Comment 1

Response

The FAA greatly appreciates the careful review of the DEIS and comments provided by the ONCC. The FAA concurs with the ONCC's goal to ensure that decision-makers address quality of life issues for all residents around O'Hare International Airport. It was the intent of the EIS to fully address quality of life issues by identifying significant environmental impacts to local residents and, whenever possible, devise approaches that avoid, minimize, or mitigate such impacts prior to the FAA's Record of Decision.

We welcome the participation of the ONCC in furthering that goal. Toward that end, we will continue to participate in ONCC meetings as requested throughout the remainder of the EIS process.
Comments on the Draft Environmental Impact Statement (DEIS) for the O'Hare Modernization Program (OMP)

Respectfully Submitted by
O'HARE NOISE COMPATIBILITY COMMISSION

April 6, 2005

O'Hare Noise Compatibility Commission (ONCC)
Comments on Draft Environmental Impact Statement (DEIS)
For O'Hare Modernization Program (OMP)

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ONCC MISSION STATEMENT

To assist in developing meaningful methods of reducing the impacts of aircraft noise on our surrounding neighborhoods through home and school sound insulation, and to reduce, wherever possible, aircraft noise at its source.

ONCC BACKGROUND

The O'Hare Noise Compatibility Commission (ONCC) is comprised of 37 representatives of communities and public school districts surrounding O'Hare International Airport. The Commission, chaired by Arlington Heights Mayor Arlene J. Mulder, participates in the planning of noise relief projects to be implemented in the O'Hare area; oversees an effective and impartial noise monitoring system; and advises the City of Chicago on O'Hare related noise issues.

In 1996, Chicago Mayor Richard M. Daley invited suburban community leaders to participate as a policy-making group to direct funding for noise insulation projects. This group became the O'Hare Noise Compatibility Commission and quickly assumed responsibilities. As the Commission acquired expertise in aircraft noise issues it began investigating and promoting technological advancements that address the issue of noise at its sources in addition to its points of impact.

The Commission works primarily through three standing committees.

The Technical Committee examines and promotes the use of cutting-edge technologies and procedures aimed at reducing aircraft noise at its sources.

The Committee also evaluates reports from the Chicago's airport noise monitoring system and oversees the work of the commission's nationally respected independent expert who reviews the accuracy of the system and the data.

The ONCC's other two standing committees are concerned with reducing noise at its points of impact, specifically schools and homes.

The O'Hare School Sound Insulation program is the world's largest. To date, more than $253 million have been spent on effectively sound-insulating schools around O'Hare International Airport, with 93 completed and 13 in design or construction.

By the end of 2004 program year, the O'Hare Residential Sound Insulation Committee will have directed the insulation of more than 5,000 homes, totaling over $101 million.

The 37 Municipal and School District members of the ONCC understand that there needs to be a balance between the regional economic engine that is O'Hare International Airport and the quality of life issues that are vital to the residents living near the airport.

The ONCC is dedicated to achieving this balance by bringing all the entities that have a stake in this issue to the same table for constructive dialogues with the goal of achieving meaningful noise reduction.

The basic premise of the ONCC agrees with the following statement from the Federal Aviation Administration's original Aviation Noise Abatement Policy of 1976:

"It is clear, however, that the only successful attack that can be launched on this problem is one that involves the cooperative participation of all levels of government—state, federal and local—as well as airport operators, air carriers, aeronautical manufacturers, and airport neighbors. Only if each of these parties performs all the functions for which it is uniquely suited will we achieve significant and lasting progress in reducing both the number of people exposed to serious levels of aircraft noise and the severity of noise exposure for each and every American."
ONCC MEMBERSHIP ROSTER
April 6, 2005

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Comment | Response
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2 | Again, FAA appreciates the active participation of the ONCC in public forums and communications with federal, state, and local officials during the course of the EIS process. We agree that the 90+% reduction in noise impacts around O'Hare between 1984 and 2002 is due to the continued involvement and commitment of the City of Chicago, the airlines using O'Hare, suburban leaders, individual residents, and many FAA employees, all who have been actively committed to reducing noise at the airport.

We are pleased to note that the ONCC concurs with the FAA that safety is the number one priority. Moreover, we note that the enormous reductions in noise impact around O'Hare have been achieved without any compromise to margins of safety.

While FAA has addressed the quality of life for airport neighbors by conducting a rigorous analysis of noise and other environmental impacts within the EIS, operational safety is and must remain FAA’s highest priority. Consistent with the FAA mission, the FAA has developed the *Flight Plan 2005-2009* (*Flight Plan*). One of the goals of the *Flight Plan* is to “work with local government and airspace users to provide capacity in the United States airspace system that meets projected demand in an environmentally sound manner.” The FAA is committed to working with the public, ONCC, and the City of Chicago on these matters in the future.

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**ONCC POSITION ON O'HARE MODERNIZATION PROGRAM**

While the ONCC chooses to neither officially endorse nor oppose the O'Hare Modernization Program, it remains concerned about the potential impact of aircraft noise on the quality of life for residents living around the airport, now and in the future.

Since the O'Hare Modernization Program was proposed by Chicago Mayor Richard M. Daley in 2001, the ONCC has followed the OMP EIS process through active participation in public forums and communications with federal, state, and local officials.

The ONCC has invited and hosted FAA and OMP personnel to communicate and update members on OMP Environmental Impact Statement (EIS) progress. It has looked at the various impacts of aircraft noise being addressed as part of the OMP.

In its review of the OMP Draft EIS, the ONCC recognizes and certainly appreciates the vast progress made since O'Hare Airport’s 1984 Final EIS, which identified 54,000 noise-affected homes in the 1982 Baseline 65 DNL contour. In comparison, only 8,400 homes are exposed to the 2002 Baseline 65 DNL contour. This greater achievement is due to the constructive involvement and strong commitment of representatives from those organizations and governmental entities that have an impact on reducing aircraft noise at O'Hare Airport, including the City of Chicago and its Department of Aviation, the FAA, suburban leaders, and individual residents.

As the OMP proceeds, the ONCC urges all decision-makers in the process, including the FAA, to consider quality of life issues at the same priority level as airport efficiency. The ONCC understands and agrees that safety must be the top priority.
The ONCC is providing its specific comments on the Draft Environmental Impact Statement (EIS) for the O'Hare Modernization Program (OMP) to promote awareness of local community concerns about existing and possible future aircraft noise impacts and to establish that, without proper identification of aircraft noise impacts, efforts to mitigate noise effectively will be thwarted.

THE ONCC RECOMMENDS THAT THE FOLLOWING AREAS BE ADDRESSED IN THE FINAL EIS AND RECORD OF DECISION FOR THE OMP BUILD ALTERNATIVE, IF SELECTED:

1. CORRECTIVE AND PREVENTIVE LAND USE ACTIONS

1.1 MAINTAIN CITY OF CHICAGO AND FEDERAL AVIATION ADMINISTRATION STRONG FINANCIAL COMMITMENTS FOR RESIDENTIAL AND SCHOOL SOUND INSULATION PROGRAMS AND EARMARK ADDITIONAL FUNDING FOR THESE PROGRAMS

The City of Chicago should continue to work with the O'Hare Noise Compatibility Commission (ONCC) and local community leaders and officials to reduce aircraft noise at its source and improve the quality of life for residents surrounding O'Hare International Airport.

