O'HARE ★ MIDWAY
INTERNATIONAL AIRPORTS

O'HARE DEPARTURES

CITY OF PARK RIDGE

O'HARE AIRPORT COMMISSION

MAY 16, 2018

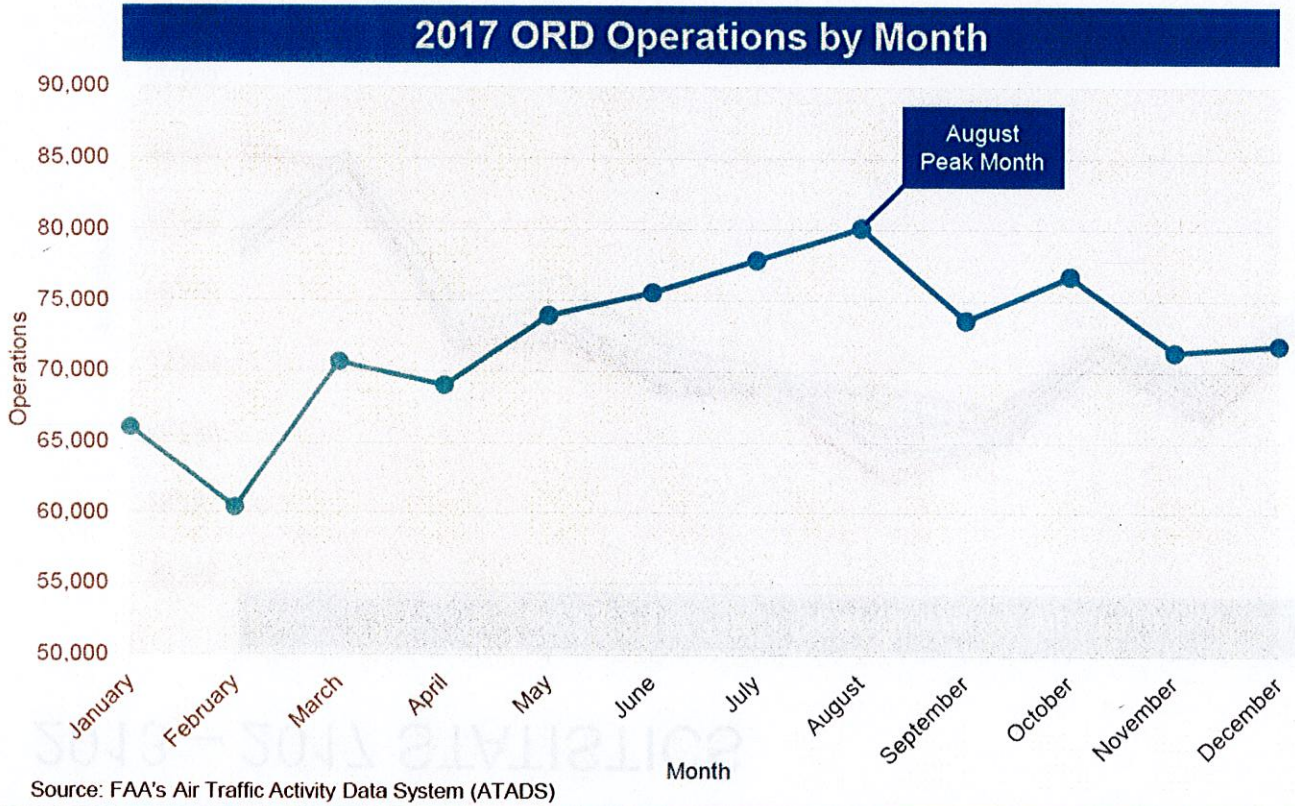
Aaron J. Frame
Deputy Commissioner of Environment
Chicago Department of Aviation

Christina Drouet, P.E.
Deputy Regional Administrator
FAA Great Lakes Region

CHICAGO DEPARTMENT OF AVIATION

FEDERAL AVIATION ADMINISTRATION

2017 STATISTICS



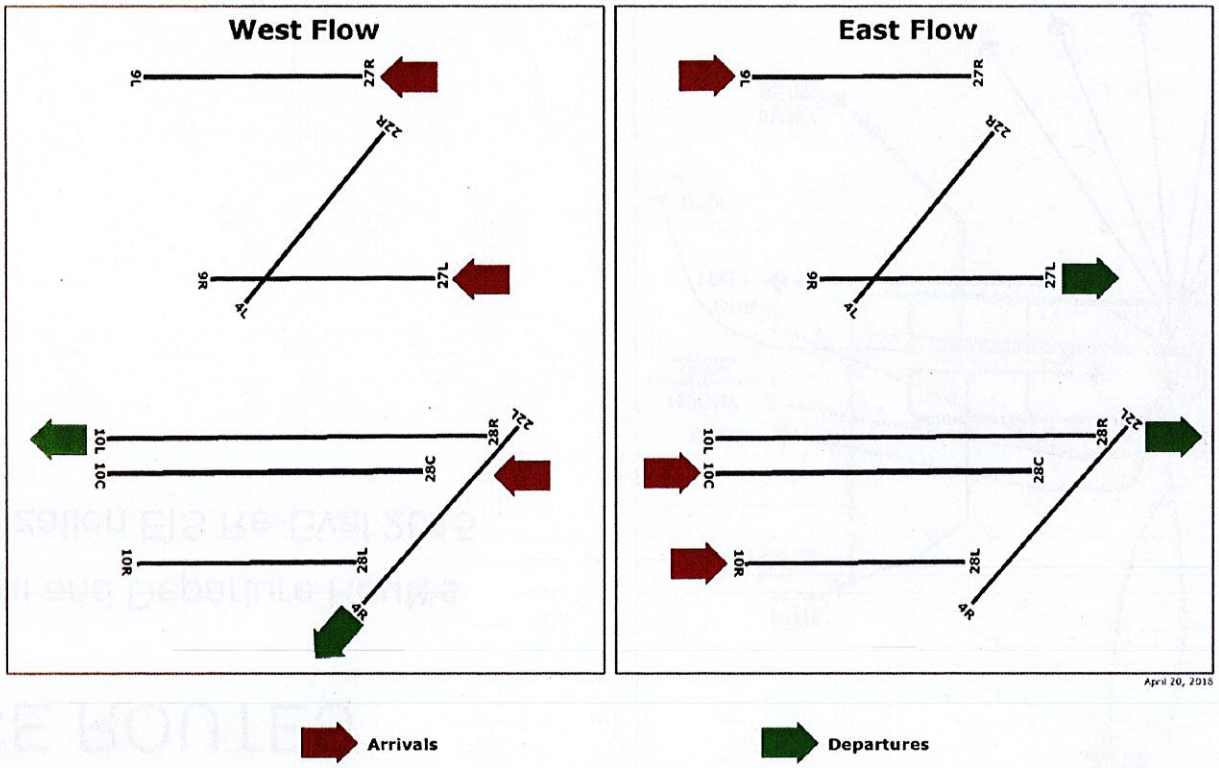
Dedicated Passenger	97%
Dedicated Cargo	2%
General Aviation	1%
Total	100%

Source: FAA's Air Traffic Activity Data System (ATADS)

CURRENT DAYTIME DEPARTURE OPERATIONS

1. What are the daytime departure runways used in east and west flow?
2. Who is responsible for each aspect of a departure?
3. Other factors affect the altitude, speed and location of a departure.
4. Why is there a wide deviation in departure tracks when an aircraft turns 90 degrees or greater?

