airport. These 50-foot berms are noise suppression barriers that deflect noise from the surrounding communities and serve as aesthetically pleasing visual barriers.

Richard M. Daley, Mayor • Mary Rose Loney, A.A.E., Commissioner

Chicago O'Hare International Airport - Airport Layout Diagram



Abbreviations, Acronyms, & Glossary Of Terms

Abbreviations and Acronyms:

AGL	Above Ground Level
ARFF	Airport Rescue and Fire Fighting Facility
ATC	Air Traffic Control
ATCT	Air Traffic Control Tower
dB	Decibel
DNL or Ldn	Day-Night Average Sound Level
DOA	Department of Aviation
FAA	Federal Aviation Administration
FAF	Final Approach Fix
FAR	Federal Aviation Regulation
ft.	Feet
FPM	Feet Per Minute
IFR	Instrument Flight Rules
KIAS	Knots Indicated Airspeed
MDW	Chicago Midway Airport
MSL	Mean Sea Level
NAVAIDS	Navigational Aids
ORD	Chicago O'Hare International Airport
Part 150	FAR Part 150 Noise Compatibility Planning Process
VFR	Visual Flight Rules
VOR	Very High Frequency Omnidirectional Range
VORTAC	VHF Onmidirectional Range withTactical Air Navigation
V2	Takeoff Safety Speed
Vs	Stalling Speed
Vfs	Final Segment Speed

- Glossary next page -

Glossary of Terms:

Day-Night Equivalent Sound Level (DNL)

A noise measurement used to describe the average aircraft noise levels over a 24-hour period, typically an average day over the course of a year. DNL penalizes aircraft operations that occur between the hours of 10 p.m. and 7 a.m. an additional 10 decibels to account for increased annoyance. DNL may be determined for individual locations or expressed contours. DNL is currently the accepted measurement for aircraft noise analysis.

Decibel (dB)

A unit of relative loudness. The smallest amount of change that can be detected by the human ear is one decibel. A 20 decibel sound is 10 times as loud as a 10 decibel sound; a 30 decibel sound is 100 times as loud.

Federal Aviation Regulation (FAR) Part 150

Established by Congress under the Aviation Safety and Noise Abatement Act of 1979 for the purpose of developing a balanced and cost effective program to reduce the effects of aircraft noise on local communities.

Land Use Compatibility

The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

NAVAID

Any facility used for guiding or controlling flight in the air or during the landing and takeoff of aircraft.

Noise Abatement

A procedure or technique used by aircraft at an airport to minimize the impact of noise on the communities surrounding an airport.

Run-Up

A routine procedure for testing an aircraft engine at a high power setting. Engine run-ups are normally conducted by airline maintenance personnel checking an engine following maintenance.

Stage 2 Aircraft

Aircraft which meet the noise levels prescribed by FAR Part 36 and are less stringent than those established for the quieter "Stage 3" designation. The Airport Noise and Capacity Act requires the phase-out of all Stage 2 aircraft in 1999.

Stage 3 Aircraft

Aircraft that meet the most stringent noise levels set in FAR Part 36.

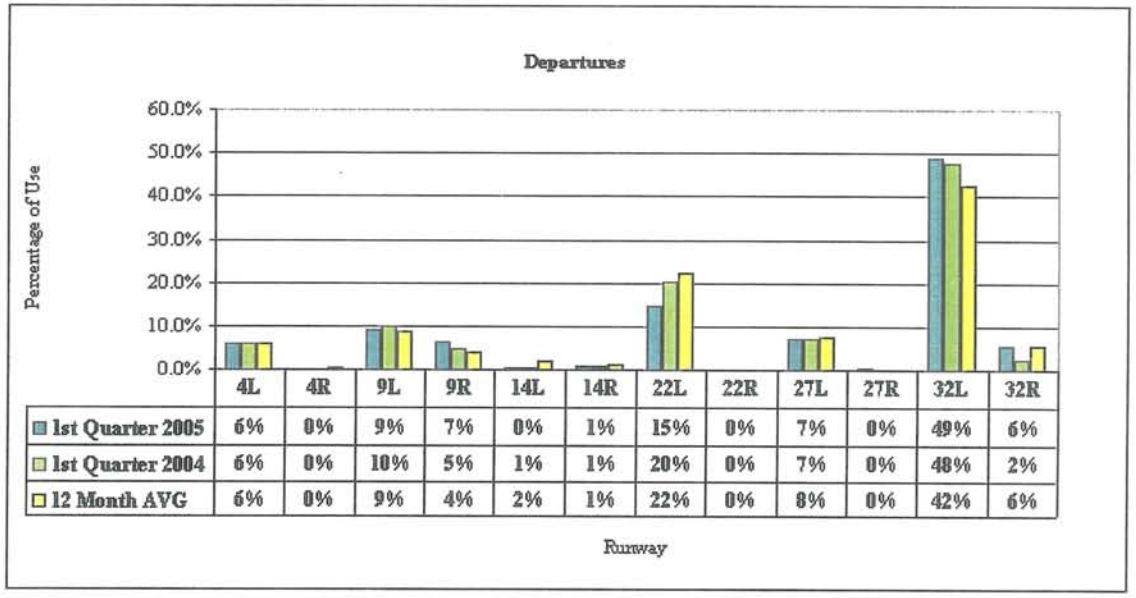
Fly Quiet Adherence Report
1st Quarter 2005