The ONCC and City of Chicago have made tremendous progress in the O'Hare Residential Sound Insulation Program, making it the most aggressive in the nation. Mayor Daley has well exceeded his originally-stated funding commitment for the O'Hare Residential Sound Insulation Program which he made in 1998. He should be commended for his willingness to provide funding for this extremely popular Program, which through 2004 will exceed 5,900 homes, well beyond the initial commitment of 3,000 homes.

For both phases of the OMP, regardless of the Build Alternative selected, the City of Chicago should continue funding the O'Hare Residential Sound Insulation Program to provide sound insulation to noise-impacted owner-occupied, single family homes surrounding O'Hare Airport to the 65 Day/Night Sound Level (DNL) and above.

The ONCC instituted a policy of worst-first, insulating the homes that are most impacted by aircraft noise based on the most recent adopted noise contour (currently the 2000 Noise Contour Map). The City of Chicago should continue to follow that standard to determine who is eligible for the available sound insulation funding and work.

Consistent with approved FAA guidelines, the City and FAA should fund the O'Hare School Sound Insulation Program and provide noise-impacted schools with windows, doors, ceiling insulation, and related measures to reduce the transmission of aircraft noise.

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<td>FAA concurs that proper identification of aircraft noise impacts is essential to efforts to mitigate noise effectively. FAA anticipates that the ONCC will continue to play an essential role in community outreach to hear the view of the airport’s neighbors regarding noise impacts and the continuing efforts to reduce and mitigate noise. The following recommendations provided to the FAA in these comments on the Draft EIS, along with our responses to those comments, are an important step in that process.</td>
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The ONCC, City of Chicago, and the FAA have been cooperatively responsible for the acceleration of the O'Hare School Sound Insulation Program, making it the largest such program in the world.

The ONCC supports annual funding levels for sound insulation projects as articulated in the document submitted by the O'Hare Modernization Program and Chicago Department of Aviation to the Federal Aviation Administration.  

1.2 PROMOTE BUILDING CODE MODIFICATIONS IN LOCAL COMMUNITIES

This measure recommends that the City of Chicago and FAA support efforts to have communities adopt and enforce ordinances and controls to regulate building construction methods and materials for the purpose of attenuating aircraft noise in habitable buildings in and around the O'Hare Airport noise zone.

Local building codes should be revised to require that all new (see Section 2 of Resolution 2002-1) and remodeled structures be sound insulated during construction.

In 2003 the ONCC launched an initiative to help O'Hare area communities reduce the impact of aircraft noise through sound insulation guidelines for new construction. While aircraft noise has been greatly reduced since the ONCC began its work, there is no guidance for communities that wish to further reduce the impact of noise through the proper insulation of newly constructed homes. Homes continue to be constructed in areas around O'Hare that are affected by aircraft noise, but current national building codes, used by many communities, do not address sound insulation.

To address these issues, the ONCC formed a New Construction Noise Standards Ad Hoc Committee, which has been researching specific guidelines that could be used as resources for communities attempting to develop their own noise insulation building codes. Noise insulation standards for external noise are generally absent from most national and local building codes. A focus of this initiative is to bring together experts in the field and local officials to begin drafting noise insulation standards, which could then be adopted on a voluntary basis by O'Hare area communities as part of their local codes.

As such, the ONCC feels that noise affected communities look at implementing voluntary modifications to their building codes. Noise Insulation standards are generally absent from national and local building codes. A focus of this initiative is to bring together experts in the field and local officials to begin drafting noise insulation standards, which could then be adopted on a voluntary basis by O'Hare area communities as part of their local codes.

The FAA notes that the ONCC is researching specific guidelines that could be used as resources for communities attempting to develop their own noise insulation building codes. We note further that the ONCC advises noise-affected communities to look at implementing voluntary modifications to their building codes. The FAA has actively been promoting noise/land use compatibility planning in airport vicinities for many years. In 1983, the FAA published Advisory Circular 150/5020-1, Noise Control and Compatibility Planning for Airports, to provide guidance for local communities and airport operators. In recent years, the FAA has developed a land use compatibility toolkit that is available on its website (http://www.aae.faa.gov/noise/lupitoolkit.htm). The toolkit includes a number of references describing methods for undertaking airport land use compatibility planning and regulation.

Continued on the following page.
1.3 ENCOURAGE DEVELOPMENT OF COMPATIBLE LAND USES IN AREAS EXPERIENCING SIGNIFICANT NOISE EXPOSURE AROUND AIRPORTS, TO THE EXTENT FEASIBLE, AND PREVENT THE DEVELOPMENT OF NEW NON-COMPATIBLE USES IN THESE AREAS.

Historically, land use plans prepared by local governments have only minimally recognized the implications of planning for airports and for offsite, airport-related development.

Land use planning, as a method of determining appropriate and inappropriate use of properties around airports, should be an important part of the land use policy and regulatory tools used by both airports and local land use planners.

The ONCC agrees with the concept that open land near airports should remain zoned for compatible uses. However, the communities near O'Hare International Airport are generally built out.

GENERALIZED LAND USE AROUND O'HARE AIRPORT AREA

Municipal zoning ordinances can be used by a community to prevent incompatible land uses in the future. However, because established communities often experience land use transitions over time, the ONCC advocates that those communities consider utilizing zoning powers or establishing ordinances to prevent future incompatibilities.

The FAA should communicate support for one or more of the following land use measures to be implemented by communities near O'Hare International Airport:

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<td>ONCC comments further that the City and the FAA should continue to fund the O'Hare School Sound Insulation Program, which provides noise-impacted schools with windows, doors, ceiling insulation, and related measures to reduce the transmission of aircraft noise. We note that ONCC supports annual funding levels for sound insulation projects as articulated in the document submitted by the O'Hare Modernization Program and the Chicago Department of Aviation to the FAA. These funding levels are identified in Appendix F of Request for Letter of Intent for a Multi-Year AIP Grant-in-Aid Funding submitted by the City of Chicago to the FAA on March 1, 2005.</td>
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<td>One of the documents available on the site, Land Use Compatibility and Airports, is a guidebook developed by the FAA’s Southern Region, Airports Division. In Chapter VII, Compatible Land Use Tools and their Potential Applications, are detailed guidance and suggestions for establishing airport-compatible land use policies and regulations, including building code amendments setting sound insulation requirements, requiring appropriate noise insulation standards as part of construction would be a very productive means of assuring noise compatibility. With respect to the O'Hare environment, the FAA recognizes the particular advantage to the communities of compatibly redeveloping or modifying existing land uses rather than acquiring and demolishing sections of established neighborhoods.</td>
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<td>ONCC comments that municipal zoning ordinances can be used by a community to prevent incompatible land uses in the future. They note that, in the many local cases in which land is already inappropriately developed, emphasis should be placed on utilizing zoning powers or other ordinances to prevent future incompatibilities as land uses transition over time. As outlined in the guidebook, Land Use Compatibility and Airport, referenced above, the FAA strongly concurs with this comment and supports zoning for compatible land use development and amendments to local land use plans. Through our continued participation with ONCC, we look forward to further advancing noise compatibility in the O'Hare communities.</td>
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2. FACILITIES AND AIRFIELD MEASURES

2.1 RELOCATE GROUND RUNUP FACILITY/ENCLOSURE AS PART OF SELECTED BUILD ALTERNATIVE

The ONCC should advise the City of Chicago on the relocation of the GRE as part of its oversight of the O'Hare Fly Quiet Program. This adjusted existing measure will help standardize maintenance runup procedures and locations. Effective GRE utilization will significantly reduce single-event noise exposure to the communities nearest the runup location on the airport.