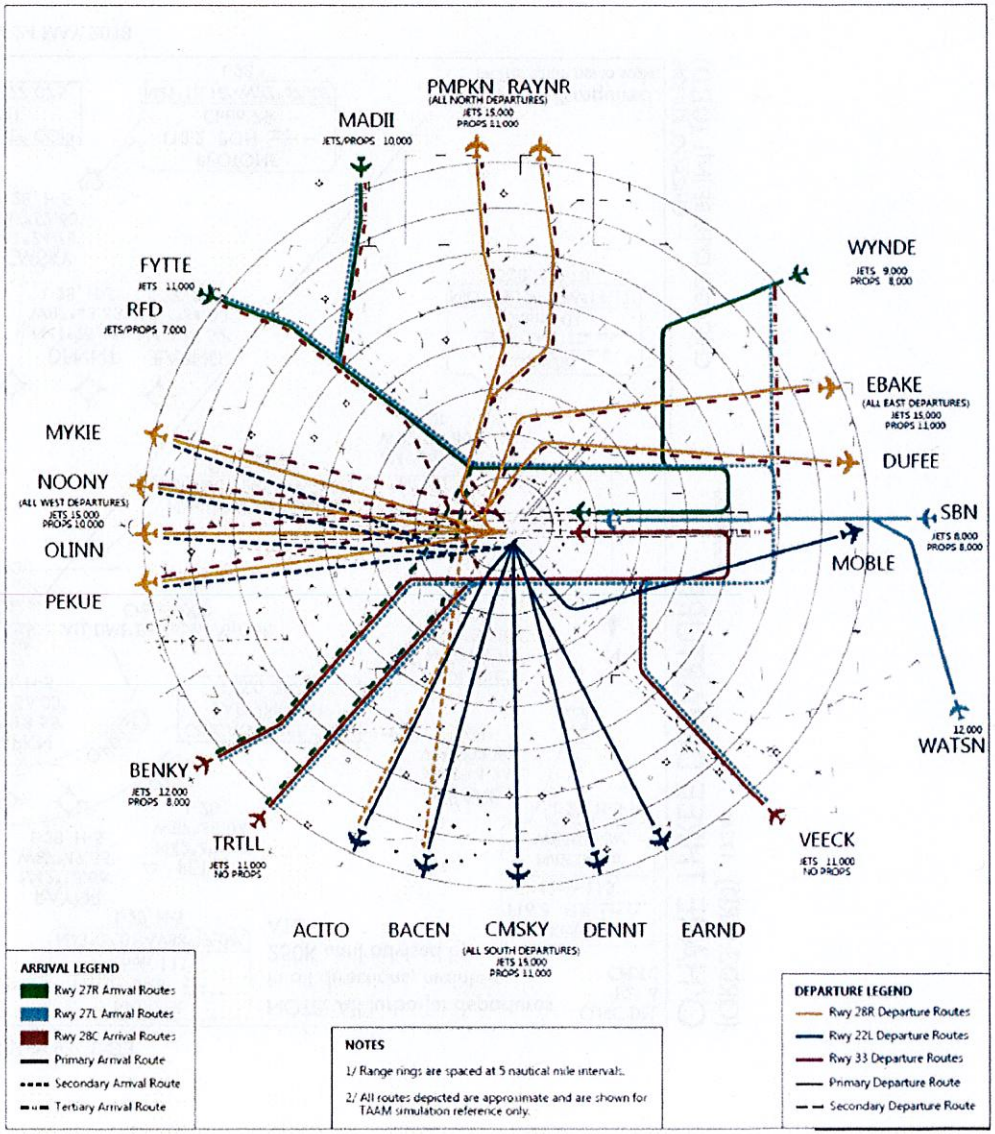
PRIMARY DAYTIME RUNWAY CONFIGURATIONS



AIRSPACE ROUTES

West Flow Arrival and Departure Routes

O'Hare Modernization EIS Re-Eval 2015



EC-3, 26 APR 2018 to 24 MAY 2018

O'HARE THREE DEPARTURE

(ORD3.ORD) 120CT17

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

(ORD3.ORD) 17341

O'HARE THREE DEPARTURE

AL-166 (FAA)

CHICAGO O'HARE INTL (ORD)

CHICAGO, ILLINOIS

EC-3, 26 APR 2018 to 24 MAY 2018

EC-3, 26 APR 2018 to 24 MAY 2018

O'HARE THREE DEPARTURE

(ORD3.ORD) 12OCT17

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)

TOP ALTITUDE: 5000

CHICAGO DEP CON
WEST
126.625 307.2

ALL DME Equipped Aircraft Cross 4000

RAYNR
N42°18.66'
W87°49.55'
L-28, H-5

PETTY
N42°49.64'
W87°38.04'
L-28

MYKIE
N42°09.80'
W88°48.51'
L-28, H-5

ORD B

ORD 5

PMPKN
N42°18.55'
W87°56.03'
L-28, H-5

CHICAGO DEP CON
EAST/NORTH
125.0 337.4

EBAKE
N42°16.76'
W87°03.80'
L-28

DUFEE
N42°06.75'
W87°03.80'
L-28

NOONY
N42°02.80'
W88°48.51'
L-28, H-5

ALL DME Equipped Aircraft Cross 3000

SIMMN
N41°58.84'
W88°52.71'
L-28

R-093

OLINN
N41°54.80'
W88°48.51'
L-28, H-5

PEKUE
N41°47.79'
W88°48.51'
L-28, H-5

MOBLE
N41°56.73'
W87°03.80'
L-28

BACEN
N41°24.40'
W88°01.78'
L-28, H-5

ACITO
N41°23.92'
W88°11.00'
L-28, H-5

DENNT
N41°25.15'
W87°43.48'
L-28, H-5

EARND
N41°25.52'
W87°34.33'
L-28, H-5

CMSKY
N41°24.78'
W87°52.63'
L-28, H-5

CHICAGO DEP CON
SOUTH
126.625 327.075

N

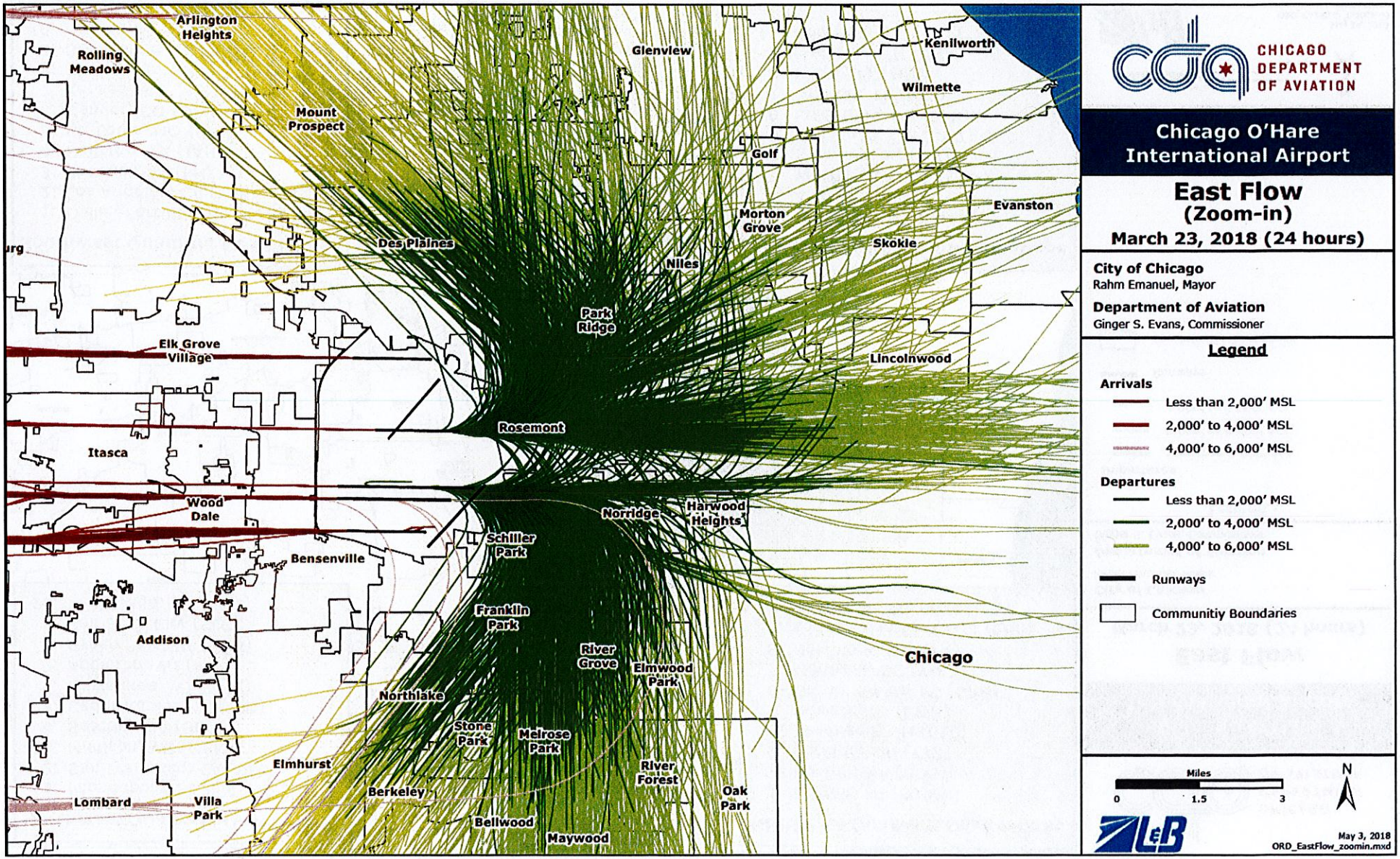
(ORD3.ORD) 17341

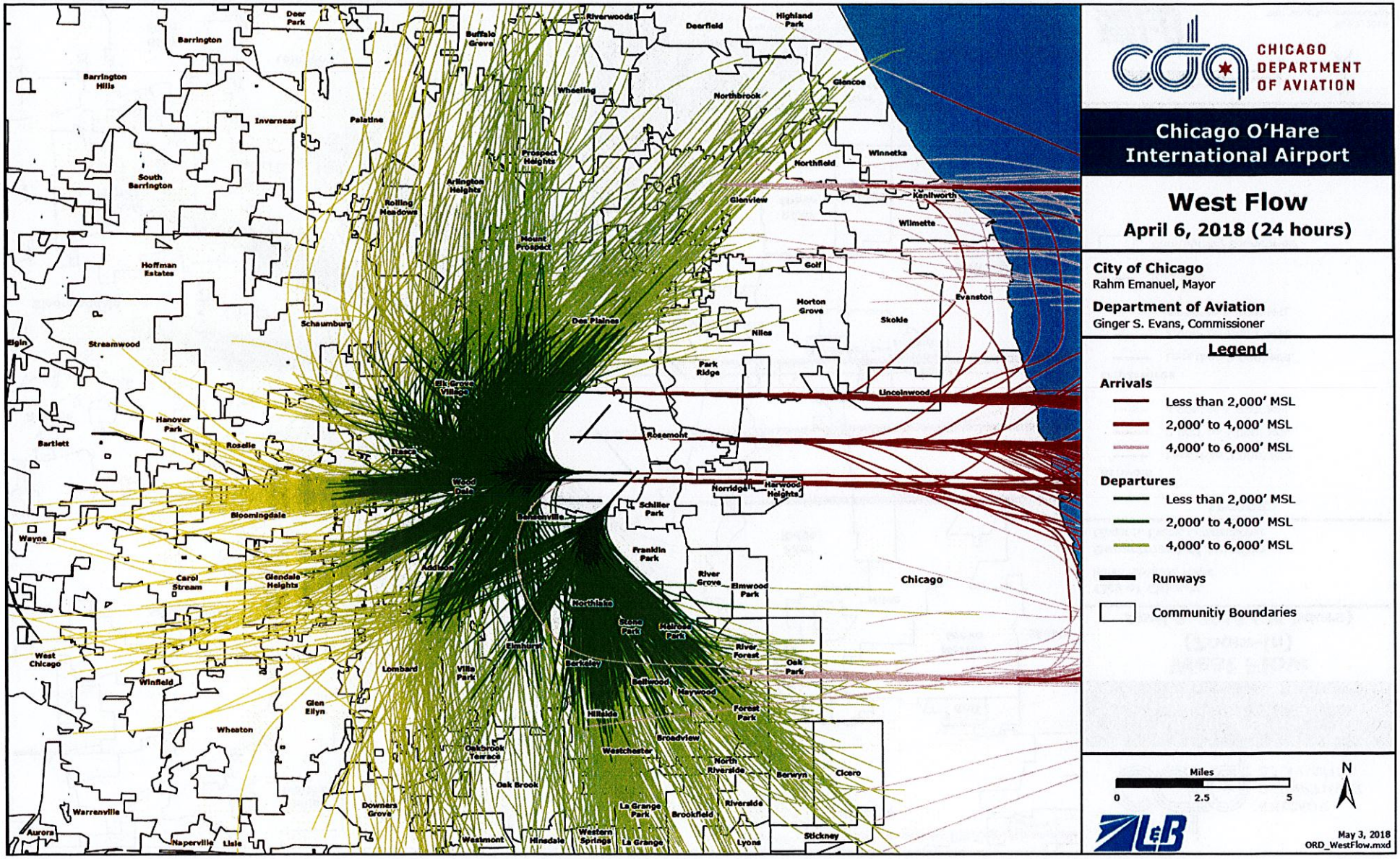
O'HARE THREE DEPARTURE

AL-166 (FAA)

