

“No problem can withstand the assault of sustained thinking.”

Voltaire

Park Ridge O'Hare Airport Commission

Mission Statement

“To develop and recommend appropriate solutions enabling Park Ridge city officials to take decisive action to reduce noise and environmental impacts from operations at Chicago O'Hare International Airport, while protecting the health and safety of area residents, educating the community, positively impacting and protecting property, sense of community, and quality of life.”

Park Ridge O'Hare Airport Commission Goals

Political:

Support our political leaders in eliciting change in O'Hare airport runway usage policies.

Legal:

Determine which legal remedies may be viable for the City of Park Ridge.

Awareness:

Inform the community of the impact now and in the future, from expansion of O'Hare International Airport. Seek support from residents, businesses and organizations in pursuing relief solutions.

Noise Abatement:

Determine which Noise Abatement Procedures will best relieve the noise burden for the community and develop implementation strategies.

Environmental:

Research existing environmental data and offer solutions to minimize the negative health effects from airport operations.

Topics

Impact of Flight Paths on Park Ridge

Common Sense Relief Solutions/Other Community Success Stories

Issues of Concern

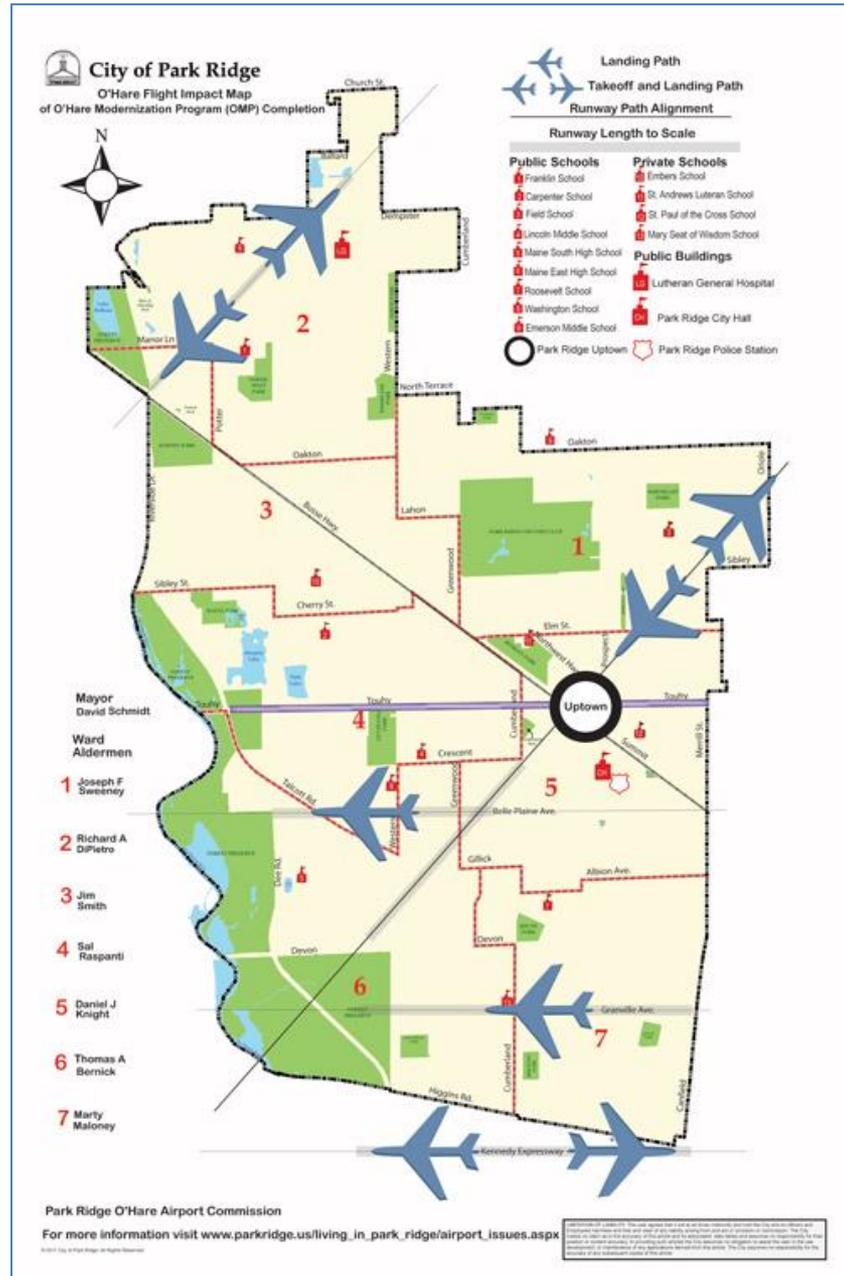
Commission Progress – Request for SEIS

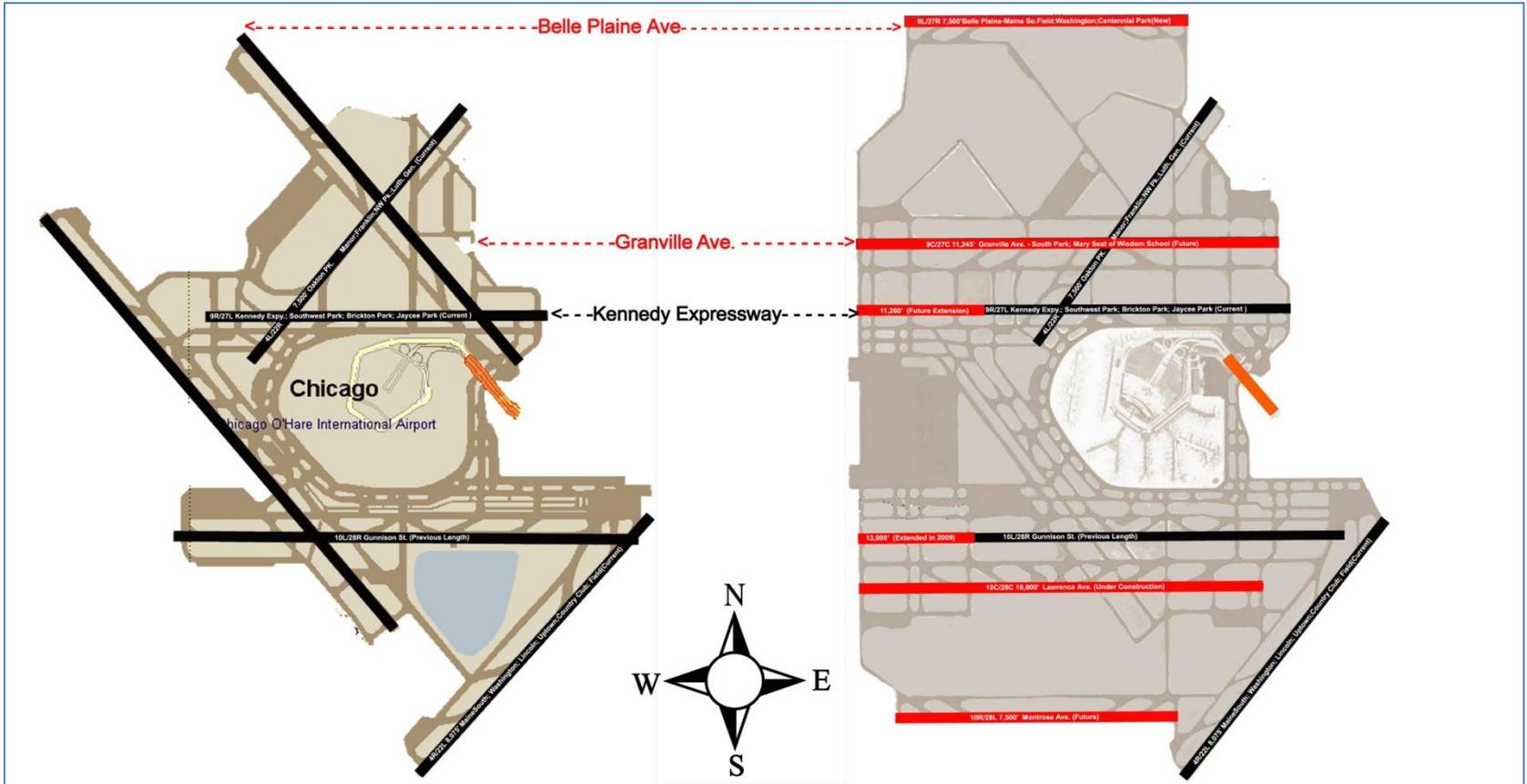
Recommended Reading and Reports

What You Can Do

Public Discussion/Questions/Answers

