

# ATTACHMENT P-5

## PUBLIC COMMENT SUBMISSIONS AND FAA RESPONSES

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### 1. INTRODUCTION

This appendix section contains agency, municipality, and public comments received during the Draft Environmental Assessment (EA) comment period as well as FAA's response to those comments. The comments and responses are provided in the following sections:

- Comments from Federal Agencies, State Agencies, Municipalities, and Non-Governmental Organizations
- Comments from Individuals

The views of communities—local residents, the general public, and stakeholders—are important to the FAA. As such, the FAA has been committed to public involvement and agency input throughout the EA process.

A 45-day period for submitting comments on the Terminal Area Plan and Air Traffic Procedures Draft EA began on June 2, 2022, with the public of the document on the FAA's website and publication of a notice of availability in the *Federal Register*. The comment period closed on July 19, 2022.

Public notices announcing the release of the Draft EA, the public comment period, and planned public workshops were placed in the *Chicago Tribune*, *Chicago Sun-Times*, *Daily Herald*, *Journal and Topics*, *La Raza*, and *Reflejos*. Notices in *La Raza* and *Reflejos* were published in Spanish. Email notification was also sent to 822 stakeholders, including elected officials, school board members, activists, and Tribal leaders and notification was posted at 166 libraries in 165 communities surrounding O'Hare. Two public workshops to present the Draft EA and receive public comments were held virtually via Zoom Meetings on July 12, 2022, and July 14, 2022, at 6:00 p.m. CDT.

The FAA originally planned to host one in-person public workshop and one virtual public workshop during the comment period. The in-person public workshop was planned to be held on July 12, 2022, from 6:00 p.m. CDT to 9:00 p.m. CDT in Bensenville, Illinois, and the virtual workshop was planned to be held on July 14, 2022, at 6:00 p.m. CDT. Due to the COVID-19 transmission risk level of HIGH in the Cook County area at the time the Draft EA was available for public comment, the FAA announced on July 5, 2022, that the in-person workshop was changing to a virtual workshop on the originally planned in-person date of July 12, 2022. The FAA issued a press release on July 5, 2022, and updated notices were published in the same six newspapers.

A total of 49 public comment submissions were received during the comment period. Each submission may have included one or more topics. The submissions took several forms, including:

- Hard copy letters or forms sent via United States Postal Service (USPS)

- Court reporter transcriptions of comments received during the public comment portion of the virtual public workshops
- Emails
- Individual submissions via an online comment form hosted on a custom commercial website created for this purpose (the link was made available on FAA's website at: [https://www.faa.gov/airports/great\\_lakes/tapandatea](https://www.faa.gov/airports/great_lakes/tapandatea))

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

**Table 1. Comment Submissions by Manner of Receipt**

Manner of Receipt	Count
USPS	1
Virtual Public Workshop Transcript	8
Emails	17
Online (see note)	23
<b>Total</b>	<b>49</b>

Source: HMMH

Note: Online refers to customized online comment submission form. The link to the form was made available on FAA's website at [https://www.faa.gov/airports/great\\_lakes/tapandatea](https://www.faa.gov/airports/great_lakes/tapandatea). The form was only "live" during the public comment period.

This Response to Comments section of **Appendix P** is divided into four sections:

**Section 1.** Introduction

**Section 2.** Submissions and Comments from Federal Agencies, State Agencies, Municipalities, and Non-Governmental Organizations

**Section 3.** Submissions and Comments from Individual Commenters

**Section 4.** Comment Responses

**Sections 2 and 3** each contain two parts:

**Part 1.** An alphabetized table of commenting agencies, organizations, and/or individuals

**Part 2.** A printout of all submissions received and the identification of individual comments within each submission

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

**Step 1.** Find the commenter's name in the alphabetized table of commenters.

**Step 2.** Look up the comment(s) associated with that name in the printout of submissions.

**Step 3.** Look up the comment response(s) corresponding to those comments.

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

Method Sent	Organization	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Online	Village of Itasca	Curelo	Deanne	P-401	57398	4.3, 4.5, 4.7	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Itasca	Curelo	Deanne	P-402	57399	4.6	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Itasca	Curelo	Deanne	P-402	57400	9.2	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Itasca	Curelo	Deanne	P-402	57401	5.6	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Itasca	Curelo	Deanne	P-402	57402	2.7	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Itasca	Curelo	Deanne	P-402	57403	5.2	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57248	4.3, 4.5, 4.7	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57249	4.6	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57250	5.6	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57251	5.6	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57252	2.7	550 West Irving Park Rd	Itasca	IL	60143
Email	Village of Itasca	Curelo	Deanne	P-406	57253	5.2	550 West Irving Park Rd	Itasca	IL	60143
Online	Village of Bensenville	DeSimone	Frank	P-409	57214	9.5	12 S Center St	Bensenville	IL	60106
Online	Village of Bensenville	DeSimone	Frank	P-410	57215	4.5, 4.6	12 S Center St	Bensenville	IL	60106
Online	Village of Bensenville	DeSimone	Frank	P-410	57216	4.7	12 S Center St	Bensenville	IL	60106

Method Sent	Organization	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Online	Village of Bensenville	DeSimone	Frank	P-410	57217	5.3	12 S Center St	Bensenville	IL	60106
Online	Village of Bensenville	DeSimone	Frank	P-410	57218	4.7	12 S Center St	Bensenville	IL	60106
Online	Village of Bensenville	DeSimone	Frank	P-410	57219	3.1, 4.7	12 S Center St	Bensenville	IL	60106
Email	ONCC	El Metennani	Maura	P-414	57287	5.3	PO Box 1126	Des Plaines	IL	60017
Email	ONCC	El Metennani	Maura	P-414	57288	9.5	PO Box 1126	Des Plaines	IL	60017
Email	ONCC	El Metennani	Maura	P-414	57289	5.3	PO Box 1126	Des Plaines	IL	60017
Email	ONCC	El Metennani	Maura	P-415	57290	2.6, 9.5	PO Box 1126	Des Plaines	IL	60017
Email	ONCC	El Metennani	Maura	P-415	57291	2.3	PO Box 1126	Des Plaines	IL	60017
Email	ONCC	El Metennani	Maura	P-415	57292	9.5	PO Box 1126	Des Plaines	IL	60017
Email	City of Wood Dale	Ibares	Wilver	P-418	57149	3.1, 4.3, 4.7	404 N Wood Dale Rd	Wood Dale	IL	60191
Email	City of Wood Dale	Ibares	Wilver	P-418	57150	4.5, 4.6	404 N Wood Dale Rd	Wood Dale	IL	60191
Email	City of Wood Dale	Ibares	Wilver	P-418	57151	4.4, 5.2	404 N Wood Dale Rd	Wood Dale	IL	60191
Email	City of Wood Dale	Ibares	Wilver	P-418	57152	4.3, 4.7	404 N Wood Dale Rd	Wood Dale	IL	60191
Email	City of Wood Dale	Ibares	Wilver	P-418	57153	9.5	404 N Wood Dale Rd	Wood Dale	IL	60191
USPS	Village of Schiller Park	Klug	Russell	P-421	57293	2.3	9526 West Irving Park Road	Schiller Park	IL	60176
USPS	Village of Schiller Park	Klug	Russell	P-421	57294	3.1, 4.7	9526 West Irving Park Road	Schiller Park	IL	60176
USPS	Village of Schiller Park	Klug	Russell	P-421	57295	2.3	9526 West Irving Park Road	Schiller Park	IL	60176
USPS	Village of Schiller Park	Klug	Russell	P-421	57296	3.1, 4.7	9526 West Irving Park Road	Schiller Park	IL	60176
Email	US EPA	Kowal	Kathy	P-426	57147	9.5	77 West Jackson Blvd.	Chicago	IL	60604
Email	US EPA	Kowal	Kathy	P-426	57148	9.7	77 West Jackson Blvd.	Chicago	IL	60604



Method Sent	Organization	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Transcript	DuPage County Division of Transportation	Loper	John	P-428	57169	8.3			IL	
Online	City of Park Ridge	Maloney	Marty	P-428	57297	9.5	505 Butler Pl	Park Ridge	IL	60068
Online	City of Park Ridge	Maloney	Marty	P-428	57298	5.3	505 Butler Pl	Park Ridge	IL	60068
Online	City of Park Ridge	Maloney	Marty	P-428	57299	9.5	505 Butler Pl	Park Ridge	IL	60068
Online	City of Park Ridge	Maloney	Marty	P-429	57300	2.5	505 Butler Pl	Park Ridge	IL	60068
Online	City of Park Ridge	Maloney	Marty	P-429	57301	2.3	505 Butler Pl	Park Ridge	IL	60068
Online	High Speed Rail Alliance	Ott	Christopher	P-431	57079	8.1	4765 N Lincoln Ave.	Chicago	IL	60625
Email	High Speed Rail Alliance	Ott	Christopher	P-431	57420	8.1	4765 N Lincoln Ave.	Chicago	IL	60625
Email	High Speed Rail Alliance	Ott	Christopher	P-434	57421	8.1	4765 N Lincoln Ave.	Chicago	IL	60625
Email	Chicago Department of Aviation	Rhee	Jamie	P-441	57144	7	10510 West Zemke Road, PO Box 66142	Chicago	IL	60666
Email	Forest County Potawatomi Community (FCPC)	Rhodd	Ben	P-445	57109	9.6	8130 Mish ko Swen Dr	Crandon	WI	545620
Online	Village of Bensenville	Summers	Evan	P-447	57309	2.3	12 S Center St	Bensenville	IL	60106
Email	Nottawaseppi Huron Band of the Potawatomi (NHBP)	Taylor	Douglas	P-451	57108	9.6	Pine Creek Indian Reservation, 1301 T Dr S	Fulton	MI	49052

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## 2.1 SUBMISSIONS RECEIVED AND IDENTIFIED COMMENTS

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**Letter Id:** 244038

**Name:** Curelo, Deanne

**Address:** Itasca, IL 60143

**Org/Agency:** Village of Itasca / Local Government

July 18, 2022

FAA, care of HMMH

ATTN: ORD TAP and AT EA Comments 700 District Avenue, Suite 800

Burlington, MA 01803

Dear FAA Representative:

As President of the Village of Itasca, I respectfully submit the Village's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport.

Located a mere two miles from the western border of O'Hare, the Village of Itasca is primarily impacted by the four, interior, east/west runways - 10C/28C, 10L/28R, 9R/27L and 9C/27C. For years, Itasca leaders have fought to minimize noise impacts to our residents. We have consistently advocated that any plan for O'Hare should maximize flight paths over non-residential areas. When aircraft must fly over homes, flights should be equitably distributed so that every homeowner receives some relief. We are disappointed that the current plan falls short of accomplishing these goals.

The plan proposes a higher distribution of flights on southern runways compared to northern runways. At night, easterly arrivals have increased 8%, while westerly departures have more than doubled. During the day, arrivals have doubled, and westerly departures are up another 8%.

This increase is exacerbated by the FAA's request to make permanent the 2.5 degree offset approval that was put in place to allow O'Hare to operate with three simultaneous approaches prior to the construction of Runway 9C/27C. The FAA indicates that if the 2.5 degree offset is removed it would reduce arrival rates on both 10C and 10R. We assume without the offset that these flights would push north resulting in a more equitable distribution of flights and associated noise. [57398 - 4.7, 4.5, 4.3]

We are further concerned that this plan seems to suggest that the FAA intends to use four simultaneous runways versus three, which we believe would exacerbate noise concerns over these flight paths and result in decreased compliance of Fly Quiet protocols. The FAA has not quantified the need to have four simultaneous approaches and existing data clearly shows that three simultaneous approaches are more

than sufficient to meet demand. [57399 - 4.6]

Itasca continues to experience much higher noise impacts than originally forecasted at the onset of the O'Hare Modernization Project (OMP). [57400 - 9.2] The EIS data reveals that the noise contours used in the Chicago Department of Aviation's (CDA) heading analysis not based on the current reality. Given that the EIS found that 62% of the OJ class flights at night exceed Stage 1, both current and future projections for noise levels are understated. Village of Itasca requests that noise contours be reevaluated prior to approving any new plan. The FAA has a responsibility to nearby communities and residents to evaluate noise impacts based on the current realities not inaccurate assumptions that have already been proven wrong. [57401 - 5.6]

Before I conclude, I would be remiss if I did not express my strong disappointment with a lack of true western access in this proposed plan. DuPage County's support of the OMP was predicated on the long-promised western terminal. Now, that runways have been reoriented east/west, CDA has completely abandoned plans for a western terminal, thereby depriving western communities in DuPage of the promised economic benefits of the O'Hare Modernization Plan.

Communities, west of O'Hare, in DuPage County now receive all of the pain from the OMP with none of the promised gain of western access. [57402 - 2.7] Airplane noise has significantly eroded Itasca's economic vitality and the quality of life for our residents. As a result, I believe that FAA and CDA have a responsibility to work collaboratively with DuPage communities to expeditiously identify solutions that will substantially reduce the negative impacts that aircraft noise pollution has on our residents and businesses. [57403 - 5.2]

Respectfully,

Jeff Pruyn  
Village President  
Village of Itasca, Illinois

(Content could not be extracted from document.)  
Village of Itasca FAA Response - 071822.pdf



July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments 700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

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Village of Itasca | 550 W. Irving Park Road, Itasca, IL 60143 | 630.228.5687

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Communities, west of O'Hare, in DuPage County now receive all of the pain from the OMP with none of the promised gain of western access. Airplane noise has significantly eroded Itasca's economic vitality and the quality of life for our residents. As a result, I believe that FAA and CDA have a responsibility to work collaboratively with DuPage communities to expeditiously identify solutions that will substantially reduce the negative impacts that aircraft noise pollution has on our residents and businesses.

Respectfully,



Jeff Pruyn  
Village President  
Village of Itasca, Illinois

**Letter Id:** 244053

**Name:** Curelo, Deanne

**Address:** Itasca, IL 60143

**Org/Agency:** Village of Itasca / Local Government

Good Afternoon,

Please see the attached comments from Mayor Pruyn regarding the Draft Environmental Assessment and General Conformity Determination for the O'Hare International Airport Terminal Area Plan and Air Traffic Procedures.

Sincerely,

Deanne Curelo

Deputy Clerk/Executive Secretary | Village of Itasca  
550 W Irving Park Road | Itasca, IL 60143  
630.228.5623 direct | Website: [www.itasca.com](http://www.itasca.com)

Village of Itasca FAA Response - 071822.pdf

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July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments 700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

As President of the Village of Itasca, I respectfully submit the Village's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport.

Located a mere two miles from the western border of O'Hare, the Village of Itasca is primarily impacted by the four, interior, east/west runways - 10C/28C, 10L/28R, 9R/27L and 9C/27C. For years, Itasca leaders have fought to minimize noise impacts to our residents. We have consistently advocated that any plan for O'Hare should maximize flight paths over non-residential areas. When aircraft must fly over homes, flights should be equitably distributed so that every homeowner receives some relief. We are disappointed that the current plan falls short of accomplishing these goals.

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the day, arrivals have doubled, and westerly departures are up another 8%.

This increase is exacerbated by the FAA's request to make permanent the 2.5 degree offset approval that was put in place to allow O'Hare to operate with three simultaneous approaches prior to the construction of Runway 9C/27C. The FAA indicates that if the 2.5 degree offset is removed it would reduce arrival rates on both 10C and 10R. We assume without the offset that these flights would push north resulting in a more equitable distribution of flights and associated noise. [57248 - 4.5, 4.3, 4.7]

We are further concerned that this plan seems to suggest that the FAA intends to use four simultaneous runways versus three, which we believe would exacerbate noise concerns over these flight paths and result in decreased compliance of Fly Quiet protocols. The FAA has not quantified the need to have four simultaneous approaches and existing data clearly shows that three simultaneous approaches are more than sufficient to meet demand. [57249 - 4.6]

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Before I conclude, I would be remiss if I did not express my strong disappointment with a lack of true western access in this proposed plan. DuPage County's support of the OMP was predicated on the long-promised western terminal. Now, that runways have been reoriented east/west, CDA has completely abandoned plans for a western terminal, thereby depriving western communities in DuPage of the promised economic benefits of the O'Hare Modernization Plan.

Communities, west of O'Hare, in DuPage County now receive all of the pain from the OMP with none of the promised gain of western access. [57252 - 2.7] Airplane noise has significantly eroded Itasca's economic vitality and the quality of life for our residents. As a result, I believe that FAA and CDA have a responsibility to work collaboratively with DuPage communities to expeditiously identify solutions that will substantially reduce the negative impacts that aircraft noise pollution has on our residents and businesses. [57253 - 5.2]

Respectfully,

Jeff Pruyn  
Village President  
Village of Itasca, Illinois



July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments 700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

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Village of Itasca | 550 W. Irving Park Road, Itasca, IL 60143 | 630.228.5687



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Respectfully,



Jeff Pruyn  
Village President  
Village of Itasca, Illinois

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**Letter Id:** 244029

**Name:** DeSimone, Frank

**Address:** Bensenville, IL 60106

**Org/Agency:** Village of Bensenville / Local Government

[Official correspondence attached.]

---- below is text extracted from attachment 2022.07.01 TAP EA Comments FINAL.pdf ----

July 1, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

As Village President of the Village of Bensenville, one of the most impacted communities by aircraft operations from Chicago O'Hare International Airport, I am respectfully submitting the Village's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport.

Due to the implementation of the O'Hare Modernization Program (OMP), the Village of Bensenville has suffered more impacts than any other community surrounding O'Hare. Our Village is located in direct alignment with the three southern parallel runways, including Runway 10R/28L discussed in this Environmental Assessment (EA). We have suffered deep economic impacts from the OMP expansion and a significant increase in aircraft noise impacts. As you would expect, our residents are constantly subjected to noise from aircraft at low altitudes. The Village has been, and will continue to be, dedicated to seeking noise relief on behalf of our residents. We understand the complicating factors associated with aircraft noise along with the economic importance of the Airport to our region. The Village strongly believes much can be accomplished by working collaboratively with the Chicago Department of Aviation (CDA) and the FAA to find meaningful solutions to noise impacts while continuing the economic viability of the Airport. [57214 - 9.5]

We have reviewed the aforementioned document and have some concerns with the input and the determinations. The FAA states that the 2.5 degree offset for arrivals to 10R is needed to allow the airfield to meet its design operating capability. We do not agree with the premise at this time. The design operating capability of the airfield appears to be based on the use of four simultaneous arrival runways. Currently the max number of simultaneous approaches allowed by the FAA is three, not only at O'Hare but also at all other airports in the US. The EA documentation fails to make a case that the use of four simultaneous approaches will be needed within the Study period, including the future condition of 2030, or that the FAA will be approving four simultaneous approaches for use in the US.

The existence of the temporary offset approval was put in place until the completion of the OMP to allow the airfield to operate with three simultaneous approaches using Runways 9L, 10C, and 10R.

Completion of the OMP included the construction of a new arrival runway, Runway 9C/27C. With the completion of Runway 9C/27C, the Airport has three adequately spaced parallel runways for triple simultaneous approaches for east flow; Runways 9L, 9C, and 10C or 10R. The document does not describe why these runways cannot handle the arrivals for the Airport nor why the arrival use of Runways 10C with 10R is so critical. Three simultaneous approaches worked prior to completion of OMP build out, and the number of operations at the Airport today is much less than previous years. If Runway 10R is truly critical for triple east flow arrivals, a thorough explanation is needed in the document. This document does not provide adequate justification for 2.5 degree offset and the offset approach seems to be more of a want versus a need at this point. **[57215 - 4.5, 4.6]**

The FAA also states that if the 2.5 degree offset was removed it would reduce the arrival rates on both 10C and 10R. The Village of Bensenville views a reduction in arrivals on these runways as a positive result on the basis that residential homes under those approach paths constitute incompatible land uses. **[57216 - 4.7]** The Residential Sound Insulation Program (RSIP) has been a valiant effort to help mitigate the negative impacts but does not fully alleviate the problem. Runways over residential homes can never be fully mitigated. **[57217 - 5.3]** The Village of Bensenville will always advocate for heavier use of the northern runways which have primarily industrial land uses west of the Airport and would be more compatible to aircraft operations. Reducing the number of arrivals over residential and increasing arrivals over industrial uses is fundamental to noise abatement. **[57218 - 4.7]**

We are also concerned the predicted use percentages for the southern runways have increased in this document when compared to the use percentages used for the OMP EIS. The nighttime arrival percentage in east flow increased by more than eight percent and the westerly departures have more than doubled. The daytime arrival percentage has more than doubled and the westerly departures have increased by eight percent. There is no justifiable reason as to why the southern parallel runways are projected to being used at a higher percentage than the northern parallel runways. Based on recent comments from the FAA on there being no safety concerns with using the northern airfield, it is not clear to us why more operations were not projected to use the northern runways to balance out the impacts to local communities. The communities located to the east and west of the southern runways have been exposed to the brunt of the noise at the Airport in the past and it looks like the FAA plans on continuing that approach. This is very concerning considering there is no fundamental reason as to why the northern runways cannot be used more. This is especially concerning given the land use to the west of those runways is more compatible to aircraft noise than land to the west of the southern runways. **[57219 - 3.1, 4.7]**

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

Respectfully Submitted,

Frank DeSimone  
Village President  
Village of Bensenville



12 S. Center St.  
Bensenville, IL 60106

Office: 630.766.8200  
Fax: 630.594.1105

[www.bensenville.il.us](http://www.bensenville.il.us)

#### VILLAGE BOARD

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Armando Perez

Village Clerk  
Nancy Quinn

Village Manager  
Evan K. Summers

July 1, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

As Village President of the Village of Bensenville, one of the most impacted communities by aircraft operations from Chicago O'Hare International Airport, I am respectfully submitting the Village's comments on the *Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport*.

Due to the implementation of the O'Hare Modernization Program (OMP), the Village of Bensenville has suffered more impacts than any other community surrounding O'Hare. Our Village is located in direct alignment with the three southern parallel runways, including Runway 10R/28L discussed in this Environmental Assessment (EA). We have suffered deep economic impacts from the OMP expansion and a significant increase in aircraft noise impacts. As you would expect, our residents are constantly subjected to noise from aircraft at low altitudes. The Village has been, and will continue to be, dedicated to seeking noise relief on behalf of our residents. We understand the complicating factors associated with aircraft noise along with the economic importance of the Airport to our region. The Village strongly believes much can be accomplished by working collaboratively with the Chicago Department of Aviation (CDA) and the FAA to find meaningful solutions to noise impacts while continuing the economic viability of the Airport.

We have reviewed the aforementioned document and have some concerns with the input and the determinations. The FAA states that the 2.5 degree offset for arrivals to 10R is needed to allow the airfield to meet its design operating capability. We do not agree with the premise at this time. The design operating capability of the airfield appears to be based on the use of four simultaneous arrival runways. Currently the max number of simultaneous approaches allowed by the FAA is three, not only at O'Hare but also at all other airports in the US. The EA documentation fails to make a case that the use of four simultaneous approaches will be needed within the Study



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#### VILLAGE BOARD

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Village Clerk  
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Village Manager  
Evan K. Summers

period, including the future condition of 2030, or that the FAA will be approving four simultaneous approaches for use in the US.