2.2 PROVISION FOR SOUND BARRIER WALLS AND BERMS TO REDUCE NOISE

The OMP should provide for sound barrier walls and/or berms and natural landscaping to reduce aircraft noise for the communities surrounding O'Hare International Airport.

3. NOISE ABATEMENT OPERATIONS AND PROCEDURES

3.1 PROMOTE USE OF TECHNOLOGY AND GLOBAL POSITIONING SYSTEM (GPS)
9 For purposes of improving better implementation of procedures that make better use of noise abatement flight tracks, ONCC recommends that the City of Chicago and the FAA evaluate and implement emerging Global Positioning System (GPS) technologies. Toward that end, they further support consideration of incentives to airlines for installing updated avionics equipment and they advocate an increase in funding for development and implementation of new technologies that better manage flight tracks and reduce delays by making more efficient use of airspace. Since the late 1990’s, the FAA has actively supported the use of GPS for noise abatement at ORD, working with the ONCC to implement procedures based on GPS technologies. That effort is discussed in more detail in the response to comment, immediately below.

Regarding the installation of advanced equipment in aircraft, however, neither the FAA nor the City of Chicago may spend funds derived from aviation revenue sources for investment in aircraft avionics equipment. The airlines, which are the proper source of such investment, have been making substantial investment in new aircraft with state-of-the-art avionics and, in cases where there is economic justification, have been retro-fitting older aircraft with advanced avionics.

10 ONCC recommends that FAA review and select opportunities to utilize RNAV departure procedures such as those offered by the Advanced Flight Track Procedures (AFTPro) program, which is awaiting approval by the FAA.

AFTPro will utilize existing Area Navigation (RNAV) technology to enable aircraft to adhere to a track over the ground with greater precision. The procedures developed follow the preferential nighttime flight tracks that were designed to navigate aircraft towards areas of more compatible land use, such as forest preserves, highway corridors and industrial areas. The use of this technology will automatically compensate for wind drift and air speed while ensuring airspace safety, efficiency, and, when possible, minimizing the noise impacts to surrounding residents.

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<td>For purposes of improving better implementation of procedures that make better use of noise abatement flight tracks, ONCC recommends that the City of Chicago and the FAA evaluate and implement emerging Global Positioning System (GPS) technologies. Toward that end, they further support consideration of incentives to airlines for installing updated avionics equipment and they advocate an increase in funding for development and implementation of new technologies that better manage flight tracks and reduce delays by making more efficient use of airspace. Since the late 1990’s, the FAA has actively supported the use of GPS for noise abatement at ORD, working with the ONCC to implement procedures based on GPS technologies. That effort is discussed in more detail in the response to comment, immediately below. Regarding the installation of advanced equipment in aircraft, however, neither the FAA nor the City of Chicago may spend funds derived from aviation revenue sources for investment in aircraft avionics equipment. The airlines, which are the proper source of such investment, have been making substantial investment in new aircraft with state-of-the-art avionics and, in cases where there is economic justification, have been retro-fitting older aircraft with advanced avionics.</td>
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<td>ONCC recommends that FAA review and select opportunities to utilize RNAV departure procedures such as those offered by the Advanced Flight Track Procedures (AFTPro) program, which is awaiting FAA approval. FAA notes ONCC’s interest in the AFTPro program. We also note that the ONCC also fully supports an increase of funding available for research, development, and implementation of new technologies to reduce noise at the source, such as NASA’s Quiet Aircraft Technology Program.</td>
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3.1.2 DESIGN AIR TRAFFIC ROUTES AND PROCEDURES TO MINIMIZE AVIATION NOISE IMPACTS IN AREAS BEYOND THE LEGAL JURISDICTION OF THE CITY OF CHICAGO, CONSISTENT WITH LOCAL CONSENSUS AND SAFE AND EFFICIENT USE OF THE NAVIGABLE AIRSPACE

While the ONCC supports the development of new programs and airspace changes to the extent that they will reduce noise impacts to airport neighbors, the ONCC recommends that the FAA and City of Chicago renew their commitment to adhere to existing and proposed noise abatement procedures, including Fly Quiet. As part of the OMP EIS, it would be most beneficial to recommend a re-examination of how the airspace around O’Hare Airport is utilized for arrival and departure traffic.

The ONCC urges the FAA to consider, as a part of any restructuring of airspace, the ability to provide aircraft unrestricted climb as quickly as possible to en route altitudes. The ONCC encourages the FAA to continue research into technologies that will enable better management of airspace to the extent that any efficiencies gained will translate into fewer flights delayed into nighttime hours.

The ONCC also encourages the development of approach procedures that will promote additional noise reduction, especially at night.

One of these approach procedures, which is still in the experimental stage, is the Continuous Descent Approach (CDA). This technology allows pilots to fly computer-driven steeper runway approaches. A steeper approach reduces noise by keeping aircraft at higher altitudes for longer periods, reducing required engine power during descent and delaying flap extension which reduces airframe noise.

The ONCC highly recommends that the FAA positively consider O’Hare International Airport as a site for testing and implementing the Continuous Descent Approach during both phases of the OMP.

At this point it is not reasonable to either assume that there would be a new Fly Quiet Program or speculate about what a new Fly Quiet Program would be. FAA will, however, give consideration to suggestions for changes in the Fly Quiet Program developed by the ONCC and requested of the FAA by the City of Chicago. It is FAA’s understanding that it is the City Chicago’s intent to continue the existing Fly Quiet Program. The Fly Quiet Program would be modified by ONCC in the future only if needed; such modification would be done in consultation with the FAA and the City of Chicago Department of Aviation. Modification requiring FAA action would be subsequent to its prior approval, and any necessary environmental review. If FAA’s Record of Decision approves a Build Alternative, the existing Fly Quiet Program would remain in place, except as affected by runway decommissioning. The EIS discloses the potential effects of runway decommissioning on the Fly Quiet Program.

In addition, ONCC asked FAA to recommend in the EIS a re-examination of how the airspace around ORD is utilized for arrival and departure traffic, and how it might be restructured to permit unrestricted climb. The FAA considered this request and has concluded that the examination of airspace traffic in the TAAM modeling contained in the FEIS has covered all possible features of the O’Hare airspace and all capabilities of the current ORD ATC system. This analysis and its results are described in Appendix D of the FEIS.

ONCC comments that they encourage research into technologies that enable better airspace management and unrestricted climb capability. Please see responses to ONCC comments 9 and 12.

ONCC encourages the development of approach procedures that will promote additional noise reduction, especially at night, as well as other improvements as outlined in later comments, provided below. At this point it is not reasonable to either assume that there would be new nighttime approach procedures. However, the FAA and the City of Chicago welcome such recommendations by the ONCC and commit to work with them in the future to review the feasibility of such procedures.