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

EC-3, 26 APR 2018 to 24 MAY 2018


Arlington Heights
Rolling Meadows
Mount Prospect
Glenview
Kenilworth
Wilmette
Golf
Morton Grove
Evanston
Skokie
Des Plaines
Niles
Park Ridge
Lincolnwood
Elk Grove Village
Rosemont
Itasca
Wood Dale
Norridge
Harwood Heights
Schiller Park
Bensenville
Franklin Park
Addison
River Grove
Elmwood Park
Chicago
Northlake
Stone Park
Melrose Park
Elmhurst
River Forest
Oak Park
Berkeley
Lombard
Villa Park
Bellwood
Maywood
CHICAGO DEPARTMENT OF AVIATION
Chicago O'Hare International Airport
East Flow
(Zoom-in)
March 23, 2018 (24 hours)
City of Chicago
Rahm Emanuel, Mayor
Department of Aviation
Ginger S. Evans, Commissioner
Legend
Arrivals
Less than 2,000' MSL
2,000' to 4,000' MSL
4,000' to 6,000' MSL
Departures
Less than 2,000' MSL
2,000' to 4,000' MSL
4,000' to 6,000' MSL
Runways
Communitiy Boundaries
Miles
0
1.5
3
N
May 3, 2018
ORD_EastFlow_zoomin.mxd



CHICAGO DEPARTMENT OF AVIATION

Chicago O'Hare International Airport

West Flow

April 6, 2018 (24 hours)