The existence of the temporary offset approval was put in place until the completion of the OMP to allow the airfield to operate with three simultaneous approaches using Runways 9L, 10C, and 10R. Completion of the OMP included the construction of a new arrival runway, Runway 9C/27C. With the completion of Runway 9C/27C, the Airport has three adequately spaced parallel runways for triple simultaneous approaches for east flow; Runways 9L, 9C, and 10C or 10R. The document does not describe why these runways cannot handle the arrivals for the Airport nor why the arrival use of Runways 10C with 10R is so critical. Three simultaneous approaches worked prior to completion of OMP build out, and the number of operations at the Airport today is much less than previous years. If Runway 10R is truly critical for triple east flow arrivals, a thorough explanation is needed in the document. This document does not provide adequate justification for 2.5 degree offset and the offset approach seems to be more of a *want* versus a *need* at this point.

The FAA also states that if the 2.5 degree offset was removed it would reduce the arrival rates on both 10C and 10R. The Village of Bensenville views a reduction in arrivals on these runways as a positive result on the basis that residential homes under those approach paths constitute incompatible land uses. The Residential Sound Insulation Program (RSIP) has been a valiant effort to help mitigate the negative impacts but does not fully alleviate the problem. Runways over residential homes can never be fully mitigated. The Village of Bensenville will always advocate for heavier use of the northern runways which have primarily industrial land uses west of the Airport and would be more compatible to aircraft operations. Reducing the number of arrivals over residential and increasing arrivals over industrial uses is fundamental to noise abatement.

We are also concerned the predicted use percentages for the southern runways have increased in this document when compared to the use percentages used for the OMP EIS. The nighttime arrival percentage in east flow increased by more than eight percent and the westerly departures have more than doubled. The daytime arrival percentage has more than doubled and the westerly departures have increased by eight percent. There is no justifiable reason as to why the southern parallel runways are projected to being used at a higher percentage than the northern parallel runways. Based on recent comments from the FAA on there being no safety concerns with using the northern airfield, it is not clear to us why more operations were not projected to use the northern runways to balance out the impacts to local communities. The communities located to the east and west of the southern runways





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**VILLAGE BOARD****President**

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Armando Perez

**Village Clerk**

Nancy Quinn

**Village Manager**

Evan K. Summers

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

Respectfully Submitted,

Frank DeSimone  
Village President  
Village of Bensenville

**Letter Id:** 244057

**Name:** El Metennani, Maura

**Address:** Des Plaines, IL 60017

**Org/Agency:** ONCC

Please find below and attached the O'Hare Noise Compatibility Commission comments on the Draft TAP EA.

July 15, 2022

O'Hare Noise Compatibility Commission (ONCC) Public Comment on Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment and Conformity Determination

The O'Hare Noise Compatibility Commission (ONCC) appreciates the opportunity to comment on the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment and Conformity Determination.

As the ONCC is dedicated to reducing aircraft noise for our communities, our comments will focus on that aspect of the analysis.

While we understand that any noise contours developed for the report are based on modeling and are preliminary at this time, we strongly urge the Chicago Department of Aviation (CDA), assisted in whatever means possible by the FAA and other resources available, to continue the sound insulation program once the new noise contour is finalized and adopted. It is imperative that any significantly impacted homes or schools as well as any homes or schools newly added to the noise contour be offered sound mitigation. Most of these homes will not have historically experienced this level of noise. The Residential and School Sound Insulation programs improve the quality of life for residents living near one of the world's busiest airports by reducing the impact of aircraft noise. While we all share in the collective benefits of a world class airport, it has been the position of the CDA to offer mitigation for those residences and schools most impacted by noise and it is our hope that these programs will continue. [57287 - 5.3]

We recognize that the TAP buildout condition is only expected to be in place until a new noise contour is developed as part of the new Fly Quiet Program review process. The members of ONCC look forward to continuing our work with the CDA, FAA and other partners to facilitate the implementation of the new Fly Quiet Program, granting further relief and predictability to communities around O'Hare Airport. [57288 - 9.5]

We request that the CDA commit to continuing to advocate for the funds required to maintain the sound insulation program as long as there are impacted homes within the noise contours of the Airport. [57289 - 5.3]

It is the ONCC's understanding that this project does not involve runway construction. There is no planned scheduled runway construction or work that would affect runway use as part of this project. We understand that regular runway maintenance and rehabilitation may take place during this time that is not related to the TAP project and not included in this analysis. [57290 - 9.5, 2.6]

In conclusion, we wish to express our disappointment with the public meeting process, the fact that the meetings were held virtually rather than in-person, and were held at the very end of the process allowing little time to formulate questions and comments on the report. We also regret that the FAA was unable to brief the ONCC until the last day before comments were due; this significantly hampered the organization's ability to distribute analysis to our members. [57291 - 2.3]

Thank you for the opportunity to provide comment on this project. We appreciate the partnership ONCC has with the FAA and CDA and look forward to continuing to work together to reduce the impacts of aircraft noise on communities in the region. [57292 - 9.5]

Sincerely,  
Joseph J. Annunzio  
Chair, ONCC

---





**Joseph J. Annunzio**  
ONCC Chair  
Chair, Executive Committee

**Karyn Robles**  
ONCC Vice-Chair  
Chair, Fly Quiet Committee

**Ernst R. Kosower**  
ONCC Treasurer

**Dr. Raymond J. Kuper**  
Chair, School Committee

**Ralph Sorce**  
Chair, Residential Committee

**Evan Summers**  
Chair, Technical Committee

**Members:**

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Arlington Heights  
Bartlett  
 Bensenville  
 Bloomingdale  
 Chicago  
 Chicago Wards  
 36, 38, 39, 40, 41, 45  
 Cook County  
 Des Plaines  
 Downers Grove  
 DuPage County  
 Elmhurst  
 Elmwood Park  
 Franklin Park  
 Glenview  
 Hanover Park  
 Harwood Heights  
 Hinsdale  
 Hoffman Estates  
 Itasca  
 Lincolnwood  
 Melrose Park  
 Mount Prospect  
 Niles  
 Norridge  
 Northlake  
 Palatine  
 Park Ridge  
 River Forest  
 River Grove  
 Rolling Meadows  
 Rosemont  
 Schaumburg  
 Schiller Park  
 South Barrington  
 St. Charles  
 Stone Park  
 Wood Dale

**School Districts:**

2, 7, 48, 59, 63, 64, 80, 81, 84,  
84.5, 85.5, 86, 87, 88, 89, 100,  
214, 234, 401

July 15, 2022

**O'Hare Noise Compatibility Commission (ONCC) Public Comment on Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment and Conformity Determination**

The O'Hare Noise Compatibility Commission (ONCC) appreciates the opportunity to comment on the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment and Conformity Determination.

As the ONCC is dedicated to reducing aircraft noise for our communities, our comments will focus on that aspect of the analysis.

While we understand that any noise contours developed for the report are based on modeling and are preliminary at this time, we strongly urge the Chicago Department of Aviation (CDA), assisted in whatever means possible by the FAA and other resources available, to continue the sound insulation program once the new noise contour is finalized and adopted. It is imperative that any significantly impacted homes or schools as well as any homes or schools newly added to the noise contour be offered sound mitigation. Most of these homes will not have historically experienced this level of noise. The Residential and School Sound Insulation programs improve the quality of life for residents living near one of the world's busiest airports by reducing the impact of aircraft noise. While we all share in the collective benefits of a world class airport, it has been the position of the CDA to offer mitigation for those residences and schools most impacted by noise and it is our hope that these programs will continue.

We recognize that the TAP buildout condition is only expected to be in place until a new noise contour is developed as part of the new Fly Quiet Program review process. The members of ONCC look forward to continuing our work with the CDA, FAA and other partners to facilitate the implementation of the new Fly Quiet Program, granting further relief and predictability to communities around O'Hare Airport.

We request that the CDA commit to continuing to advocate for the funds required to maintain the sound insulation program as long as there are impacted homes within the noise contours of the Airport.

It is the ONCC's understanding that this project does not involve runway construction. There is no planned scheduled runway construction or work that would affect runway use as part of this project. We understand that regular runway maintenance and rehabilitation may take place during this time that is not related to the TAP project and not included in this analysis.

**P.O. Box 1126 • Des Plaines, IL 60017-1126  
773-686-3198 • [www.oharenoise.org](http://www.oharenoise.org)**

In conclusion, we wish to express our disappointment with the public meeting process, the fact that the meetings were held virtually rather than in-person, and were held at the very end of the process allowing little time to formulate questions and comments on the report. We also regret that the FAA was unable to brief the ONCC until the last day before comments were due; this significantly hampered the organization's ability to distribute analysis to our members.

Thank you for the opportunity to provide comment on this project. We appreciate the partnership ONCC has with the FAA and CDA and look forward to continuing to work together to reduce the impacts of aircraft noise on communities in the region.

Sincerely,



Joseph J. Annunzio  
Chair, ONCC

---

**Letter Id:** 244056

**Name:** Ibares, Wilvert

**Address:** Wood Dale, IL 60191

**Org/Agency:** City of Wood Dale / Local Government

Greetings,

On behalf of the Mayor of the City of Wood Dale, I am attaching the letter to the FAA for public comment.

Regards,  
Wilvert

City of Wood Dale  
Wilvert Ibares | Management Analyst  
404 N Wood Dale Rd | Wood Dale, IL | 60191  
Direct: (630) 787-3703 | Fax (630) 766-3898

City of Wood Dale Comments FAA.pdf

\*\*\*\*\*

July 14, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representative:

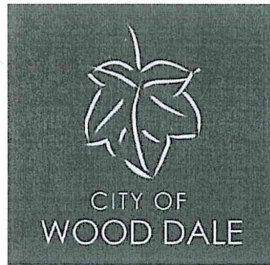
As the mayor of the City of Wood Dale, I am contacting you to submit the city's comments on the Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport.

One of the concerns expressed is the equal distribution between the northern and southern runways. We have reviewed the aforementioned document and the predicted use percentages for the southern runways have increased compared to the percentages used for the OMP EIS. The data provided clearly indicated the nighttime arrival percentage to have increased by more than eight percent and the daytime arrival percentages have more than doubled. We are unable to find a justifiable reason as to why the southern runways are projected at a much higher percentage than the northern runways. Wood Dale adamantly opposes any scenario which does not encompass an equal distribution on a permanent basis. It is unclear as to why additional operations were not projected to use the northern runways in an effort to balance the noise impact on our community and other communities located to the east and west of the southern runways. As previously mentioned by the FAA, there are no safety concerns with using the northern airfield and continues to emphasize that there is no fundamental reason as to why there cannot be an equal distribution between the northern and southern runways. **[57149 - 4.3, 4.7, 3.1]**

The FAA also states that a 2.5 degree offset for arrivals to IOR is needed to allow the airfield to meet its design operating capability. We are not in agreement. The offset approaches previously allowed the usage of three runways and has since changed to the use of four simultaneous arrival runways. The EA documentation does not include significant information or data to prove that the four simultaneous approaches are needed or that the FAA will be approving four simultaneous approaches for the use in the US. When the temporary offset approval was put in place, the three simultaneous approaches worked. The document does not describe why the existing three runways cannot handle arrival for the airport. Additional information and an explanation regarding the significance of runways 10C/10R and the justification for the 2.5 degree offset is still needed. The offset was never intended to be a final solution, and Wood Dale has to adamantly oppose any scenario in which this temporary offset becomes pennant. **[57150 - 4.5, 4.6]**

Wood Dale residents are subjected to noise from aircraft at low altitude **[57151 - 4.4, 5.2]** and while the Residential Sound Insulation program continues to help mitigate these negative impacts, we will continue to advocate for equal distribution on the northern and southern runways and will support efforts to reduce arrivals on runways 10C and 10R. **[57152 - 4.3, 4.7]** The City of Wood Dale is eager to continue our relationship with the Chicago Department of Aviation and the FAA to find solutions for our residents. **[57153 - 9.5]**

Sincerely,  
Annunziato Pulice  
Mayor



July 14, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

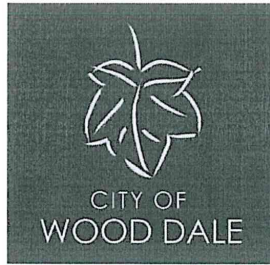
Dear FAA Representative:

As the mayor of the City of Wood Dale, I am contacting you to submit the city's comments on the *Federal Aviation Administration (FAA) Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport*.

One of the concerns expressed is the equal distribution between the northern and southern runways. We have reviewed the aforementioned document and the predicted use percentages for the southern runways have increased compared to the percentages used for the OMP EIS. The data provided clearly indicated the nighttime arrival percentage to have increased by more than eight percent and the daytime arrival percentages have more than doubled. We are unable to find a justifiable reason as to why the southern runways are projected at a much higher percentage than the northern runways. Wood Dale adamantly opposes any scenario which does not encompass an equal distribution on a permanent basis. It is unclear as to why additional operations were not projected to use the northern runways in an effort to balance the noise impact on our community and other communities located to the east and west of the southern runways. As previously mentioned by the FAA, there are no safety concerns with using the northern airfield and continues to emphasize that there is no fundamental reason as to why there cannot be an equal distribution between the northern and southern runways.

The FAA also states that a 2.5 degree offset for arrivals to 10R is needed to allow the airfield to meet its design operating capability. We are not in agreement. The offset approaches previously allowed the usage of three runways and has since changed to the use of four simultaneous arrival runways. The EA documentation does not include significant information or data to prove that the four simultaneous approaches are needed or that the FAA will be approving four simultaneous approaches for the use in the US. When the temporary offset approval was put in place, the three simultaneous approaches worked. The document does not describe why the existing three runways cannot handle arrival for the airport. Additional information and an explanation regarding the significance of runways 10C/10R and the

404 N. WOOD DALE ROAD | WOOD DALE, ILLINOIS 60191 | (630) 766-4900



justification for the 2.5 degree offset is still needed. The offset was never intended to be a final solution, and Wood Dale has to adamantly oppose any scenario in which this temporary offset becomes permanent.

Wood Dale residents are subjected to noise from aircraft at low altitude and while the Residential Sound Insulation program continues to help mitigate these negative impacts, we will continue to advocate for equal distribution on the northern and southern runways and will support efforts to reduce arrivals on runways 10C and 10R. The City of Wood Dale is eager to continue our relationship with the Chicago Department of Aviation and the FAA to find solutions for our residents.

Sincerely,

A handwritten signature in black ink that reads "Annunziato Pulice". The signature is written in a cursive, flowing style.

Annunziato Pulice  
Mayor

404 N. WOOD DALE ROAD | WOOD DALE, ILLINOIS 60191 | (630) 766-4900

---

**Letter Id:** 244066

**Name:** Klug, Russell

**Address:** IL Not provided

**Org/Agency:** Village of Schiller Park / Local Government

July 18, 2022

FAA, care of HMMH

ATTN: ORD TAP and AT EA Comments

700 District Avenue, Suite 800

Burlington, MA 01803

Dear FAA Representatives:

This letter is to inform you that the Village of Schiller Park is concerned regarding the public involvement process for the O'Hare Terminal Area Plan Environmental Assessment (TAP EA). It was understood that the public and their local representatives would have greater participation much sooner in this process with in-person public workshops that would facilitate direct contact with FAA representatives. Instead, without much advance notice, the FAA moved the format for public engagement to an all-virtual process eliminating the possibility of any direct public exchange. Furthermore, the FAA is not answering questions (just repeating questions) during the virtual public meetings without answers. This is very disappointing because of the lack of exchanging information. In addition, our Village, and others, were notified too late to provide any input. This is not transparent nor informative to our residents or their representatives. [57293 - 2.3]

In the virtual presentations, the FAA has not described in detail how the TAP EA affects the utilization of runways. This is critical to our Village as the east-west runways for the south airfield are a significant impact to our Village. [57294 - 3.1, 4.7]

Therefore, the Village is requesting the FAA provide the following:

- An extension of the deadline for public comment.
- Hold in-person workshops to facilitate direct feedback on the proposed TAP EA. [57295 - 2.3]
- How does this impact the runway utilization for 10I/28R, 10C/28C, and 10R/28L?

We are looking forward to upgrades at O'Hare Airport, however, the Village has concerns about the possible runway utilizations impacting the Village. [57296 - 3.1, 4.7]

If you should have any questions, please contact me at 847-678-2550 or rklug@schillerparkil.us.

Sincerely,

Russell Klug

Trustee

Village of Schiller Park

July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

Dear FAA Representatives:

This letter is to inform you that the Village of Schiller Park is concerned regarding the public involvement process for the O'Hare Terminal Area Plan Environmental Assessment (TAP EA). It was understood that the public and their local representatives would have greater participation much sooner in this process with in-person public workshops that would facilitate direct contact with FAA representatives. Instead, without much advance notice, the FAA moved the format for public engagement to an all-virtual process eliminating the possibility of any direct public exchange. Furthermore, the FAA is not answering questions (just repeating questions) during the virtual public meetings without answers. This is very disappointing because of the lack of exchanging information. In addition, our Village, and others, were notified too late to provide any input. This is not transparent nor informative to our residents or their representatives.

In the virtual presentations, the FAA has not described in detail how the TAP EA affects the utilization of runways. This is critical to our Village as the east-west runways for the south airfield are a significant impact to our Village.

Therefore, the Village is requesting the FAA provide the following:

- An extension of the deadline for public comment.
- Hold in-person workshops to facilitate direct feedback on the proposed TAP EA.
- How does this impact the runway utilization for 101.128R, 10C/28C, and 10R/28L?

We are looking forward to upgrades at O'Hare Airport, however, the Village has concerns about the possible runway utilizations impacting the Village.

If you should have any questions, please contact me at 847-678-2550 or bkryska@schillerparkil.us.

Sincerely,

Brett Kryska  
Village Manager  
Village of Schiller Park

Village of Schiller Park scanned letter

Village\_of\_Schiller\_Park\_Comment.pdf



PRESIDENT Nick Caiafa  
CLERK Rosa Jos



TRUSTEES  
Russell Klug  
Robert Lima  
Thomas F Deegan  
Joan Golembiewski  
Terri Sheridan  
Marie Lukowski

July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
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- An extension of the deadline for public comment.
- Hold in-person workshops to facilitate direct feedback on the proposed TAP EA.
- How does this impact the runway utilization for 10L/28R, 10C/28C, and 10R/28L?

We are looking forward to upgrades at O'Hare Airport, however, the Village has concerns about the possible runway utilizations impacting the Village.

If you should have any questions, please contact me at 847-678-2550 or [rklug@schillerparkil.us](mailto:rklug@schillerparkil.us).

Sincerely,

Russell Klug  
Trustee  
Village of Schiller Park



PRESIDENT Nick Caiafa  
CLERK Rosa Jos



TRUSTEES  
Russell Klug  
Robert Lima  
Thomas F Deegan  
Joan Golembiewski  
Terri Sheridan  
Marie Lukowski

July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
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We are looking forward to upgrades at O'Hare Airport, however, the Village has concerns about the possible runway utilizations impacting the Village.

If you should have any questions, please contact me at 847-678-2550 or [bkryska@schillerparkil.us](mailto:bkryska@schillerparkil.us).

Sincerely,

Brett Kryska  
Village Manager  
Village of Schiller Park

---

**Letter Id:** 244054

**Name:** Kowal, Kathy

**Address:** Chicago, IL 60604

**Org/Agency:** US EPA

Greetings,

Attached please find USEPA's comment letter re the above-mentioned project. Please do not hesitate to contact me if you have any questions or comments.

Please send an e-copy of future correspondence re the NEPA portion of this project.

Thanks,

Kathy Kowal | NEPA Reviewer | Healthy Communities Team

US EPA Region 5 Tribal and Multi-media Programs Office

77 West Jackson Blvd., Chicago, IL 60604

Tel: 312-353-5206 | kowal.kathleen@epa.gov

---- below is text extracted from attachment USEPA OHare TAP DEA Comment Letter.pdf ----

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5

77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

July 18, 2022

REPLY TO THE ATTENTION OF:  
Mail Code RM-19J

Amy B. Hanson  
Chicago Airports District Office  
Federal Aviation Administration  
2300 E. Devon Avenue  
Des Plaines, Illinois 60018-4696

Re: Draft Environmental Assessment and Draft General Conformity Determination for

the Proposed Terminal Area Plan and Air Traffic Procedures at O'Hare  
International Airport, City of Chicago, Cook County, Illinois

Dear Ms. Hanson:

The U.S. Environmental Protection Agency has reviewed the above-mentioned document dated June 2022. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Aviation Administration (FAA) is the lead agency under NEPA, and the City of Chicago Department of Aviation is the project proponent.

The Draft Environmental Assessment (Draft EA) analyzed the effects of 35 proposed projects, which were divided into the following categories: (1) Terminal Projects, (2) On-Airport Hotels, (3) Airfield and Taxiway Improvements Not Required by the Terminal Projects, (4) Support Facilities Not Required by the Terminal Projects, and (5) Air Traffic Actions for Offset Approach Procedures for Runway 10R/28L. Beginning in 2019, EPA engaged in extensive coordination focused on the air quality methodology for this analysis. Our scoping letter dated July 6, 2021 requested further analysis and protective measures related to aquatic resources, air quality, children's health, environmental justice and community impacts, energy efficiency, climate resiliency, contamination, noise, and threatened or endangered species. After reviewing the Draft EA and appendices, we've determined the items identified in our 2021 scoping letter were adequately addressed. EPA acknowledges the information that FAA included on community engagement, noise analysis, and noise mitigation. EPA continues to commend the project team on their use of the Sustainable Airport Manual. [57147 - 9.5] Finally, EPA recommends that the project team continue to engage and listen to local stakeholders throughout project implementation. [57148 - 9.7]

Thank you for the opportunity to provide input at early stages of project development. Please send electronic copies of future NEPA documents pertaining to this project to Kathy Kowal, the lead reviewer for this project, at [kowal.kathleen@epa.gov](mailto:kowal.kathleen@epa.gov). Ms. Kowal is also available at 312-353-5206.