Please see the response to this comment on the following page.
The recommendation by ONCC for the FAA to test and implement Continuous Descent Approach (CDA) procedures refers to a type of procedure being tested at Louisville International Airport and at Frankfurt, Germany. At Louisville, the FAA-funded Center of Excellence program, a group of researchers, in conjunction with United Parcel Service, have been conducting tests of CDA procedures. CDA entails a continuous descent angle, which begins farther from the airport and at higher altitudes, thus requiring fewer power and flap-setting changes during the approach. By remaining higher over more distant communities and by avoiding protracted low-altitude level flight, noise is reduced over those communities. CDA is not expected to reduce noise at communities located beneath the approach and near the airport (typically within 8 to 9 miles distance), nor to lower noise over communities that are significantly impacted by noise. FAA considered the potential for applying CDA in the O'Hare environment and has tentatively concluded that it would not be operationally feasible, as it would require complete restructuring of the Chicago airspace to provide unimpeded continuous descents over long distances through the airspace, at the expense of efficient routing of departing traffic. The final results of the Louisville trial will be provided to the ONCC. However, given the minimal noise reduction associated with the procedure and its associated airspace impacts, it is doubtful that CDA would be warranted at O'Hare.
The revised O'Hare Fly Quiet Program should still address nighttime arrival and departure procedures, preferential runway usages, and the Ground Runup Enclosure (GRE).

When existing or new runways are extended or new runways constructed as part of the selected Build Alternative, noise abatement and mitigation actions established for runways should be re-evaluated and adjustments made to adhere to the intent and spirit of the Fly Quiet Program.

Departure and arrival procedures should be designed as such to minimize noise on compatible land areas. The promise of new GPS technology in aircraft will hopefully lead to the use of "highways in the sky".

Another factor that should be looked at is the use of entire runways for departures, especially during nighttime hours.

The FAA should request that the City of Chicago conduct an analysis of how traffic flows could or might change with the selected Build Alternative. Traffic flow changes could cause unwanted noise over communities or residential areas that may experience the same frequency or type under current conditions.

The ONCC currently identifies, suggests and monitors enhancements for the O'Hare Fly Quiet Program, which has resulted in fewer deviations from procedures for nighttime operations at O'Hare International Airport. As part of the review of the O'Hare Fly Quiet Program for the OMP, the ONCC requests that the City of Chicago adopt and maintain a formal communications program to keep the airlines and controllers informed of deviations in order to institute corrective actions.

The FAA should indicate that noise mitigation measures be evaluated and implemented for existing and new runways in order to avoid populated areas close to O'Hare International Airport. These flight tracks and procedures should provide appropriate guidance to ensure that aircraft avoid populated areas on route to their destinations.

Reporting for the Fly Quiet Program should rely on the DNL (Day-Night Average Sound Level) metric analysis for an evaluation of nighttime noise conditions at O'Hare International Airport. However, the FAA and City of Chicago should support the use of supplemental noise metrics (i.e. Leq, SEL, Lmax and Time-Above) to enhance the analytical and reporting capabilities for the Fly Quiet Program.

In summary, there should be a strong commitment by the FAA and the City of Chicago to review the O'Hare Fly Quiet Program in detail with the ONCC in the context of a selected Build Alternative. There should be a review of the applicability of the present Fly Quiet Program to construction of new runways and reconfiguration of existing ones.

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<td>ONCC offers several suggestions for improvements to the night Fly Quiet Program and for effectively adapting the current program to the new airfield configuration of the selected Build Alternative. These suggestions include: nighttime arrival and departure procedures, preferential runway usage, Ground Runup Enclosure, use of entire runway length (as opposed to intersection departures), improved guidance for flight track adherence, etc. At this point it is not reasonable for the FAA to assume that there would be a new Fly Quiet Program or to speculate about what it might be. FAA will, however, give consideration to suggestions for changes in the Fly Quiet Program developed by the ONCC and requested of the FAA by the City of Chicago. Also see the response to ONCC comment 11 above.</td>
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<td>Since the middle 1990's, it has been the responsibility of the ONCC to identify, suggest, and monitor enhancements to night noise procedures at ORD. ONCC requests in their comments on the DEIS that the City of Chicago adopt and maintain a formal communications program to keep the airlines and controllers informed of deviations from the procedures in order to institute corrective actions. The Fly Quiet Report is an example of a very successful formal reporting mechanism to the public and the aviation community. The FAA and the City concur with that recommendation and commit to working with the ONCC to continue to evaluate improvements that can be made in the Fly Quiet Program.</td>
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<td>ONCC also recommends that DNL (Day-Night Average Sound Level) be the principal metric for evaluation of the effectiveness of the Fly Quiet Program on nighttime noise conditions at O'Hare, but that supplemental noise metrics may be used to enhance the analytical and reporting capabilities of the Fly Quiet Program. Examples of supplemental metrics include Leq (hourly average levels), SEL (sound exposure levels used to describe the noise of an entire single noise event), Lmax (the peak level) and Time-Above (the duration of noise above a selected level). The FAA does not object to these ONCC recommendations. Although DNL is the noise metric specified for use in all FAA noise impact assessment, we also recommend that noise assessments be made using supplemental metrics, only if deemed appropriate to do so. DNL is the principal noise metric used in this EIS for general impact assessment, while information about supplemental metrics is provided in Appendix F, Section F.1 to provide a better understanding of the implications of the predicted noise levels in particular circumstances. Finally, an assessment of noise levels at noise sensitive facilities based on a series of supplemental metrics is provided in Appendix F, Section F.3.</td>
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Response to Comments U.4-366 July 2005
3.2.1 ENCOURAGE CONTINUED USE OF DISTANT NOISE ABATEMENT DEPARTURE PROCEDURE

Pilots are encouraged to perform the Distanced Noise Abatement Departure Procedure (NADP) from all runways at O’Hare International Airport as part of the noise mitigation program for the selected Build Alternative. This measure will continue to reduce single-event aircraft noise impacts through thrust reduction and flapping control techniques over residential areas aligned with the runways utilized for departures.

3.2.2 ENFORCE O’HARE CONTROL TOWER ORDER

As part of ongoing and future noise mitigation programs, the FAA should work with the City of Chicago and ONCC to evaluate the enforcement, workability, and effectiveness of the O’Hare Tower Order. This Order permits the use of overlay maps on radar screens to assist air traffic controllers in determining the best altitude of departing aircraft at 3,000 feet when they are permitted to turn. These departure procedures should continue to protect existing compatible land uses and the people who reside in these communities.

3.3 IMPROVE CAPABILITIES OF AIRPORT NOISE MONITORING SYSTEM (ANMS)

The Airport Noise Monitoring System (ANMS) must continue to be a vital tool for collecting operational data on aircraft movements. The City of Chicago’s permanent airport noise monitoring system is considered to be the most complete and extensive of its kind in the nation.

The ONCC recommends that the City of Chicago’s noise monitoring system be further enhanced to provide more data on aircraft noise events. The FAA should encourage the City of Chicago to work with the ONCC and local community representatives to determine the optimal locations for deployments of permanent noise monitors to reflect the changing runway and airfield conditions, contingent on the selection of a Build Alternative.

The ANMS must continue to disseminate a system of comprehensive aircraft noise reports for residents around O’Hare International Airport. The City of Chicago and the ONCC should be obligated to continually inform residents and political leaders about aircraft noise issues in the Chicagoland area through their respective web sites, as well as with printed and multimedia materials.