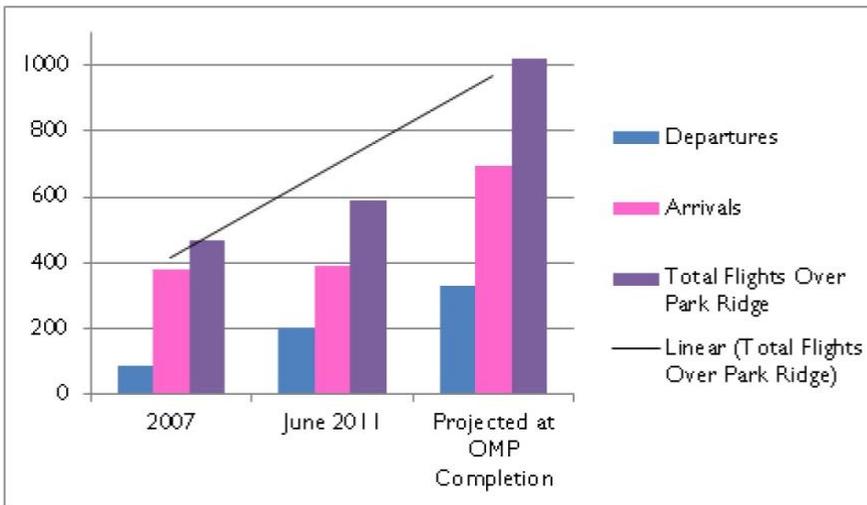
Impact of Flight Paths on Park Ridge





O'Hare Runways Before Expansion
 Original runways in black - heaviest flight usage to NW & SE

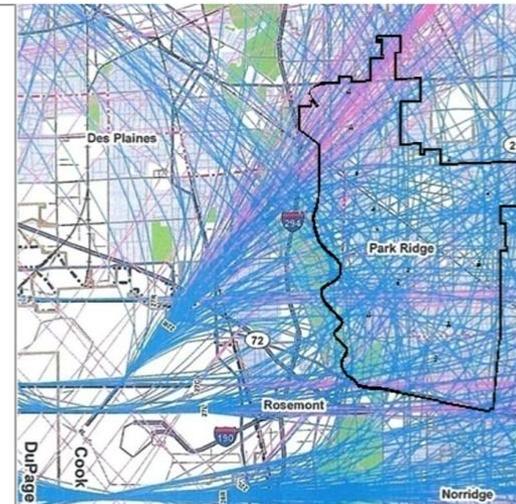
O'Hare Runways After Expansion
 New and future runways or extensions are shown in red
 NW & SE runways discontinued for takeoffs and landings



O'Hare Flight Volume Over Park Ridge

Relief Solutions for Park Ridge:

1. Limit hours of use on noise sensitive, residential flight paths.
2. Restrict size of aircraft on noise sensitive flight paths.
3. Modify new and planned flight paths to utilize existing non-residential runways for early morning, evening and weekend traffic.
4. Maintain the use of existing angle runways to the northwest as active take-off and landing runways.
5. Expand the noise contour to include areas experiencing noise levels above 55 decibels and make soundproofing available now for those communities.
6. Establish a new standard of noise sensitivity that includes residential flight paths 5 miles out from touchdown/take-off.
7. Provide a system of remuneration to affected municipalities which includes additional sound-proofing along with revenue to improve community infrastructure and development.



O'Hare Flight Paths at Completion

Paths are not indicative of volume

Flight paths will distribute aircraft over all of Park Ridge

Issues of Concern:

Averaging sound over a 24 hour period (DNL) does not accurately reflect the stress of the noise to area residents.

