

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

CHICAGO MIDWAY INTERNATIONAL AIRPORT


CHICAGO, ILLINOIS


Chicago Airports District Office
Acting Manager

6/20/13
Date

✓
Concur

Nonconcur


Great Lakes Region
Office of Regional Counsel
Environmental Attorney

6/20/13
Date

✓
Concur

Nonconcur


Great Lakes Region
Airports Division Manager

6.20.13
Date

X
Approve

Disapprove

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INTRODUCTION

The Noise Exposure Maps Update and Noise Compatibility Program Amendment (NEM/NCP) for Chicago Midway International Airport (MDW), Chicago, Illinois, describes the current and future non-compatible land uses based upon the parameters as established in 14 CFR Part 150, *Airport Noise Compatibility Planning* (Part 150). On April 22, 2013, Federal Aviation Administration (FAA) accepted the Updated NEMs. These revised NEMs update and replace the NEMs previously accepted on December 16, 1992. The Part 150 NCP Update amends and replaces the sixteen (16) measures included in the 1992 NCP and approved by FAA on June 3, 1993.

This NCP lists twelve (12) measures, which continue or expand the intent of the previously approved NCP. These measures are grouped into three categories: land use management (2), noise abatement (5), and program management (5). Of the sixteen (16) previously approved measures, ten (10) are being carried forward as previously approved continuations. Six (6) measures previously recommended in the 1992 NCP are complete or not feasible to carry forward in the update.

Each measure in the airport operator's recommended NCP is identified below, which includes a summary of the recommendations (Issues), the category of the measure (Land Use, Noise Abatement, and Program Management) and a cross reference to page numbers in the NCP where each measure can be found. The current Noise Exposure Map (NEM) (existing 2012) and forecast NEM (2018) are found on Exhibit 3-1 and Exhibit 3-2, respectively, of Chapter 3. The airport sponsor certified that these NEMs are representative of existing and forecast conditions as of the date of submission (see NEM-1 and NEM-2 dated April 22, 2013). Chapter 4 and Appendix H deal with recommended noise abatement strategies and land use strategies, along with the program management recommendations.

The approvals listed herein include approvals of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations in this Record of Approval summarize as closely as possible the airport operator's recommendations in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

Measure NA-1, Noise Abatement Measure, Preferential Runway Use at Night; Emphasized Use of Runway 22L for Departures (2013 NCP pages 4-3, 4-5, 4-18, 4-20, H-1, H-3, and identified as Measure 1 in the 1992 NCP)

The runways used at an airport can have a substantial effect on the location of aircraft noise impacts. Preferential runway use directs aircraft departures over the least densely populated areas or over roads and industrial areas. Between the hours of 10 p.m. to 7 a.m., Runway 22L will be emphasized for use by departing aircraft.

FAA Action: Approved as voluntary, subject to wind, weather, traffic and safety conditions. The measure continuation would reduce the number of people affected by aircraft noise when conditions are appropriate to use the departure procedure.

Measure NA-2, Noise Abatement Measure, Preferential Nighttime Departure Flight tracks (2013 NCP pages 4-3, 4-5, 4-18, 4-20, H-1, H-3, H-4, and identified as Measure 2 in the 1992 NCP)

As aircraft depart an airport, the areas they overfly directly determine the exposure to aircraft noise. Therefore, preferential departure flight tracks can be established based on existing land use conditions.

Between the hours of 10 p.m. to 7 a.m., preferential flight tracks are in effect during Visual Flight Rules (VFR) conditions:

Runway 31C (west through southbound): Runway heading is maintained until reaching the Stevenson Expressway (I-55) and the Chicago Sanitary and Ship Canal. The flight track is then turned southwest to follow the Des Plaines River/I-55/Ship Canal Corridor.

Runway 22L (eastbound): Follow the Clearing Industrial District to the south and the Chicago Sanitary and Ship Canal/I-55 corridor west and north of the Airport. The track then aligns just south of the DuPage VOR 096° radial.

Runway 04R (eastbound): Follow Archer Avenue and then east to follow the Grand Trunk Western Rail Line.

Runway 04R (southbound): Follow Archer Avenue and the Grand Trunk Western Rail Line, then turn right to a southerly heading along the B&O Rail Line east of Western Avenue.

FAA Action: Approved as voluntary subject to wind, weather, traffic and safety conditions. The measure continuation would reduce the number of people affected by aircraft noise when conditions are appropriate to use the departure procedures.

Measure NA-3, Noise Abatement Measure, Expedited Departure Climb at Night (2013 NCP pages 4-3, 4-5, 4-18, 4-21, H-1, H-4)

Between the hours of 10 p.m. to 6 a.m., all departures are requested to expedite climb through 1,500 feet MSL. This measure was instituted at MDW since the approval of the 1992 NCP.

FAA Action: Approved as voluntary, subject to wind, weather, traffic and safety conditions.

Measure NA-4, Noise Abatement Measure, Ground Run-Up Restrictions (2013 NCP pages 4-3, 4-5, 4-18, 4-21, H-1, H-4 and identified as Measure 4 in the 1992 NCP)

Ground run-ups are aircraft engine maintenance tests conducted as part of regular maintenance procedures. Locations for this type of activity, as well as methods for positioning the aircraft facilitate noise reduction.

All run-ups require prior approval from Airport Operations prior to contacting the Midway Air Traffic Control Tower. Ground run-up areas are available at the following locations:

- Runway 13L (Daytime only)
- Runway 22R (Daytime only)
- Runway 4L (Daytime/General Aviation only)

Maintenance run-ups are PROHIBITED:

- Monday through Friday between 10 p.m. and 7 a.m. (local)
- Saturday and Sunday between 10 p.m. and 9 a.m. (local)

Specific headings and run-up locations may be assigned based on prevailing wind conditions and to avoid interference with aircraft operations on active runways.