City of Chicago
Rahm Emanuel, Mayor

Department of Aviation
Ginger S. Evans, Commissioner

Legend

Arrivals
- Less than 2,000' MSL
- 2,000' to 4,000' MSL
- 4,000' to 6,000' MSL

Departures
- Less than 2,000' MSL
- 2,000' to 4,000' MSL
- 4,000' to 6,000' MSL

Runways

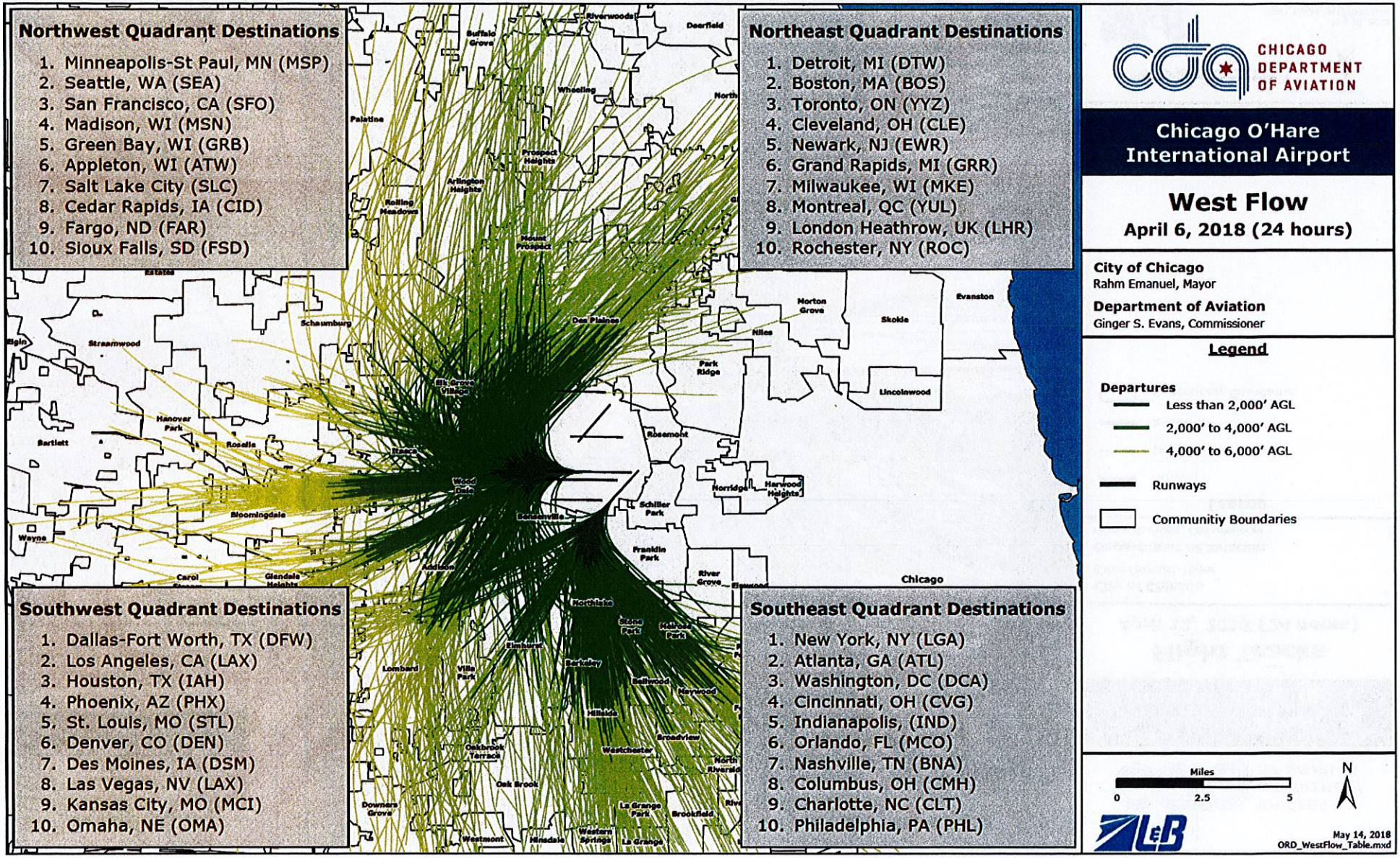
Communitiy Boundaries

Miles
0 2.5 5

N

L&B

May 3, 2018
ORD_WestFlow.mxd


Northwest Quadrant Destinations
1. Minneapolis-St Paul, MN (MSP)
2. Seattle, WA (SEA)
3. San Francisco, CA (SFO)
4. Madison, WI (MSN)
5. Green Bay, WI (GRB)
6. Appleton, WI (ATW)
7. Salt Lake City (SLC)
8. Cedar Rapids, IA (CID)
9. Fargo, ND (FAR)
10. Sioux Falls, SD (FSD)
Northeast Quadrant Destinations
1. Detroit, MI (DTW)
2. Boston, MA (BOS)
3. Toronto, ON (YYZ)
4. Cleveland, OH (CLE)
5. Newark, NJ (EWR)
6. Grand Rapids, MI (GRR)
7. Milwaukee, WI (MKE)
8. Montreal, QC (YUL)
9. London Heathrow, UK (LHR)
10. Rochester, NY (ROC)
Southwest Quadrant Destinations
1. Dallas-Fort Worth, TX (DFW)
2. Los Angeles, CA (LAX)
3. Houston, TX (IAH)
4. Phoenix, AZ (PHX)
5. St. Louis, MO (STL)
6. Denver, CO (DEN)
7. Des Moines, IA (DSM)
8. Las Vegas, NV (LAX)
9. Kansas City, MO (MCI)
10. Omaha, NE (OMA)
Southeast Quadrant Destinations
1. New York, NY (LGA)
2. Atlanta, GA (ATL)
3. Washington, DC (DCA)
4. Cincinnati, OH (CVG)
5. Indianapolis, (IND)
6. Orlando, FL (MCO)
7. Nashville, TN (BNA)
8. Columbus, OH (CMH)
9. Charlotte, NC (CLT)
10. Philadelphia, PA (PHL)
Chicago
Evanston
Schaumburg
Streamwood
Elgin
Bartlett
Hanover Park
Roselle
Bloomingdale
Wayne
Glendale Heights
Addison
Lombard
Villa Park
Elmhurst
Oakbrook Terrace
Oak Brook
Downers Grove
Westmont
Hinsdale
Western Springs
La Grange
La Grange Park
Brookfield
Riverwoods
Deerfield
Wheeling
Palatine
Buffalo Grove
Prospect Heights
Arlington Heights
Rolling Meadows
Mount Prospect
Des Plaines
Elk Grove Village
Rosemont
Park Ridge
Niles
Morton Grove
Skokie
Lincolnwood
Schiller Park
Franklin Park
River Grove
Norridge
Harwood Heights
Northlake
Stone Park
Melrose Park
Berkeley
Bellwood
Maywood
Hillside
Broadview
Westchester
North Riverside
CHICAGO DEPARTMENT OF AVIATION
Chicago O'Hare International Airport
West Flow
April 6, 2018 (24 hours)
City of Chicago
Rahm Emanuel, Mayor
Department of Aviation
Ginger S. Evans, Commissioner
Legend
Departures
Less than 2,000' AGL
2,000' to 4,000' AGL
4,000' to 6,000' AGL
Runways
Communitiy Boundaries
Miles
0
2.5
5
N
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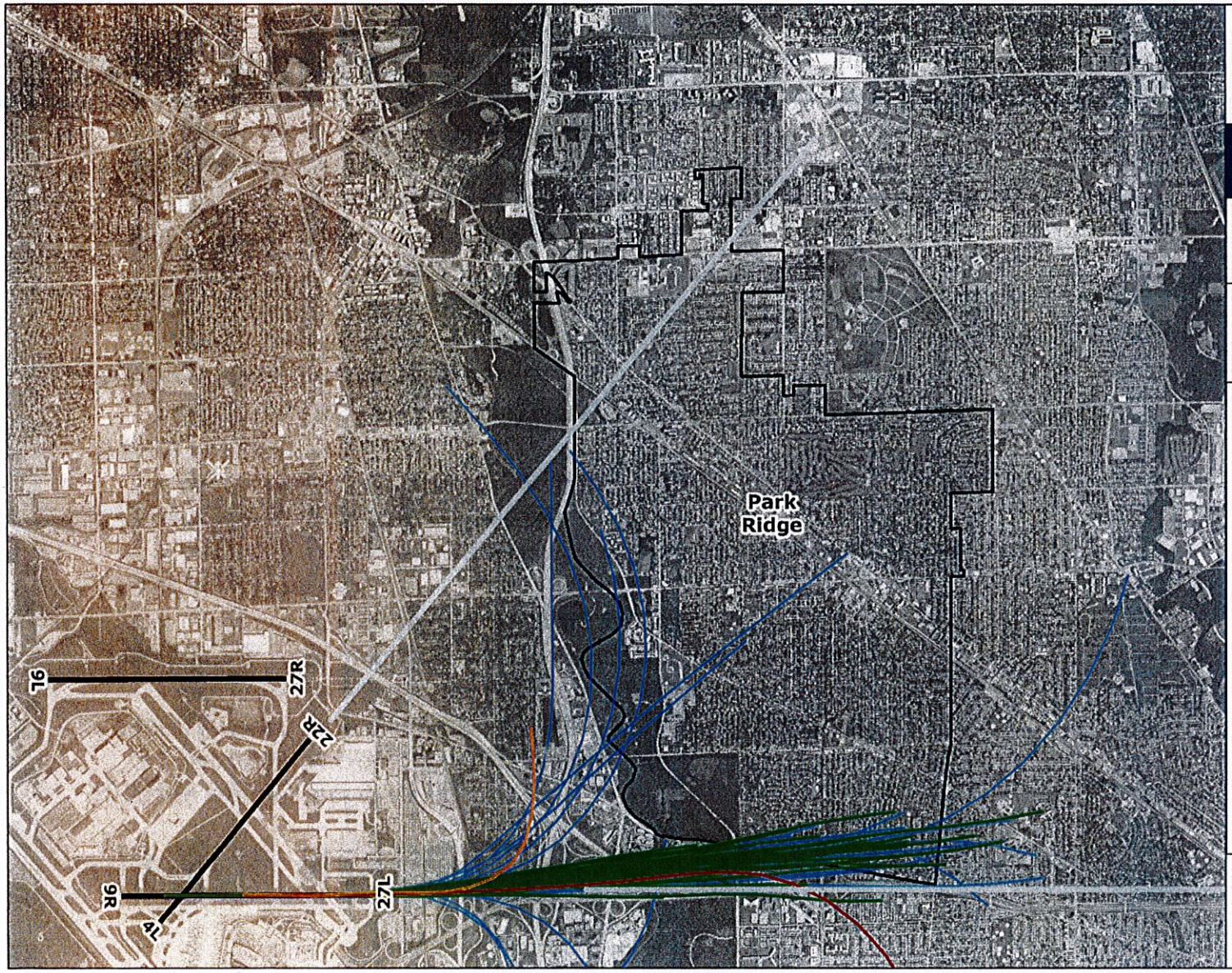


CHICAGO DEPARTMENT OF AVIATION

Chicago O'Hare International Airport

Nighttime Departure Tracks

November 10, 2017 10:00 p.m. to November 11, 2017 7:00 a.m.

City of Chicago
Rahm Emanuel, Mayor

Department of Aviation
Ginger S. Evans, Commissioner

Legend

Fly Quiet Mode

- Less than 0.5 nautical mile deviation (41 Tracks)
- 0.5 - 1.0 nautical mile deviation (1 Track)
- More than 1.0 nautical mile deviation (1 Track)

Non-Fly Quiet Mode

- Nighttime Departures Outside of Fly Quiet Mode (73 Tracks)
- Runways
- Preferential Flight Track
- City of Park Ridge Boundary

Note
Flight tracks shown until 3,000' Above Ground Level (AGL).

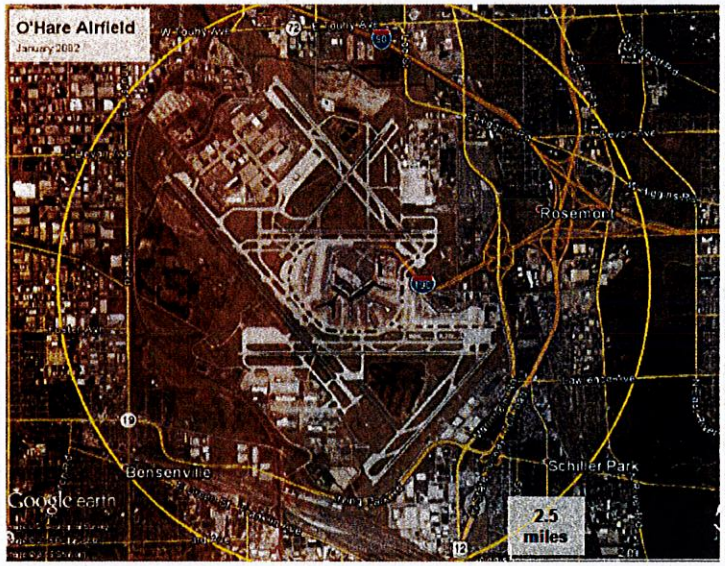
Miles
0 0.5 1

N

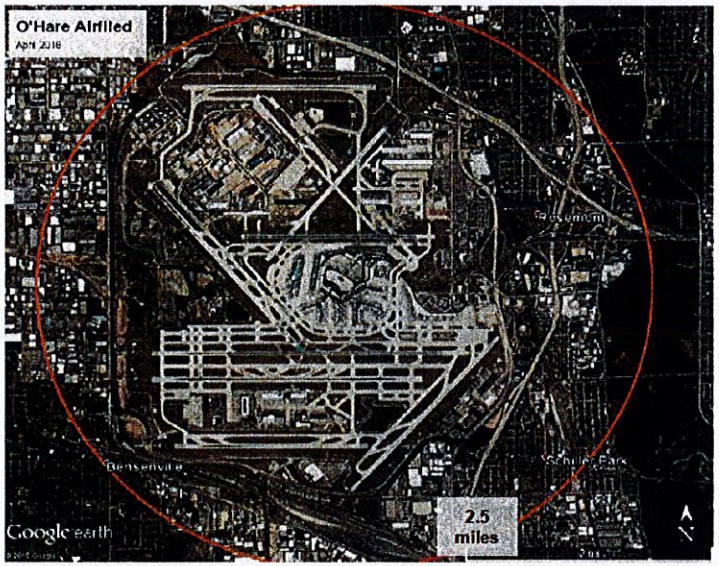
May 15, 2018
FQ_ParkRidge_Nov10Nov11_2017.mxd

O'HARE AIRPORT AERIALS

PRE-O'HARE MODERNIZATION (2002)



2018



Terminology

Altitude - the height of an object or point in relation to sea level or ground level (ex: Mean Sea Level (MSL) or Above Ground Level (AGL).

Climb Rate - the rate at which an aircraft increases altitude. As an example, the minimum climb rate for departures from O'Hare Runway 27R is 220' per nautical mile until elevation 1800'.

Daytime heading - heading assigned by Air Traffic Control during daytime hours to manage traffic safely and efficiently.

Departure heading - direction of flight assigned by Air Traffic Control that the pilot rolls out on during takeoff.

Departure tracks - result of departure heading assigned by Air Traffic Control in conjunction with wind direction, weather, pilot inputs and aircraft type and performance.