Chicago O'Hare International Airport

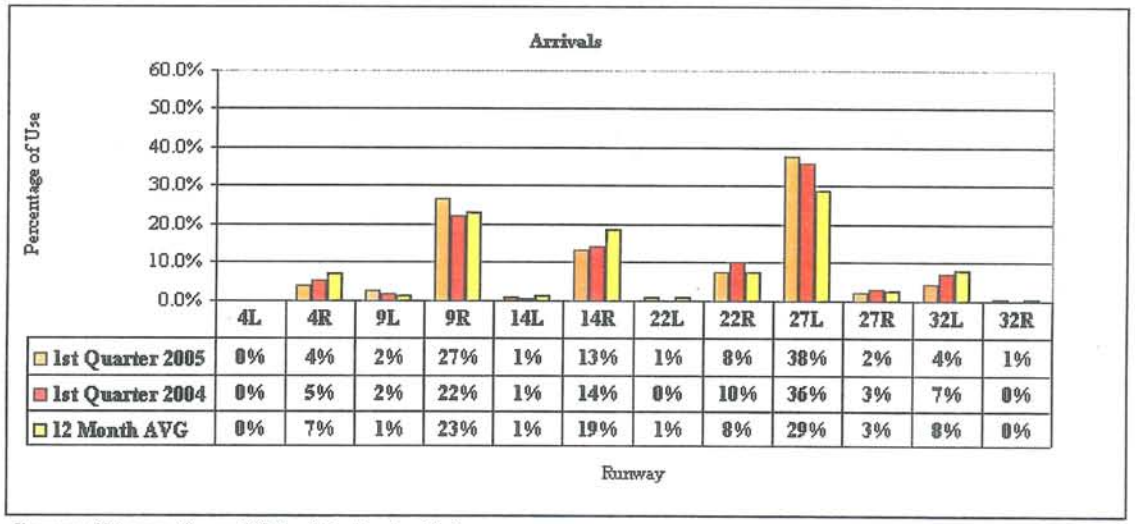
City of Chicago Department of Aviation

Visit the Community Resource Center on the Internet at
http://www.chicagoairports.com

Quarterly Nighttime Runway Use (10 p.m. to 7 a.m.)



	4L	4R	9L	9R	14L	14R	22L	22R	27L	27R	32L	32R
1st Quarter 2005	6%	0%	9%	7%	0%	1%	15%	0%	7%	0%	49%	6%
1st Quarter 2004	6%	0%	10%	5%	1%	1%	20%	0%	7%	0%	48%	2%
12 Month AVG	6%	0%	9%	4%	2%	1%	22%	0%	8%	0%	42%	6%



	4L	4R	9L	9R	14L	14R	22L	22R	27L	27R	32L	32R
1st Quarter 2005	0%	4%	2%	27%	1%	13%	1%	8%	38%	2%	4%	1%
1st Quarter 2004	0%	5%	2%	22%	1%	14%	0%	10%	36%	3%	7%	0%
12 Month AVG	0%	7%	1%	23%	1%	19%	1%	8%	29%	3%	8%	0%

Source: Chicago Airport Noise Monitoring System

Chicago O'Hare International Airport
Period: 1st Quarter 2005

Quarterly Aircraft Ground Run-ups

All Airlines - Run-ups

Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	162	78%	100	65%	141	74%
9R Hold Pad	44	21%	51	33%	46	24%
32L Hold Pad	1	0%	3	2%	3	2%
Total	207	100%	154	100%	190	100%

American

Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	64	76%	40	80%	56	78%
9R Hold Pad	20	24%	10	20%	15	21%
32L Hold Pad	0	0%	0	0%	1	1%
Total	84	100%	50	100%	72	100%

Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	9	100%	19	95%	11	92%
9R Hold Pad	0	0%	1	5%	1	8%
32L Hold Pad	0	0%	0	0%	0	0%
Total	9	100%	20	100%	12	100%

nwa

Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	28	74%	17	40%	30	58%
9R Hold Pad	10	26%	23	55%	21	40%
32L Hold Pad	0	0%	2	5%	1	2%
Total	38	100%	42	100%	52	100%

UNITED

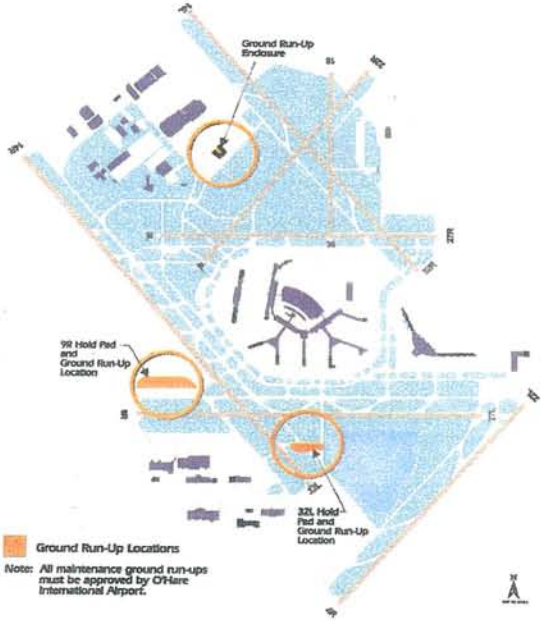
Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	18	58%	17	55%	20	69%
9R Hold Pad	12	39%	14	45%	8	28%
32L Hold Pad	1	3%	0	0%	1	3%
Total	31	100%	31	100%	29	100%

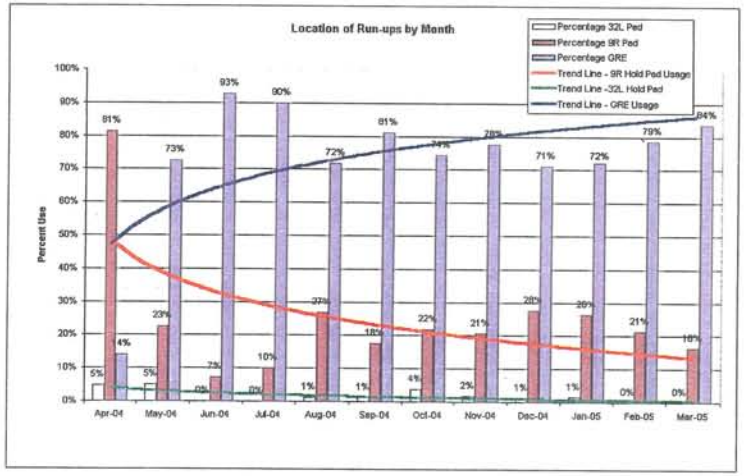
Others

Location	1st Quarter 2005 Run-ups	1st Quarter 2005 Percentage	1st Quarter 2004 Run-ups	1st Quarter 2004 Percentage	12 Month Avg.[1] Run-ups	12 Month Avg.[1] Percentage
GRE	43	96%	7	64%	23	88%
9R Hold Pad	2	4%	3	27%	3	12%
32L Hold Pad	0	0%	1	9%	0	0%
Total	45	100%	11	100%	26	100%

1. 12 Month Average equals the average of 2Q 2005, 3Q 2005, 4Q 2005 and 1Q 2005.