FAA Action: Approved, in part, as voluntary. The location of the ground run-ups is outlined in Measure 4 in the Chicago Midway 1992 NCP and is approved as a continuing measure. The location of the ground run-ups are designated by Airport Management (Ops) in coordination with the Air Traffic Control Tower.

FAA Action: Disapproved, in part, for purposes of Part 150 as a prohibited restricted action. The restricted hours for maintenance ground run-ups is disapproved for purposes of the Part 150. This measure can be implemented on a voluntary basis outside the Part 150 program.

Measure NA-5, Noise Abatement Measure, Continuation of Voluntary Curfew (2013 NCP pages 4-3, 4-6, 4-18, 4-21, H-1, H-4 and identified as Measure 14 in the 1992 NCP)

Since 1984, the City of Chicago and the airlines operating at Midway International Airport have adopted a voluntary nighttime curfew for regularly scheduled air carrier flights. The Voluntary Air Carrier Nighttime Curfew is in effect at Midway between the hours of 12 a.m. (midnight) and 6 a.m.

FAA Action: Approved as voluntary.

LAND USE MANAGEMENT MEASURES

Measure LU-1, Land Use Measure, Residential Sound Insulation Program (2013 NCP pages 4-3, 4-7, 4-18, 4-22, H-2, H-7)

Since 1996, CDA has managed a voluntary Residential Sound Insulation Program (RSIP) and has sound insulated over 7,545 homes with the completion of the 2010 Program. Previously, the program only was offered to owner occupied homes within the 65 DNL. To date eligible structures have included single family, duplex, 2-flat, 3-flat and 4-flat residences that are owner or family-occupied, plus townhomes with up to 4 units.

There is a strong interest within the community, and supported by the Chicago Department of Aviation, to expand the RSIP eligibility criteria to include rentals and buildings greater than four units that have previously been excluded as part of the voluntary RSIP in place today.

FAA Action: Approved as voluntary. All sound insulation activities will be in compliance with PGL 12-09 and any subsequent updates to PGL 12-09.

Measure LU-2, Land Use Measure, School Sound Insulation Program (2013 NCP pages 4-3, 4-7, 4-18, 4-22, H-1, H-5 and identified as Measure 11 in the 1992 NCP)

In order to improve the learning environment, this action includes soundproofing schools located within the 70 DNL as approved in the 1992 NCP. CDA also proposes to modify this measure to include all schools deemed eligible based on current FAA eligibility criteria. Since the previous 1992 NCP, all known schools within the 65 DNL have been sound insulated.

FAA Action: Approved as voluntary.

PROGRAM MANAGEMENT MEASURES

Measure PM-1, Program Management Measure, Airport Noise Management System (2013 NCP pages 4-3, 4-9, 4-18, 4-23, H-1, H-5 and identified as Measure 6 in the 1992 NCP)

In 1996, a permanent noise monitoring program was implemented at MDW. The Airport Noise Management System (ANMS) is a comprehensive system to provide actual measurement of the aircraft noise levels in Chicago neighborhoods and suburban communities around Midway. This integrated system includes many components, including a network of twelve (12) permanent noise monitors that measure the noise environment and a system directly connected to the FAA's air traffic control radar that collects aircraft flight tracks. Noise level analysis reports are generated and made available to the general public.

FAA Action: Approved. The permanent noise monitoring system would monitor noise levels and compliance with the noise abatement measures. For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measure.

Measure PM-2, Program Management Measure, Noise Complaint System (2013 NCP pages 4-3, 4-9, 4-23, H-1, H-5 and identified as Measure 7 in the 1992 NCP)

The City of Chicago maintains a toll-free noise complaint hotline and an online form for citizens to express their concerns about particular incidents or aircraft noise levels in general. A quarterly noise hotline report summarizes the number of calls received, and a quarterly tabular report lists the number of calls by community as well as the number of individual callers.

FAA Action: Approved as voluntary.

Measure PM-3, Program Management Measure, Community Participation Program (2013 NCP pages 4-3, 4-9, 4-23, H-2, H-6 and identified as Measure 8 in the 1992 NCP)

Founded in 1996, the Midway Noise Compatibility Commission (MNCC) has built and maintained coalitions of communities dedicated to the reduction of aircraft noise at Midway and neighboring communities and has been responsible for the oversight of the Residential and School Sound Insulation Programs. The MNCC also reviews aircraft noise level and community complaint trends.

FAA Action: Approved as voluntary.

Measure PM-4, Program Management Measure, Noise Exposure Map or Noise Compatibility Program Update (2013 NCP pages 4-3, 4-9, 4-18, 4-24, H-2, H-6 and identified as Measure 13 in the 1992 NCP)

Periodically review Noise Exposure Maps (NEMs) for changes in noise impacts and, if necessary, update the NEMs and the Noise Compatibility Program (NCP) as needed. NEMs will be updated every 5 years or sooner if aircraft activity changes enough to warrant an update sooner.

FAA Action: Approved. Any revisions to the NEMs and/or NCPs will be subject to the same Part 150 requirements as the original study.

Measure PM-5, Program Management Measure, Review and Update as Necessary the MDW ATCT Tower Order to Include Noise Abatement Procedures (2013 NCP pages 4-3, 4-10, 4-24, H-2, H-6 and identified as Measure 15 in the 1992 NCP)

There is an understanding between the FAA and the City of Chicago that defines the noise abatement policy and actions in use at Midway. These actions include preferential nighttime runway use (NA-1), preferential flight tracks (NA-2), climb procedures (NA-3) and aircraft ground run-up restrictions (NA-4).

FAA Action: Approved as voluntary.