Sincerely,

Jennifer Tyler  
Acting NEPA Program Supervisor  
Office of Tribal and Multi-media Programs

<mailto:kowal.kathleen@epa.gov>

2022-07-18T10:43:20-0500  
JENNIFER TYLER



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590  
July 18, 2022

REPLY TO THE ATTENTION OF:  
Mail Code RM-19J

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Sincerely,  
**JENNIFER TYLER**  
Jennifer Tyler  
Acting NEPA Program Supervisor  
Office of Tribal and Multi-media Programs

Digitally signed by JENNIFER TYLER  
Date: 2022.07.18 10:43:20 -0500

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**Letter Id:** 244063

**Name:** Loper, John

**Address:** IL Not provided

**Org/Agency:** DuPage County Division of Transportation

Would your team be able to share the ground transportation network and traffic generation assumptions for the Employee screening and parking area at western access? [57169 - 8.3]

---

**Letter Id:** 244037

**Name:** Maloney, Marty

**Address:** Park Ridge, IL 60068

**Org/Agency:** City of Park Ridge, IL

Please see attached letter from Mayor Marty Maloney, Park Ridge, IL

---- below is text extracted from attachment Mayor letter TAP.pdf ----

July 13, 2022

The City of Park Ridge, IL appreciates the opportunity to comment on the Chicago O'Hare International Airport Terminal Area Plan and Air Traffic Procedures Environmental Assessment and Conformity Determination. As a member the O'Hare Noise Compatibility Commission (ONCC) and having our own O'Hare Airport Commission (OAC), Park Ridge is dedicated to reducing aircraft noise for our residents, and our comments focus on that aspect of the analysis. We believe in, and endorse, comments made by the ONCC, a paraphrase of which follows. [57297 - 9.5]

We understand that any noise contours developed are based on modeling and are preliminary at this time, yet we strongly urge the Chicago Department of Aviation (CDA), with assistance from the FAA and other resources, continue the sound insulation program once the new noise contour is finalized and adopted. It is imperative that impacted homes or schools as well as any homes or schools newly added to the noise contour be offered sound mitigation. Most of these homes and schools will not have historically experienced this level of noise. We understand the collective benefits of a world class airport and respect the position of the CDA to mitigate noise for those residences and schools most impacted, and it is our hope that these programs will continue. [57298 - 5.3]

As the ONCC has noted, we recognize that the TAP buildout condition may only last until a new noise contour is developed as part of the Fly Quiet Program review process, currently in committee, of which we are a member. We too look forward to continuing our work with the CDA, FAA and other partners to facilitate the implementation of the new Fly Quiet Program, granting further relief and predictability to communities around O'Hare Airport. [57299 - 9.5]

We have noted previously, and renew our call, that this draft EA should result in the more formal and extensive Environmental Impact Statement (EIS) due to the proposed noise contour changes and the

potential for relatively quick alterations due to the Fly Quiet program. **[57300 - 2.5]**

Finally, we would be remiss if we didn't address the issue of a lack of person-to-person workshops during this public comment period. We strongly feel the public has been totally disenfranchised because of the lack of in-person involvement. Whatever the reason for not having in-person meetings, we feel the public comment period should have been extended until those in-person meetings could be facilitated. **[57301 - 2.3]**

Regards,

Marty Maloney, Mayor  
Park Ridge, IL

---

**CITY OF PARK RIDGE**

505 BUTLER PLACE  
PARK RIDGE, IL 60068  
TEL: 847/ 318-5226  
FAX: 847/ 318-5300  
TDD: 847/ 318-5252  
[www.parkridge.us](http://www.parkridge.us)

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OFFICE OF THE MAYOR

July 13, 2022

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Regards,

Marty Maloney, Mayor  
Park Ridge, IL

*Our Mission:*

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

---

**Letter Id:** 244039**Name:** Ott, Christopher**Address:** Chicago, IL 60625**Org/Agency:** High Speed Rail Alliance / Nonprofit advocacy

The High Speed Rail Alliance (HSRA) recommends making plans for improved passenger-rail access a key part of the Draft Environmental Assessment and Draft General Conformity Determination for O'Hare International Airport. The plan provides an opportunity for O'Hare to join the worldwide trend of increasing or expanding rail access to airports. As this has for major airports around the world, providing better access to O'Hare by train would bring important benefits such as making it easier to reach the airport for all; increasing access to airport jobs and travel opportunities for a more diverse range of local communities; reducing traffic congestion and the resulting emissions; and increasing O'Hare's income-generating ability. We discuss this further in our letter submitted via email. [57079 - 8.1]

---

**Letter Id:** 244052**Name:** Ott, Christopher**Address:** Chicago, IL 60625**Org/Agency:** High Speed Rail Alliance

Hello,

The webform for submissions would not accept the attached PDF, so I am sending it in this email, along with the summary comment we submitted. Thank you for this opportunity.

Chris Ott

The High Speed Rail Alliance (HSRA) recommends making plans for improved passenger-rail access a key part of the Draft Environmental Assessment and Draft General Conformity Determination for O'Hare International Airport. The plan provides an opportunity for O'Hare to join the worldwide trend of increasing or expanding rail access to airports. As this has for major airports around the world, providing better access to O'Hare by train would bring important benefits such as making it easier to reach the airport for all; increasing access to airport jobs and travel opportunities for a more diverse range of local communities; reducing traffic congestion and the resulting emissions; and increasing O'Hare's income-generating ability. We discuss this further in our letter submitted via email. [57420 - 8.1]

--

Christopher Ott  
Deputy Director  
High Speed Rail Alliance  
4765 N. Lincoln Ave. Suite 205  
Chicago, IL 60625  
608-285-5911



Join us at [HSRail.org](https://www.hsrail.org)

Text extracted from file "HSRA Letter to FAA re O'Hare.pdf":

TO: Federal Aviation Administration

RE: Proposed changes for O'Hare International Airport

FROM: High Speed Rail Alliance

DATE: July 18, 2022

International Airport. The High Speed Rail Alliance (HSRA) recommends making plans for improved passenger-rail access a key part of the Draft Environmental Assessment and Draft General Conformity Determination for O'Hare.

The technical committee of the HSRA has carefully reviewed the relevant documents, focusing particularly on Appendix K - Surface Transportation and Parking. Instead of a near-total focus on highway access, this plan provides an opportunity for O'Hare to join the worldwide trend of increasing/expanding rail access to airports. As it has for major airports around the world, providing better access to O'Hare by train would bring important benefits such as these:

- making it easier to reach the airport for all;
- increasing access to airport jobs and travel opportunities for a more diverse range of local communities;
- reducing traffic congestion and the resulting GHG emissions;
- increasing O'Hare's income-generating ability.

O'Hare should join the global trend toward air-rail connection

While CTA local transit service was extended to O'Hare almost 40 years ago, and to Midway almost 30 years ago, there has been no significant improvement of rail service since then, other than Metra's initiation almost 26 years ago of its North Central Route with an O'Hare Transfer Station on the eastern edge of the distant Economy Parking Lot F. To be competitive, now and in the future, a world-class airport such as O'Hare needs direct, fast service to/from a much wider variety of destinations and origins in Chicago, its suburbs, and other cities.

Today, it is common for large airports, particularly major airports such as O'Hare, to be directly served not only by local transit systems (such as CTA) but also to integrate stations for suburban and intercity trains (as operated by Metra and Amtrak), including the network of high-speed trains that we anticipate will radiate out of Chicago to adjacent states in the not-so-distant future.

The HSRA has advocated for constructing CrossRail Chicago ([crossrailchicago.com](https://crossrailchicago.com)), with direct access to the primary passenger terminals at O'Hare, for many years. Amtrak and Metra have both expressed interest in serving the airport. The current plan should be redone to include a high-quality connection to the terminals from a railroad station serving Amtrak, Metra, and high-speed rail.

In greater detail, there are many reasons for this:

Everybody benefits from congestion-free access to important places: a win/win/win. Imagine being able to promise uniform, fast travel times to/from O'Hare without having to add the caveat "subject to traffic

conditions".

Environmental-justice communities in Chicago's South and West Sides, as well as south suburbs, will benefit from fast, reliable, reasonably priced access to jobs and travel opportunities at O'Hare and vicinity.

Downtown and McCormick Place will benefit by being able to attract tourists, businesspeople, and conventioners. Downtown workers and businesses will also benefit from faster, more reliable, and convenient service to O'Hare for their travel needs.

Downstate cities, as well as those in northern Indiana and western Michigan, will benefit from better O'Hare access for their long-distance air travel needs. If service is operated between O'Hare and Milwaukee, then points in both Illinois and Wisconsin on that route would also benefit.

Residents and workers in the north and west suburbs beyond O'Hare will benefit from fast, frequent, reliable, convenient, one-seat intercity train rides to other communities in Illinois, Indiana, and Michigan.

The Airport will benefit from parking revenue from passengers who leave vehicles at the Airport.

The Airport itself will benefit from being more competitive for long-distance air travelers who reside Downstate and in northwest Indiana and western Michigan.

The Airport will benefit from improved access if track connections are provided for Metra to add routes to suburbs beyond O'Hare, potentially including routes to Elgin/Rockford, Arlington Heights/Barrington/Harvard, and Deerfield/Waukegan.

The Airport could benefit from collecting a ticket surcharge from travelers to/from the station (as applies at many airport rail stations elsewhere around the world).

The environment will benefit from reduced carbon emissions as a result of electric trains replacing auto and short-distance air trips to/from O'Hare.

Public health will benefit from reduced air pollution.

Airlines will benefit from fast and convenient rail service to/from O'Hare, reducing the need for short-hop regional feeder flights, as well as providing relief for pilot shortages and opportunities to use former feeder-flight slots for long-haul flights that produce higher revenue.

The Airport will also benefit from higher landing fees generated by long-haul flights using slots previously used for feeder flights.

CrossRail Chicago is coming together. It is important to note that the airports of most major European and Asian cities-and in a growing number of cities in other parts of the world-are directly served by both intercity and suburban trains, almost always connected to their terminals with climate-controlled walkways (not requiring connections with a people mover or shuttle bus).

The CrossRail Chicago concept that HSRA has promoted for many years adapts this vision to the Chicago area, and nearly all the pieces are now coming together:

- Metra is now advancing the grade separation of the most congested rail crossing in the Chicago area: the infamous A2 Interlocking.
- Amtrak has just submitted an application for funding of a "Mega" package of improvements in Chicago including:
  - upgrades to Union Station;
  - platforms on through tracks at Union Station;
  - a direct ramp to the "St. Charles Airline"/16th Street Connector, for access to the McCormick Place convention center and the fast, high-capacity Lakefront rail line. This will allow direct, fast, and reliable service between O'Hare and neighborhoods on Chicago's South Side, in the south suburbs, Downstate Illinois, Indiana, Michigan, and East Coast destinations.
- Political and agency support is coalescing around this concept. Most recently, on July 8, 2022, an impressive group-including members of the Illinois delegation to Congress, Chicago Mayor Lightfoot, the CEO of Amtrak, and leaders from state and local transportation agencies-gathered in support of Amtrak's application.

#### Planning for rail

While using the existing Metra O'Hare Transfer station for this purpose may be necessary on an interim basis, its long-term use will be unsatisfactory because of the added, very inconvenient transfer and the station's lack of capacity. Ideally, a tunnel under O'Hare (as is being proposed at BWI) would allow for multiple station platforms within convenient walking distance of the air terminals.

In support of this overall effort, we have already looked closely at possibilities for access by rail to O'Hare International Airport. We would be happy to discuss this further.

Thank you very much for your consideration of these comments. **[57421 - 8.1]**

Sincerely,  
Rick Harnish  
Executive Director  
High Speed Rail Alliance

with Chicago Transportation Executives, a volunteer technical committee of the HSRA



TO: Federal Aviation Administration  
RE: Proposed changes for O'Hare International Airport  
FROM: High Speed Rail Alliance  
DATE: July 18, 2022

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4765 N. Lincoln Ave., Chicago, IL 60625

773.334.6758 | HSRail.org



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Thank you very much for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "RH", is positioned above the typed name and title of Rick Harnish.

Rick Harnish  
Executive Director  
High Speed Rail Alliance

with  
Chicago Transportation Executives,  
a volunteer technical committee of the HSRA

---

**Letter Id:** 244051

**Name:** Rhee, Jamie

**Address:** IL Unknown

**Org/Agency:** Chicago Department of Aviation

The CDA respectfully submits the comments attached to this email. Thank you for your review.

Sincerely, Aaron

Aaron J. Frame

Deputy Commissioner of Planning, Noise, & Environment

10510 W. Zemke Road

Chicago, IL 60666

Office: (773) 686-3563

Email: aaron.frame@cityofchicago.org

Visit us at [flychicago.com](http://flychicago.com)

Contact us at [aviation@flychicago.com](mailto:aviation@flychicago.com)

2022.07.18 CDA comments signed.pdf

July 18, 2022

FAA, care of HMMH

ATTN: ORD TAP and AT EA Comments

700 District Avenue, Suite 800

Burlington, MA 01803

The Chicago Department of Aviation (CDA) appreciates the comprehensive evaluation by the Federal Aviation Administration (FAA) for the modernization of Chicago O'Hare International Airport (O'Hare) through the O'Hare Terminal Area Plan (TAP) and Air Traffic Procedures Environmental Assessment (EA) and General Conformity Determination. The TAP is a necessary investment that will enable O'Hare to provide modernized facilities fit for purpose, providing increased gate flexibility and reducing aircraft taxiing and time waiting for a gate. The proposed TAP cohesively integrates terminal facilities, providing improved domestic and international airline and passenger connections, and greatly enhancing the passenger experience. In addition, the proposed TAP complements previous investments made by the City of Chicago and the Federal government to modernize the runway configuration at O'Hare.

The TAP is a critical element that is needed today to support O'Hare 21, the City of Chicago's vision for a modern airport that will be an efficient and accessible international gateway to the world and Chicago region. The TAP will integrate domestic and international terminal operations streamlining passenger connectivity, as well as improve the overall passenger experience, by constructing two satellite terminal facilities and replacing the existing Terminal 2 with the O'Hare Global Terminal (OGT) and O'Hare Global Concourse (OGC). The TAP will dramatically improve the first impression and curb-to-gate travel



experience for millions of passengers arriving to O'Hare each year. The new OGT and OGC will replace the outdated Terminal 2 and Concourses E and F with an expanded arrivals hall, and more space for concessions, lounges, and public amenities than exists at the airport today; a new baggage system to increase efficiency and bag throughput capacity; and advanced technologies to streamline the security process. With the added ability to serve international passengers, complementing existing Terminal 5 international capabilities, the TAP will allow airlines to co-locate domestic and international operations, enhancing operational efficiency, streamlining passenger connectivity, and improving customer service.

The TAP will provide an updated, world-class airport that preserves O'Hare's historic architectural integrity while integrating innovative modern facilities fit for purpose that are as welcoming as they are functional, thus improving the travel experience for both passengers and airlines. In addition to providing new terminal infrastructure, the TAP also includes airfield improvements that will enhance the safety and operational integrity of O'Hare. In January 2020, the CDA completed the onboarding of its lead TAP design teams. Studio ORD, a joint venture led by renowned Chicago architect Jeanne Gang, is the lead designer for the OGT. Skidmore, Owings & Merrill, LLP, is the lead architect for the two new satellite concourses, and HNTB is the lead civil engineer for the consolidated tunnel and sitework. All three lead design team plans were considered as part of the TAP EA.

The proposed OGT design, scale, and spirit reflect the CDA's vision to serve as the central confluence of the entire O'Hare terminal campus, expressing not only an openness and interconnectedness for the airport, but also as an inviting gateway to the city itself. The CDA has selected top design talent to build highly functional and flexible facilities that are closely integrated with adjacent terminals that are necessary for a modern international airport gateway to the world.

The City of Chicago has been at the forefront of the movement to develop sustainable guidelines for design and construction at its airports, and the TAP reflects the City's continued commitment to sustainability. The CDA has implemented numerous airport industry-leading initiatives to improve natural resource conservation, operational efficiency, social responsibility, and economic viability at O'Hare. The CDA continues to seek creative ways to reduce emissions and energy use, conserve water and natural resources, salvage and recycle materials, reduce waste, and educate passengers and the local community. In the terminals, the CDA has enacted sustainability measures such as installing water fixtures in new construction projects that consume 20% less water than the current Chicago Building Code requirements and implemented the Green Concessions Policy that requires concessionaires to minimize waste and encourages the use of eco-friendly products. The CDA has also installed more than 10 acres of vegetated green roof space on 18 different facilities. A total of nine new airport buildings have received the U.S. Green Building Council (USGBC®) Leadership in Energy and Environmental Design™ (LEED®) third-party certification at O'Hare and Midway. The LEED® buildings help reduce energy and water use, improve indoor air quality, support better building material choices, and drive innovation. The South Airport Traffic Control Tower, O'Hare's first project to utilize a closed-loop geothermal system for heating and cooling, was awarded LEED® Gold in March 2019. This is O'Hare's first LEED® Gold facility and one of only three LEED® Gold airport towers in the United States.

In 2003, the CDA led a collaborative effort among industry experts and stakeholders to create the nation's first sustainability guidance manual for airports to guide the design and construction of the

O'Hare Modernization Program (OMP). Evolving into the CDA's Sustainable Airport Manual™ (SAM®), the SAM® is applied to the vast majority of project contracts and operations at both O'Hare and Midway. More than 300 total projects at O'Hare and Midway have received a Green Airplane Rating under the SAM®. The SAM® was updated in April 2020 (Version 4.0) with an enhanced focus on sustainability strategies for terminal development in consideration of development associated with O'Hare 21. All TAP projects will align with SAM® requirements to incorporate sustainable practices while developing modern and efficient facilities. As the TAP design progresses, terminal facilities are projected to advance high levels of sustainability achievement.

Chicago's airports are economic engines that provide jobs and opportunities throughout the region. Capital developments are a proven way to support job creation, economic stimulation, and capacity building for businesses of all sizes, and this is also true for TAP. The CDA is committed to diversity, equity, and inclusion through all of its operations, hiring, and contracting initiatives. To create diversity, equity, and inclusion, contracting capacity must be created with intentionality. TAP, as a multi-year program, provides contracting opportunities for small and diverse businesses and charts a path for certified companies to take on varying sized roles ranging from sub-contractor to prime-contractor over the life of the program, thus building capacity within the regional economy and broader industry. The job creation, workforce development and economic stimulation from TAP will be realized throughout the entire Chicago region.

Once again, the CDA appreciates the FAA's comprehensive analysis and evaluation of the proposed TAP, and appreciates the agency's recognition of the CDA's continuing commitment to environmental stewardship. The TAP is a necessary investment needed today that will transform O'Hare into the world-class airport with increased efficiency and improved passenger experience necessary to support future needs. The CDA strongly supports the proposed modernized terminal facilities at O'Hare, replacing aged and functionally obsolete facilities, increasing gate flexibility and reducing aircraft taxiing and time waiting for a gate. The TAP cohesively integrates terminal facilities, facilitates accessibility for all passengers, provides better domestic and international airline/passenger connections, and greatly improves the passenger experience and convenience.

An investment in Chicago's airports, especially at O'Hare, benefits the entire region. **[57144 - 7]**

Jamie L. Rhee  
Commissioner

---



CITY OF CHICAGO

CHICAGO DEPARTMENT OF AVIATION

July 18, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
Burlington, MA 01803

The Chicago Department of Aviation (CDA) appreciates the comprehensive evaluation by the Federal Aviation Administration (FAA) for the modernization of Chicago O'Hare International Airport (O'Hare) through the O'Hare Terminal Area Plan (TAP) and Air Traffic Procedures Environmental Assessment (EA) and General Conformity Determination. The TAP is a necessary investment that will enable O'Hare to provide modernized facilities fit for purpose, providing increased gate flexibility and reducing aircraft taxiing and time waiting for a gate. The proposed TAP cohesively integrates terminal facilities, providing improved domestic and international airline and passenger connections, and greatly enhancing the passenger experience. In addition, the proposed TAP complements previous investments made by the City of Chicago and the Federal government to modernize the runway configuration at O'Hare.

The TAP is a critical element that is needed today to support O'Hare 21, the City of Chicago's vision for a modern airport that will be an efficient and accessible international gateway to the world and Chicago region. The TAP will integrate domestic and international terminal operations streamlining passenger connectivity, as well as improve the overall passenger experience, by constructing two satellite terminal facilities and replacing the existing Terminal 2 with the O'Hare Global Terminal (OGT) and O'Hare Global Concourse (OGC). The TAP will dramatically improve the first impression and curb-to-gate travel experience for millions of passengers arriving to O'Hare each year. The new OGT and OGC will replace the outdated Terminal 2 and Concourses E and F with an expanded arrivals hall, and more space for concessions, lounges, and public amenities than exists at the airport today; a new baggage system to increase efficiency and bag throughput capacity; and advanced technologies to streamline the security process. With the added ability to serve international passengers, complementing existing Terminal 5 international capabilities, the TAP will allow airlines to co-locate domestic and international operations, enhancing operational efficiency, streamlining passenger connectivity, and improving customer service.

The TAP will provide an updated, world-class airport that preserves O'Hare's historic architectural integrity while integrating innovative modern facilities fit for purpose that are as welcoming as they are functional, thus improving the travel experience for both passengers and airlines. In addition to providing new terminal infrastructure, the TAP also includes airfield improvements

10510 WEST ZEMKE ROAD, P.O. BOX 66142, CHICAGO, ILLINOIS 60666



CITY OF CHICAGO



CHICAGO DEPARTMENT OF AVIATION

that will enhance the safety and operational integrity of O'Hare. In January 2020, the CDA completed the onboarding of its lead TAP design teams. Studio ORD, a joint venture led by renowned Chicago architect Jeanne Gang, is the lead designer for the OGT. Skidmore, Owings & Merrill, LLP, is the lead architect for the two new satellite concourses, and HNTB is the lead civil engineer for the consolidated tunnel and sitework. All three lead design team plans were considered as part of the TAP EA.

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Once again, the CDA appreciates the FAA's comprehensive analysis and evaluation of the proposed TAP, and appreciates the agency's recognition of the CDA's continuing commitment to environmental stewardship. The TAP is a necessary investment needed today that will transform O'Hare into the world-class airport with increased efficiency and improved passenger experience necessary to support future needs. The CDA strongly supports the proposed modernized terminal facilities at O'Hare, replacing aged and functionally obsolete facilities, increasing gate flexibility and reducing aircraft taxiing and time waiting for a gate. The TAP cohesively integrates terminal facilities, facilitates accessibility for all passengers, provides better domestic and international airline/passenger connections, and greatly improves the passenger experience and convenience.

An investment in Chicago's airports, especially at O'Hare, benefits the entire region.

Sincerely

A handwritten signature in blue ink, appearing to read "Jamie L. Rhee".

Jamie L. Rhee  
Commissioner

10510 WEST ZEMKE ROAD, P.O. BOX 66142, CHICAGO, ILLINOIS 60666

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**Letter Id:** 244045

**Name:** Rhodd, Ben

**Address:** Crandon, WI 54520

**Org/Agency:** Forest County Potawatomi Community (FCPC) / Federally Recognized Native American Tribe

ORD TAP:

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we do wish to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find. [57109 - 9.6]

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer  
Forest County Potawatomi  
Historic Preservation Office  
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520  
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474  
Email: Benjamin.Rhodd@fcp-nsn.gov  
www.fcpotawatomi.com

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**Letter Id:** 244034

**Name:** Summers, Evan

**Address:** Bensenville, IL 60106

**Org/Agency:** Village of Bensenville / Municipality

---- below is text extracted from attachment 2022.07.13 EKS Process TAP EA Comments FINAL.pdf ----

July 13, 2022

FAA, care of HMMH

ATTN: ORD TAP and AT EA Comments

700 District Avenue, Suite 800

Burlington, MA 01803

Dear FAA Representatives:

On behalf of the Village of Bensenville, and in addition to the submittal from Village President Frank DeSimone on July 1, 2022, I object to the deviations in public involvement during the TAP EA comment period.