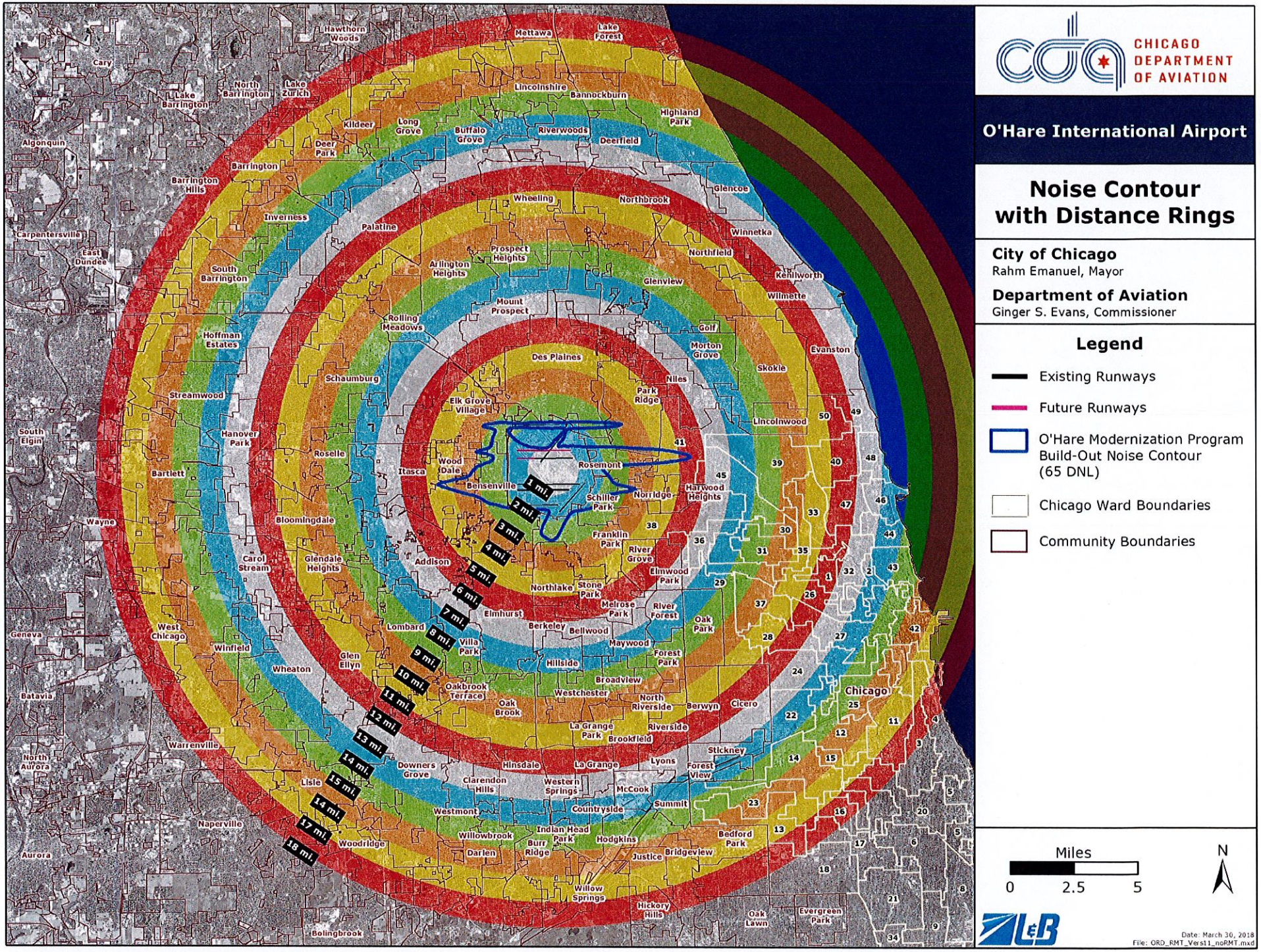
East Flow - winds are out of the east and arriving and departing traffic will fly into the wind. Arrivals will fly over communities west of the airport such as Itasca, Bensenville and Elk Grove. Departures will fly over communities east of the airport such as Chicago, Norridge and Park Ridge.

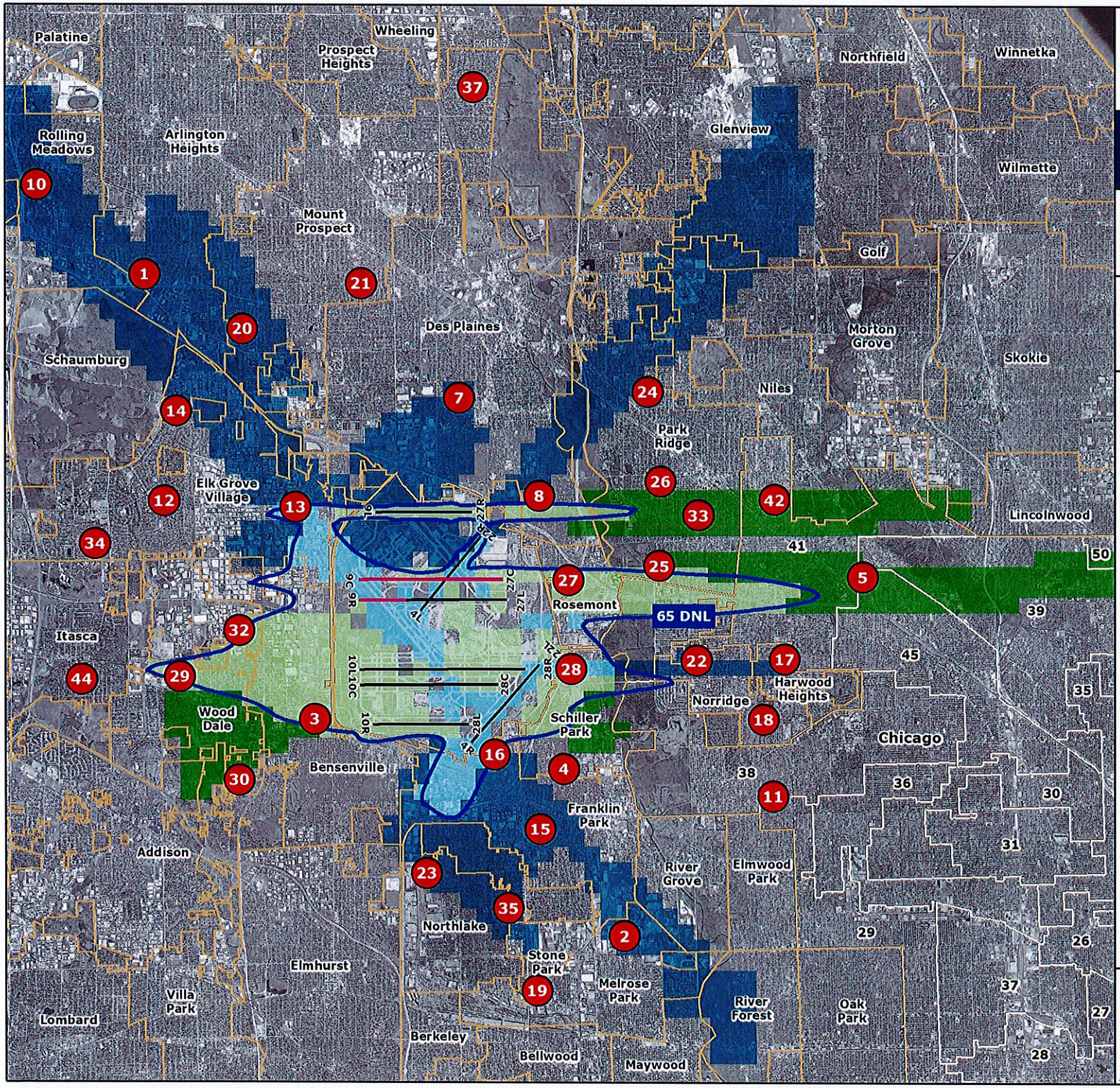
Fix - a fixed point in space defined by latitude and longitude. Departures procedures contain fixes.

Knots - a unit of speed equivalent to one nautical mile per hour (1.68781 ft/sec).

Nautical Mile (NM) - is a unit of measurement defined as 1,852 meters (6,076 ft; 1.1508 mi).

West Flow - winds are out of the west and arriving and departing traffic will fly into the wind. Arrivals will fly over communities east of the airport such as Chicago, Norridge and Park Ridge. Departures will fly over communities east of the airport such as Itasca, Bensenville and Elk Grove.


CHICAGO DEPARTMENT OF AVIATION
O'Hare International Airport
Noise Contour with Distance Rings
City of Chicago
Rahm Emanuel, Mayor
Department of Aviation
Ginger S. Evans, Commissioner
Legend
Existing Runways
Future Runways
O'Hare Modernization Program Build-Out Noise Contour (65 DNL)
Chicago Ward Boundaries
Community Boundaries
1 mi.
2 mi.
3 mi.
4 mi.
5 mi.
6 mi.
7 mi.
8 mi.
9 mi.
10 mi.
11 mi.
12 mi.
13 mi.
14 mi.
15 mi.
16 mi.
17 mi.
18 mi.
Miles
0
2.5
5
N
Date: March 30, 2018
File: ORD_RMT_Vers11_noRMT.mxd



CHICAGO DEPARTMENT OF AVIATION

O'Hare International Airport

Projected Noise Changes at OMP Build-Out

City of Chicago
Rahm Emanuel, Mayor

Department of Aviation
Ginger S. Evans, Commissioner

Legend

- Permanent Noise Monitors (35)
- Existing Runways
- Future Runways
- O'Hare Modernization Program Build-Out Noise Contour (65 DNL)
- Projected Areas of Aircraft Noise Decreasing 3.0dB and Greater[1]
- Projected Areas of Aircraft Noise Decreasing 1.5dB to 3.0 dB[1]
- Projected Areas of Aircraft Noise Increasing 1.5dB to 3.0dB[1]
- Projected Areas of Aircraft Noise Increasing 3.0dB and Greater[1]
- Chicago Ward Boundaries
- Community Boundaries

[1] O'Hare Modernization Program Final Environmental Impact Statement, Appendix F, Build-Out - Exhibit 19, Page F-244