Source: Chicago Department of Aviation, Ground Run-up Logs

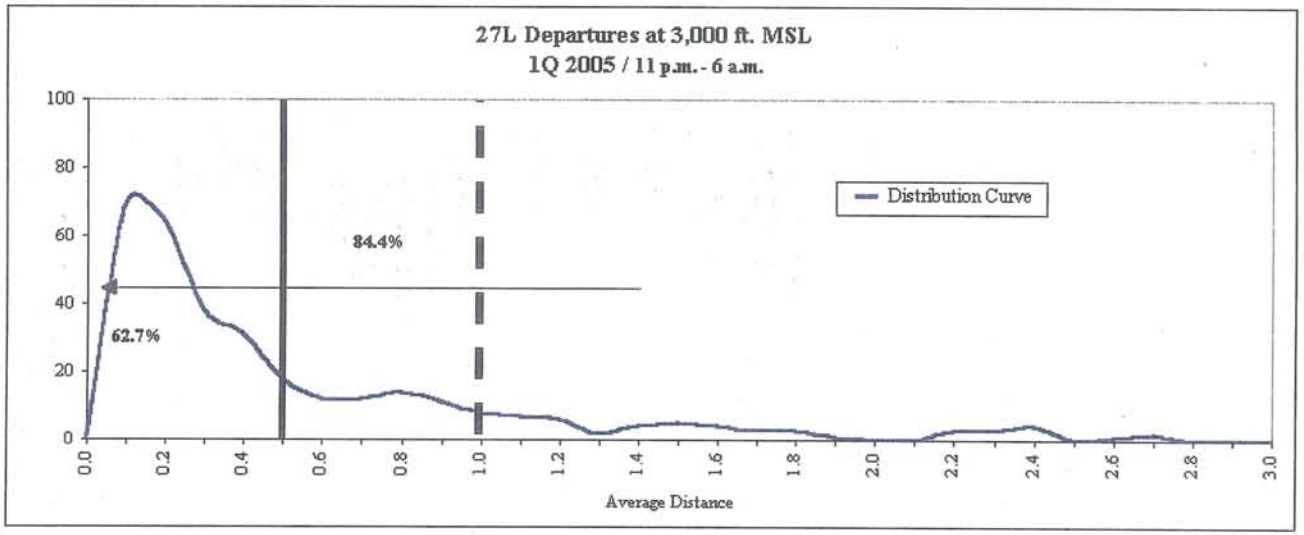


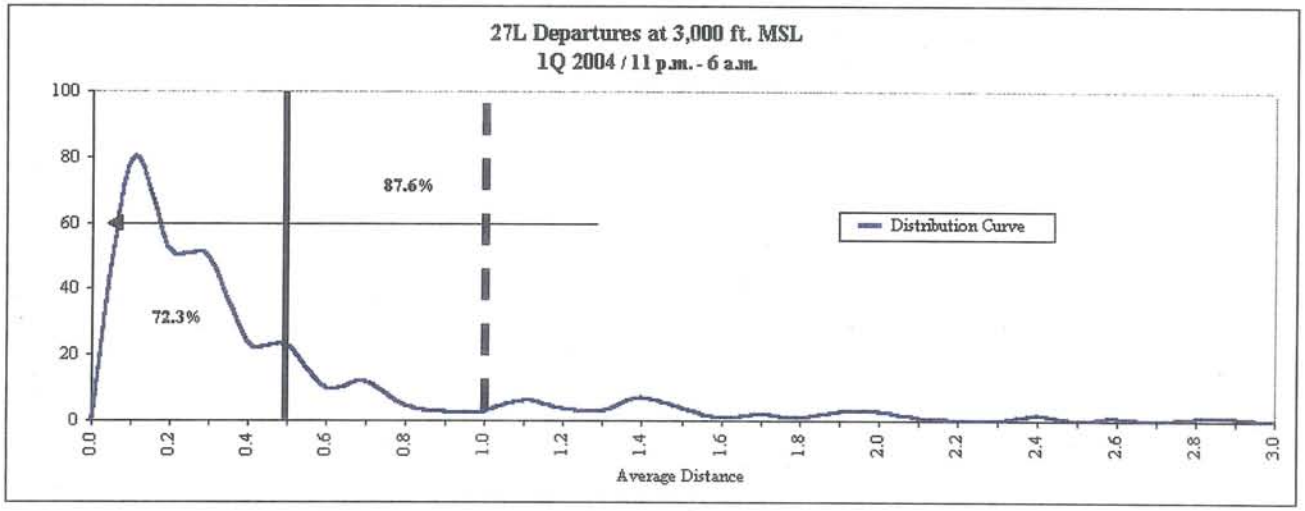


Preferential Flight Track Summary
Runway 27L Departures

Airline	1st Quarter 2005 11 p.m. - 6 a.m. Departures	1st Quarter 2005 11 p.m. - 6 a.m. Average Distance	1st Quarter 2004 11 p.m. - 6 a.m. Departures	1st Quarter 2004 11 p.m. - 6 a.m. Average Distance
American Airlines	39	0.59	12	0.90
Airborne Express	9	0.38	7	0.19
Air France	5	0.33	7	0.27
Air Jamaica Limited	2	0.13	--	--
Mesa Airlines/United Express	5	0.59	--	--
America West Airlines	3	0.93	1	0.16
Air Wisconsin/United Express	10	1.12	1	2.01
China Airlines	1	1.30	--	--
Air China	1	0.09	4	0.22
Chautauqua/United Express	8	0.58	--	--
China Cargo Airlines	1	0.06	1.00	0.17
Cathay Pacific	1	0.39	6	0.29
Custom Air Transport	1	0.97	--	--
DHL	15	0.45	1	0.32
American Eagle	13	0.71	3	1.36
Eva Air	2	0.31	--	--
Federal Express	24	0.33	20	0.34