Originally, the FAA indicated that there would be a hybrid approach to the traditional open houses offered during the review process. One in-person public workshop and one virtual workshop. Specifically, the FAA's consultant stated:

The FAA will host Public Workshops on the Draft document. An in-person Public Workshop on the Draft EA will be held at Monty's Elegant Banquets at 703 South York Road, Bensenville, IL 60106 from 6:00 pm to 9:00 pm (Central Daylight Time) on July 12, 2022. A virtual Public Workshop will be held via Zoom at 6:00 pm (Central Daylight Time) on July 14, 2022. Registration for the virtual meeting is available on the FAA website, found here:

[https://www.faa.gov/airports/great\\_lakes/TAPandATEA/](https://www.faa.gov/airports/great_lakes/TAPandATEA/).

Representatives of FAA and its consultants provide information about the Draft EA. Spanish language translators will be available at the Public Workshops. If you need the assistance of a translator, other than Spanish, please call (312) 374- 1881 by July 5, 2022.

On or about July 7, 2022, it was announced by the O'Hare Noise Compatibility Commission (ONCC) that the in-person workshop would be moved to a virtual event thus removing the possibility of the public to be able to interact directly with representatives of the FAA. No official reason was given for the change to all-remote workshops nor did the FAA or its consultant relay the change over email as they had for the initial public workshop schedule.

This modification of public involvement is problematic for several reasons including notice, access, foreign language, and effectiveness.

Notice:

The Village of Bensenville utilizes various platforms to communicate with our residents. Upon the initial

notice of the hybrid (in-person and online) meeting dates, the Village's communications team crafted messaging to alert our residents to mark their calendars for the opportunity to participate in the public workshops. The in-person option for our residents was ideal because it was at a banquet facility in our community. The lack of proactive communication from the FAA or its consultant on the change to an online venue did not allow for appropriate notice to the Village's communications team nor our residents.

#### Access:

While the FAA could have been lauded for their hybrid approach to public workshops initially, the move to online-only severely restricts public access to a large swath of my residents. 10.21% of Bensenville residents are under the federal poverty line. We know that poverty is directly correlated with lack of access to the internet, specifically a high speed broadband connection required to access virtual meetings. According to the US Census, a full 15% of Bensenville households lack a broadband internet subscription.

Furthermore, 13.9% of Bensenville residents are age 65 or over. A 2014 survey from Pew Research Center noted that as many as 77% of seniors report that they would require assistance while learning how to use a smartphone or tablet. Additionally, of those who are already on the internet but do not use social networking sites, 56% say they would need help to connect with friends and family.

With these statistics, it is painfully evident that - whether intentional or not - the FAA did a disservice to the public by only offering online public workshops.

#### Foreign Language:

The Village of Bensenville is a melting pot - we are a community that prides itself on its diversity. While the FAA provided an executive summary of the EA in Spanish, the Village was unable to find any instance in which the public workshops were advertised in any language other than English. Nearly 30% of Bensenville residents are foreign born - namely from Spanish speaking countries - but also from eastern European countries as well. For the FAA to fail to advertise these workshops in any language other than English is to ignore the public it serves.

#### Effectiveness:

Virtual meetings serve a purpose and can be a powerful tool in transparency for government agencies but this tool cannot be used in isolation. As evidenced in the lack of engagement during the July 12 public workshop, virtual meetings are simply not as effective as in-person meetings and do not meet the intent of public involvement discussed in NEPA. To remedy the situation, that the FAA created for itself, the TAP EA decision should be delayed and a public process complete with in-person public engagement should be reinstituted. [57309 - 2.3]

Respectfully Submitted,

Evan K. Summers  
Village Manager  
Village of Bensenville





12 S. Center St.  
Bensenville, IL 60106

Office: 630.766.8200  
Fax: 630.594.1105

[www.bensenville.il.us](http://www.bensenville.il.us)

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Frank DeSimone

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Nicholas Panicola Jr.  
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**Village Clerk**  
Nancy Quinn

**Village Manager**  
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July 13, 2022

FAA, care of HMMH  
ATTN: ORD TAP and AT EA Comments  
700 District Avenue, Suite 800  
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Evan K. Summers

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Respectfully Submitted,

Evan K. Summers  
Village Manager  
Village of Bensenville

---

**Letter Id:** 244041

**Name:** Taylor, Douglas

**Address:** Fulton, MI 49052

**Org/Agency:** Nottawaseppi Huron Band of the Potawatomi (NHBP) / Tribal Government

Greetings,

Ref: Notice of Availability of the Draft Environmental Assessment and Draft General Conformity Determination for the Proposed Terminal Area Plan and Air Traffic Procedures at Chicago O'Hare International Airport

Thank you for including the Nottawaseppi Huron Band of the Potawatomi (NHBP) in your consultation process. From the description of your proposed project, it does not appear as if any cultural or religious concerns of the Tribe's will be affected. We therefore have no objection to the project. Of course, if the project scope is significantly changed or inadvertent findings are discovered during the course of the project, please contact us for further consultation. [57108 - 9.6]

Very Respectfully  
Douglas R. Taylor

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### 3. SUBMISSIONS AND COMMENTS FROM INDIVIDUAL COMMENTERS

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Online	Carabajal	Ana	P-456	56981	8.1, 8.2	201 W Country Dr	Bartlett	IL	60103
Online	Denemark	Lynne	P-456	57076	5.1, 5.2, 5.8, 6.1, 6.3	211 Independence Ln	Bloomingtondale	IL	60108
Online	Denemark	Philip	P-457	57083	4.4, 5.2, 5.9, 6.2	211 Independence Ln	Bloomingtondale	IL	60108
Online	Denemark	Philip	P-457	57084	5.1, 6.1	211 Independence Ln	Bloomingtondale	IL	60108
Online	Deutschman	Jack	P-457	57002	5.2, 6.2	10037 W Norwood St	Rosemont	IL	60018
Online	Deutschman	Jack	P-457	57003	5.1, 6.1	10037 W Norwood St	Rosemont	IL	60018
Online	Deutschman	Jack	P-457	57004	5.5	10037 W Norwood St	Rosemont	IL	60018
Transcript	Dwyer	Daniel	P-457	57284	2.3			IL	
Transcript	Dwyer	Daniel	P-458	57285	2.3			IL	
Transcript	Dwyer	Daniel	P-458	57286	2.3			IL	
Email	Ganir	Sheila	P-458	57310	5.2, 5.4			IL	
Email	Ganir	Sheila	P-459	57311	5.8			IL	
Email	Ganir	Sheila	P-459	57312	5.1, 5.2, 5.5			IL	
Email	Garza	Tomas A	P-459	57080	5.3			IL	
Online	Hansen	Cheryl	P-459	57412	2.1, 2.7, 4.5	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-460	57413	5.2, 5.3, 6.1	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-460	57414	4.1, 4.7	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-460	57415	10.1	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-460	57416	2.1, 4.5	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-460	57417	9.2	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Online	Hansen	Cheryl	P-461	57418	4.5	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	Hansen	Cheryl	P-461	57419	9.2	440 E Montrose Ave., Apt. 409	Wood Dale	IL	60191
Online	James	Lucy	P-464	57381	5.2	865 Hillside Drive	Bensenville	IL	60206
Online	James	Lucy	P-464	57382	6.1, 6.3, 6.4	865 Hillside Drive	Bensenville	IL	60206
Online	James	Lucy	P-464	57383	4.3	865 Hillside Drive	Bensenville	IL	60206
Online	Jendras	Victor	P-465	57272	9.2	5848 N Nickerson Ave.	Chicago	IL	60631
Online	Jendras	Victor	P-465	57273	4.4	5848 N Nickerson Ave.	Chicago	IL	60631
Online	Jendras	Victor	P-465	57274	5.2	5848 N Nickerson Ave.	Chicago	IL	60631
Email	Kenzel	Carol	P-465	57384	5.9		Elk Grove	IL	
Email	Kenzel	Carol	P-465	57385	5.2, 5.8, 5.10, 6.1, 6.3, 6.4		Elk Grove	IL	
Email	Khamdiev	Elizabeth	P-465	57105	7		Mount Prospect	IL	
Email	Khamdiev	Elizabeth	P-466	57106	8.2		Mount Prospect	IL	
Online	Koletsos	Nicholas	P-466	56976	4.1	6111 Scott St	Rosemont	IL	60018
Online	Koletsos	Nicholas	P-466	56977	5.1, 5.2	6111 Scott St	Rosemont	IL	60018
Online	Koletsos	Nicholas	P-466	56978	5.3	6111 Scott St	Rosemont	IL	60018
Email	Kubica	Thomas J	P-467	57129	4.5, 4.7			IL	
Email	Kubica	Thomas J	P-467	57130	5.6, 5.7			IL	
Email	Kubica	Thomas J	P-467	57131	9.2			IL	
Email	Kubica	Thomas J	P-467	57132	2.2, 5.2			IL	
Email	Kubica	Thomas J	P-467	57133	2.3			IL	
Online	Lee	Effect	P-467	57377	9.5			IL	60625
Online	Lee	Effect	P-468	57378	2.7			IL	60625
Online	Lee	Effect	P-468	57379	2.1			IL	60625
Online	Lee	Effect	P-468	57380	2.7			IL	60625
Online	Li	Xiaoying	P-468	57205	9.5			IL	60625

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Online	Li	Xiaoying	P-468	57206	2.1, 2.7			IL	60625
Online	Li	Xiaoying	P-468	57207	2.1			IL	60625
Online	Li	Xiaoying	P-468	57208	4.2			IL	60625
Online	Lushniak	Stephen	P-468	57313	4.4, 5.1, 5.2, 5.9, 6.1, 6.4	7231 W Coyle Ave	Chicago	IL	60631
Online	Manning	Brian	P-469	57025	9.3			IL	60005
Email	Marcussen	Jen	P-469	57078	4.1			IL	
Transcript	Parrinello	Joe	P-469	57302	5.6, 5.7			IL	
Transcript	Parrinello	Joe	P-469	57303	5.1, 5.2, 6.1			IL	
Transcript	Parrinello	Joe	P-469	57304	2.2			IL	
Transcript	Parrinello	Joe	P-469	57305	5.3			IL	
Transcript	Parrinello	Joe	P-469	57306	4.3			IL	
Transcript	Parrinello	Joe	P-469	57307	2.3			IL	
Transcript	Parrinello	Joe	P-469	57308	2.7			IL	
Online	Piltaver	Barbara	P-470	57392	5.1, 5.2, 6.1	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Piltaver	Barbara	P-470	57393	5.3, 5.6	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Piltaver	Barbara	P-470	57394	5.1, 6.1	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Piltaver	Barbara	P-470	57395	5.3	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Piltaver	Barbara	P-470	57396	2.2, 5.2, 6.1, 6.4	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Piltaver	Barbara	P-470	57397	5.3	4303 Atlantic Ave	Schiller Park	IL	60176
Online	Reeber	Ben	P-470	56982	8.1			IL	60062
Email	Rojas	Martha	P-471	57200	2.2			IL	
Email	Rojas	Martha	P-471	57201	2.6			IL	
Email	Scott	Linda	P-471	57077	5.1, 5.2			IL	
Transcript	Takaki	Virginia	P-471	57177	5.2, 5.3			IL	
Online	Takaki	Virginia	P-472	57061	4.4, 5.2, 5.7	6013 N Emerson St	Rosemont	IL	60018
Online	Takaki	Virginia	P-472	57062	5.5	6013 N Emerson St	Rosemont	IL	60018
Online	Takaki	Virginia	P-472	57063	5.2	6013 N Emerson St	Rosemont	IL	60018
Online	Takaki	Virginia	P-472	57064	5.3	6013 N Emerson St	Rosemont	IL	60018
Email	Urquhart	Dan	P-473	57268	6.2			IL	

Method Sent	Last Name	First Name	Page #	Comment #	Comment Category	Address	City	State	Zip
Email	Urquhart	Dan	P-473	57269	5.3			IL	
Email	Urquhart	Dan	P-474	57270	5.3			IL	
Email	Urquhart	Dan	P-474	57271	5.3			IL	
Online	Urquhart	Dan	P-474	57209	9.5	10029 W Devon Ave	Rosemont	IL	60018
Online	Urquhart	Dan	P-474	57210	5.2	10029 W Devon Ave	Rosemont	IL	60018
Online	Urquhart	Dan	P-474	57211	9.2	10029 W Devon Ave	Rosemont	IL	60018
Online	Urquhart	Dan	P-474	57212	5.3	10029 W Devon Ave	Rosemont	IL	60018
Online	Urquhart	Dan	P-475	57213	5.1, 5.2	10029 W Devon Ave	Rosemont	IL	60018
Transcript	Wachsmuth	Ms	P-475	57166	8.3			IL	
Transcript	Wachsmuth	Virginia	P-475	57167	7			IL	
Online	Wiora	Joanna	P-475	57065	4.7, 5.8	186 Ridgewood Ave	Bensenville	IL	60106
Online	Witt	Terry	P-475	56980	8.1	471 S Western Ave	Bartlett	IL	60103



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### 3.1 SUBMISSIONS RECEIVED AND IDENTIFIED COMMENTS

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**Letter Id:** 244017

**Name:** Carabajal, Ana

**Address:** Bartlett, IL 60103

Please consider all modes of transportation into and out of O'Hare, not just cars. Make sure there is safe bike access into O'Hare and secure bike parking at O'Hare. There should also be rapid transit bus or train routes from the west suburbs, and transportation from the western parking to terminals for passengers. Please take this opportunity to make it less car centric, equitable for all people who commute in various ways, not just cars, into and out of the airport from the western suburbs. [56981 - 8.1, 8.2]

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**Letter Id:** 244036

**Name:** denemark, lynne

**Address:** Bloomingdale, IL 60108

I personally have watched and listened to your videos.....come to my house and you can determine very easily that everything you are saying about noise and the environment (my outside table and chairs must be cleaned every day after the planes are landing west to east.....this is a health hazard to my, my husband and my neighborhood. We have attended your FAA sponsored meetings, and now this.....you must think we are stupid.....again, come to my house, my entire neighborhood, we anguish over this dilemma. We ave no faith in what you "think" .....we know what we see, hear and feel (the vibrations in our home from the aircraft)..... [57076 - 5.1, 6.1, 5.2, 6.3, 5.8]

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**Letter Id:** 244035

**Name:** denemark, philip

**Address:** BLOOMINGDALE, IL 60108

We have lived in Bloomingdale Illinois for 50 years, we are 28 miles from ORD. There were very few airplanes when we moved here and they were at a very far distance north. We now suffer from horrific jet noise. A flight plan is directly over our house, planes fly below 2000 feet (and this can be documented with Fair and the monitors in our home.

We have a beautiful home and can no longer have gatherings on the weekends due to the non-stop (every 8 seconds) jet noise. We now get the noise and fuel from three flight patterns. We had a Chicago Tribune reporter and photographer here researching information for an article for their paper, they said "this sounds like a war zone"!!!! That is an understatement. We have spoken to pilot who fly over our home, they tell us they follow the directions of the air traffic controllers who are "paid" by the FAA. Why can't you give us some relief and change the flight patterns? We are awakened at night, can't be outside in our yard or pool and have a conversation, and we can't entertain.....we have six homes that have sold,

people can't stand it anymore. [57083 - 6.2, 5.2, 4.4, 5.9] We are retired, both have heart issues and can't afford to move. I want to go n record that you are the reason of the heart issues..... [57084 - 6.1, 5.1]

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**Letter Id:** 244022

**Name:** Deutschman, Jack

**Address:** Rosemont, IL 60018

My wife and I built the house we live in here in Rosemont 45 years ago. Our intention was to spend the rest of our lives here in this great little town. Now we're having second thoughts. Since the building of runway 10R/28L our lives have become a living hell. It's almost impossible to open windows and get some fresh air in the house because of the noise and orders. Our day starts out between 1:30 to 4AM with jet aircraft taking off and flying directly over our house/bedroom. Very startling and unnerving as to being subjected to that at any hour much less in the middle of the night. It's become very difficult to carry on a conversation over the phone and almost impossible to converse with friends or neighbors out in our yard. [57002 - 5.2, 6.2]

I've been diagnosed with extreme emphysema and living under these conditions with the jet exhaust and noise has become very difficult. [57003 - 6.1, 5.1]

Also, what has become of my property value? How could we be expected to get the value we would have gotten before the new runway? [57004 - 5.5]

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**Letter Id:** 244058

**Name:** Dwyer, Daniel

**Address:** IL Not provided

This format doesn't qualify as a public workshop or webinar in that no questions are being answered. In nearly 6,000 unmitigated households that are within the 65 DNO contour in the existing condition or will be under the proposed action at full buildout are being denied the opportunity to ask questions and understand the methodology of the TAP EA during the public comment period. The public comment period should therefore be extended until an in-person public workshop can be rescheduled. Thank you. [57284 - 2.3]

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**Letter Id:** 244059

**Name:** Dwyer, Daniel

**Address:** IL Not provided

I'll note that this comment is specific to the July 14th workshop. And since the meeting on Tuesday, on the 12th, I've had time to read the FAA manual on community involvement which was updated in 2016 which covers, among many things, effective community involvement techniques. Specifically 2.3.1, covers public meetings, and I'd like to read the definition of an open house or workshop. And I quote: "An open-house or workshop is an informal event usually held at a location

and time that is convenient for the community and may be held over an extended period. Typically, printed information is provided and experts are available to explain issues, answers questions and respond to public concerns.

"Attendees may also be invited to submit written comments or record oral comments. An open house or workshop allows the public to learn about the issues in question in a non-intimidating informal manner. The experts on hand may be able to address questions and concerns on the spot," and that's end of quote. And in my opinion, this workshop does not meet the threshold for an effective technique according to this manual, and is a large step backwards for the FAA.

Where is the direct stakeholder involvement that has been present with prior drafts? All the resources for a workshop with engagement using consultants had already been prepared. All the technology exists to accommodate this fully- engaged format, even virtually. Can anyone answer why the FAA is no longer considering this community involvement a priority? What I request is an extension of the public comment period until a workshop meeting meets FAA's guidelines can be accommodated. Encourage other attendees to do the same. Thank you. [57285 - 2.3]

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**Letter Id:** 244062

**Name:** Dwyer, Daniel

**Address:** IL Not provided

I don't think this format qualifies as a Public Workshop without answering questions. This would appear to only be a presentation of material already available online. [57286 - 2.3]

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**Letter Id:** 244046

**Name:** Ganir, Sheila

**Address:** IL Unknown

Good morning.

My name is Sheila Ganir and I am a resident of Rosemont, IL. I'd like to comment on the affects of the new runways have had on my home in the last 2 years since the new run way has opened that runs along Norwood Street here in Rosemont.

- The noise of the plane engines is so loud that even with the windows from the O'Hare improvement program from 18 years ago, it is difficult to have conversations inside my home that aren't interrupted by planes overhead. Even on work Zoom calls, I have to mute myself as it is distracting to my coworkers while on the call.

- The noise from the plane engines wake my children and myself in the middle of the night. I have taken video at different times to prove how bad it is. In the 18 years I have lived here, it has never been this way. [57310 - 5.2, 5.4] As I sit typing this now, every 30 seconds another plane goes over head and the ceiling fans and my china cabinet shake from the vibration. The unseen damage is what I am afraid of as over time, this will continue to get worse.

- The vibration from how close the planes now are has caused stress cracks in my ceilings and walls. This past weekend, part of my ceiling fell in my garage and after a city inspector came out, it is theorized that

the vibration of the planes these last 2 years could have contributed to this anomaly. [57311 - 5.8]

I ask that you please take into consideration the cost, both mentally and financially, this is causing my family. [57312 - 5.1, 5.2, 5.5]

Regards,  
Sheila

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**Letter Id:** 244048

**Name:** Garza, Tomas A

**Address:** IL Unknown

Who can I talk to regarding sound proofing my home as I have been informed that I don't qualify for this but I have airplanes flying over my house ready to land constantly and frequently. I was told my house missed the zone by 2 blocks. I will be expecting a response and thanks for your time. [57080 - 5.3]

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**Letter Id:** 244030

**Name:** Hansen, Cheryl

**Address:** Wood Dale, IL 60191

---- below is text extracted from attachment FAA 7-5-22.docx ----

When runway 10R/28L opened in 2015, the offset approach was given temporary approval, allowing the simultaneous use of that runway with 10C/28C for arrivals. We were TOLD that was an interim condition and after full OMP build out, 10R/28L would be used primarily for departures to the east. I am looking at the OMP Build Out plan as I write this, and that plan confirms that intention. We were TOLD that because it was an interim condition, we did not qualify for sound insulation. We were TOLD (by Aaron Frame) that traffic on 10C/28C would decrease by 30% at full build out. The citizens attended the meetings en masse with a police presence to keep order, and we were TOLD to hang on and things would improve. We begged for a reevaluation of OMP as it was clear the plan was severely flawed from the outset. We were TOLD there would be no revisions or alterations to the plan and that relief would come at full build out. Now after 9 years, you are proposing to alter the plan to the detriment of those communities on the south end of the airfield. This is why people don't trust the government. One lie after another.

During these public meetings, I heard the air traffic controllers say over and over that the previous configuration of runways was unsafe and inefficient. They talked about the 3 intersecting runways and the need for 3 sets of eyes to watch the traffic. They said that the parallel runway configurations would be safer and more efficient. This is what they said they needed. Now you have completed this parallel runway plan, and there are problems everywhere. I have been told that you cannot use two northern runways at the same time because it requires the pilots to land and hold so active runways are not crossed. That's efficient? Why was this issue not detected when OMP was modeled? So we have to pay the price because you now realize how severely flawed OMP is and there is no going back? [57412 - 2.1, 2.7, 4.5]

In 2013, runway 10C/28C opened and Wood Dale experienced noise like we never had before. When 10R/28L opened in 2015, our quality of life in Wood Dale continued to deteriorate. Bringing in arrivals side by side during East Flow was/is intolerable. I am directly in the path of 10R/28L and because of the offset approach, I have a plane overhead and another arriving over the next block. I am no longer able to open my windows, the arriving jets start early in the morning, waking me out of a sound sleep and even more disturbing, we are told that we don't qualify for sound insulation. These planes are arriving about 500 feet over my home (according to Flight Tracker) and that doesn't at least warrant sound insulation? You need to either buy us out or mitigate this intolerable condition. Don't force us to live like this. By the way, sound insulation only deals with the interior of our homes. We can no longer enjoy our outdoor spaces anymore. Legally, we are entitled to peaceful existence in our own homes.