Miles
0 1 2

N

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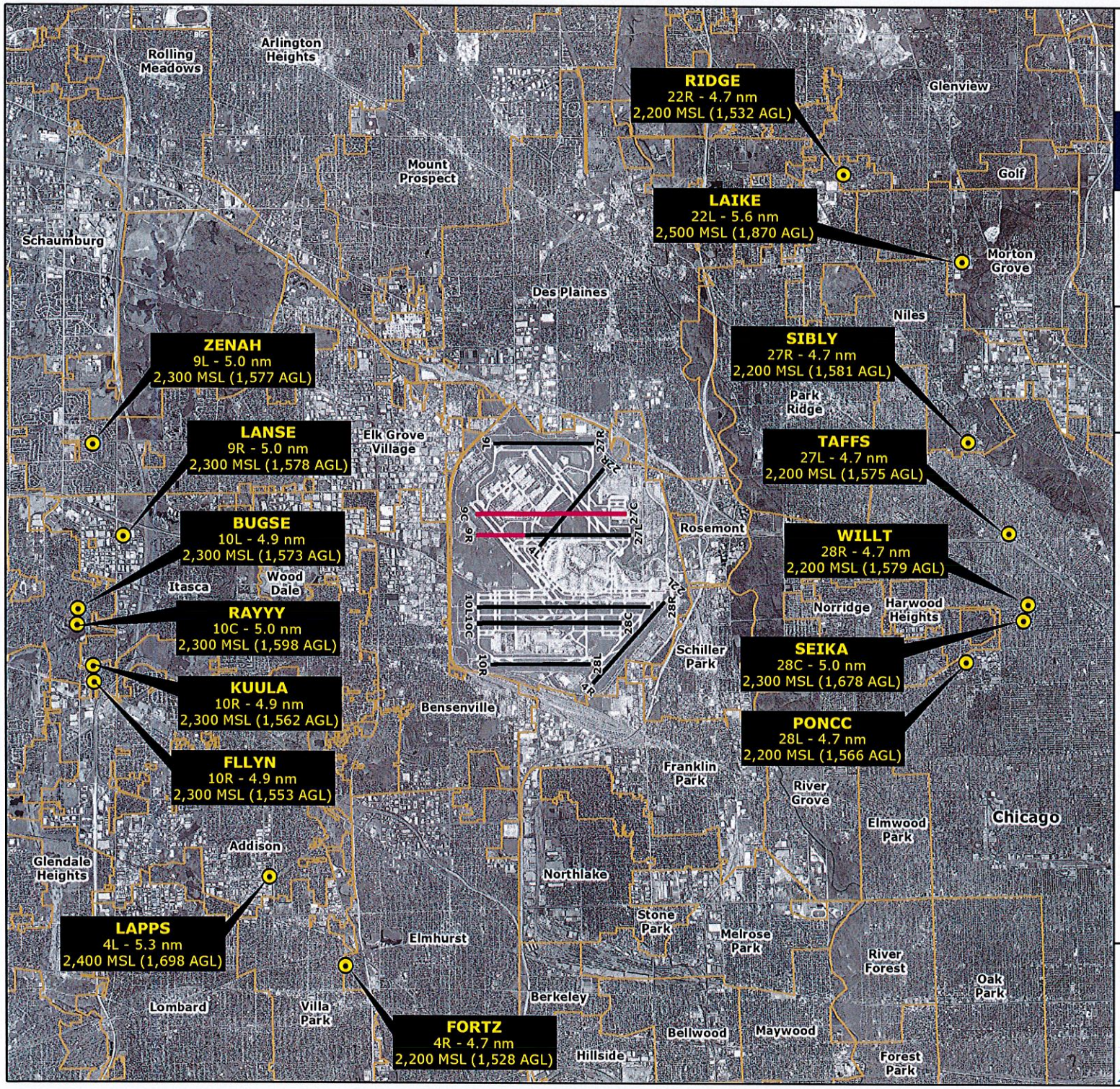


CHICAGO DEPARTMENT OF AVIATION

O'Hare International Airport

Final Approach Fixes

City of Chicago
Rahm Emanuel, Mayor

Department of Aviation
Ginger S. Evans, Commissioner

Legend

- Approach Fix
- Existing Runways
- Future Runways
- Community Boundaries

FIX NAME
Runway - Distance from runway end in nautical miles
Aircraft altitude at fix in feet above mean sea level (above ground level)

Nautical Miles
0 1 2

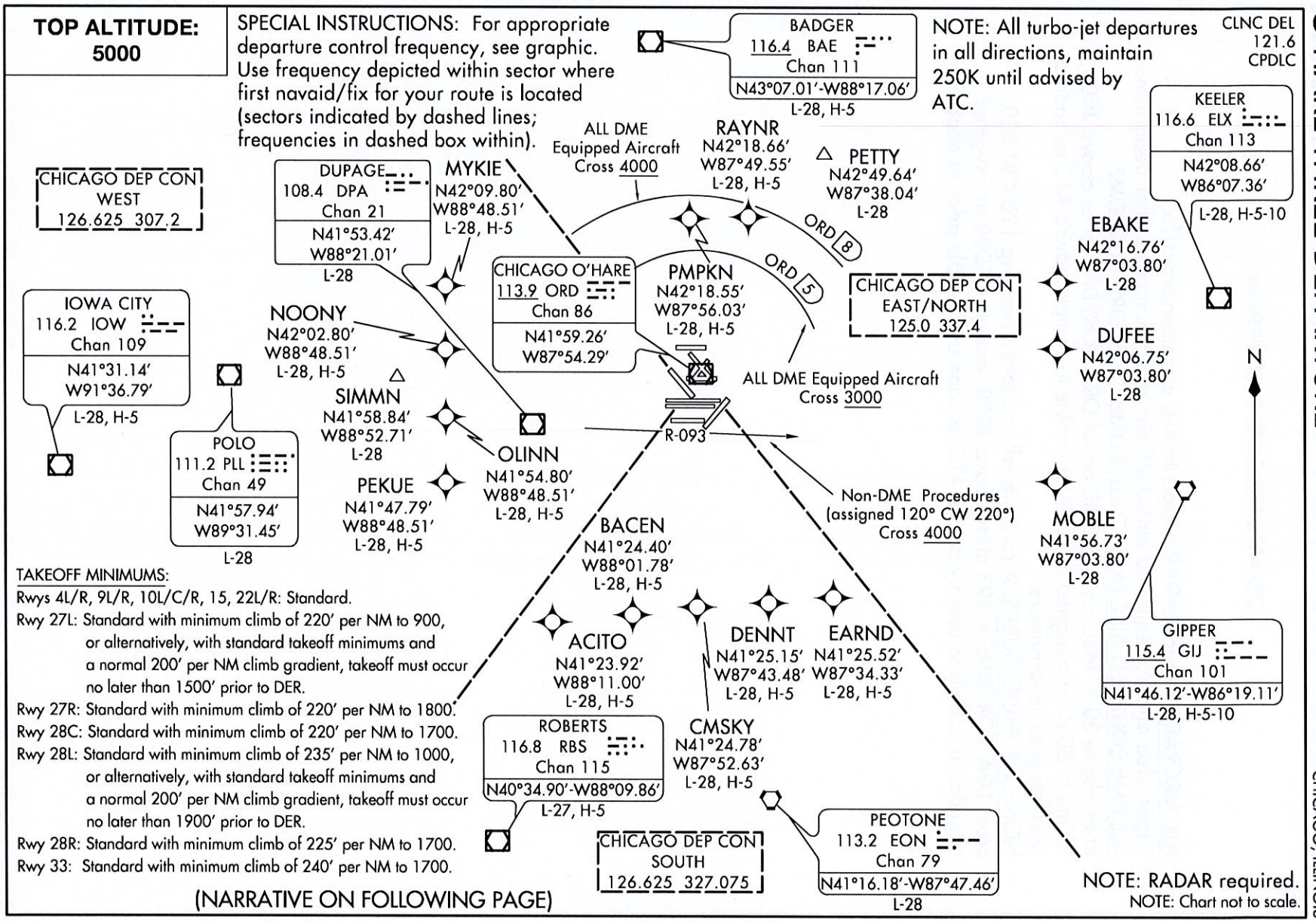
N

Date: March 30, 2018
File: ord_final_app_fix.mxd

O'HARE THREE DEPARTURE

(ORD3.ORD) 12OCT17

CHICAGO, ILLINOIS
CHICAGO O'HARE INTL (ORD)



(ORD3.ORD) 17341 AL-166 (FAA)

O'HARE THREE DEPARTURE

CHICAGO O'HARE INTL (ORD)
CHICAGO, ILLINOIS

CHICAGO DEPARTMENT OF AVIATION

Permanent Noise Monitor Addresses

Community	Number of Monitors	Site	Address
Arlington Heights	1	1	805 W. Victoria Lane
Melrose Park	1	2	1700 Bloomingdale Avenue
Bensenville	1	3	96 N. Mason Street
Schiller Park	2	4 28	9879 Ivanhoe Avenue 4934 ½ Harold Avenue
Chicago	3	5 11 42	6314 Rosedale Avenue 7416 W. Roscoe Street 7361 W. Farwell Avenue
Elk Grove Village	4	12 13 14 34	343 E. Elk Grove Boulevard 1600 Nicholas Avenue 351 Briarwood Lane 1240 Somerset Lane
Rolling Meadows	1	10	3506 ½ Owl Drive
Des Plaines	2	7 8	1410 ½ Dennis Place 2605 Maple Street
Franklin Park	2	15 16	10145 Minneapolis Avenue 4001 Seymour Avenue
Harwood Heights	1	17	7240 Argyle Street
Itasca	1	44	350 E. Irving Park Road
Stone Park	1	19	3850 Division Street
Mount Prospect	3	20 21 37	1803 Lavergne Drive 799 School Street 1835 Wood Lane
Norridge	1	18 22	7515 W. Cullom Avenue 5005 Plainfield Avenue
Northlake	2	23 35	31 W. King Arthur Court 459 Geneva Avenue
Park Ridge	4	24 25 26 33	1100 Parkside Drive 1427 Granville Avenue 1421 Garden Street 720A S. Prospect Avenue
Rosemont	1	27	6010 Ruby Street
Wood Dale	3	29 30 32	427 Grove Avenue 399 Oak Meadows Drive 744 Edgewood Avenue
TOTAL	**35**		

***Note**: There are gaps in the noise monitor site numbering due to some noise monitoring sites being sited but never installed, and some noise monitoring sites having been decommissioned. A detailed site history is outlined in the fact sheet titled History of the Permanent Noise Monitors at O'Hare International Airport.*