USA 3000 Airlines	1	0.58	--	--
Independence Air	2	2.07	--	--
Japan Air Lines	3	0.62	2	0.34
Korean Air	6	0.18	7	0.19
Trans States/United Express	5	0.75	--	--
TACA	19	0.45	--	--
Mexicana	60	0.35	50	0.38
Nippon Cargo Airlines	1	0.11	3	0.41
Northwest Airlines	3	0.38	9	0.40
Polar Air Cargo	6	0.13	17	0.21
Ryan International Airlines	11	0.34	9	0.38
Scandinavian Air System	2	0.37	1	0.21
SkyWest/United Express	8	0.92	--	--
United Airlines	42	0.57	10	0.74
UPS	6	0.96	10	0.72
USAirways	1	0.09	--	--
Overall	316	0.55	181	0.49

Preferential Flight Track Summary
Runway 27L Departures



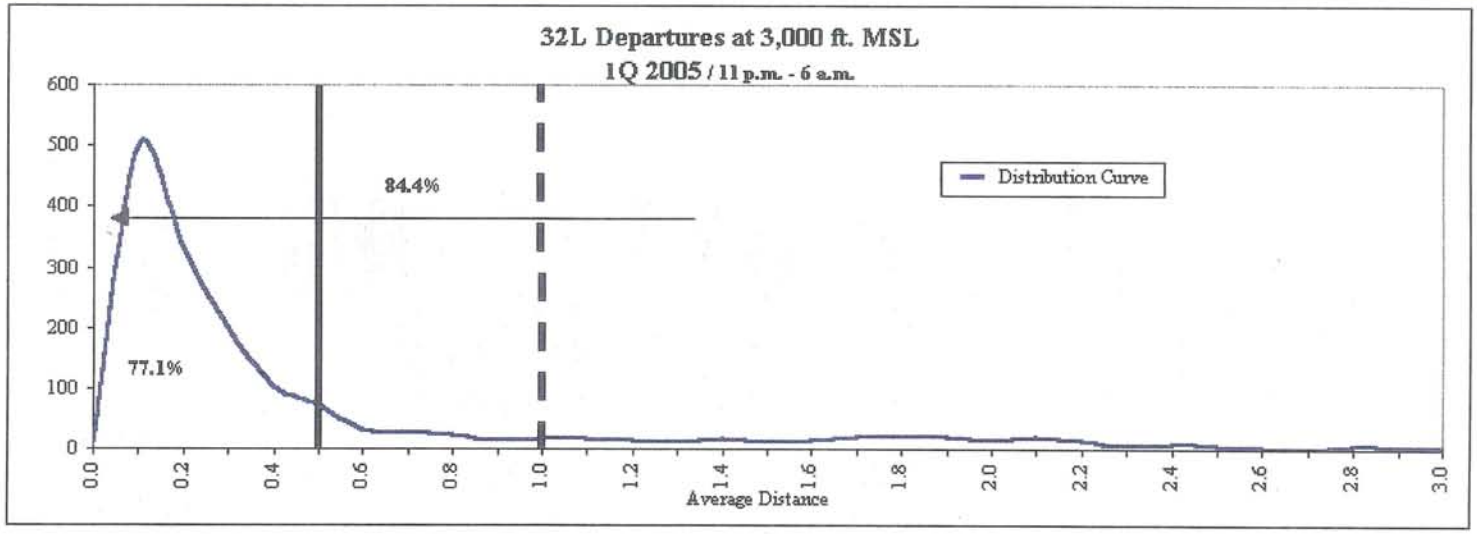


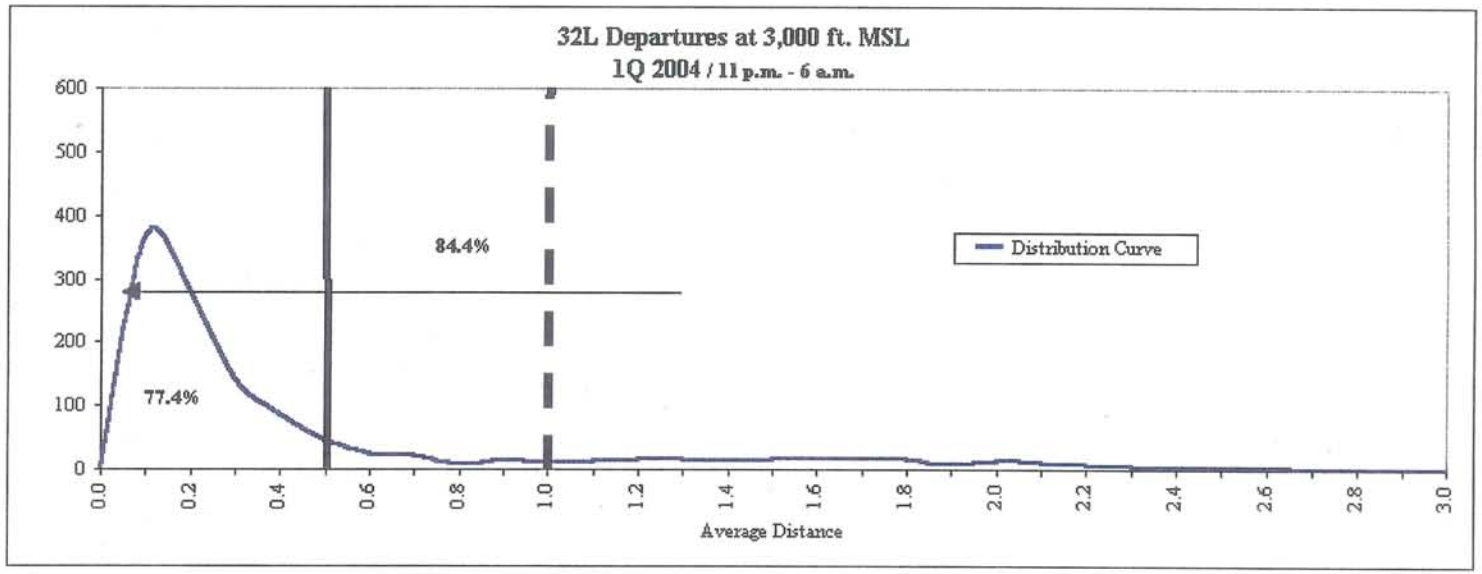
Nighttime Hours 11 p.m. to 6 a.m.: In 1Q 2005, 62.7% of departures were within 1/2 nautical mile and 84.4% were within 1 nautical mile of the preferred flight track.
In 1Q 2004, 72.3% of departures were within 1/2 nautical mile and 87.6% were within 1 nautical mile of the preferred flight track.