Wood Dale (and Bensenville) has been unjustly impacted by OMP. Prior to 2013, we had one runway (10L/28R) over our city. Today we have 3. Those three southern runways are being used for the majority of the departures and arrivals (per Chicago Tribune article 6-21-21 and ONCC Noise Reports). So what went from dealing with one runway with periodic noise prior to 2013, we now have 3 runways with constant noise 24/7. Even people with sound insulation in Wood Dale cannot sleep at night due to the excessive use of those runways. I know so many who have sold their homes because the constant noise is intolerable. Add to this the potential railroad merger and those tracks run between 10R/28L and 10C/28C. So we'll have the noise and air pollution from two runways and increased freight train traffic. That should trigger an updated environmental assessment.

I was born and raised in Bensenville and lived there for almost forty years. We had noise but nothing like what we are experiencing today. We dealt only with departures on one runway when the winds were predominantly out of the south. Yes, they were louder but not as frequent, and I don't remember anyone losing sleep over plane traffic. [57413 - 5.2, 6.1, 5.3] During those forty years, with 8 runways (same number as OMP) they rotated use of the runways so that all surrounding communities shared the noise. Now you use the same runways over and over and over and over. There is no variation. [57414 - 4.1, 4.7] Wood Dale and Bensenville are communities with a high percentage of low-income earners and minorities. Permanent approval of the offset approach would be a total environmental Injustice to our towns. There are many potential legal ramifications for that as well, and I believe that will be the next step to restoring our lives to a peaceful existence. [57415 - 10.1]

This proposal to grant permanent authorization for the offset approach, once again violates the Record of Decision. Another legal issue. You need to pull this request off the Global Terminal plan and study it further. [57416 - 2.1, 4.5] Figure out how to solve the taxiing issue with the northern runways and FIX IT! This is the plan you said you needed. Now figure out how to balance runway usage (as OMP promised to do).

This OMP Build Out Plan has been severely flawed from the outset. Whoever designed and approved it should be terminated or sued. We had 8 runways with noise spread throughout the surrounding communities and now we still have 8 runways (3 of which are not even being used), with major problems with taxiing, excessive noise over some communities and safety factors with crosswinds. It's time to stop and rework this plan. Stop trying to "make it fit". It's not working and was never thoroughly evaluated for all the potential ramifications. [57417 - 9.2]

This offset approach is intolerable for Wood Dale and Bensenville. I invite you to stand in downtown Bensenville during East Flow and watch how low those jets are coming in with 4 large multi-story buildings to clear. You can't tell me that is safe. One gust of wind and there will be tragedy. Let's not wait

for that to happen. I encourage you to deny permanent authorization of the offset approach. DON'T DO THIS TO US!!!! [57418 - 4.5]

P.S. On the evening of June 13, 2022, we had a tornado warning issued just after 6:00 pm. The tornado sirens went off, all of our phones went off and you continued to land airplanes over Wood Dale for a number of minutes. I was scared to death. There were a handful of planes that continued to land on both southern runways. I replayed Flight Tracker, and the last plane (UAL785) made its approach to 10R/28L at 6:29 pm. Just over Wood Dale Rd., it ascended and started to circle. The EF-0 tornado hit at 6:32 pm in Schaumburg. Why were those planes still preparing to land just 3 minutes before a tornado hit? My phone went off, and I know the air traffic controller's phones went off too. This is a disaster waiting to happen. You are endangering the lives of the people on those planes as well as thousands of people on the ground. This needs to be investigated. [57419 - 9.2]

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**Letter Id:** 244023

**Name:** James, Lucy

**Address:** Bensenville, IL 60206

We have owned our home on Hillside Drive for 40 years and the noise levels these past several years have become intolerable. [57381 - 5.2] We are unable to open our windows to get fresh air or enjoy our backyard. We have no idea what impact the pollution is having on our health but we see the plane residue on our patio, windows, soffits, etc. [57382 - 6.1, 6.4, 6.3] We need some relief !!! Spread the impact throughout the surrounding communities. Consider the livelihoods of the southern communities and distribute the noise and pollution impact equitably. Must we continue to fight to enjoy our homes!!! [57383 - 4.3]

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**Letter Id:** 244028**Name:** Jendras, Victor**Address:** Chicago, IL 60631

Since the opening of runway 9C/27C there has been a noticeable amount of vegetation dying (trees and grass) as well as a decrease in the amount of wildlife (birds) to the area. [57272 - 9.2] Allowing inbound planes over the homes in a residential neighborhood as low as 1,000 feet sometimes is reckless and poorly planned. [57273 - 4.4] The noise pollution from the airplane alone is a major environmental concern that needs to be dealt with immediately or long term consequences will follow. [57274 - 5.2]

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**Letter Id:** 244043**Name:** Kenzel, Carol**Address:** Elk Grove, IL Unknown

I am no fool - I know you couldn't care less about the impact to the quality of life of residents impacted by these decisions to change flight patterns, that every decision is based on corporate greed which is why you want to change the flight pattern in order to increase the volume of jets accessing the runways at the same time, 24 hours a day/7 days a week, regardless of the safety consequences. I am horrified to learn of yet another pending alteration to the flight patterns at O'Hare. [57384 - 5.9] The residents were lied to from the very beginning when we were told during the multitude of info sessions that the new flight pattern would not affect anyone's quality of life. The change to the flight patterns has completely destroyed my quality of life. I cannot open my windows on beautiful spring, summer and fall days due to the constant jets shaking my home every minute of every day. I can only imagine what the inside of my lungs look like when I see how everything outside is coated in the residue from jet fuel. My friends and family have told me they will no longer visit my home since conversations can only be in 30 second increments until interrupted by another jet. My hearing is now being affected since I have to keep the volume of the tv at a higher level in order to hear over the constant jets overhead. It is rare to see children playing in the various parks in the area, and if there is a child, they usually are holding their hands over their ears while trying to hold onto a swing, or slide down a slide. I haven't slept thru the night for several years without a jet shaking my home and became even worse in the last year with the onslaught of additional cargo and international flights. Every change in the flight pattern at O'Hare has turned my home sanctuary into a torture chamber. [57385 - 5.10, 6.4, 5.2, 6.3, 5.8, 6.1]

Carol Kenzel  
Elk Grove Village

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**Letter Id:** 244040**Name:** Khamdiev, Elizabeth**Address:** Mount Prospect, IL Unknown

Good to see expansion of parking at terminal 5 at OHare/ORD. [57105 - 7]

Read that hotels are planned, one of which is going to be off of Manheim Road, however more parking is still needed at ORD for all travelers first. The multimodal parking garage where the rental cars are located at the end of the ATS system is usually full. There needs to be more similar garages in those

empty lots along the ATS line even though they would need to be low level garages due to proximity to runways. At the very least, those lots should be opened back up from their former use for rental cars to provide more parking for travelers and have a stop on the ATS which runs through them.

Elizabeth Khamdiev [57106 - 8.2]

Mount Prospect, IL

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**Letter Id:** 244015

**Name:** Koletsos, Nicholas

**Address:** Rosemont, IL 60018

Please continue to rotate runways as much as possible [56976 - 4.1] ; the new runway configurations have significantly impacted the health and happiness of my family who has been established in Rosemont for 60+ years. When planes are taking off, we are unable to be outside in the yard, because the noise is so constant and loud my toddler has to hold his ears. When the planes are landing, they are usually quieter and more bearable, but the jet wash blows the trees around and pops our ear drums. My family and I are also frequently startled awake overnight by large freight planes, that are loud and shake the house and bed (my dogs think its a thunderstorm). I can only imagine the impact the extra noise and fuel pollution is causing to our community and worry how it will impact the long term health of my family and I. It is disgusting to see a 747 blast over the heads of our children playing at the park, which is seemingly the base of the runway; may there never be an accident again like in the 1980's. There is no doubt that the success of the surrounding communities is based upon the viability of O'Hare, but the runway changes have drastically altered the way of life for all those living in those surrounding areas [56977 - 5.1, 5.2] . I do hope to receive new windows in the future (mine have odor and are 21 yrs. old), which may help life indoors. [56978 - 5.3] I am always available for questions 847-343-8269, or if any one would like to conduct sound monitoring or environmental testing on my property to truly determine how our lives are being affected by the expansion of O'Hare. Thank you!

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**Letter Id:** 244050

**Name:** Kubica, Thomas J

**Address:** IL Unknown

Good afternoon.

After participating in last weeks webinar regarding developmental plans for the O'Hare airport and surrounding region, I would like to comment on a few areas of concern.

Runway 10R/28L

Discussion related to continuing the approach pattern for airplanes that would shift them slightly South of the runway. This allows more air traffic for both this runway the the one directly North. When the airport modernization project took place years ago, the runway configuration was set so that some were not usable at the same time due to their proximity. This was approved by the FAA going against their own safety guidelines.

Now, residents of Bensenville will continue to have more arrivals and possible take offs, from these 2 runways IF this plan goes permanent.

I am against this being a permanent process. Unless the airport has run for a number of years to gather data on how NOT using the adjusted approach pattern affects traffic flow, I don't see how this permanent request can be granted. [57129 - 4.5, 4.7]

#### Noise measurements

Noise measurements for 10R/28L, for example, show the affected area along the flight path only. This is not consideration for noise increases to the North or South of the flight path. By experience, there is and has been an increase in noise of plans landing from the West on 10R/28L.

This is a result of many more flights landing on 10R/28L and open terrain without barriers at the Northeast corner of York road and Green Street. North of this intersection is all open space. (I guess if an airplane has difficulty they are to aim for this spot.) [57130 - 5.7, 5.6]

The removal of all buildings and trees, which would have been a sound buffer have been removed. [57131 - 9.2] When airplanes are passing over York road on their landing approach and as they head East the noise is loud and constant.

In some of the arguments in the Draft proposal noise level increases are determined as small and negligible. Compared to what time period? Current or before the O'Hare Modernization act?

I know that it was much quieter when I moved here 38 years ago. Didn't do a decibel reading, sorry. So from then to now the noise levels and consistency have increased. And now it will increase just a bit more. Small incremental levels add up, folks. [57132 - 2.2, 5.2]

So, I hope you at least read my comments. I believe from my past experience the FAA is already going through with all plans as stated in the presentation. This commentary period is just a nice way to let us little people that will be impacted by these changes feel better about it.

I don't and I won't. [57133 - 2.3]

Sincerely,  
Thomas J Kubica

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**Letter Id:** 244020

**Name:** lee, effect

**Address:** IL 60625

O'Hare Airport has been built for many years. This airport has been surrounded by urban buildings and roads. In the past, the airport was designed to separate the flight area and the terminal area. The runway and taxiway planning and design were completed first, and the rest Space and then design the terminal building, resulting in the incompatibility of many airport flight areas and terminal areas, resulting in many strange and inefficient airports. The airport is originally a whole, and the flight area and the terminal area are disconnected, which will cause a lot of bad for the later operation of the airport. Just like today's O'Hare Airport, the renovation and upgrading of the flight area and terminal area has been very difficult. Now it takes a lot of money to upgrade and renovate, but the space for upgrading and renovation is very limited. The expected effect is questionable. [57377 - 9.5] How much will the capacity, safety and comfort of O'Hare Airport be improved after the renovation of the terminal and runway?

[57378 - 2.7] What are you spending so much money for? [57379 – 2.1] Now if we want to truly transform O'Hare Airport, the best way is to demolish the terminal building, runway and taxiway of the current O'Hare Airport, and rebuild an airport on the original site according to the current standards. This approach is obviously impossible, so the best way for O'Hare Airport at present is: don't make a big move, just repair it. The future aviation industry in the Greater Chicago area will depend on the Chicago Southern Suburbs Airport. Now it is time to start the overall planning and design of the Southern Suburbs Airport. The key is to bid for the overall design of the airport. Early construction and opening of the Chicago Southern Suburbs Airport will be much better than upgrading O'Hare Airport. It will greatly optimize the environment of the Greater Chicago area and greatly improve the competitiveness of the Greater Chicago area! [57380 - 2.7]

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**Letter Id:** 244019

**Name:** li, xiaoying

**Address:** IL 60625

O'Hare Airport has been built for many years and is now surrounded by cities. It is very difficult to upgrade and upgrade the flight area and terminal area. It is doubtful whether spending a lot of money can achieve the effect of the transformation. [57205 - 9.5] O'Hare is really unnecessary. If it is remodeled again, even if it is remodeled, there will not be much improvement. What is the purpose of spending so much money? [57206 - 2.1, 2.7] If you really want to renovate O'Hare Airport, the best way is to demolish O'Hare Airport and rebuild it according to the current standards. This approach is obviously impossible, so the best way for O'Hare Airport at present is: Don't make a big move, just repair it. [57207 - 2.1] The future aviation industry in the greater Chicago area will depend on the Chicago Southern Suburbs Airport. It is critical to restart the overall design bidding of the Southern Suburbs Airport as soon as possible. The early construction and opening of the Chicago Southern Suburbs Airport will be better than the renovation of O-Hei Seoul Airport is 10,000 times stronger, greatly optimizing the environment of the Greater Chicago area and greatly improving the competitiveness of the Greater Chicago area! [57208 - 4.2]

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**Letter Id:** 244033

**Name:** Lushniak, Stephen

**Address:** Chicago, IL 60631

All expansion of at O'Hare Airport in Chicago should not proceed until the current issues with O'Hare aircraft noise and air pollution are addressed. The noise and air pollution issues affect the homes, schools and parks due to increased flights, abnormal flight patterns and low aircraft altitudes. [57313 - 6.4, 5.2, 5.9, 4.4, 6.1, 5.1]

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**Letter Id:** 244025

**Name:** Manning, Brian

**Address:** IL 60005

Table K-16 in Appendix K, pages K-50 to K-54 - the headings for columns 6 and 7 (Airport BA ADT WB and Total BA ADT WB) appear to be reversed.

Table K-18 in Appendix K, page K-60 - the first segment shown for Touhy Ave is labeled as "South Elmhurst Road to Old Higgins Road". However, the following intersection in this table is Mount Prospect Road and the Node to Node code following the segment description is "300 [Elmhurst] to 400 [Mount Prospect]." Would recommend either revising segment label to "South Elmhurst Road to Mount Prospect Road" OR updating table to reflect two segments - Elmhurst to Old Higgins (Node 340) and Old Higgins to Mount Prospect - if appropriate for this alternative. [57025 - 9.3]

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**Letter Id:** 244044

**Name:** Marcussen, Jen

**Address:** IL Unknown

Is the Fly rotation still going to continue? Requesting that it does if that is not the case please. [57078 - 4.1]

Thank you!

Jen Marcussen

Sent from my iPhone

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**Letter Id:** 244064

**Name:** Parrinello, Joe

**Address:** IL Not provided

When is the FAA conducting a study on the noise issues affecting the residents in Rosemont [57302 - 5.6, 5.7]

Also, is a reputable company coming to see the noise and jet fuel damage/harm being caused by this new runway opening? [57303 - 6.1, 5.2, 5.1] And why were these studies not conducted before the construction? [57304 - 2.2]

During this time, when will residents be getting new windows and doors to help with the extreme noise pollution that is negatively impacting all residents/animals/transient workers? [57305 - 5.3]

There have been noise issues in surrounding towns where the land was purchased due to noise levels that are below the levels experienced in Rosemont. Why aren't planes taking off over those areas? [57306 - 4.3]

Why is there a virtual meeting if no questions are being answered? This was the same issues we had in the last "meeting" [57307 - 2.3]

instead of expanding, what happened to opening a 3rd airport in peotone? [57308 - 2.7]

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**Letter Id:** 244024**Name:** Piltaver, Barbara**Address:** Schiller Park, IL 60176

I live in Schiller Park; have all my 67 years. My parents lived in Schiller Park WELL BEFORE O'Hare airport even existed! Our town has been bombarded with O'Hare noise for as long as I can remember. It's getting progressively worse, and I suspect once air travel gets busier and O'Hare expands as planned, we are in for even more noise, air pollution and health deterioration. More often than not, you cannot keep your windows open because you can't hear over the takeoffs and/or landings. You can't hear your neighbors talking with you because of the planes taking off overhead. Sleeping for many residents is nearly impossible due to nighttime air traffic and noise. The planes are relentless. [57392 - 5.1, 6.1, 5.2] Some homes in Schiller Park have received soundproofing but there are other homes, such as my own, that have not. Our particular block did not receive it because we were told the 65 DNL contour did not touch a solid structure, only a bush on one of our neighbor's homes, we therefore were outside the contour. Therefore, our entire block was ineligible for soundproofing. Yet, the homes approximately one hundred yards from us received soundproofing. Planes taking off over their homes don't stop making noise when they get over our homes; in fact, they get louder! I have been fighting for years for ALL of Schiller Park to receive soundproofing to no avail. However, when I look at where homes did receive soundproofing, there are numerous homes OUTSIDE the 65 DNL zone that did receive it.????? Why? And, some of these homes aren't even affected by planes landing and taking off. [57393 - 5.3, 5.6] Studies show that noise, air, and light pollution is detrimental to our health, especially to children. It affects hearing, learning, and health. Our block is filled with young children who I fear will face years of health and learning difficulties. [57394 - 6.1, 5.1] I am begging, pleading with the powers that be to reevaluate your stance on soundproofing and give ALL OF SCHILLER PARK RESIDENTS soundproofing that they so deserve and those who received it years ago (which is now outdated and worn out) given updated soundproofing. I find it frustrating when I've read about "historic" homes receiving soundproofing that don't even get planes going overhead. [57395 - 5.3] If you are going to expand O'Hare, then you also need to address the needs of the surrounding residents when it comes to putting up with noise, air pollution and other environmental impacts. [57396 - 6.1, 5.2, 6.4, 2.2] I invite any of the so-called experts to come spend a few days and nights in our living room and backyard to see what we must endure on a daily basis. If this expansion goes through, which I'm sure it will, give us the soundproofing! [57397 - 5.3]

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**Letter Id:** 244018**Name:** Reeber, Ben**Address:** IL 60062

I could not find the words "bike" or "bicycle" in the surface transportation report. With multiple billions of dollars spent on this project, I think it should be at least possible to find some portion of funds to spend on making it accessible to get to o'hare by bike, and fit this project better with the region's multimodal transportation goals. If people could bike safely to the airport, it would reduce the parking needs. The des plaines river trail is less than 1.5 miles from the project location, but right now its currently unsafe to get to the airport bike. [56982 - 8.1]

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**Letter Id:** 244047

**Name:** Rojas, Martha

**Address:** IL Unknown

Hi!

Where can I go to be able to see more information on the new Air Traffic Map with the new run way?

[57200 - 2.2]

And if you can share any and all information with the updates to the airport as well. [57201 - 2.6]

Thank you!

Martha

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**Letter Id:** 244042

**Name:** Scott, Linda

**Address:** IL Unknown

This is my home dammit! I can't live inside my house all year. In the spring and summer I want to sit in my yard have friends over for a barbecue and conversation. Right now the noise levels are dangerous. On beautiful days I have the dam right to open my windows. Arnott I have the right Peaceful sleep. Right now it's 11pm and it's noisier the hell outside. All the inbound landings. This is my home I worked hard all my life for this house. This area is a nightmare now. I don't want new dam windows every 10 years I want a livable place to reside. [57077 - 5.1, 5.2]

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**Letter Id:** 244065

**Name:** Takaki, Virginia

**Address:** IL Not provided

Soundproofing homes with triple pane windows and doors only helps if all the windows and doors are closed. What solutions are there for people who live with the constant airplane noise that want to open their windows and doors or want to be outside in their back or front yard? [57177 - 5.3, 5.2]

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**Letter Id:** 244031

**Name:** Takaki, Virginia

**Address:** Rosemont, IL 60018

See attachment

---- below is text extracted from attachment Noise complaint - June 2022.docx ----

I have been a homeowner in Rosemont for over 20 years. I live at 6013 N. Emerson Street, Rosemont, IL.



When I first moved into Rosemont, the noise pollution from the planes were not nearly as bad as it is today.

The noise from the planes are extremely problematic. The planes that go over my home are coming down for a landing so they are flying low. I feel like I live on a runway. The noise is very very loud. Some of the planes are flying so low that it looks like they are going to touch the top of my 2nd floor roof. There is also a gust of wind/noise that follows the plane that have blown leaves off my maple trees. Has a decibel test been done? The noise from the planes are so loud that I'm very concerned about my hearing. All of my neighbors share my concern and frustration. [57061 - 4.4, 5.7, 5.2]

Furthermore, it is adversely affecting our property value. People do not want to buy homes that constantly have planes going over their roofs. [57062 - 5.5] It is impossible to have a get together outside or enjoy the outdoors. You can't have a conversation when there are planes flying right above you every 30 seconds.

At times, planes will go by every 30 seconds or less. It is not possible to sleep with the windows open because the planes are going over my house all night long. It keeps us up. It is very frustrating and unsafe for residents. If the planes had been this bad when I was shopping for a new home, I would've never purchased my current home in Rosemont. [57063 - 5.2]

My windows from the noise reduction program are over 20 years old. They leak and a recent survey performed on 10/6/2021 by RSIP confirmed that there's an odor coming from the windows. The windows are only helpful if you remain indoors and never open the windows. Once the windows are open, the noise from the planes prevents me from hearing my television or have a conversation (even over the phone). [57064 - 5.3]

What are our rights as residents? How can we get some relieve?

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I have been a homeowner in Rosemont for over 20 years. I live at 6013 N. Emerson Street, Rosemont, IL. When I first moved into Rosemont, the noise pollution from the planes were not nearly as bad as it is today.

The noise from the planes are **extremely** problematic. The planes that go over my home are coming down for a landing so they are flying low. I feel like I live on a runway. The noise is very very loud. Some of the planes are flying so low that it looks like they are going to touch the top of my 2<sup>nd</sup> floor roof. There is also a gust of wind/noise that follows the plane that have blown leaves off my maple trees. Has a decibel test been done? The noise from the planes are so loud that I'm very concerned about my hearing. All of my neighbors share my concern and frustration.

Furthermore, it is adversely affecting our property value. People do not want to buy homes that constantly have planes going over their roofs. It is impossible to have a get together outside or enjoy the outdoors. You can't have a conversation when there are planes flying right above you every 30 seconds.

At times, planes will go by every 30 seconds or less. It is not possible to sleep with the windows open because the planes are going over my house all night long. It keeps us up. It is very frustrating and unsafe for residents. If the planes had been this bad when I was shopping for a new home, I would've never purchased my current home in Rosemont.

My windows from the noise reduction program are over 20 years old. They leak and a recent survey performed on 10/6/2021 by RSIP confirmed that there's an odor coming from the windows. **The windows are only helpful if you remain indoors and never open the windows.** Once the windows are open, the noise from the planes prevents me from hearing my television or have a conversation (even over the phone).

What are our rights as residents? How can we get some relieve?

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**Letter Id:** 244049

**Name:** Urquhart, Dan

**Address:** IL Unknown

Also forgot to mention there have been a few times when I'm in the backyard and have smelled exhaust? fuel? [57268 - 6.2]

On Mon, Jul 18, 2022 at 10:50 AM Dan Urquhart wrote:

I've attended meetings and sent emails about getting our house sound proofed. [57269 - 5.3]

We bought the house in 2001 and haven't had any issues until the new runways.