FACT SHEET

CHICAGO DEPARTMENT OF AVIATION

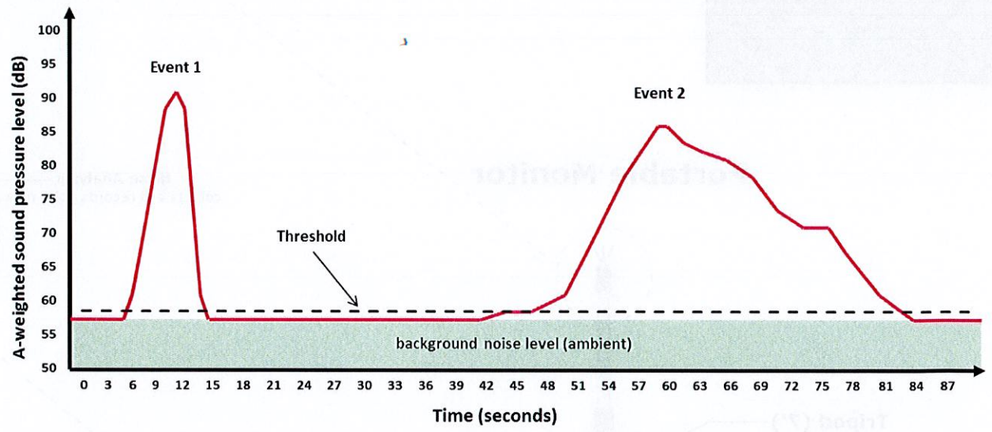
INTRODUCTION TO NOISE MONITORS AT O'HARE INTERNATIONAL AIRPORT

Introduction

A noise monitor is an electronic instrument that measures sound pressure levels. Each noise monitor used by the Chicago Department of Aviation (CDA) is a Class 1 noise monitor approved to International Electrotechnical Commission (IEC) 61672 *Electroacoustics* standards and can record multiple octave bands and threshold exceedance levels. Class 1 noise monitors have a wider frequency range and a tighter tolerance than a lower cost, Class 2 noise monitor. The CDA routinely checks the calibration and performs annual preventative maintenance for every noise monitor in the Airport Noise Management System (ANMS). Noise monitors are sited in consultation with community representatives and based primarily on the criteria outlined in the fact sheet titled *Criteria for the Permanent Noise Monitors at O'Hare International Airport*.

How They Work

The CDA's noise monitors record noise events based on threshold exceedance. Each noise event starts at the time the noise level exceeds a decibel threshold, typically slightly above the background or ambient noise level, and ends at the time the noise level returns to the threshold.



For each noise event recorded, a start date/time, end date/time, Leq (Equivalent Sound Level), and Lmax (Maximum Sound Level) is recorded. While noise can be measured in multiple scales, noise levels recorded by the CDA are recorded in the A-weighting scale, as A-weighting most closely relates to the range of the human ear. On average, the noise monitors around O'Hare capture and record noise events at a radius of greater than three miles.

Correlating Noise Events to Aircraft Operations

Once the noise events are collected and downloaded to the CDA's ANMS, they are correlated to actual aircraft operations. The process that correlates noise events to aircraft operations uses defined parameters to match every eligible noise event to specific aircraft operations. Noise events that fall outside these parameters are classified as community noise.

March 2018

Types of Insulation

Once a home is enrolled in the RSIP, there are several measures that can be done to the home in order to reduce aircraft noise impacts. Typical sound insulation measures could include:

- Acoustically-rated windows;
- Solid-core wood entry doors (known as prime doors);
- Acoustically-rated sliding glass doors;
- Solid wood baffles (covers) for through-wall air conditioners;
- Acoustically-rated storm doors; and
- Thermally-glazed windows in non-habitable spaces.

Note: Work will only be performed in dwelling units. Common areas of multi-family buildings such as shared laundry rooms, hallways, entrances, stairwells, etc. are not included in the RSIP.

Pre-Construction Activities

The CDA conducts informational briefings for homeowners to attend in order to learn about the sound insulation process. Participation in the RSIP is for eligible homes by invitation only.

The CDA maintains an RSIP Showroom at the Aviation Administration Building (10510 W. Zemke Road, Chicago, IL 60666) with full-size samples of windows, prime doors, and storm doors. The RSIP Showroom is a great amenity for program participants.

For every home participating in the RSIP, a home inventory appointment is scheduled and each homeowner selects a sound insulation package that is most beneficial to the home.

Construction and Post-Construction Activities

After a contract is awarded to a construction contractor, a field measurement appointment is scheduled for each home. At this appointment, the contractor measures every window and door opening exactly and confirms the homeowner's selection. All acoustical doors and windows in the O'Hare RSIP are custom-made for each home.

The sound insulation construction work in each home takes one or two weeks depending on the option package selected. At the end of construction, each homeowner receives a warranty package for the sound insulation labor and materials.

Noise audits are performed on 20% of the buildings. A post-construction noise audit will take place in homes where pre-construction noise audits were performed. The audit may take place during the home inventory. The homeowner will advise the program staff of the selected styles and materials to be used for the sound insulation for the building(s). Noise audits are performed to ensure the building modifications have decreased the interior noise level.

FACT SHEET

RESIDENTIAL SOUND INSULATION PROGRAM AT CHICAGO O'HARE INTERATIONAL AIRPORT

Background

Since 1995, the Chicago Department of Aviation (CDA) has administered the Residential Sound Insulation Program (RSIP) in communities surrounding Chicago O'Hare International Airport. As one of the most aggressive programs in the world, it has provided over $320 million in federal and airport funds to sound-insulate over 10,900 homes. In 1996, the O'Hare Noise Compatibility Commission (ONCC) was formed to provide input and oversight to the implementation of all noise programs, including the RSIP.

Purpose

The RSIP is designed to reduce the effects of aircraft noise inside the home. The goal of the Program is to achieve a quieter environment and better quality of life within the homes in the highest impacted areas affected by aircraft noise. The noise reduction level goals of the RSIP are to reduce aircraft noise levels in residences by at least 5 decibels and to attain an interior noise level of 45 dB. By properly sound-insulating eligible homes, homeowners not only gain a quieter interior, but may also benefit from long-lasting improvements and increased efficiency in their heating and cooling utilities. The RSIP is designed and directed by experts experienced in the use of construction techniques that have been tested and shown to be successful in minimizing interior noise.

Eligibility

A home must meet the following criteria to be eligible for the RSIP:

1. Home's annual day/night average sound level is equal to or greater than 65 decibels (65 DNL) within the FAA-approved O'Hare Modernization Program (OMP) Build-Out Noise Contour as defined by the FAA's Record of Decision for the Environmental Impact Statement (2005) except in cases of block rounding described below;
2. Home must have been constructed before September 30, 2005; and
3. Home must be on a block where an individual home is within the 65 DNL noise contour, and in such cases, homes on both sides of the street and up to the next intersection or street change are eligible.

Dwelling units can be in single-family, multi-family, or mixed use buildings. In cases of mixed use buildings, only the residential portion of the building will be sound-insulated. Sequencing of the homes is recommended by the CDA and approved by the ONCC. Homes are only eligible for one round of sound insulation.

Funding

Prior to the O'Hare Modernization Program, the RSIP was funded entirely by approved airport revenue sources. Currently, the FAA provides 80% of the funding using Airport Improvement Program (AIP) grants, while the City of Chicago provides the remaining 20% using approved airport revenue sources.

April 2018

FACT SHEET

CHICAGO DEPARTMENT OF AVIATION

O'HARE SCHOOL SOUND INSULATION PROGRAM
COMMUNITY AND SCHOOL DISTRICT SUMMARY

Schools by Community

Community	Completed
Arlington Heights	3
Bensenville	7
Berkeley	1
Chicago	18
Des Plaines	13
Elk Grove Village	9
Elmhurst	7
Elmwood Park	2
Franklin Park	8
Harwood Heights	1
Itasca	5
Medinah	2
Melrose Park	4
Mount Prospect	2
Norridge	5
Northlake	8
Park Ridge	11
River Grove	5
Roselle	1
Rosemont	1
Schiller Park	5
Unincorporated Cook County	1
Wood Dale	5
TOTAL	**124**

Schools by School District

School District	Completed
District 2	5
District 7	4
District 10	3
District 11	2
District 59	10
District 62	4
District 63	1
District 64	4
District 78	1
District 79	1
District 80	2
District 81	3
District 83	5
District 84	5
District 84.5	1
District 86	1
District 87	4
District 89	2
District 100	1
District 108	1
District 205	6
District 207	3
District 212	2
District 214	3
District 234	1
District 299	11
District 401	1
Private	37
TOTAL	**124**

FACT SHEET

CHICAGO DEPARTMENT OF AVIATION

SCHOOL SOUND INSULATION PROGRAM
AT CHICAGO O'HARE INTERNATIONAL AIRPORT

Background

Since 1982, the Chicago Department of Aviation (CDA) has administered the School Sound Insulation Program (SSIP) in communities surrounding Chicago O'Hare International Airport. As the largest and one of the oldest programs in the world, it has provided over $158 million in federal funds and $194 million in airport funds to sound-insulate 124 completed schools. In 1996, the O'Hare Noise Compatibility Commission (ONCC) was formed to provide input and oversight to the implementation of all noise programs, including the SSIP.

Purpose

The goal of the O'Hare SSIP is to reduce aircraft noise levels in schools and create a quieter learning environment for students in the O'Hare area.

Eligibility

A school must meet the following criteria in order to seek sound insulation funding:

1. School is recognized by the Illinois Board of Education providing K-12 education and has submitted a letter requesting to participate in the SSIP.
2. School's annual day/night average sound level is equal to or greater than 60 decibels (60 DNL) within the latest Federal Aviation Administration (FAA) approved noise contour.
3. School's measured, A-weighted, windows-open interior sound level is equal to or greater than 45 decibels (45 Leq) resulting from aircraft operations.