Preferential Flight Track Summary
Runway 32L Departures

Airline	1st Quarter 2005 11 p.m. - 6 a.m. Departures	1st Quarter 2005 11 p.m. - 6 a.m. Average Distance	1st Quarter 2004 11 p.m. - 6 a.m. Departures	1st Quarter 2004 11 p.m. - 6 a.m. Average Distance
American Airlines	160	0.54	161	0.81
Asiana Airlines	30	0.22	11	0.18
Airborne Express	43	0.26	43	0.27
Air France	50	0.68	28	0.38
Air Jamaica Limited	2	0.84	--	--
Alaska Airlines	1	0.46	--	--
Mesa Airlines/United Express	14	0.66	5	0.30
America West Airlines	7	0.44	6	0.46
Air Wisconsin/United Express	61	0.87	63	0.51
China Airlines	9	0.24	6	0.07
Air China	14	0.17	16	0.24
Chautauqua/United Express	34	0.64	2	--
China Cargo Airlines	8	0.15	--	--
Continental Airlines	12	0.24	3	0.25
Cathay Pacific	35	0.52	24	0.32
Custom Air Transport	30	0.49	9	0.42
Delta	4	1.61	--	--
DHL	32	0.23	26	0.26
Lufthansa German Airlines	22	0.28	16	0.20
American Eagle	53	0.64	34	1.06
Eva Air	18	0.12	--	1.06
Federal Express	231	0.38	160	0.33
USA 3000 Airlines	1	1.70	--	--
Independence Air	35	0.18	--	--
Japan Air Lines	33	0.21	19	0.14
Korean Air	42	0.12	32	0.17
Trans States/United Express	41	0.98	3	0.82
TACA	12	0.50	--	--
Mexicana	48	0.26	39	0.16
Nippon Cargo Airlines	22	0.20	22	0.16
Spirit Airlines	1	0.29	30	0.37
Northwest Airlines	65	0.19	39	0.19
Polar Air Cargo	49	0.15	43	0.16
Ryan International Airlines	21	0.19	33	0.19
Scandinavian Air System	5	0.54	4	0.13
SkyWest/United Express	28	0.99	--	--
United Airlines	178	0.84	113	0.74
UPS	28	0.27	54	0.21
USAirways	20	0.30	--	--
Overall	1499	0.48	1044	0.36