At a meeting held in Rosemont Convention Center last year they said the runways were supposed to be complete by December of 2021.

What is the hold-up? How come I haven't received any responses or gotten any notices other than the

recent Zoom Meetings last week?

I also read somewhere in all of the information that flights wouldn't be flown between the hours of 11 pm and 5 am?

Here are some of the emails I sent to CHI 311; [57270 - 5.3]

-See email for inserted image-

Please email or call, 847-217-7770 with information to get sound proofing done ASAP. [57271 - 5.3]

Thank you,  
Dan Urquhart

Your CHI 311 Aircraft Noise Complaint request has been submitted 



**CHI 311**

Dear Resident, Thank you for submitting an Aircraft Noise Complaint. Your service request number is SR21-00075819. Aircraft noise complaints are forwarded to th



**CHI 311**

Dear Resident, Thank you for submitting an Aircraft Noise Complaint. Your service request number is SR21-00078802.



**Dan Urquhart** <dgu7789@gmail.com>

to CHI ▾

Airplane noise has been getting worse. Today at around 5 am I was woken up and then again at 530 am. There's been numerous times this happens at night as well. Also on weekends, most times it's hard to sleep in. Please advise on the process to get soundproofing.

Thank you,  
Dan Urquhart  
10029 Devon Ave, Rosemont, IL 60018

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**Letter Id:** 244021

**Name:** Urquhart, Dan

**Address:** Rosemont, IL 60018

I attended the Village of Rosemont and the Chicago Department of Aviation open forum discussing the O'Hare Airport Modernization Program on Wednesday, November 10, 2021 at 6:30 p.m. in the Donald E. Stephens Convention Center 1st Floor Conference Center.

I was not impressed with the answers to many of the questions, as they passed pretty much everything on to the FAA. [57209 - 9.5]

We've owned our property since 2001 and was not bothered by the airport noise until these new runways were built. [57210 - 5.2] Also, I believe that there was a mention in one of the many informative documents, that there would be NO noise between the hours 11 p.m. and 7 a.m. - which is DEFINITELY NOT HAPPENING!

It is already early June of 2022, and at this open forum they said completion of the last runway would be December of 2021. [57211 - 9.2] How long is it going to take to soundproof our houses! It's common sense that this would be needed if the aircrafts are going directly over our houses. [57212 - 5.3] My family has

been having trouble sleeping, causing many issues. [57213 - 5.1, 5.2] I am personally having issues with the noise which is affecting my employment!

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**Letter Id:** 244060

**Name:** Wachsmuth, Ms

**Address:** IL Not provided

I wondered how all of the traffic and that -- they talk about extending 390 to go into the airport, and I wonder how all that road system stuff would impact what's going on with these improvements or changes. [57166 - 8.3]

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**Letter Id:** 244061

**Name:** Wachsmuth, Virginia

**Address:** IL Not provided

Well, I just wanted to thank them for including the improvements for Terminal 5 for parking and the curbside. I travel to London about four times a year, and it has been very frustrating. So I'm really pleased to see, especially in that area of the airport, that they are paying that attention to it, so I wanted to say that as a positive. So thank you. That's all. [57167 - 7]

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**Letter Id:** 244032

**Name:** wiora, Joanna

**Address:** Bensenville, IL 60106

This is terrible for the small town of Bensenville. The residents that live here, many did not have this when buying their home. Planes currently shake homes, rattle windows, and interrupt outside play. Planes are flying right over the High School football field. Moving the airport south impacts many more residents than the space that is available north. This is building basically into downtown Bensenville. They are trying to get rid of the town completely at this point. People will not stay. Be prepared for people coming at the airport for supplementation to pay for things the airplanes break and all new windows on all the homes. This plan needs to be revised. [57065 - 5.8, 4.7]

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**Letter Id:** 244016

**Name:** Witt, Terry

**Address:** Bartlett, IL 60103

The bicycle is an essential piece in our transportation network and climate change solution. The Airport needs to provide bicycle connectivity in all terminal projects including at Western Access parking facility and transit into and through the airport. Bicycling is an internationally accepted form of transportation. [56980 - 8.1]

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#### 4. COMMENT RESPONSES

Comment Code and Title	Comment Response
<i>1. This comment code and title were not used</i>	<i>There is no comment response; this comment code and title were not used.</i>
<b>2. Environmental Assessment</b>	<b>See subcategories for responses.</b>
2.1 Purpose and need	<p>Multiple comments relate to the proposed improvements and renovations to O'Hare terminal facilities and airfield infrastructure. The Purpose and Need chapter (Environmental Assessment (EA), Section 2.3, Need for the Proposed Action) describes the improvements needed at O'Hare to provide adequate terminal, gate, and apron areas, and to efficiently accommodate the existing and projected demand for originating and connecting hub operations and passengers. The Proposed Action is needed to provide terminal facilities that meet industry-recommended standards and modern customer service expectations and passenger needs. Terminal projects are needed to provide updated facilities to address those that have reached the end of their design life. Additional information concerning the airport facility age and development history is provided in EA Section 2.3.1.1, Need to Provide Updated Terminal Facilities to Address Those that have Reached the End of Their Design Life.</p> <p>Substantial changes have occurred in air travel since the O'Hare facilities were built, leading to space allocation challenges in the terminals, including: 1) The need for additional and larger security checkpoints, checkpoint staffing and technology, and baggage screening equipment to meet airport passenger, employee, and baggage security requirements; 2) The need to meet increased passenger demand for accessible and inclusive facilities and services (e.g., bathrooms, water fountains, waste bins, seating, wheelchair storage, and luggage cart storage); amenities (e.g., information centers, business centers, computer/phone recharging stations, workstations, United Service Organization [USO] facilities, passenger sanctuaries, lactation and nursing mother's rooms, children's play areas, companion care rooms, service animal/pet relief areas); and concessions (e.g., retail, food, and drink); 3) The need for enhanced passenger circulation and wayfinding on the secure airside to facilitate passengers navigating through and within terminals to change flights; 4) The need for enlarged passenger waiting areas and gate frontage to handle a wider range of aircraft sizes; and 5) The need to incorporate evolving technology intended to enhance and simplify the customer experience (e.g., self-check-in, e-ticketing, boarding pass printing, etc.). These are further described in EA Section 2.3.1.2, Need to Provide Facilities that Meet Modern Passenger Needs. Specific terminal facility space requirements are presented in EA Table 2-1, O'Hare Terminal Facility Requirements in Square Feet.</p> <p>Some comments refer to capacity of O'Hare. The proposed action is not intended to affect airfield capacity but rather to maintain efficiency. The proposed air traffic action intends to maintain offset approach procedures for Runway 10R/28L. Additional details concerning the airfield configuration are provided in EA Section 2.3.5.1, Need to have Efficient Approach Capabilities for Independent,</p>

	<p>Simultaneous Approaches, Especially in Poor Weather During East and West Flow Operations, that Would Enable Use of Runway 10R or Runway 28L when Runway 10C or 28C is in Use, Respectively. (Also see Response 4.5 of these response to comments.)</p> <p>Additional comments relate to offset approach procedures. Retaining offset air traffic approach capabilities for Runway 10R/28L enables the continued use of simultaneous independent arrivals and allows for increased efficiency, especially in poor weather during east flow operations (for the Runway 10R offset). This enables O'Hare to make use of its design operating capability. See EA, Section 2.3.5.1, Need to have Efficient Approach Capabilities for Independent, Simultaneous Approaches, Especially in Poor Weather During East and West Flow Operations, that Would Enable Use of Runway 10R or Runway 28L when Runway 10C or 28C is in Use, Respectively, for additional details.</p> <p>As explained in EA Section 2.3.5.1, Need to have Efficient Approach Capabilities for Independent, Simultaneous Approaches, Especially in Poor Weather During East and West Flow Operations, that Would Enable Use of Runway 10R or Runway 28L when Runway 10C or 28C is in Use, Respectively, the Record of Decision (ROD) for the 2005 O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) approved reconfiguration of the airfield and its associated supporting airspace procedures. Following the issuance of the 2005 OMP EIS/ROD, which approved the lateral spacing between the two southernmost runways (Runway 10C/28C and Runway 10R/28L), and prior to the opening of Runway 10R/28L in 2015, the FAA updated its national airspace operating rules to improve the safety and efficiency of simultaneous arrivals on closely spaced parallel runways. Given the 3,100 feet of lateral spacing between Runways 10C/28C and 10R/28L, simultaneous independent approaches to these closely spaced parallel runways require using an offset final approach course to the southernmost runway in accordance with FAA Joint Order (JO) 7110.65.49.</p> <p>The 2015 Re-Evaluation of the OMP EIS assumed that arrivals on Runway 10R/28L would have a temporary 2.5 degree offset air traffic approach until buildout of the OMP. The offset angle of 2.5 degrees was chosen because, unless other constraints such as terrain or tall structures exist, the smallest degree of offset is always preferred for pilot familiarity with standardized, stabilized approach techniques. The 2015 Re-Evaluation disclosed the temporary impacts of the interim use of the Runway 10R/28L offset air traffic approach but stated that they were no longer assumed to exist after completion of the OMP. This EA evaluates the impacts of retaining the offset air traffic approach permanently. Retaining this approach would enable the continued use of simultaneous independent arrivals and allows for increased efficiency, especially in poor weather during east flow operations (for the Runway 10R offset). Making the offset approach permanent would enable O'Hare to make use of its design operating capability.</p> <p>Some comments asked why so much money is being spent for this project. The FAA understands this as asking what is the need for the project.</p>
2.2 Environmental impact analysis and findings	<p>The Environmental Assessment (EA) Chapter 5, Affected Environment and Environmental Consequences provides information such as the definition of resources, regulatory context, methodology, affected environment, and environmental consequences for 13 different resource categories. Completion of the analysis to identify and document the potential impacts of the proposed projects associated with the No Action Alternative and the Proposed Action Alternative in the EA must occur before construction of the projects included as part of the Proposed Action Alternative may begin. More specifically, construction of the Proposed Action Alternative projects may not start until after the environmental review process has been completed and FAA has issued a decision document.</p> <p>In addition, some environmental resource categories included additional information in appendices to the EA. The noise and noise-compatible land use was one such resource category. Appendix F, Noise and Noise-Compatible Land Use, provides additional detail</p>

	<p>regarding the noise analysis that was conducted. It includes information on such things as the noise regulatory context, land use compatibility, development of land use data, data and methodology of the aircraft noise analysis, modeled runway use and development of modeled flight tracks, examples of modeled Aviation Environmental Design Tool (AEDT) tracks, plots of radar data supporting the noise modeling methodology, and additional exhibits and tables related to the noise analysis.</p> <p>EA Section 5.5, Noise and Noise-Compatible Land Use, presents the aircraft and construction noise analysis conducted as part of this EA. Within the section, there are a series of exhibits showing arrival runway use, departure runway use, and modeled flight tracks. These include:</p> <ul style="list-style-type: none"> <li>• Existing Condition shown on Exhibits 5.5-1 through 5.5-3</li> <li>• Interim No Action shown on Exhibits 5.5-5 through 5.5-7</li> <li>• Build Out No Action shown on Exhibits 5.5-9 through 5.5-11</li> <li>• Interim Proposed Action shown on Exhibits 5.5-13 through 5.5-15</li> <li>• Build Out Proposed Action shown on Exhibits 5.5-17 through 5.5-19</li> </ul> <p>Recently or soon to be completed runway projects at O'Hare include Runway 9C/27C that was completed on November 5, 2020, and the extended Runway 9R/27L (currently planned to be fully operational the end of 2022, at the earliest). Though not part of the Proposed Action for this EA, they are included in the noise analyses for the 2025 Interim and 2032 Build Out years, as both will be fully operational at those times. The 2018 Existing Condition for this EA pre-dates the completion of those projects and, therefore, excludes them from the associated noise analysis.</p>
2.3 Public input during the EA	<p>Seeking the public's input through various public outreach activities has occurred during preparation of the Environmental Assessment (EA). This public outreach was conducted in compliance with FAA Orders 1050.1F and 5050.4B, which specify compliance with the National Environmental Policy Act (NEPA). EA Chapter 6, Public Involvement and Agency Coordination, provides information on the methods of public outreach that were conducted and Appendix P, Public Involvement and Agency Coordination, of the EA provides additional information on the methods of public outreach as well as the materials that were used during the public outreach efforts.</p> <p>The public outreach efforts included:</p> <ul style="list-style-type: none"> <li>• Scoping meetings: <ul style="list-style-type: none"> <li>○ Due to the COVID-19 pandemic, the scoping engagement process was entirely digital, and the public comment period was 45 days, lasting from May 25, 2021, through July 9, 2021.</li> <li>○ On May 25, 2021, the FAA issued a press release for the scoping process and made scoping materials available on the FAA website (<a href="https://www.faa.gov/airports/great_lakes/TAPandATEA/">https://www.faa.gov/airports/great_lakes/TAPandATEA/</a>). The public comment period was advertised through public notices in the Chicago Tribune, Chicago Sun-Times, Daily Herald, Journal and Topics, La Raza, and Reflejos starting on May 25, 2021. Notices in La Raza and Reflejos were published in Spanish.</li> <li>○ On May 25, 2021, the FAA also sent e-mails to 745 stakeholders, including elected officials, school board members, activists, and Tribal leaders, asking them to participate in the scoping process.</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Stakeholders were encouraged to submit comments through a link on the FAA website (<a href="https://www.faa.gov/airports/great_lakes/TAPandATEA/">https://www.faa.gov/airports/great_lakes/TAPandATEA/</a>) or via mail, e-mail, or voicemail.</li> <li>• Advanced environmental justice (EJ) outreach: The FAA engaged in targeted outreach to EJ communities of concern where a potential significant impact may occur. Specifically, targeted mailings were sent on April 20, 2022, to 227 households that are in an area of EJ concern in Bensenville, Illinois. The materials were sent in both English and Spanish.</li> <li>• Draft EA: <ul style="list-style-type: none"> <li>○ The FAA issued a press release for public meeting dates, times, and locations on June 2, 2022. Public workshop dates, times, and locations were also published as public notices in the Federal Register, Chicago Tribune, Chicago Sun-Times, Daily Herald, Journal and Topics, La Raza, and Reflejos on or about June 2, 2022. Notices in La Raza and Reflejos were published in Spanish.</li> <li>○ On June 2, 2022, the FAA also sent e-mails to 822 stakeholders, including elected officials, school board members, activists, and Tribal leaders, asking them to participate in the Draft EA review and comment process.</li> <li>○ Notices of availability of the document and the comment period were posted at 166 libraries in 165 communities surrounding O'Hare.</li> <li>○ The public was invited to comment on the Draft EA during a 45-day public comment period lasting from June 2, 2022, through July 18, 2022.</li> <li>○ The FAA originally planned to host one in-person public workshop and one virtual public workshop for the Draft EA. The in-person public workshop was planned to be held on July 12, 2022, from 6:00 p.m. CDT to 9:00 p.m. CDT at Monty's Elegant Banquets, 703 South York Road, Bensenville, Illinois, and the virtual workshop was planned to be held on July 14, 2022, at 6:00 p.m. CDT.</li> <li>○ Due to the COVID-19 transmission risk level of HIGH in the Cook County area at the time the Draft EA was available for public comment, the FAA announced on July 5, 2022, that the in-person workshop was changing to a virtual workshop on the originally planned in-person date of July 12, 2022. The FAA issued a press release on July 5, 2022, and updated notices were published in the Chicago Tribune, Chicago Sun-Times, The Daily Herald, The Journal and Topics, La Raza, and Reflejos on or about July 5, 2022. Notices in La Raza and Reflejos were published in Spanish.</li> <li>○ Two public workshops to present the Draft EA and receive public comments were held virtually via Zoom Meetings on July 12, 2022, and July 14, 2022, at 6:00 p.m. CDT. The same educational information was shared at the virtual workshops as would have been at an in-person meeting.</li> <li>○ Public comments during the 45-day comment period could be submitted online at the FAA website (<a href="https://www.faa.gov/airports/great_lakes/TAPandATEA/">https://www.faa.gov/airports/great_lakes/TAPandATEA/</a>), or via United States Postal Service mail, e-mail, telephone, or by commenting during the virtual public workshops.</li> </ul> </li> <li>• Requests for comment period extension:</li> </ul>
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	<ul style="list-style-type: none"> <li>○ The O'Hare Noise Compatibility Commission and other individuals requested an extension to the Draft EA comment period and the request was denied.</li> <li>○ The Draft EA was available for 38 days before the first public workshop, 40 days before the second public workshop and 41 days before the briefing to O'Hare Noise Compatibility Commission (ONCC). In addition, videos were available for early public viewing before and after the public workshops.</li> <li>○ A number of communities had already submitted comments before the ONCC request and other requests were made.</li> <li>○ ONCC provided substantive comments on July 15, 2022.</li> </ul> <p>All FAA-hosted public meetings are conducted virtually when COVID-19 transmission rates are high in counties with NEPA documents under public review and comment. The FAA cannot predict when transmission levels will decrease to lower levels so if public outreach can be converted to a virtual format during the originally planned duration, the FAA attempts to do so and did in the case of this Draft EA.</p>
2.4 This comment code and title were not used	<i>There is no comment response; this comment code and title were not used.</i>
2.5 EIS should be prepared	<p>The Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act (NEPA), all applicable regulations and FAA Orders. FAA Orders 1050.1F and 5050.4B implementing NEPA were developed after extensive review and discussion with the President's Council on Environmental Quality (CEQ). The approach to NEPA evaluations is consistent with the regulations and FAA's Orders. The EA includes details for the categories of environmental analyses contained in them.</p> <p>In enacting NEPA, Congress recognized that nearly all Federal activities affect the environment in some way and mandated that before Federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment. Under NEPA, the CEQ works to balance environmental, economic, and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and nature [42 U.S.C. §4331(a)].</p> <p>Part of that balancing of objectives is contained in CEQ and FAA guidance pertaining to levels of analysis of proposed federal actions and their potential consequences. When analysis indicates that significant impacts would remain after implementation of mitigation techniques, i.e., the analysis does not support a Finding of No Significant Impact (FONSI), then an Environmental Impact Statement (EIS) would be warranted. Here, there would be no significant impacts after the Chicago Department of Aviation (CDA) completes residential sound insulation of the two homes that would experience a 1.5 dB or greater noise increase within the 65 DNL noise contour (completion planned for 2022), noted in Section 5.5, Noise and Noise-Compatible Land Use, and Section 5.14, Environmental Justice, of the EA. Therefore, an EIS is not required. Based on this Final EA, including responses to comment and supporting documentation, and review of all applicable sections of FAA Orders 1050.1F and 5050.4B, the FAA concludes in its Finding of No Significant Impact / Record of Decision (FONSI/ROD) that the preparation of an EIS is not necessary.</p>

	<p>With respect to the potential for “relatively quick alterations to the Fly Quiet Program” the FAA notes that no alterations to the existing Fly Quiet Program or creation of a new Fly Quiet Program are proposed or under review in this EA, and any such alterations would be themselves the subject of a separate environmental analysis under NEPA.</p> <p>FAA has fulfilled its obligations for the Proposed Action under NEPA through this EA.</p>
2.6 Reference to description of Proposed Action	<p>Comments requested information and/or clarification on the Project and updates to O'Hare. FAA believes this is requesting information on the Proposed Action for this Environmental Assessment (EA).</p> <p>The EA Section 1.5, Description of Proposed Projects, identifies the projects comprising the Proposed Action. The project is organized into five groupings: 1) terminal projects (18 projects), 2) on-airport hotels (2 projects), 3) airfield and taxiway improvements not required by the terminal projects (6 projects), 4) support facilities not required by the terminal projects (9 projects), and 5) air traffic actions for offset approach procedures for Runway 10R/28L (1 project). The six airfield and taxiway improvements not required by the terminal projects include improvements at a hold pad, a blast pad, and taxiways. Runway reconstruction is not part of the Proposed Action.</p> <p>Section 1.5, Description of Proposed Projects, also provides a description of each proposed project as well as exhibits identifying their location. In addition, Appendix A, CDA Project Description, of the EA provides further background material, which supplements the material contained in EA Chapter 1, Background, Project Description, and Aviation Forecast. No runway construction is a part of the proposed projects or included in this EA.</p> <p>Additionally, EA Section 5.16, Cumulative Impacts, identifies past, present, and reasonably foreseeable future actions that are not part of the Proposed Action for this EA (see EA Table 5.16-1, Cumulative Projects List). Past actions include those that occurred in the five years prior to 2018. Present and reasonably foreseeable future actions include those that were implemented after 2018 or would be implemented by 2032 regardless of what agency (federal or non-federal) or person undertakes such other actions.</p>
2.7 Alternatives	<p>Multiple comments were raised concerning the construction of a new airport. As described in the Environmental Assessment (EA) Section 3.4.1, Identification of Group 1 Alternatives, 14 alternatives were considered for Group 1 Terminal Projects. Use of off-airport alternatives were considered extensively in preparing the 2005 O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS). The evaluation conducted for this EA uses much of the information in the EIS with appropriate updates based on changed conditions since the EIS. The Proposed South Suburban Airport was considered in the 2005 OMP EIS, but it was concluded in the EIS that the Use of Other Regional Airports Alternative would not result in a material change in demand at O'Hare, and therefore, by itself, would not meet the stated purpose and need of the OMP EIS. The State of Illinois is evaluating the most appropriate method for developing, financing and operating the proposed South Suburban Airport<sup>1</sup> but this alternative was dismissed from detailed analysis in the EA for failure to meet the Purpose and Need for terminal improvements at O'Hare.</p> <p>As discussed in Alternative 1d, Use of Local Airports Alternative, and Alternative 1e, Use of Other Mid-Continent Airports Alternative, FAA considered the use of other airports to reduce or eliminate the need for terminal improvements at O'Hare. Demand at O'Hare would remain as forecast and terminal facilities require updates to serve that demand. Further, even if activity could be diverted to use of other local airports, there would still be the need to modernize facilities at O'Hare that have reached their useful life. Therefore, neither of</p>

<sup>1</sup> Federal Aviation Administration. South Suburban Airport. Accessed September 30, 2022. [https://www.faa.gov/airports/great\\_lakes/ssa](https://www.faa.gov/airports/great_lakes/ssa).