Funding

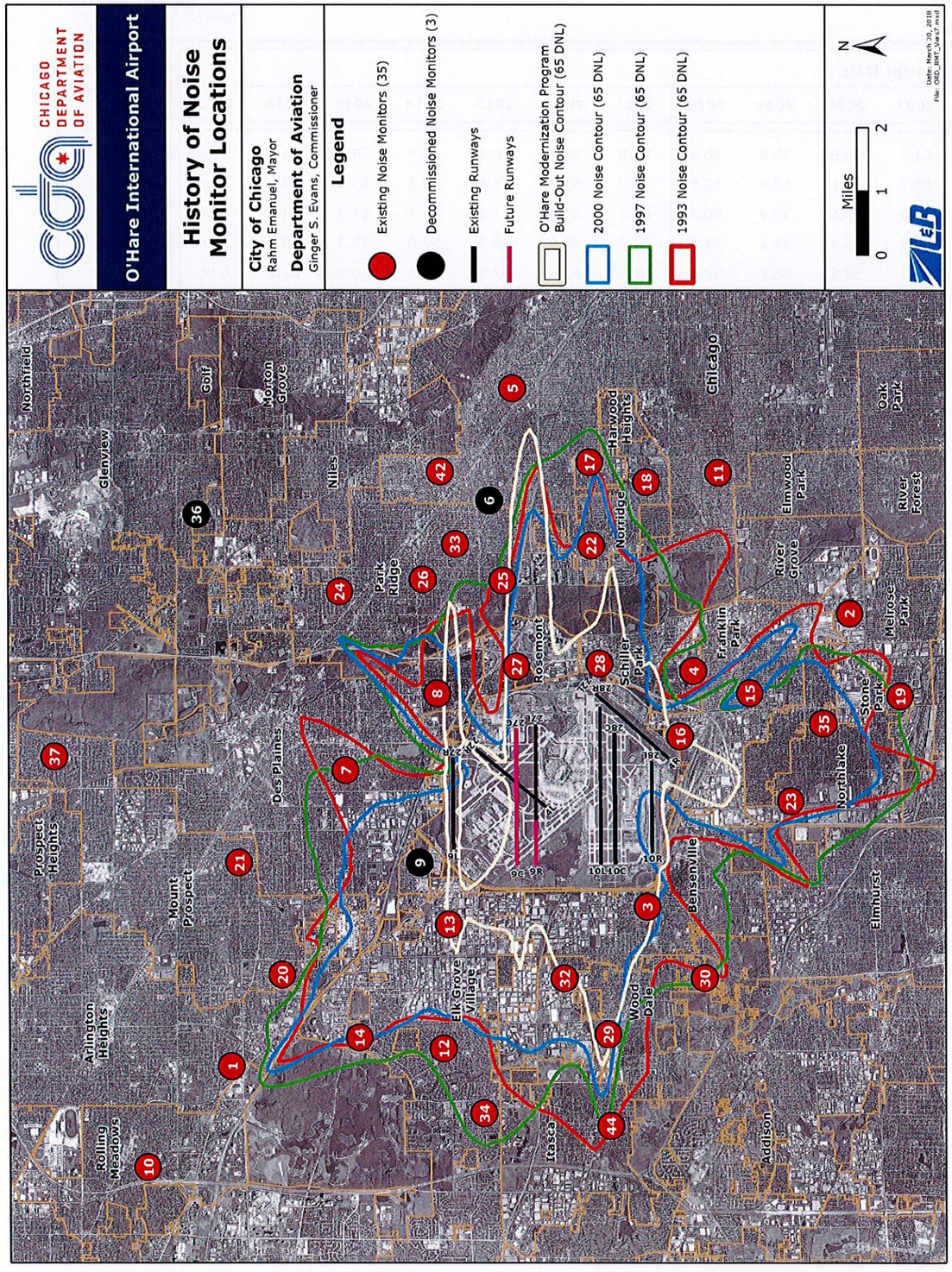
If a school meets all criteria and grant funding becomes available, the school would then need to apply to the FAA for sound insulation funding. A school must then obtain an executed grant agreement with the FAA in order to receive reimbursement. The FAA reimburses 80% of the cost using Airport Improvement Program (AIP) funds, while the City of Chicago reimburses the remaining 20% using approved airport revenue sources.

Types of Insulation

Once a school is selected to receive sound insulation funding, there are several measures that can be done to the school in order to reduce aircraft noise impacts. Typical sound insulation measures could include:

- Window modifications;
- Addition of acoustical insulation batts to ceiling assemblies;
- Weather-stripping windows and doors;
- Installation of new air conditioning and ventilation systems; and
- Addition of vestibules at exterior doors.

April 2018



FACT SHEET

CHICAGO DEPARTMENT OF AVIATION

HISTORY OF THE PERMANENT NOISE MONITORS AT O'HARE INTERNATIONAL AIRPORT

Introduction

Installed in 1996, the Airport Noise Management System (ANMS) enables the Chicago Department of Aviation (CDA) to monitor the amount of noise being generated over the communities surrounding O'Hare by the aircraft operating at the Airport. The ANMS collects, analyzes and processes data from a number of sources of information including a network of 35 permanent noise monitors around O'Hare International Airport and correlates the noise data with FAA flight radar data.

Purpose of the Permanent Noise Monitors

All noise monitors have been sited in consultation with community representatives and based primarily on the criteria outlined in the fact sheet titled *Criteria for the Permanent Noise Monitors at O'Hare International Airport*. The CDA and the O'Hare Noise Compatibility Commission (ONCC) utilize noise data from the permanent monitors to: report aircraft noise levels as a matter of public interest, monitor trends in aircraft noise, and validate the approved noise contours.

History

- In 1995, the CDA with input from the local communities identified potential noise monitor locations based primarily on the below criteria and also other site constraints. All noise monitor locations were inside the 65 DNL of the 1993 Noise Contour or within 1 nautical mile outside the 65 DNL except for four (4) monitors (Sites 10, 21, 36 and 37).
    - Sites 10 and 36 were located along specific arrival flight paths (14R and 22R).
    - Site 21 was located between two departure flight paths (4L and 32L).
    - Site 37 was located north near Chicago Executive Airport (PWK) to assist in quantifying the number of ORD complaints that were a result of PWK flights.
- In 1996 and 1997, twenty-four (24) monitors were installed as a part of the initial ANMS installation.
- In 1998 and 1999, eight (8) additional noise monitors (Sites 2, 7, 8, 24, 25, 26, 35 and 36) were installed, bringing the total number of permanent noise monitors to thirty-two (32).
- In 2000, Site 36 was removed at the property owner's request bringing the total number of permanent noise monitors to thirty-one (31).
- In 2005, Site 9 was removed at the property owner's request bringing the total number of permanent noise monitors to thirty (30).
- In 2009, three (3) additional noise monitors were installed specifically to capture aircraft noise from new flight paths associated with the O'Hare Modernization Program bringing the total number of permanent noise monitors to thirty-three (33).
    - Site 29 was located to capture departures from 28R and arrivals on 10L.
    - Site 30 was located to capture departures from 28R turning south.
    - Site 33 was located along the arrival path of 27R.
- In 2011, Site 6 was removed at the property owner's request bringing the total number of permanent noise monitors to thirty-two (32).
- In 2016, Site 42 was installed bringing the total number of permanent noise monitors to thirty-three (33).
- In 2018, Sites 18 and 44 were installed bringing the total number of permanent noise monitors to thirty-five (35).

Disclaimer: *Due to strict Federal Aviation Administration guidelines, data collected by permanent noise monitors will not be used to determine eligibility for the Residential and School Sound Insulation Programs.*

CHICAGO DEPARTMENT OF AVIATION

O'HARE RESIDENTIAL SOUND INSULATION PROGRAM PHASE 17
STATUS REPORT AS OF MAY 16, 2018

O'HARE NOISE COMPATIBILITY COMMISSION

		Bensenville	Chicago (Non-Historical)	Chicago (Historical)	DuPage County	Park Ridge	Rosemont	Schiller Park	Wood Dale
Original Allocation of Program Dwelling Units									
New Invites	958	0	434	167	0	357	0	0	0
Past Program Areas	62	29	11	0	1	2	1	15	3
	1,020	29	445	167	1	359	1	15	3
Homeowner Briefing Schedule		10/01/15	09/10/15 09/24/15 10/01/15	06/22/17	10/01/15	09/17/15 09/24/15	10/01/15	10/01/15	10/01/15
Dwellings Enrolled from Phase 17 Program Area	691	0	311	132	0	248	0	0	0
Alternates Enrolled from Past Programs	57	28	10	0	1	2	1	13	2
Participants to Date	748	28	321	132	1	250	1	13	2
Enrollment Deadline		05/05/17	05/05/17	08/31/17	05/05/17	05/05/17	05/05/17	05/05/17	05/05/17
Did Not Enroll - Will Be Invited in a Future Phase	272	1	124	35	0	109	0	2	1
Home Inventories Completed to Date	748	28	321	132	1	250	1	13	2
	100.0%	100%	100.0%	100.0%	100%	100.0%	100%	100%	100%
Advertise for Bids		3nd Qtr. 2016	3nd Qtr. 2016	3rd Qtr. 2018	3rd Qtr. 2016	3rd Qtr. 2016	3rd Qtr. 2016	3rd Qtr. 2016	3rd Qtr. 2016
Bid Openings		4th Qtr. 2016	4th Qtr. 2016	4th Qtr. 2018	4th Qtr. 2016	4th Qtr. 2016	4th Qtr. 2016	4th Qtr. 2016	4th Qtr. 2016
Construction Contract Award Status:									
Contract 1:									
Number of Homes	307		240			67			
Advertise for Bid			08/25/16			08/25/16			
Bid Opening Date			10/05/16			10/05/16			
Notification of Contract Award	Blinderman Construction		03/15/17			03/15/17			
Notice to Proceed			04/12/17			04/12/17			
Contract 2:									
Number of Homes	309	28	81		1	183	1	13	2
Advertise for Bid		08/25/16	08/25/16		08/25/16	08/25/16	08/25/16	08/25/16	08/25/16
Bid Opening Date		10/05/16	10/05/16		10/05/16	10/05/16	10/05/16	10/05/16	10/05/16
Notification of Contract Award	Asbach and Vanselow	03/16/17	03/16/17		03/16/17	03/16/17	03/16/17	03/16/17	03/16/17
Notice to Proceed		04/12/17	04/12/17		04/12/17	04/12/17	04/12/17	04/12/17	04/12/17
Contract 3:									
Number of Homes	132			132					
Advertise for Bid									
Bid Opening Date									
Notification of Contract Award									
Notice to Proceed									