3.4 REMEDIATION OF GROUND NOISE REDUCTION

This comment refers to the use of Distanced Noise Abatement Departure procedures (NADPs) from all runways at O’Hare as part of the noise mitigation for the Build Alternative. Based on FAA Order 91-53, the NADPs are either “distant” or “close-in.” Distant procedures entail power and flapping that results in less noise impacts to communities that are not located close to the runway (generally within about three miles, depending on the airplane). Close-in procedures reduce noise on communities located very close to the airport (typically 1-3 miles away), but at the expense of communities located somewhat farther out. NADPs were studied at O’Hare in the early 1990’s, and it was concluded that Distant NADPs were less suitable for use at O’Hare than were close-in procedures. However, it was also concluded at that time that Stage 3 noise-level aircraft showed little or no noise benefit from either procedure. Accordingly, it was recommended that Distant NADPs be used for the older Stage 2 and retrofitted Stage 3 aircraft, but that pilot discretion be used to select the appropriate noise abatement procedures for the newer Stage 3 aircraft. Since all aircraft over 75,000 lbs. operating at O’Hare are now Stage 3, as are the lighter Regional Jets, the use of the Distanced NADP is no longer applicable to the bulk of the fleet using the airport.

ONCC states that it feels strongly that there should be greater adherence to the O’Hare Tower Order by controllers and pilots, especially regarding the altitude of departing aircraft at 3,000 feet when they are permitted to turn. Reference was made to the use of overlay maps on radar screens to assist air traffic controllers in keeping departing aircraft on nighttime noise abatement flight tracks and away from residential areas. ONCC requests that the FAA work with them and the City to improve the enforcement, workability, and effectiveness of this tower order. In response, we acknowledge the close working relationship that has existed among the ONCC, the FAA and the City to improve adherence to the desired tracks and turn altitudes.

ONCC recommends that the City of Chicago’s noise monitoring system be further enhanced to provide more data on aircraft noise events, including additional noise monitors, optimally located relative to the selected new runway configuration. In response, the City of Chicago agrees to work with the ONCC to relocate monitors and add monitors, optimized to the selected new runway configuration.

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<td>Continued from the previous page. As is evidenced by the quarterly Fly Quiet Report, substantial improvement has been accomplished by raising pilot and controller awareness of the procedures. FAA and the City commit to continuing to work with the ONCC to improve adherence to the desired procedures. With a multi-directional runway system such as exists at O’Hare, the ability of the FAA to precisely control tracks and turns has been limited because of the necessity for a high degree of controller flexibility in safely and efficiently routing potentially conflicting traffic. With the transition to a more parallel runway operation, as proposed in the Build Alternatives, there may be opportunities to install navigational aids and procedures that will better standardized flight procedures. The FAA and the City will work with the ONCC to evaluate such procedures prior to the commissioning of a new runway, consistent with the EIS modeling assumptions.</td>
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<td>Continued from the previous page. ONCC also states that the City and ONCC must continue to be obligated to continually inform residents about noise data and noise issues in the region through their respective web sites, as well as printed and multimedia materials. In response, the City of Chicago concurs with this request and will continue to work with the ONCC to seek improvement in these areas.</td>
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The FAA did conduct a composite noise analysis including assessment of ground procedures associated with the OMP, see Appendix F, Attachment F-2. This analysis concludes that for Build Out +5 there would be no significant impacts due to ground noise. Adjacent neighborhoods exposed to lower ground noise levels will be included in the sound insulation program for aircraft noise as applicable.

ONCC cites the efforts of the airlines to replace the older Stage 2 and retrofitted Stage 3 aircraft fleet with more advanced, quieter aircraft, and urges the carriers to continue that effort, working toward the more stringent ICAO Chapter 4 standard, which goes into effect for newly-manufactured aircraft in 2006. FAA acknowledges this comment and encourages ONCC to work further with the airlines in this very beneficial effort.

ONCC requests that the ORD noise compatibility program and noise exposure maps be regularly updated throughout the duration of the OMP, including an evaluation of noise impacts resulting from runway reconfigurations during each phase of construction. This should entail a comparison of the changing frequency of flight operations and noise impacts, as well as the changing flight tracks and frequency of use.

In response, the FAA has projected and disclosed the noise impacts during each phase of construction in both the Draft EIS and Final EIS. In addition, information on operations and flight tracks has been included in Appendix F of the Final EIS. If the City of Chicago and the ONCC choose to produce updated noise exposure maps during implementation, the FAA would not object.

ONCC points out that the 2002 Baseline Noise Contour used in the EIS should be considered final at this point, but that the future noise exposure maps, which reflect current noise abatement policies, should be considered preliminary. These maps should be subject to modification during an update of the ORD noise mitigation plan. In response, please see our response to ONCC comment 16.

In addition, ONCC states that the ultimate goal of OMP noise mitigation and abatement programs should be to ensure that noise impacts from the operation of each reconfigured runway phase should be less than the noise impact in 2000.

Continued on the following page.
The ultimate goal of the noise mitigation and abatement programs as part of the OMP should demonstrate that the aircraft noise impacts of operations in the calendar year immediately following the year in which the first runway is first used, and in each calendar year thereafter, will be less than the noise impact in year 2000.

5. REPORT CRITERIA AND ASSOCIATED COSTS FOR EVALUATING NOISE MITIGATION INITIATIVES

The FAA should recommend the criteria for the evaluation of the noise mitigation measures for the selected Build Alternative, with input from the City of Chicago and ONCC. The FAA and City of Chicago should prepare cost estimates for these mitigation measures.

6. CITY OF CHICAGO SPONSORSHIP OF ONGOING PUBLIC OUTREACH PROGRAMS AND FORUMS

The City of Chicago should sponsor formal and informal workshops at periodic points during the planning and implementation processes of the selected OMP Build Alternative. These forums - presented by City of Chicago Department of Aviation staff, consultants, and FAA representatives - should provide information and answer questions about the progress of the selected Build Alternative. Information regarding the project and its environmental impact should be made understandable to the general public. This process should encourage dialogue and allow for opportunities for maximum input from the general public.

Community involvement may be comprised of a combination of small group briefings, public information forums or workshops, or formal public hearings.

The City of Chicago should be prepared to disseminate ongoing construction awareness information for communities that could potentially be affected by scheduled runway and taxiway construction and maintenance work at O'Hare International Airport.

Finally, the City of Chicago should make a concerted effort to notify residents when changes in aircraft operating procedures occur throughout construction of the selected Build Alternative.

CONCLUSION

While there are numerous issues that should be considered in the environmental process for the O'Hare Modernization Program (OMP), it is important to ONCC members that the mitigation of aircraft noise be a paramount consideration. Aircraft noise adversely affects the daily lives of thousands of people residing, working and attending schools in the vicinity of an airport and constitute a major negative impact on the quality of life in communities nearby.
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<td>Continued from the previous page. The City of Chicago also agrees, as requested by the ONCC, to disseminate ongoing construction awareness information for communities that could potentially be affected by scheduled runway and taxiway construction and maintenance work, and significant changes to aircraft operating procedures at O’Hare. These outreach efforts may resemble current methods used by the City during substantial airfield disruptions or may be expanded to include other methods suggested by the ONCC and the public. Section 5.20.4.5 of the Final EIS provides a list of methods that the DOA has used in the past to coordinate with and/or inform the public regarding various construction activities and that will be used as public coordination devices for the Build Alternatives.</td>
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Due to the importance of these issues, the ONCC stresses that the FAA and City of Chicago continue to promote open dialogue, accessibility to information, and forums for the exchange of viewpoints on the impacts, alternatives, and mitigation prospects.