	<p>these alternatives met the Purpose and Need of the Group 1 Terminal Projects, as described in EA Section 3.4.1.3, Step 1: Purpose and Need Evaluation.</p> <p>Multiple comments were raised pertaining to western access and a western terminal. FAA considered three on-airport development alternatives where most of the new development occurs to the west of the existing terminal core to address the Group 1 needs. The three alternatives considered to the west of the existing central terminal core are: the O'Hare Modernization Terminal Concept (Alternative 2g), the New Terminal Core (West) Development Alternative (Alternative 2h), and the Improvement and Expansion (West-Central) Development Alternative (Alternative 2i), as described in EA Section 3.4.1.1, Range of Group 1 Alternatives Considered. FAA determined that Alternative 2g and Alternative 2h both did not meet the Purpose and Need of the Group 1 projects, as described in EA Section 3.4.1.3, Step 1: Purpose and Need Evaluation; further analysis is provided in Appendix C, Section C.2.1.3 Group 1 Projects Alternatives Evaluation. As described in Appendix C, Section C.2.1.3 Group 1 Projects Alternatives Evaluation, the FAA determined that Alternative 2g and 2h both do not meet all of the criteria established in alternatives screening Step 1, Purpose and Need, and therefore they were not retained for further consideration. The FAA determined that Alternative 2i was the only Group 1 alternative that would meet the purpose and need screening criteria and therefore it was carried forward for detailed evaluation in Chapter 5 of the EA. Construction of the Group 1 projects in the Proposed Action would not preclude future development of a western terminal.</p> <p>Discussion of alternatives relative to offset air traffic approach procedures is addressed in Response 4.5 of these response to comments.</p>
<b>3. Forecast</b>	<b>See subcategories for responses.</b>
3.1 Percentage distribution of operations on runways	<p>Comments asked about modeling runway use inputs, which were developed from updated simulation modeling for this Environmental Assessment (EA). The City of Chicago recalibrated the simulation model used in prior projects to reflect existing conditions at O'Hare. A weather conditions analysis was performed to determine the weighting of operating configurations at O'Hare for the EA future conditions. The analysis determined the weighting of airfield operating configurations estimated to occur over a future 12-month calendar year (January 1–December 31). The Air Traffic Workgroup identified six operating configurations to model for the EA with the completed O'Hare Modernization Program (OMP) runway layout. The City of Chicago evaluated a recent 10-year weather data set to establish the six configuration weightings which determined the east flow / west flow split for the simulation modeling. Of the analyzed historical weather and airfield condition data, 99.3 percent fit the criteria (wind, ceiling height, visibility, and airfield pavement condition) of the six modeled operating configurations. This resulted in a different east flow / west flow split than prior studies.</p> <p>This EA is based on a new forecast that was prepared by the City of Chicago and reviewed by the FAA's Third-Party Consultant and found to be appropriate. The EA forecast is different from the forecast used in the Environmental Impact Statement (EIS) in support of the OMP and would be expected to have a different runway use pattern. The forecast incorporates changes in operations (both passenger and cargo) at O'Hare that are consistent with current service patterns. These changes include additional flights to and from points south of O'Hare, an updated fleet mix and nighttime activity which is a larger share of total activity but is consistent with current service patterns. These factors can drive differences in runway use. Furthermore, trends in activity at O'Hare since the original EIS have informed the EA forecast.</p> <p>The simulation model recalibration, updated configuration weightings and updated schedule forecast all contributed to differences in the forecasted use of the runways for this EA.</p>

<b>4. Airport / Airfield / Air Traffic Operations</b>	<b>See subcategories for responses.</b>
4.1 Rotate runways	<p>The Interim Fly Quiet Runway Rotation Plan, which was in place November 2019 through January 2021, was evaluated through a separate National Environmental Policy Act (NEPA) process and was not part of this Environmental Assessment (EA). The EA assumes the existing Fly Quiet Program is in use for each alternative.</p> <p>The existing Fly Quiet is a voluntary program that encourages pilots and FAA air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the Chicago Department of Aviation (CDA) in cooperation with the O'Hare Noise Compatibility Commission (ONCC). The existing Fly Quiet program, which does not involve any runway rotation, begins each night after 10:00 p.m., once demand and other 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. to 5:30 a.m. The program ends each morning when operational demand increases, additional runways are needed, and preferred tracks can no longer be used.</p> <p>As noted in Response 2.5 of these response to comments, no alterations to the existing Fly Quiet Program or creation of a new Fly Quiet Program are proposed or under review in this EA, and any such alterations would be themselves the subject of a separate analysis under NEPA.</p>
4.2 Move large aircraft and/or cargo traffic to other airports	<p>The Environmental Assessment (EA) Section 3.4.1, Identification of Group 1 Alternatives, describes 14 alternatives were considered for Group 1 Terminal Projects. FAA considered the use of other airports to reduce or eliminate the need for terminal improvements at O'Hare; these included Alternative 1d, Use of Local Airports Alternative and 1e, Use of Other Mid-Continent Airports Alternative. Neither of these alternatives met the Purpose and Need of the Group 1 Terminal Projects and were dismissed from consideration by FAA, as described in EA Section 3.4.1.3, Step 1: Purpose and Need Evaluation.</p> <p>It is not reasonable to expect that either hubbing carrier, United Airlines or American Airlines, would voluntarily shift enough connecting traffic to one or more alternative mid-continent airports to avoid the need for improvements at O'Hare, and the federal government cannot mandate such a shift. Also, use of other airports would not alleviate the need to modernize facilities at O'Hare that have reached the end of their useful life and the need for improved terminal facilities for those passengers who do travel and connect via O'Hare. The Environmental Assessment (EA) Section 3.4.1, Identification of Group 1 Alternatives, describes 14 alternatives were considered for Group 1 Terminal Projects. FAA considered the use of other airports to reduce or eliminate the need for terminal improvements at O'Hare; these included Alternative 1d, Use of Local Airports Alternative and 1e, Use of Other Mid-Continent Airports Alternative. Neither of these alternatives met the Purpose and Need of the Group 1 Terminal Projects and were dismissed from consideration by FAA, as described in EA Section 3.4.1.3, Step 1: Purpose and Need Evaluation.</p> <p>It is not reasonable to expect that either hubbing carrier, United Airlines or American Airlines, would voluntarily shift enough connecting traffic to one or more alternative mid-continent airports to avoid the need for improvements at O'Hare, and the federal government cannot mandate such a shift. Also, use of other airports would not alleviate the need to modernize facilities at O'Hare that</p>

	<p>have reached the end of their useful life and the need for improved terminal facilities for those passengers who do travel and connect via O'Hare.</p>
<p>4.3 Distribute the location of flights more evenly over the areas surrounding O'Hare</p>	<p>As the airport operator, the Chicago Department of Aviation (CDA) determines which runways are open and available for use by the air traffic controllers and the airlines. FAA determines which of those runways to use based on the available runways, air traffic, and prevailing weather conditions. Pilots may also request the use of a specific runway for a variety of reasons. This complex decision-making process includes consideration of an airplane's origin or destination as well as other en route traffic. For safety reasons, the preference is to route arriving aircraft to the runway closest to the origination city without having to cross other aircraft streams en route to O'Hare. Safety is FAA's highest priority. Safety, efficiency to users, and capacity of the National Airspace System are all taken into consideration when planning complex operations like those at O'Hare.</p> <p>These 2.5 degree offset final approach paths to Runway 10R/28L were temporarily approved in October 2015 in the Written Re-Evaluation of the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS). The 2015 Written Re-Evaluation temporarily approved the offset air traffic approach paths to increase separation between aircraft on parallel approaches involving Runway 10R/28L and Runway 10C/28C. The FAA has been operating the temporary offset approaches effectively for a number of years and wishes to retain the operational flexibility that they offer. Permanent retention of the offset air traffic approaches would preserve one future way to potentially operate quadruple approaches. While quadruple approaches have not yet been necessary at O'Hare since operations have not grown to a level to warrant their use, a sufficient volume of operations to warrant their use is expected by the Build Out.</p> <p>The Fly Quiet program occurs from 10:00 p.m. to 6:59 a.m., as wind, weather, and operational conditions allow. In early 2012, O'Hare Noise Compatibility Commission (ONCC) leadership and FAA management began to meet quarterly. The purpose of these meetings is to improve controller and pilot adherence to the existing Fly Quiet. As a result of these meetings, improvements to use of the existing Fly Quiet have occurred, especially for adherence to the preferential flight paths.</p> <p>As noted in the response for Comment Code 2.5, no alterations to the existing Fly Quiet Program or creation of a new Fly Quiet Program are proposed or under review in this Environmental Assessment (EA), and any such alterations would be themselves the subject of a separate analysis under the National Environmental Policy Act (NEPA).</p>
<p>4.4 Low flying aircraft</p>	<p>Aircraft approaching to land may be at different altitudes depending on the number of parallel runways in use, weather conditions, and other factors. Once aircraft are cleared for final approach, the aircraft continue on their level flight segment until they intercept the glideslope using instrumentation to follow a 3-degree descent angle. Aircraft typically intercept the glideslope from 5-10 nautical miles from the landing runway; during triple simultaneous instrument approaches, however, the intercept may be up to 20 nautical miles from the landing runway. Each runway has a Final Approach Fix (FAF) altitude, which is the minimum altitude that the arriving aircraft can intercept the glideslope. The FAF altitudes for O'Hare's runways vary from 2,200 to 2,500 feet Above Ground Level due to different terrain elevations at the individual FAFs in the Chicago area.</p> <p>The glidepath angle is the descent profile that the aircraft flies while guided by the glideslope. According to FAA Order 8260.3E Terminal Instrument Procedures paragraph 2-6-3, the standard glidepath angle is 3.0 degrees.</p>

	<p>To illustrate the effect of increased angles of glideslope, the difference in aircraft altitudes between a 3.0-degree and 3.1-degree glidepath at two nautical miles from the runway threshold would be an increase of 21 feet.</p> <p>Displacing a landing threshold on a runway also increases an aircraft's altitude on approach. An aircraft would be 52 feet higher over the same spot on the ground for every 1,000 feet that a threshold is displaced when utilizing a 3-degree glideslope. The resulting reduction in safety due to shortening of the available runway landing distance outweighs the noise reduction gained by raising aircraft 52 feet over any specific point on the ground.</p> <p>Size differences between narrow-body aircraft, such as the Boeing 737 and regional jets, may be visually perceived to fly higher than larger aircraft, like Boeing 747s and Airbus A380s. Our visual perception is to associate small object images to appear far and associate large object images to appear close. All aircraft on final approach to land on an O'Hare runway are flying an approach descent profile according to a strict glidepath that ensures safe clearance to obstacles and maintains the aircraft in the proper airspace.</p> <p>Navigable airspace is a limited natural resource that Congress has charged FAA to administer in the public interest as necessary to ensure its efficient use and safety. The amount of usable airspace above a given property varies depending on the location of the property relative to an airport. Federal Regulation 14 C.F.R. Part 77 establishes standards and notification requirements for objects on the ground affecting navigable airspace. Specifically, Part 77 includes section 77.13, which describes what types of obstruction requires notice to (and study by) FAA.</p> <p>Fines may be applicable for any FAA regulatory violation that could occur, such as an air traffic violation.</p>
4.5 2.5-degree offset	<p>FAA is proposing to make permanent the 2.5 degree offset to Runway 10R/28L to allow for flexibility for arriving operations and for the potential for quadruple approaches in the future. Without the offset approach, arrivals from the south during peak periods would use 10C/28C and be lined up for arrivals even farther to the west. They could be sent around to land on the northern runways, in some cases, but this is a less desirable option than landing on the southern runway due to crossing enroute traffic and additional fuel consumption.</p> <p>Section 2.3.5.1, Need to have Efficient Approach Capabilities for Independent, Simultaneous Approaches, Especially in Poor Weather During East and West Flow Operations, that Would Enable Use of Runway 10R or Runway 28L when Runway 10C or 28C is in Use, Respectively, of the EA discusses how the offset approaches are designed and the need to retain the offset approaches. In 2015, the FAA updated its national airspace operating rules to improve the safety and efficiency of simultaneous arrivals<sup>2</sup> on closely spaced parallel runways. Given the 3,100 feet of lateral spacing between Runways 10C/28C and 10R/28L, simultaneous independent approaches to these closely spaced parallel runways<sup>3</sup> require using an offset final approach course to the southernmost runway in accordance with FAA Joint Order JO 7110.65.<sup>4</sup></p>

<sup>2</sup> Simultaneous independent parallel approaches allow for arrivals on each runway that do not depend on the volume of traffic on approach to another runway.

<sup>3</sup> The relevant applicable standard is when runways are laterally separated between 3,000 feet and 3,600 feet.

<sup>4</sup> FAA JO 7110.65Z, paragraph 5-9-7(a)(2) for separation standards controllers applies. See also FAA Order 8260.3E United States Standard for Terminal Instrument Procedures (TERPS), Appendix E, Section 3 for design standards for such procedures.

	<p>Retaining the offset air traffic approach capabilities enables the continued use of simultaneous independent arrivals and allows for increased efficiency, especially in poor weather during east flow operations (for the Runway 10R offset). This enables O'Hare to make use of its design operating capability.</p> <p>See also Response 2.1 of these response to comments that discusses the Purpose and Need of the Proposed Action.</p>
4.6 Simultaneous approaches	<p>To achieve the design capability of the airfield, the FAA desires to permanently put in place offset air traffic approaches to Runway 10R/28L. The offset air traffic approaches enable simultaneous parallel approaches to the four parallel runways used primarily for arrivals—the design objective of the airfield approved in the 2005 Environmental Impact Statement (EIS). To meet both O'Hare's design operating capability and FAA safety guidance, alternative ways of achieving simultaneous parallel approaches to four parallel runways were identified. See also the response for Comment Code 4.5 that discusses the 2.5 degree offset to Runway 10R/28L.</p>
4.7 Distribution of operations on runways	<p>Several comments focus on the specific use of the north runways versus the south runways. The simulation modeling as described in Chapter 4, Airfield and Airspace Modeling, and Appendix D, Airfield and Airspace Modeling, is based on extensive analysis of the current and expected operating configurations with modifications for historical weather conditions. A detailed flight schedule with specified gates, origin destination, and aircraft types was used for the simulations. Runway selection is based on the origin/destination of the aircraft, weather conditions, runways in use during each configuration, and the operating rules in place at the time for each operation. For example, an arrival from Atlanta will typically enter the airspace from a southern corner fix and be routed to land on one of the southern runways.</p> <p>The Chicago Department of Aviation (CDA) completed detailed simulation modeling for each alternative using the forecast schedule and airspace routes which determined the use of the runways for the future alternatives. The model simulations went through rigorous evaluation by the Air Traffic Workgroup. The FAA Air Traffic Workgroup, consisting of senior FAA air traffic representatives from Chicago Air Traffic Control facilities (O'Hare Air Traffic Control Tower, Chicago TRACON, and Chicago Center), was assembled to provide assumptions for, review the modeled configurations for, and approve all configurations modeled. Additional details on the simulation modeling can be found in Chapter 4, Airfield and Airspace Modeling, and Appendix D, Airfield and Airspace Modeling, of the Environmental Assessment (EA). For additional information on runway distribution see Response 3.1 of these response to comments.</p>
<b>5. Noise and Land Use</b>	<b>See subcategories for responses.</b>
5.1 Health effects of noise exposure	<p>Non-auditory health effects can be defined as those physiological effects on health and well-being (see also the response for Comment Code 5.2) which are caused by aircraft noise but do not affect hearing. These may include stress response, cardiovascular effects, mental health effects, and mortality. (Annoyance can be considered a non-auditory health effect; for further Information, see Appendix F, Noise and Noise-Compatible Land Use, of the Environmental Assessment (EA).)</p> <p>It is possible that long-term exposure to environmental noise may affect the human cardiovascular system and thus contribute to disease. Few studies have examined aircraft noise, but extensive research has demonstrated that chronic road traffic noise has non-auditory (cardiovascular) health effects. An open question is the applicability of these findings to aircraft noise.</p> <p>Airport Cooperative Research Program Synthesis Report 9, Effects of Aircraft Noise: Research Update on Selected Topics, provides a summary of current understanding of these non-auditory effects, and concludes as follows: "Despite decades of research, including</p>

	<p>review of old data and new research efforts, health effects of aviation noise continue to be an enigma. Most, if not all, current research concludes that it is as yet impossible to determine causal relations between health disorders and noise exposure, despite well-founded hypotheses." FAA is currently conducting additional research to determine the scientific understanding between aviation noise and cardiovascular disease and sleep disturbance.</p> <p>For sleep-related questions, please see the response for Comment Code 5.2. For issues related to potential damage to residential structures, please see the response for Comment Code 5.8.</p>
5.2 Quality of life	<p>In enacting the National Environmental Policy Act (NEPA), Congress recognized that major Federal actions may affect the environment in some way and mandated that before Federal agencies make decisions, they must consider the effects of their actions on the quality of the human environment. Under NEPA, the Council on Environmental Quality (CEQ) works to balance environmental, economic, and social objectives in pursuit of NEPA's goal of "productive harmony" between humans and nature. [42 U.S.C. §4331(a)]. There is no specific environmental impact category identified in FAA Order 1050.1F for considering "quality of life." However, "quality of life" is tied into several other environmental impact categories, such as noise, air quality, climate, and environmental justice.</p> <p>As defined by the NEPA process, the Environmental Assessment (EA) evaluates two future periods at O'Hare: 1) the Interim Condition (2025) and 2) the Build Out Condition (2032), as described in Chapter 5, Affected Environment and Environmental Consequences, Section 5.1, Introduction, of the EA. For each condition, two alternatives were evaluated for noise: 1) the No Action Alternative and 2) the Proposed Action Alternative. To evaluate potential noise impacts, the EA compares the two alternatives for the same timeframe. No comparison is made to current conditions or prior studies.</p> <p>The EA was prepared in accordance with NEPA and FAA's applicable environmental orders and regulations. However, the EA presents analyses for individual environmental categories, such as noise, air quality, and water quality, which can be considered elements that contribute to quality of life. The noise and air quality resource categories in this EA each address individual threshold values for consideration of significant impacts and the mitigation of those impacts. The Day-Night Average Sound Level (DNL) threshold, for example, recognizes the contribution of factors such as speech interference and disruption to television listening to overall community annoyance. Section 5.5.7, Comparison Between No Action and Proposed Action Alternatives, in the EA compares the Proposed Action to the No Action for the same time frame and discusses in detail the small area of significant noise increase over Bensenville.</p> <p>Additional research on sleep disruption, which may also be considered a quality of life issue, is being carried out primarily in Europe, but also in the United States. Researchers are finding that the probability of awakening depends on the indoor maximum sound level but that other factors such as time of night, sleep stage, rise time, frequency content, and individual factors such as age affect whether someone will awaken due to noise. FAA's Partnership for Air Transportation Noise and Emissions Reduction (PARTNER) conducted research to develop a model to predict changes in sleep structure due to aircraft noise (Project 25A) and to develop an optimal design for a major nationwide field study of the effects of noise on sleep to derive dose-response relationships for aircraft noise-induced sleep disturbance (Project 25B). The latter gave rise to a pilot study funded by FAA's Center of Excellence for Alternative Jet Fuels &amp; Environment (ASCENT), ASCENT Project 17, to refine a study design. The FAA National Sleep Study on the Effects of Aircraft Noise on Sleep is underway and expected to be completed in 2024. See the following websites for further detail on the PARTNER and ASCENT studies: <a href="https://ascent.aero/project/noise-exposure-response-sleep-disturbance/">https://ascent.aero/project/noise-exposure-response-sleep-disturbance/</a> and <a href="https://ascent.aero/partner-25/">https://ascent.aero/partner-25/</a>.</p>



<p>5.3 Sound insulation and other forms of mitigation</p>	<p>The Environmental Assessment (EA) documents the mitigation measures that FAA has required to be implemented as part of the project. This mitigation has been developed and implemented in accordance with FAA Orders and with special-purpose environmental laws.</p> <p>Sound insulation can and is being used as a mitigation measure for noncompatible land uses, including residential structures and schools. FAA has established parameters for the insulation of homes around airports in response to Congress. At present, federal funds can only be used to insulate homes exposed to Day-Night Average Sound Level (DNL) of at least 65 decibels (dB), as reflected in the current mitigation program.</p> <p>FAA considers that nearly all land uses in areas exposed to noise less than the Build Out 65 DNL noise contour are compatible with airport operations and are not eligible for mitigation. However, the responsibility for determining acceptable and permissible land uses within a noise-exposed area rests with local authorities. In cases where local authorities determine that a lower level of exposure is appropriate for specific properties, additional mitigation may be feasible. This provision was applied when the Chicago Department of Aviation (CDA) voluntarily implemented its School Sound Insulation Program (SSIP).</p> <p>FAA and CDA continue to support the application of the existing mitigation program from the O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS) 65 DNL Build Out noise contour. The current sound insulation program is based on the FAA-approved OMP Build-Out Noise Contour as defined by the FAA's Record of Decision for the EIS (2005). The CDA, as the airport sponsor, in coordination with the O'Hare Noise Compatibility Commission (ONCC), has been and continues to implement these programs on a voluntary basis.</p> <p>As a further possible minimization measure, the CDA could expand its ongoing Residential Sound Insulation Program (RSIP) to include areas that have not participated in the program and are within the Build Out Proposed Action 65 DNL contour. There are 6,277 potentially eligible homes<sup>5</sup> within the Build Out Proposed Action 65 DNL contour.</p> <p>Under the CDA's RSIP, the CDA has insulated approximately 11,500 housing units as of December 2021.</p> <p>Residents can determine whether they are within the eligibility area for sound insulation for the current OMP EIS 65 DNL Build Out noise contour by going to <a href="https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/">https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/</a>. Residents can then contact the CDA or ONCC to see if they meet other eligibility criteria.</p> <p>Chapter 5, Section 5.5.9, Mitigation and Minimization, in the EA, identified a number of other measures to be continued to mitigate noise impacts, such as:</p> <ul style="list-style-type: none"> <li>• FAA and CDA will continue to support the Fly Quiet program</li> <li>• Continued use of the Airport Noise Management System</li> <li>• ONCC will continue to oversee noise mitigation efforts around O'Hare</li> <li>• The CDA will continue required use of the ground run-up enclosure during engine run-up testing</li> </ul>
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<sup>5</sup> This includes 266 units scheduled to be sound insulated under Phase 18 and Phase 19 of the existing RSIP.