Preferential Flight Track Summary
Runway 32L Departures

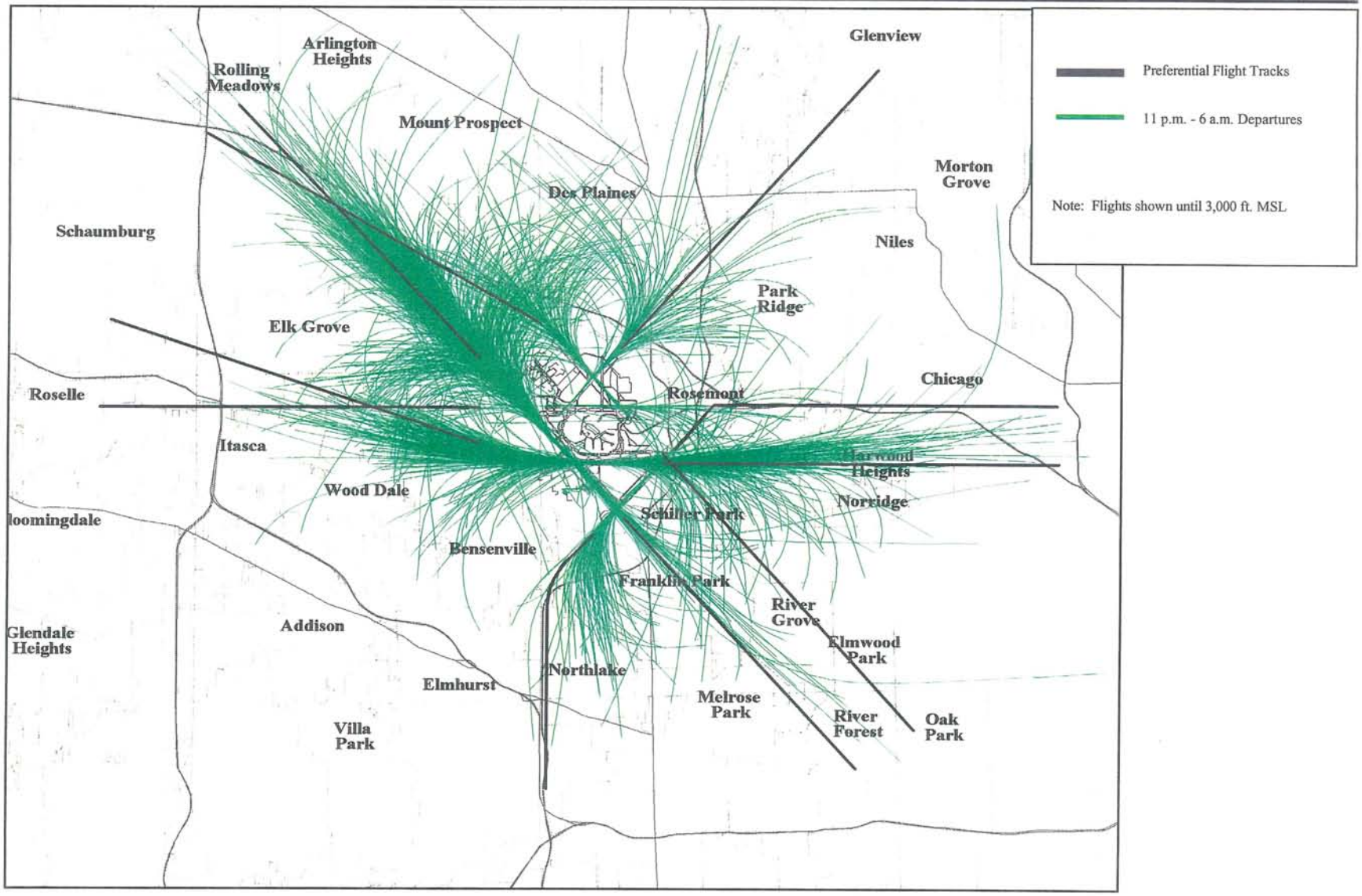




Fly Quiet Mode Hours: In 1Q 2005, 77.1% of departures were within 1/2 nautical mile and 84.4% were within 1 nautical mile of the preferred flight track.
In 1Q 2004, 77.4% of departures were within 1/2 nautical mile and 84.4% were within 1 nautical mile of the preferred flight track.

Chicago O'Hare International Airport
Period: 1st Quarter 2005

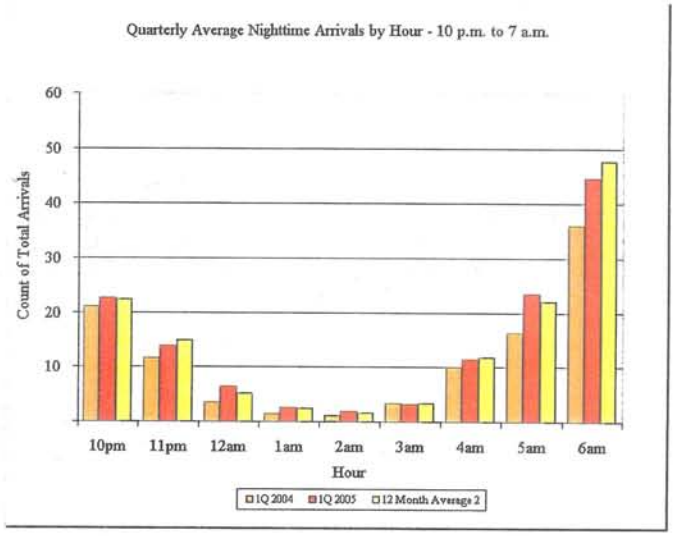
Nighttime Preferential Flight Track Compliance (11 p.m. - 6 a.m.)



Quarterly Average Nighttime Operations by Hour

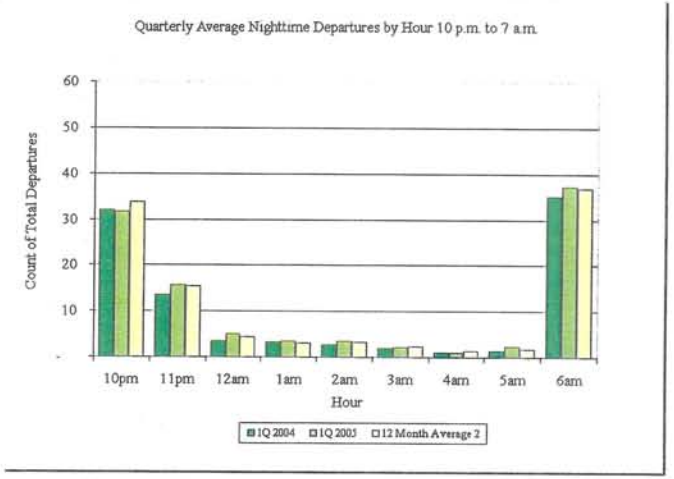
Arrivals

Quarterly Average Nighttime Arrivals by Hour - 10 p.m. to 7 a.m.											
Quarter	*10pm*	*11pm*	*12am*	*1am*	*2am*	*3am*	*4am*	*5am*	*6am*	*Total **	*Stage 3 Jets*
1Q 2004	21	12	4	1	1	3	10	16	36	105	100%
2Q 2004	23	17	5	2	1	3	11	20	46	129	100%
3Q 2004	22	15	5	3	2	3	13	23	53	139	100%
4Q 2004	22	13	5	2	2	3	12	22	47	128	100%
1Q 2005	23	14	7	3	2	3	12	24	45	131	100%
12 Month Average [2]	**22**	**15**	**5**	**3**	**2**	**3**	**12**	**22**	**48**	**132**	**100%**



Departures

Quarterly Average Nighttime Departures by Hour - 10 p.m. to 7 a.m.											
Quarter	*10pm*	*11pm*	*12am*	*1am*	*2am*	*3am*	*4am*	*5am*	*6am*	*Total **	*Stage 3 Jets*
1Q 2004	32	14	3	3	3	2	1	1	35	94	100%
2Q 2004	37	17	5	3	3	2	1	1	36	106	100%
3Q 2004	35	16	4	2	3	3	2	1	39	105	100%
4Q 2004	31	13	3	3	4	2	1	2	35	95	100%
1Q 2005	32	16	5	3	3	2	1	2	37	102	100%
12 Month Average [2]	**34**	**15**	**4**	**3**	**3**	**2**	**1**	**2**	**37**	**102**	**100%**



1. Data Represents Total Operations Per Quarter as measured by Airport Noise Monitoring System

2. 12 Month Average equals the average of 2Q 2004, 3Q 2004, 4Q 2004 and 1Q 2005

* Total may not add due to rounding

Source: Chicago Airport Noise Monitoring System

Chicago O'Hare International Airport
Period: 1st Quarter 2005

Quarterly Nighttime Noise Complaints (10 p.m. to 7 a.m.)