The ONCC and its members sincerely thank the FAA for the opportunity to present comments and for its consideration of the potential noise impacts of the O'Hare Modernization Program (OMP) on the quality of life of residents around O'Hare International Airport. The ONCC urges that the aircraft noise issues and comments included above be thoroughly addressed during the Environmental Impact Statement (EIS) process.

Respectfully Submitted,

Mayor Mike J. Mullane
Village of Arlington Heights and
Chairperson, O'Hare Noise Compatibility Commission
April 6, 2005

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<td>ONCC concludes its comments by stressing the need for continued dialogue and access to information, and urging that the above comments be addressed during the EIS process. We thank the ONCC for its thoughtful comments and note that the above responses will be placed for public view in the Final EIS. Both the FAA and the City of Chicago commit to continued dialogue with and access to information by ONCC during the remainder of this EIS process and during subsequent implementation phases.</td>
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MESSAGE FROM THE CHAIR

As a former teacher, I know the tremendous role that education plays in addressing important and complex issues. Aircraft noise is a great example of the power of knowledge. The O'Hare Noise Compatibility Committee (ONCC) has found that the more citizens learn about aircraft noise, the more the public understands and supports the efforts to manage and reduce aircraft noise.

Through the ONCC Web site (www.oharenoise.org), Noise 101 presentations, more than 20 public meetings each year, guest speakers and in many other ways we bring useful facts to the discussion on aircraft noise. The Commission believes that everyone affected by aircraft noise should understand as much as possible about this vital issue.

One of the exciting things that we all learned in 2004 is that much quieter aircraft are coming soon. During one of the several special ONCC-sponsored presentations by aircraft noise experts, we learned that the goal for the next generation of airliners is to combine most of the noise they produce to airport properties. So, aircraft manufacturers are working hard to help improve the quality of life in our communities. As a result, the future looks brighter, and quieter.

I hope that you find this ONCC 2004 Annual Report interesting. It is part of our efforts to enlighten and educate so the teacher in me also hopes that you learn something from it.

Sincerely,

Steve Chamberlain
Chairman, O'Hare Noise Compatibility Commission
Mayor, Village of Arlington Heights

Frequently Used Terms

A-Weighted Sound Level (LWA) — A common unit of sound level that is used to measure the energy level of a sound. It is used to describe the loudness of a sound in terms of decibels.

Advanced Flight Tracking Procedures (ATFTP) — A system that provides real-time tracking of aircraft as they fly over the area. It is used to reduce noise and improve safety.

Day-Night Average Sound Level (DNL) — A measure of the average sound level over a 24-hour period. It is used to describe the overall noise level of an area.

Effective Population Dose (EPD) — A measure of the cumulative noise exposure of a population. It is used to compare the noise levels of different areas.

Ldn — A measure of the average sound level over a 24-hour period. It is used to describe the overall noise level of an area.

Leq — A measure of the equivalent sound level over a period of time. It is used to describe the overall noise level of an area.

Noise Contour — A map that shows the noise levels in an area. It is used to identify areas that are noisy and need to be improved.

Noise Exposure Contour — A map that shows the noise exposure levels in an area. It is used to identify areas that are noisy and need to be improved.

Noise Protection Plan (NPP) — A plan that is used to reduce the noise levels in an area. It is used to identify areas that are noisy and need to be improved.

Noise Protection Zones (NPZ) — A zone that is used to protect residents from aircraft noise. It is used to identify areas that are noisy and need to be improved.

Noise Reduction — A measure of the reduction in noise levels. It is used to describe the effectiveness of noise control measures.
Frequently Used Terms

RNAV—RNAV stands for Area Navigation. RNAV is a method of navigation which permits aircraft operations on any desired flight path within the coverage of certain reference navigation aids or the limits of the capability of self contained aids, or any combination thereof. Adherence to RNAV equipment automatically determines aircraft position by processing data from one or more sensors and guides the aircraft in accordance with appropriate route instructions. Additional navigation parameters such as distance and bearing to a preselected waypoint can also be computed from the aircraft position and the location of the waypoints, depending upon the capability of the RNAV equipment. Position can be displayed to the pilot on the control display unit (CDU) in various ways, most practically in terms of the aircraft position relative to the precomputed desired track. Most RNAV equipment can display any lateral displacement of the aircraft from the desired track to generate the guidance signals to the pilot.

Noise—Unwanted sound.

Noise Abatement—A measure or action that minimizes the amount or impact of noise on the environment of an airport. Noise abatement measures include aircraft operating procedures and use or closure of certain runways or flight paths.

Noise Contour Map—A map representing average overall noise levels summarized by lines connecting points of equal noise exposure.

Single Event—An occurrence of audible noise, usually above a specified minimum noise level, caused by an aviation source such as an aircraft overflight, passing train or ship’s horn.

Sound—Sound is the result of a sound source vibration in the air. The vibration produces alternating bands of relatively dense and sparse portions of air, alternating outward from the source. In the air, the bands may not be visible, but can cause sound waves to travel through the air.

Sound Exposure Level (SEL)—A measure of the physical intensity of the noise event that takes into account both intensity and duration. Expressed in decibels (dB).

Stage 2 Aircraft—Aircraft that meet the noise limits prescribed by FAR Part 36.

Stage 3 Aircraft—Aircraft that meet the most stringent noise limits set in FAR Part 36.

Commission Overview

About the ONCC

The O'Hare Noise Compatibility Commission (ONCC) is the only organization that is dedicated to reducing aircraft noise in the communities around O'Hare International Airport. It was established in 1996 following an initiative from Chicago Mayor Richard M. Daley to bring together neighborhood representatives to begin a constructive dialogue on aircraft noise issues with the goal of reducing the noise.

Since its founding, the ONCC's mission has broadened considerably and now includes 24 municipalities, Cook County and 14 school districts that represent nearly 40 communities around O'Hare. These members are represented by their mayors and school superintendents at nearly 30 public meetings that the ONCC and its committees hold annually.

The ONCC, which has a full-time executive director and an administrative coordinator, operates through three standing committees: Technical, Residentated Sound Insulation and School Sound Insulation. The Technical Committee identifies and presents technological advancements that are designed to reduce aircraft noise. The Residentated Sound Insulation committee oversees one of the most aggressive residential noise remediation programs in the nation and the world's largest school sound insulation program. The total spending on these programs since they began is approximately $1.35 billion.

The ONCC believes in replacing conjectures with cooperation by bringing together the City of Chicago and its residents, the airlines, the Federal Aviation Administration (FAA), the contractors and the pilots to reduce the impact of aircraft noise in the communities surrounding O'Hare. This approach has reduced aircraft noise and increased safety for sound insulation programs.

Commission Overview
ONCC Welcomes New Commissioner

In 2004, the O'Hare Noise Compatibility Commission welcomed Assistant Commissioner John A. Robinson as the Chicago's official representative on the ONCC. Robinson was appointed by Mayor Richard M. Daley to oversee all airport boundary, area-wide and local noise abatement programs, environmental, social, economic, and regulatory development for O'Hare and Midway International Airports. Commissioner Robinson oversees a staff of over 2,000 employees with an annual operating budget of over $800 million.