5.4 Working from home	<p>Your comment has been noted, however, sound insulated residential structures are considered compatible with airport noise. Commercial offices and business and professional use buildings are considered by FAA to be compatible with aircraft noise levels less than 70 decibel Day-Night Sound Level (DNL), and compatible with higher levels (below 80 DNL) with noise reduction modifications. While an individual is working from home, their home office is considered compatible with aircraft noise levels less than 70 DNL, just as are other commercial uses.</p>
5.5 Property value	<p>Federal regulations do not have provisions for costs of mitigation for property values. Property assessment and valuation are the responsibility of the counties surrounding the airport. Disturbance and annoyance due to airport and aircraft noise are reflected in the Day-Night Average Sound Level (DNL) noise contours.</p> <p>A 2008 report by the Airport Cooperative Research Program concluded: "In summary, the studies of the effects of aviation noise on property values are highly complex owing to the differences in methodologies, airport/community environments, market conditions, and demand variables involved. Whereas most studies concluded that aviation noise effects on property value range from some negative impacts to significant negative impacts, some studies combined airport noise and proximity and concluded that the net effect on property value was positive."</p> <p>One of the difficulties in evaluating the effect of aircraft noise on property values is the application of findings from one location to another. The Effect of Airport Noise on Housing Values: A Summary Report, prepared in 1994 by Booz-Allen &amp; Hamilton, Inc. for FAA, outlined a viable method of examining the effects of airport noise on housing values at the national level by using an approach referred to as the "neighborhood pair model." A series of studies conducted at Baltimore-Washington International, Los Angeles International, and New York LaGuardia and Kennedy International Airports determined that the neighborhood pair model can be used to establish the boundaries of the effect that airport noise has on housing values at a given airport. However, Booz-Allen recommended that their approach not be used at this time to determine property values due to the small sample size.</p>
5.6 Noise modeling	<p>In the United States, the yearly Day-Night Average Sound Level (DNL) is used to quantify aircraft noise, and FAA's Aviation Environmental Design Tool (AEDT) is the required tool for the development of aircraft noise exposure at airports. To conform to the requirements of FAA Order 1050.1F and Title 14 of the Code of Federal Regulations (14 C.F.R.) Part 150, the AEDT produces DNL calculations in terms of an "average annual day" (AAD). 14 C.F.R. Part 150 Sec. A150.103(b)) states in part "...the following information must be obtained for input to the calculation of noise exposure contours: ...Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both standard daytime (0700-2200 hours [7:00 a.m. to 10:00 p.m.] local) and nighttime (2200-0700 hours [10:00 p.m. to 7:00 a.m.] local) periods for both landings and takeoffs." The AAD is a best representation of the typical long-term average conditions for the airport and provides a means of comparing long-term effects of alternative operating conditions.</p> <p>The Environmental Assessment (EA) used the FAA's AEDT to prepare noise contours and to calculate noise exposure and other supplemental noise metrics. The AEDT is required use for analyses undertaken as part of National Environmental Policy Act (NEPA). DNL contours of 65, 70, and 75 decibels are produced as outputs for this study. Results reported in the EA also include DNL calculations at a separate set of noise-sensitive locations and two large-scale uniformly spaced grids. The uniformly spaced grids are used for evaluating changes in DNL beyond the DNL 65, as is required by FAA guidance due to airspace changes as described in the EA.</p>

	<p>Complete details of the noise modeling process conducted for this EA can be found in Appendix F, Noise and Noise-Compatible Land Use, Section F.1.2, Aircraft Noise Modeling. Information on the specific inputs developed for each alternative for the noise model can be found in Sections F.3, Data Development and Noise Exposure for the Existing Condition, through F.7, Data Development and Noise Exposure for the Build Out Proposed Action.</p>
5.7 Noise measurement	<p>Only noise modeling is required as part of a National Environmental Policy Act (NEPA) study, per FAA Order 1050.1F. However, if collected, noise measurement data cannot be used to calibrate FAA's noise model, which has a comprehensive internal data base of aircraft noise and performance characteristics. FAA does not conduct ongoing noise measurements near any airport.</p> <p>The City of Chicago, as operator of O'Hare, has an extensive noise monitoring system which collects and stores aircraft noise levels at up to 40 locations around O'Hare. The Chicago Department of Aviation (CDA) has installed seven new monitors since 2016 to collect data around O'Hare due to changes in runways and use from the O'Hare Modernization Program (OMP). This data is available to the public through the CDA's website on a monthly basis. There is a monitor in Rosemont, Illinois, and the average Day-Night Average Sound Level (DNL) for May 2022 was 69.6 DNL. The CDA monthly reports can be accessed at <a href="https://www.flychicago.com/community/ORDnoise/ANMS/Pages/ANMSreports.aspx">https://www.flychicago.com/community/ORDnoise/ANMS/Pages/ANMSreports.aspx</a>.</p> <p>Noise monitors integrated into the CDA's Airport Noise Management System (ANMS) record existing noise levels but cannot predict future noise levels. Instead, in the TAP EA, FAA's Aviation Environmental Design Tool (AEDT) was used to calculate the levels of future aircraft noise. The AEDT uses a database of aircraft noise characteristics to predict DNL based on user input on the types and number of aircraft operations, average annual day operating conditions, average aircraft performance, and aircraft flight patterns. In simple terms, modeling is used to predict future noise levels and the CDA's ANMS is used to provide information on current and past noise levels.</p> <p>Further discussion of the DNL metric can be found in Appendix F, Noise and Noise-Compatible Land Use, Attachment F-1, Basics of Noise and Terminology, of the EA, and details of AEDT can be found in Section F.1.2, Aircraft Noise Modeling.</p> <p>In addition to its permanent monitors, the CDA also has mobile/portable equipment that it uses in neighborhoods in response to individual citizen or community requests. Information about the CDA's program can be found at: <a href="https://www.flychicago.com/community/ORDnoise/ANMS/pages/default.aspx">https://www.flychicago.com/community/ORDnoise/ANMS/pages/default.aspx</a>.</p> <p>Residents can request a temporary monitor be installed at their home by filling out an application with the CDA. The application can be obtained from: <a href="https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/ANMS/Portables/2018.04.18_MidwayandOHareapplicationsigned.pdf">https://www.flychicago.com/SiteCollectionDocuments/Community/Noise/OHare/ANMS/Portables/2018.04.18_MidwayandOHareapplicationsigned.pdf</a>.</p>
5.8 Structural impacts of vibration	<p>In 2002, the Federal Interagency Committee on Aviation Noise (FICAN), of which FAA is a member, enlisted an Expert Panel to report on issues of low-frequency noise based on work it had completed for the Minneapolis Metropolitan Airports Commission and the City of Richfield, Minnesota. FICAN published several major responses to findings from the panel. It found, in part:</p> <ul style="list-style-type: none"> <li>• Low-frequency aircraft noise from civil aircraft poses no known risk of adverse public health effects, nor a risk of structural damage, nor does its presence necessarily increase annoyance.</li> </ul>

	<ul style="list-style-type: none"> <li>• Areas experiencing high levels of low-frequency noise cannot be identified effectively using the Day-Night Average Sound Level, which does not account for low frequencies. However, there is no other existing measure of low-frequency noise that is effective at predicting noise-induced rattle.</li> <li>• It is premature to adopt a low-frequency noise metric or impact criteria without additional research to address the interaction of building construction or the contributions of loudness and rattle to annoyance.</li> </ul> <p>The FICAN findings regarding low-frequency noise may be found at:  <a href="https://fican1.files.wordpress.com/2015/10/findings_minneapolis.pdf">https://fican1.files.wordpress.com/2015/10/findings_minneapolis.pdf</a>.</p> <p>In a subsequent investigation of low-frequency noise conducted under FAA's Partnership for Air Transportation Noise and Emissions Reduction, researchers found that sources of low-frequency noise included start-of-takeoff-roll, acceleration down the runway, and reverse thrust on landing and that any new predictive measure of annoyance from vibration and rattle should account for lower frequencies than those in A-weighted sound levels. Additional information on low-frequency noise studies and airports can be accessed at: <a href="https://ascent.aero/partner-1/">https://ascent.aero/partner-1/</a>.</p> <p>Structural vibrations resulting in the rattling of windows and items in some homes near airports are caused by low-frequency aircraft noise. Though FAA has investigated the phenomenon, it has no regulations, guidelines, or obligations for measuring low-frequency noise or mitigating for damage to homes due to vibrations from passing aircraft.</p>
5.9 Flight paths and frequency of flights	<p>This Environmental Assessment (EA) does not introduce any new flight paths or procedures. The EA only evaluated the retention of the temporarily approved 2.5-degree offset approaches to Runway 10R/28L that are in use today. The EA included the existing Fly Quiet program for each alternative. The O'Hare Noise Compatibility Commission (ONCC) is evaluating potential changes to the Fly Quiet program and runway use but evaluation of that program is not part of this EA.</p> <p>The general frequency and scheduling of flights throughout the day are driven by airlines and are based on passenger demand, the need to coordinate with schedules of connecting flights, and other factors. Which runway and which flight path an aircraft uses during the day are determined primarily by wind direction, other weather conditions, and efficiency of traffic flows. For this EA, the projected noise, air quality, and other impacts resulting from the frequency and scheduling of the aircraft operating during either alternative under the Interim and Build Out conditions are addressed in Chapter 5, Affected Environment and Environmental Consequences, of the EA and associated appendices.</p> <p>The existing and proposed flight paths (offset approaches) and runway use during the Interim and Build Out conditions were analyzed and disclosed in this EA. Figures of the modeled flight paths for each alternative and condition are provided in Attachment F-3, Modeled Flight Track Use Percentages and Flight Track Exhibits, to Appendix F, Noise and Noise-Compatible Land Use.</p> <p>For further detail, see Appendix F, Noise and Noise-Compatible Land Use, especially regarding development of modeled flight tracks.</p>
5.10 TV volume inside house	<p>With regard to reducing noise levels within a residence, under the Chicago Department of Aviation's (CDA) Residential Sound Insulation Program, the CDA has insulated approximately 11,500 housing units by December 2021. Residents can determine whether they are in the eligibility area for the current residential sound insulation program by going to <a href="https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/">https://gisapps.cityofchicago.org/AviationPropertyLocatorWeb/</a>.</p>

	Residents can then contact the CDA or the O'Hare Noise Compatibility Commission to see if they meet other eligibility criteria. (See the response for Comment Code 5.3.)
<b>6. Air Quality and Climate</b>	<b>See subcategories for responses.</b>
6.1 Air quality health effects	<p>The United States Environmental Protection Agency (USEPA) promulgates National Ambient Air Quality Standards (NAAQS) under the Clean Air Act (CAA) to protect human health and public welfare for what are known as "criteria" air pollutants. There are six criteria air pollutants—carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead (Pb), and particulate matter (PM). There are standards for two sizes of PM-- 10 micrometers and smaller (PM<sub>10</sub>) and 2.5 micrometers and smaller (PM<sub>2.5</sub>). The NAAQS are categorized as being primary or secondary. Primary standards protect public health and the environment, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards protect the welfare of the public, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.</p> <p>A dispersion analysis was performed to evaluate the impact of the Interim Proposed Action and the Build Out Proposed Action on the quality of the ambient air in the vicinity of O'Hare. The results of the analysis demonstrated that with the Proposed Action, air pollutant concentrations at nearby receptors would be below the NAAQS for both.</p>
6.2 Presence and smell of jet fuel	<p>Emergencies that result in pilots needing to dump fuel are rare. Large commercial aircraft have a maximum takeoff weight and a maximum landing weight. Events that would result in a pilot jettisoning fuel include medical emergencies and equipment problems that require immediate attention. In the event of such emergencies, the FAA would instruct the pilot of an aircraft that is equipped to jettison fuel (e.g., Boeing 737 aircraft do not have fuel venting systems), to fly the aircraft to a specified altitude where the fuel will dissipate before reaching the ground and/or to a specified area away from centers of population.</p> <p>According to studies and other research pertaining to airport-related odors, the most likely source of the odors is jet exhaust that contains hydrocarbons (HCs). HCs are generated during the low-thrust setting modes of an aircraft engine (i.e., when the engine is idling, or an aircraft is taxiing to/from an airport runway). This exhaust has a distinctive odor that can be detected at very low concentrations. Currently, the United States Environmental Protection Agency (USEPA) has not established ambient air quality standards for HCs.</p>
6.3 Soot or residue	<p>Soot is a black substance produced by the incomplete combustion of wood, oil, coal, etc. Sources of soot include mobile sources (especially diesel engines), open burning (including wildfires), and residential heating (including fireplaces/woodstoves). In response to public concern, studies regarding soot/particle deposition have been conducted at several airports, including one study for O'Hare. The findings of the O'Hare study and another study for which the focus was soot/residue are briefly described below:</p> <ul style="list-style-type: none"> <li>O'Hare International Airport (1999) - The City of Chicago released a study that evaluated the major sources of soot, oily films, and other deposits in the areas surrounding O'Hare (<i>Findings Regarding Source Contributions to Soot Deposition: O'Hare International Airport and Surrounding Communities</i>). To assess the sources of the deposited materials, samples of soot and particulate matter were collected over a multi-week period at, and near, O'Hare (e.g., Elmhurst, Rosemont, Schiller Park, and Park Ridge). Fuel and exhaust samples from aircraft, diesel engines, and gasoline engines were also collected for comparison. Based on the results of the analysis, it was concluded that the deposited particles at all the sites surrounding O'Hare bore little</li> </ul>

	<p>chemical resemblance to either unburned jet fuel or soot from jet exhaust. Instead, the collected material was chemically like general urban pollution particles from the burning of heavy fuels (e.g., diesel fuel) and motor vehicle exhaust.</p> <p>The samples were chemically analyzed using an enhanced analytical technique, Advanced Chemical Fingerprinting. Because the chemical components of fuels and combustion byproducts differ among different types of sources (i.e., aircraft, diesel engines, gasoline engines, and boilers), understanding the relative shares of these components allows identification of the major source or sources of the emissions. For example, aviation fuel and soot from aircraft contain few of the heavier hydrocarbons, whereas diesel soot is likely to contain relatively more of the heavier hydrocarbons. Thus, a sample dominated by the heavier hydrocarbons would indicate that diesel engines and other sources contributing heavy hydrocarbons are primary contributors. These differences in the types of emitted hydrocarbons act as "fingerprints" for the sources. The results of the tests on the samples collected at and near O'Hare and the sample of typical dust concluded that the soot and oily deposits in communities near O'Hare are primarily the result of non-airport emissions.</p> <ul style="list-style-type: none"> <li>• T.F. Green Airport (2006) - The results of the chemical fingerprinting analyses show that collected deposits at all the sites that were monitored at and near T.F. Green Airport (Providence, Rhode Island) had only minor chemical similarity to either unburned jet fuel or soot from jet exhaust. Instead, the collected material showed chemical similarity to general urban background pollution, particles from burning heavy fuels, and motor vehicle exhaust. These findings indicate that soot and oily deposits in communities near T.F. Green are primarily the result of non-airport source emissions.</li> </ul> <p>Studies associated with Boca Raton Airport (2011), Fort Lauderdale International Airport (2006), and Los Angeles International Airport (2013) found similar conclusions.</p> <p>Soot-like material may also be caused by vegetation and/or insects. In a story entitled "Black, Sticky, Oily Stuff a Neighborhood Nuisance" from a community newspaper in Rhode Island, it was reported that the source of the substance that had coated two neighborhoods since the year 2011 was attributed to secretions by an insect called the black-banded lecanium scale. This bug feeds on tree sap, leaving behind a sticky substance suitable for growing sooty mold. There are other reported cases of algae, moss, and similar vegetative material creating the same types of stains.</p> <p>In 2015, residents of Elk Grove Village, Illinois, and Schaumburg, Illinois, reported that a sticky substance had been deposited on their vehicles, the pavement, and patios for several weeks and some of the residents believed the substance was from aircraft. After an expert forester reviewed the situation, Elk Grove Village stated "Due to the wet spring, there has been higher than usual sap production and activity by scale insects, which consume sap and cause residue to be released into the air. The recent dry spell means that no rain has rinsed away this residue, and the sap residue continues to blow around, collecting on cars and other surfaces."</p>
6.4 General air quality	<p>As noted in the Comment Code 6.1 response, the United States Environmental Protection Agency (USEPA) promulgates the National Ambient Air Quality Standards (NAAQS) to address criteria pollutants. A dispersion analysis was performed to evaluate existing air quality conditions (i.e., the Affected Environment) in the vicinity of O'Hare. The results of the analysis demonstrated that air pollutant concentrations at nearby receptors are below the NAAQS.</p> <p>The closest air pollutant monitoring station to O'Hare is located adjacent to 4743 Mannheim Road in Schiller Park (on the east side of the airport). The monitor is owned and operated by the Illinois Environmental Protection Agency (IEPA). The values from the Schiller Park</p>

	<p>monitor, and the other IEPA monitors, reflect all sources of air pollutants within the Chicago region, including O'Hare-related sources. Notably, the values are measured samples, not predicted levels, of the ambient air in both the neighborhoods surrounding O'Hare and throughout the Chicago region.</p> <p>Air monitoring data from the Schiller Park air monitoring station may be reviewed at the USEPA's website: <a href="https://www.epa.gov/outdoor-air-quality-data">https://www.epa.gov/outdoor-air-quality-data</a>. Based on data from the Schiller Park station and other monitoring stations within Chicagoland, the USEPA has only designated the area nonattainment for one of the pollutants for which there are NAAQS. The pollutant, ozone (O<sub>3</sub>), is not directly emitted by any source. Instead, emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) form O<sub>3</sub> in the presence of sunlight. Because O<sub>3</sub> is considered a regional pollutant, and many sources emit VOCs and NO<sub>x</sub>, exceedances of the NAAQS result from among various sources, including the use of cars, power plants, boilers, aircraft, and construction equipment.</p>
<b>7. In Support of Proposed Action</b>	<b>Your comment has been noted.</b>
<b>8. Transportation</b>	<b>See subcategories for responses.</b>
8.1 Bicycles and mass transit	<p>All modes of travel into and out of O'Hare were considered within the surface transportation analysis to assess the potential impacts that would result from implementation of the Proposed Actions. The purpose of the roadway modifications in the Environmental Assessment (EA) is to enhance efficiency and better accommodate airport passenger and employees using those facilities. The Proposed Actions would not degrade access using any modes of transportation, including mass transit. If there are future projects that effect passenger-rail access, those would be evaluated separately from those in the EA.</p> <p>Bicycle access to O'Hare is currently accommodated through connections using Chicago Transit Authority (CTA) trains and busses. Parking for bicycles is provided at the at O'Hare CTA station. The projects within the EA would not affect existing or future bicycle access to the Airport. There is information available on the City's website shown below regarding the City of Chicago's plans for expanding cyclist use throughout the city.</p> <p><a href="https://www.chicago.gov/content/dam/city/depts/cdot/bike/general/ChicagoStreetsforCycling2020.pdf">https://www.chicago.gov/content/dam/city/depts/cdot/bike/general/ChicagoStreetsforCycling2020.pdf</a>. Information specific to bicycle access to O'Hare can be found at <a href="https://www.chicago.gov/city/en/depts/cdot/supp_info/bicycling_-_bikingtochicagosairports.html">https://www.chicago.gov/city/en/depts/cdot/supp_info/bicycling_-_bikingtochicagosairports.html</a>.</p>
8.2 Parking	<p>The demand for additional parking was analyzed and determined by studying the existing modes of transportation such as passenger vehicles, courtesy shuttles, rapid transit, busses, and livery services. A 2015 Chicago Transit Authority (CTA) survey provided data about access to O'Hare by sampling travelers originating from the downtown area. In a study completed by Cambridge Systematics for the Chicago Department of Aviation (CDA), the market shares of ground access modes were determined using operational data on all modes of travel that provided access to O'Hare. The approach required the triangulation of estimates from different data sources to arrive at a consensus estimates of travel and market shares by each access mode.</p> <p>The projected growth in enplanements is a daily contributor to the traffic to and from O'Hare. The estimation of new employees and service providers is included in the total traffic volumes which will travel to and from the airport. A determination of the number of parking facilities needed was determined by using the existing and predicted modes of transportation, origin and destination data and proposed future use.</p>

	The Proposed Projects provide sufficient parking space with the use of surface lots and garage parking to meet the projected demands. The existing parking lots along the Airport Transit System (ATS) line (Lots E, G and H) would be reopened for public parking. The total estimated capacity of these lots are 6,670 spaces.
8.3 Traffic and transportation network	The IL-390 project is scheduled to be completed in 2023 independent of the Proposed Projects in the Environmental Assessment (EA). The surface transportation analysis for the Terminal Area Plan (TAP) evaluates the roadway and intersection levels of service for the proposed IL-390 improvements using the expected number of trips to the Western Facility including the existing and projected background traffic volumes. IL-390 would not experience any delay or degradation with the addition of the Western Facility projected traffic volumes. The ground transportation network and traffic generation assumptions for the employee screening and parking area at western access in the EA relied upon information documented within a traffic study and technical report prepared by the City of Chicago. Information on the assumptions and network analysis is provided in the Final EA, Appendix K, Surface Transportation and Parking. Additional information may be available upon request.
<b>9. Miscellaneous</b>	<b>See subcategories for responses.</b>
9.1 <i>This comment code and title was not used</i>	<i>There is no comment response; this comment code and title was not used.</i>
9.2 Not part of the Proposed Projects	The FAA finds that the comments in this category are outside the scope of this Environmental Assessment (EA).
9.3 Identification of potential errors in the EA	In Appendix K, Surface Transportation and Parking, Table K-16, Existing Conditions AM/PM/ADT for Off-Airport Roadways – West to East Intersections and Segment Data, the data shown in columns 6 and 7 is correct. The order of the columns is different in this table than Table K-18, Interim No Action AM/PM/ADT for Off-Airport Roadways – West to East Intersection and Segment Data.  In Appendix K, Surface Transportation and Parking, Table K-18, Interim No Action AM/PM/ADT for Off-Airport Roadways – West to East Intersection and Segment Data, second row, the segment labeled as “South Elmhurst Road to Old Higgins Road” was changed in the Final Environmental Assessment (EA) to read “South Elmhurst Road to Mount Prospect Road.”
9.4 <i>This comment code and title were not used</i>	<i>There is no comment response; this comment code and title were not used.</i>
9.5 Comment noted	Your comment has been noted. Thank you.
9.6 Historical, architectural, archeological, and cultural resources	If the project scope is significantly changed or inadvertent findings are discovered that will have an effect on historic properties, FAA will consult to resolve any adverse effects as defined in 36 CFR Part 800, “Protection of Historic Properties,” implementing Section 106 of the National Historic Preservation Act of 1966. Additional text regarding Inadvertent Discoveries has been added to the Final Environmental Assessment (EA), Section 5.6, Historical, Architectural, Archeological, and Cultural Resources.



9.7 Public engagement through project implementation	FAA commits to continue to meet with the City of Chicago and O'Hare Noise Compatibility Commission (ONCC) on a regular basis. The City of Chicago can provide project updates at ONCC meetings and other capabilities.
<b>10. Environmental Justice Consideration</b>	<b>See subcategories for responses.</b>
10.1 Impact of offset approaches on EJ communities	The Environmental Justice (EJ) analysis in the Environmental Assessment (EA) includes analysis of the Proposed Action's potential effects on the two communities referenced above. Exhibit 5.14-1, Areas of Environmental Justice Concern with Respect to Race and Ethnicity within the Project Area, in the EA, presents information regarding the geographical distribution of minority populations in the region surrounding O'Hare; similarly Exhibit 5.14-2, Areas of Environmental Justice Concern with Respect to Income/Poverty Status within the Project Area, presents the geographical distribution of low-income populations in the region surrounding O'Hare. Section 5.14, Environmental Justice, of the EA, discloses the extent to which impacts are either predominately borne (i.e., borne by a population that is greater than 50 percent minority and/or low-income) or are disproportionately borne by minority or low-income populations (EJ Populations). To the extent that there are significant impacts to EJ populations, they occur as a result of potential changes to the noise environment. Section 5.5, Noise and Noise-Compatible Land Use, of the EA, discloses both the changes to the noise setting as well as the mitigation (residential sound insulation) program already in place.