Community	# of Complaints			Percentage of Complaints			# of Callers			Percentage of Callers		
	1st Quarter 2005	1st Quarter 2004	12 Month Avg. [2]	1st Quarter 2005	1st Quarter 2004	12 Month Avg. [2]	1st Quarter 2005	1st Quarter 2004	12 Month Avg. [2]	1st Quarter 2005	1st Quarter 2004	12 Month Avg. [2]
Arlington Heights	2	3	3	2%	1%	1%	2	3	3	3%	3%	3%
Bensenville	3	4	6	2%	1%	2%	3	3	4	5%	3%	3%
Bloomingdale	0	0	0	0%	0%	0%	0	0	0	0%	0%	0%
Carol Stream	0	0	0	0%	0%	0%	0	0	0	0%	0%	0%
Chicago	15	18	33	12%	4%	11%	8	13	13	13%	14%	13%
Des Plaines	33	17	39	27%	6%	13%	13	6	12	21%	7%	12%
Downers Grove	0	2	2	0%	0%	1%	0	2	1	0%	2%	1%
Elk Grove Village	4	18	12	3%	1%	4%	2	9	7	3%	10%	7%
Elmhurst	1	0	15	1%	0%	5%	1	0	4	2%	0%	3%
Elmwood Park	0	22	6	0%	0%	2%	0	1	4	0%	1%	4%
Franklin Park	3	8	14	2%	1%	5%	3	7	3	5%	8%	3%
Gary, IN	0	0	4	0%	0%	1%	0	0	0	0%	0%	0%
Glenview	0	0	12	0%	0%	4%	0	0	2	0%	0%	2%
Harwood Heights	18	56	52	15%	3%	17%	6	10	8	10%	11%	8%
Hillside	4	7	9	3%	1%	3%	2	2	2	3%	2%	1%
Hinsdale	0	0	0	0%	0%	0%	0	0	0	0%	0%	0%
Hoffman Estates	0	0	0	0%	0%	0%	0	0	0	0%	0%	0%
Inverness	0	0	1	0%	0%	0%	0	0	1	0%	0%	1%
Itasca	0	2	1	0%	0%	0%	0	2	1	0%	2%	1%
Lake Zurich	0	1	1	0%	0%	0%	0	1	1	0%	1%	0%
Lombard	0	0	2	0%	0%	1%	0	0	0	0%	0%	0%
Medinah	0	1	3	0%	0%	1%	0	1	1	0%	1%	1%
Melrose Park	4	15	13	3%	1%	4%	2	5	3	3%	5%	3%
Mount Prospect	2	0	3	2%	1%	1%	2	0	2	3%	0%	1%
Niles	1	2	3	1%	0%	1%	1	2	2	2%	2%	2%
Norridge	3	5	7	2%	0%	2%	1	4	3	2%	4%	3%
Northlake	1	0	2	1%	0%	1%	1	0	1	2%	0%	1%
Oak Park	0	0	2	0%	0%	0%	0	0	1	0%	0%	0%
Palatine	0	3	7	0%	0%	2%	0	3	5	0%	3%	5%
Park Ridge	3	3	14	2%	1%	5%	2	3	7	3%	3%	7%
River Forest	0	0	1	0%	0%	0%	0	0	1	0%	0%	0%
River Grove	0	0	3	0%	0%	1%	0	0	1	0%	0%	0%
Rolling Meadows	3	5	6	2%	0%	2%	1	2	1	2%	2%	1%
Roselle	1	0	3	1%	0%	1%	1	0	1	2%	0%	1%
Rosemont	0	0	0	0%	0%	0%	0	0	0	0%	0%	0%
Schaumburg	0	0	1	0%	0%	0%	0	0	0	0%	0%	0%
Schiller Park	0	1	2	0%	0%	0%	0	1	1	0%	1%	1%
Wood Dale	6	6	13	5%	1%	4%	3	6	6	5%	7%	6%
Other 1	16	9	12	13%	4%	4%	8	6	5	13%	7%	5%
Total	123	208	301	100%	100%	30%	62	92	103	100%	100%	100%

1. Other: Barrington, Bartlett, Itasca, Morton Grove, St. Charles, Stone Park
2. 12 Month Average equals average of 2Q 2004, 3Q 2004,4Q 2004 and 1Q 2005

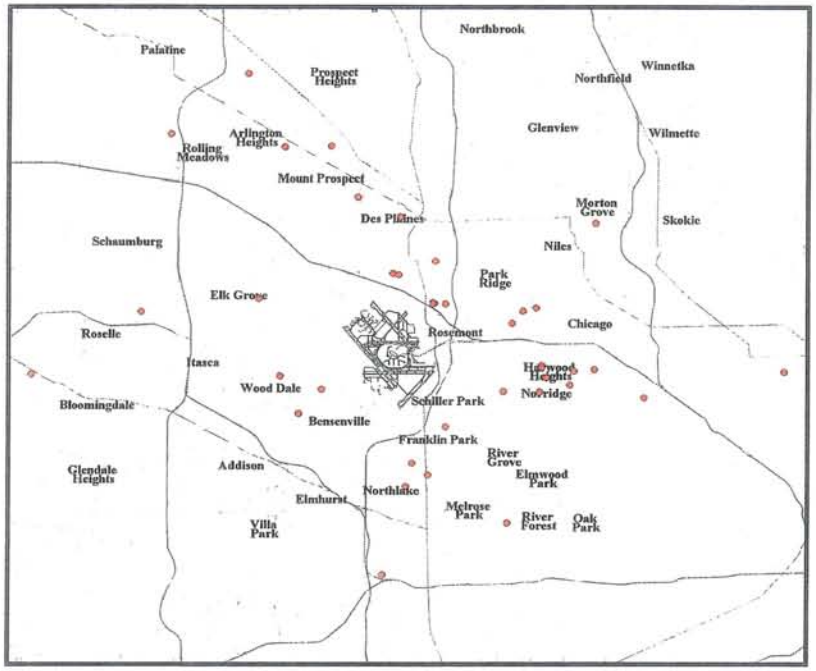
Source: Chicago Airport Noise Monitoring System

Quarterly Nighttime Noise Complaint Locations (10 p.m. to 7 a.m.)