Robinson brings extensive management experience to the Department of Aviation. In addition to his previous position as Chicago's Executive Director of Construction and Projects, he also served as Commissioner of the Department of Buildings, Commissioner of Streets, and Chief of Development for the Chicago Housing Authority (CHA).

Prior to joining CHA, Robinson served as an assistant to the Mayor, coordinating neighborhood development and major infrastructure initiatives. He also served as Housing Manager for the Chicago Park District, responsible for managing the Community Services and the Housing and Neighborhood Development Program.

O'Hare Homes and School Noise Insulation Programs Expanded

The 2004 O'Hare Residential Sound Insulation Program included an additional 600 homes, bringing the total number of single-family homes insulated in the program to nearly 3,000 since 1994. The mayor explicitly authorized the program with an additional budget to insulate 3,000 homes. More than a dozen communities around O'Hare, both ONCC members and non-members, have benefited from the residential sound insulation program.

In addition, $9.9 million was awarded for the 2004 school sound insulation program, which will allow work to begin on six schools. These schools are: Algebraic Middle School, Berkeley, Abraham Lincoln Middle School, Park Ridge; Al Hameadi E.E.C., 6K Grove Village, and Embers Elementary School, Park Ridge.

O'Hare Modernization Program

The On-going O'Hare Modernization Program (O'MP) is a multi-year, multi-use program that will improve the airport's capacity, safety, and environmental performance. The program includes major construction projects, such as the new Terminal 3, which will provide additional gate space and improved airport facilities.

2004 Highlights

Fly Quiet Award

In 2004, the ONCC presented its annual Fly Quiet award to American Airlines for its second consecutive year. The airline was recognized by the Commission for its sustained commitment to the Fly Quiet Program.

The Fly Quiet Program began in 1997 and is designed to reduce nighttime aircraft noise over residential areas around O'Hare through use of preferred departure runways and flight paths. In addition, the program encourages airlines to use the O'Hare Grand Runway (D3) exclusively, which significantly reduces the impact of aircraft engine noise during the runway takeoff and landing process.

In addition to supporting the elements of the Fly Quiet Program, American Airlines was also cited for its use of quieter aircraft at night and its outstanding support of the ONCC's other noise reduction efforts.

 Quieter Aircrafts Arriving Soon

During an ONCC Technical Committee meeting last year, a Boeing 777 aircraft was cited as a major step in reducing aircraft noise, and the 777 is closer to its target than any other current aircraft. In fact, Boeing predicts that the highest noise levels for the 777 will be contained entirely within the boundaries of O'Hare and other major U.S. airports that will be served by the new aircraft.

The O'Hare Modernization Program (O'MP) is a multi-year, multi-use program that will improve the airport's capacity, safety, and environmental performance. The program includes major construction projects, such as the new Terminal 3, which will provide additional gate space and improved airport facilities.

2004 Highlights

O'Hare International Airport

Response to Comments U.4-377

July 2005
2004 Highlight

ONHCC on the National Stage

In addition, the O'Hare Noise Compatibility Commission was one of only three community-based organizations that participated last year in a new federal study on the long-term environmental effects of aviation and ways to reduce those effects, including those from aircraft noise. The study was mandated by the U.S. Congress under terms of the budget reconciliation for the Federal Aviation Administration. The FAA and NASA led the study, which had the goal of finding ways to reduce aircraft noise and emissions and to increase aircraft fuel efficiency.

In addition to the ONHCC, the study's participants included representatives from the Departments of Defense, Commerce and Transportation, the Environmental Protection Agency and several industry groups.

Technical Initiatives

The Technical Committee worked with the City of Chicago in upgrading the Airport Noise Monitoring System (ANMS) and expanding the reports generated by the system. The ANMS collects aircraft noise data 24 hours a day through its network of permanent noise monitors that are strategically positioned around O'Hare. Portable monitors are also deployed in various communities to sample noise data on a temporary basis. The ONHCC reviews the ANMS reports monthly and uses an independent aircraft noise expert to verify the system's methodology and data.

In addition to data provided by the noise monitors, another indication that aircraft noise is being reduced is the decreasing number of complaints submitted to the O'Hare Noise Hotline. A trend analysis shows a dramatic reduction from a peak of 23,773 calls in 1999 to 2,067 calls in 2004, a reduction of 88 percent.

Review of City of Chicago Department of Aviation projects, as they relate to noise mitigation efforts, is another important task of the Technical Committee. During 2004, the Technical Committee reviewed applications for new noise allowances and noise mitigation projects recommended by the Chicago Department of Aviation and the Federal Aviation Administration on the Environmental Impact Statement (EIS) process for the O'Hare Modernization Program.

In order to enhance noise mitigation efforts, technical briefings for ONHCC members and the public are often scheduled. In 2004, the Committee received expert briefings from representatives of the Chicago Department of Aviation, Boeing Aircraft, American Airlines, and Rolls Royce Aircraft Engine Company.

ONHCC Support in D.C.

U.S. Representative Jan Schakowsky (D-Ill.) spoke at an ONHCC meeting last year and pledged to be one of the Committee's partners in Washington, D.C. on aircraft noise issues.

While noting that federal money for aircraft noise relief projects is not currently available, Schakowsky praised the ONHCC for its community-based approach to noise mitigation.

"We can look to you and see the success on issues that are important to the ONHCC," she said.

Schakowsky's 9th Congressional District includes Park Ridge, Chicago, Rosemont, Norridge, Niles and Des Plaines, which all have ONHCC members. Schakowsky, elected to Congress in 1998, is a member of the House Energy and Commerce Committee.

Response to Comments U.4-378

July 2005
Residential Sound Insulation Program

The O'Hare Residential Sound Insulation Program is considered one of the most aggressive programs of its kind in the nation. It is operated and funded by the City of Chicago, with revenues from the Passenger Facilities Charge (PFC). The program is coordinated and directed by the O'HARE Residential Sound Insulation Corporation, which is owned by Cook County, the City of Chicago, and the aerospace and automotive firms that operate O'Hare International Airport.

The goal of the program, which began in 1995, is to improve the quality of life for residents surrounding O'Hare International Airport by reducing the impact of aircraft noise on homes. The program is currently underway, and approximately 85 percent of the homes covered by the program have been completed. The remaining homes will be completed over the next few years.

Online Property Locator

The online O'Hare Property Locator makes it easy for residents around O'Hare to determine if their homes are within the boundaries of the 2000 Noise Contour and therefore eligible for the Residential Sound Insulation Program. You can access the property locator at www.ohareairport.org.
School Sound Insulation Program

The O'Hare School Sound Insulation Program was extended to include 100 schools in 2005. The program is the largest of its kind in the world. It is operated and funded by the Chicago Department of Aviation and was included in the Airport Improvement Program (AIP) that was approved by the O'Hare Airport Sound Insulation Committee (OASIC) in 2004.

The program has helped 100 schools with noise reduction projects. The O'Hare School Sound Insulation Program was initiated in 2004 to include more schools in the noise reduction program. In addition, the program has been expanded to include 100 schools in 2005.

The O'Hare School Sound Insulation Program was announced in 2004. The program is designed to reduce noise levels at schools in the vicinity of O'Hare International Airport. The program is funded by the Chicago Department of Aviation and was included in the Airport Improvement Program (AIP) that was approved by the O'Hare Airport Sound Insulation Committee (OASIC) in 2004.

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Response to Comments

O'Hare International Airport

School Sound Insulation Program

Testing

During 2004, the following schools were tested for aircraft noise levels:

- East Leyden High School, Franklin Park
- El Greco High School, El Greco Village
- Ridgewood High School, Franklin
- Stevenson Elementary School, Des Plaines
- Roosevelt Roosevelt Elementary School, Park Ridge
- St. Augustine's St. Augustine, Park Ridge
- St. Cyprian School, River Grove
- Jane Addams School, Melrose Park
- George Washington Elementary, Park Ridge
- John Mills Elementary School, Elmwood Park
- George B. Carpenter Elementary School, Park Ridge
- Stevenson School, Melrose Park
- Benswood Benswood Baptist Christian Academy, Des Plaines
- Zoe Evangelic Chicago, Des Plaines
- Benswood Elementary School, Des Plaines

Each of the schools, which were selected based on several established criteria including proximity to the airport, were tested during a five-day period when maximum aircraft activity was expected. Three noise monitors were used for each school. One monitor measured exterior noise levels, one measured noise levels with classroom windows closed and the third measured noise levels with classroom windows open.

Funding

In 2004, a $6,020,485.00 award was approved for sound insulation design work at the following schools, which qualified based on testing in 2003:

- Hawthorne Middle School, Berwyn
- Abraham Lincoln Middle School, Park Ridge
- Al Horwitz Al Horwitz E.C.C., El Greco Village
- Embers Elementary School, Park Ridge

Construction Completed

The following schools completed sound insulation work in 2004 or were in the final punchlist phase of their projects:

- St. Andrew's St. Andrew's School Private, Des Plaines
- St. Monica's St. Monica's School Private, Chicago
- St. Bede's St. Bede's School Private, River Grove
- St. Thomas High School District 209, Chicago
- Down DuPage Elementary District 209, Chicago
- Marist of Wisdom Marist of Wisdom, Park Ridge

Construction Underway

The following schools had sound insulation construction underway during 2004:

- Maine East High School, Park Ridge
- St. Celestine Elementary, Elmwood Park
- Palatine Baptist Academy, Melrose Park
- Morton Middle School, Berwyn
- Benswood Benswood Middle School, Park Ridge
- El Greco Elementary School, Park Ridge
- Al Horwitz Al Horwitz E.C.C., El Greco Village

Community Outreach

Reducing aircraft noise is a complex issue and the work of the O'Hare Noise Compatibility Commission is multilayered. To help further a better understanding of the issues and the ONCC's efforts on behalf of all residents around O'Hare, the Commission reaches out to the community in many ways.

Internet Web Site: www.oharenoise.org

Launched in 2001, www.oharenoise.org has become one of the most comprehensive websites for the ONCC. The website is an information resource on aircraft noise issues. It promotes awareness of the website issues, promotes the website issues, and provides educational materials that can be downloaded from the site.

O'Hare Monitor

The O'Hare Monitor is the ONCC's quarterly newsletter distributed free to over 10,000 subscribers in the Chicago area and other parts of the U.S. This newsletter highlights the work of the ONCC and the many accomplishments in reducing aircraft noise at O'Hare. The Monitor is also available via the ONCC Web site and e-mail.

Aircraft Noise Reduction:

The O'Hare Story

This video presentation continues its wide distribution in 2004 via DVD, VHS tape and Chicago area public TV outlets. The program explains the work of the ONCC and provides useful details on many of the ONCC's projects, especially the roadbed and school sound insulation programs. The video is available by writing to the ONCC or ordering online via the ONCC Web site.

Community Outreach Vehicles

Outfitted with technology to demonstrate aircraft noise issues, the Community Outreach Vehicle (COV) travels to schools, libraries, and community events. The COV is certified and operated by the Chicago Department of Aviation. In addition to demonstrating aircraft noise monitoring, an interactive aircraft noise demonstration system and video presentations, the COV also carries ONCC informational materials and informational slides around the Chicago area.

Additional Outreach Programs

The ONCC provides a wide variety of informational and educational presentations throughout the year.
### Community Outreach

#### Expert Guest Speaker Program

Experts in the field of aircraft noise and government programs appear regularly at the CHNC meetings, which are always open to the public. During 2004, the CHNC heard from:

- Illinois Congresswoman Jan Schakowsky (D-9)
- Michael McAuliffe, Federal Aviation Administration
- Debra Smith, Chicago Department of Aviation
- Joe Chmelka, The Boeing Company
- Paul Durkee, Midwest
- Captain Tim Rojek, American Airlines
- William Smith, Rolls Royce
- Joseph Amorela, John Marshall Law School

#### School Outreach Program

This free program makes available to the expertise and resources of the CHNC to the Chicago School System on topics related to noise and aircraft noise mitigation, including a wide variety of interactive learning tools, advanced technology demonstrations, multimedia presentations, guest speakers, and exhibits. The program can be tailored to meet specific curricular requirements for students from the primary grades to college level.

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### 2005 Meeting Schedule

<table>
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<tr>
<th>O’Hare Noise Compatibility Commission</th>
<th>Residential Sound Insulation Committee</th>
<th>School Sound Insulation Committee</th>
<th>Technical Committee</th>
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Meeting schedules are subject to change. Please check www.oharenoise.org for updates.
O'Hare International Airport

Response to Comments

O'Hare International Airport

Response to Comments U.4-383 July 2005

Leadership

ONC Chair

Arlene. Mudder
Major, Wood Dale, IL

ONC Vice-Chair

School Board Representations Committee Chair

Raymond J. Kupper
Superintendent, School District 63, Hinsdale, IL

Group Administrator

John A. Rabenstein
Residential Sound Insulation Committee Chair

Frank Damato
Cook County Department of Community and Environmental Affairs

Technical Committee Chair

Rita A. Mullins
Man, Brookfield, IL

How to Contact Us

Electolux Director Brian Glidden
773-666-3536
bgliddle@oconair.com
P.O. Box 1125
Des Plaines, Illinois 60017-1125

are Noise Compatibility Commission

We Are

The Noise Compatibility Commission is the only organization that is dedicated to reducing aircraft noise in the community. At O'Hare International Airport, it was established in 1988. An invitation from O'Hare to the Noise Compatibility Commission is the first step in creating the Noise Compatibility Commission. The Noise Compatibility Commission is a unique organization that is dedicated to reducing aircraft noise in the community. The Noise Compatibility Commission is a unique organization that is dedicated to reducing aircraft noise in the community. The Noise Compatibility Commission is a unique organization that is dedicated to reducing aircraft noise in the community. The Noise Compatibility Commission is a unique organization that is dedicated to reducing aircraft noise in the community. The Noise Compatibility Commission is a unique organization that is dedicated to reducing aircraft noise in the community.

What We Do

- The ONC brings a new approach to the issue of aircraft noise in the Chicago area.
- The ONC actively works on the reduction of aircraft noise at O'Hare. Most of the work is done by the ONC.
- The ONC utilizes a vast network of experts, including experts from various fields, who work together to provide solutions.
- The ONC provides regular updates on the progress of the ONC program.

Accomplishments

- The ONC has made significant progress in reducing aircraft noise in communities around O'Hare.
- The ONC has achieved tremendous results in the Residential Sound Insulation Program, making it one of the most effective programs in the world.
- The ONC has reduced aircraft noise complaints received into the O'Hare Noise Hotline.

Aircraft Noise Hotline Trend Report

Noise Hotline 1-800-435-0519