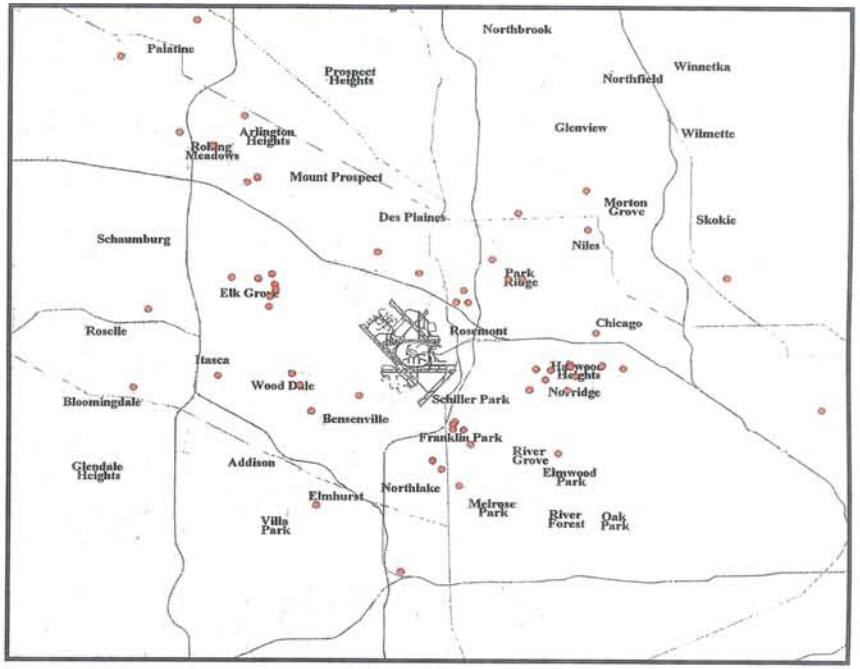
Legend

● Location of Nighttime Noise Complaints

1st Quarter 2005 Nighttime Complaint Locations:



1st Quarter 2004 Nighttime Complaint Locations:



Note: Not all callers are located due to lack of address information or are located outside the extent of the map.

Chicago O'Hare International Airport
Period: 1st Quarter 2005

Quarterly Nighttime Permanent Noise Monitor Data (10 p.m. to 7 a.m.)

		1st Quarter 2005		1st Quarter 2004		12 Month Average	
Noise Monitor	Community	Aircraft Leq[1]	Community Leq[1]	Aircraft Leq[1]	Community Leq[1]	Aircraft Leq[1]	Community Leq[1]
1	Arlington Heights	53.0	55.2	52.0	55.1	53.4	55.3
2	Melrose Park	45.2	55.2	47.4	54.1	47.5	55.4
3	Bensenville	52.1	57.8	51.9	58.0	53.1	58.5
4	Schiller Park	50.3	56.3	48.7	56.4	50.3	56.9
5	Chicago	48.2	53.4	46.4	53.1	48.8	55.1
6	Chicago	47.0	51.4	45.8	51.1	47.4	52.3
7	Des Plaines	51.8	55.9	47.7	54.3	50.8	55.0
8	Des Plaines	54.1	57.7	51.2	56.5	54.4	57.4
9	Des Plaines	57.3	60.9	53.7	58.9	57.6	60.3
10	Rolling Meadows	50.9	54.9	50.6	55.2	52.4	55.7
11	Chicago	48.8	53.8	48.3	53.2	49.9	55.3
12	Elk Grove	51.1	52.7	53.0	60.0	49.6	57.1
13	Elk Grove	66.3	67.6	65.0	67.0	66.6	66.5
14	Elk Grove	56.7	58.1	55.2	57.0	56.8	57.4
15	Franklin Park	49.9	55.5	50.4	55.6	51.2	56.2
16	Franklin Park	60.4	67.0	59.0	67.0	61.4	67.1
17	Harwood Heights	58.9	60.1	57.7	59.5	58.1	59.4
19	Stone Park	50.4	56.8	49.5	56.7	50.8	57.2
20	Mount Prospect	52.9	54.6	51.9	54.4	53.0	54.9
21	Mount Prospect	48.3	51.1	45.8	50.0	48.0	50.6
22	Norridge	61.0	61.8	60.0	61.2	59.9	61.2
23	Northlake	54.8	58.3	54.3	58.6	56.2	58.6
24	Park Ridge	47.3	51.3	44.6	51.3	47.5	51.5
25	Park Ridge	48.9	54.0	47.7	53.8	49.8	54.5
26	Park Ridge	47.7	51.2	45.0	50.2	48.1	51.6
27	Rosemont	56.5	61.6	54.5	60.9	56.3	61.8
28	Schiller Park	71.3	72.1	71.4	72.3	70.6	70.6
32	Wood Dale	57.5	61.7	58.4	63.6	56.2	60.1
34	Elk Grove	47.7	51.5	48.8	52.4	48.8	52.1
35	Unincorp. Cook	56.0	61.3	51.7	56.1	53.8	58.4
37	Mount Prospect	45.0	50.4	44.0	49.6	46.0	51.1

1. Leq (Equivalent Sound Level): The average sound energy level during a stated period of time.

Red represents an increase of 1 dB or more from same quarter previous year (17 monitors). Green represents a decrease of 1dB or more from same quarter previous year (4 monitors).

Source: Chicago Airport Noise Monitoring System