The noise contour has not been updated since the 2005 EIS Record of Decision for O'Hare Modernization. An update is required at the end of completion plus five years, which tentatively puts this at 2020. Homes outside the EIS contour, which are experiencing greatly increased levels of noise, will not be offered sound proofing until that time.

Carbon dioxide emissions from jet aircraft are not included in the EIS and are not regulated. Carbon dioxide emissions from ground transportation vehicles were not required for inclusion the EIS.

Actual emissions data on ozone and particulate matter, measured and reported in the EIS, are now well above current EPA standards.

The mission of the O'Hare Noise Compatibility Commission (ONCC), a City of Chicago sponsored intergovernmental agency of which Park Ridge is a member, is to reduce noise. The ONCC does not have as part of its mission, any focus on reduction of emissions.

The City of Park Ridge has presented questions to the ONCC regarding changes in the construction schedule and runway usage patterns and is awaiting a response.

FAA's Next Gen technology allows for more planes to land and takeoff on each runway.

Commission Progress - Highlights of Park Ridge Request of FAA for an SEIS

A brief overview

SEIS = Supplemental Environmental Impact Statement – a limited study

Original EIS was approved in September 2005; another EIS not required until 2020 or later

One of the best paths forward for relief

City of Park Ridge sent request at end of October 2011

Congresswoman Schakowsky supported this request with a separate letter supporting FAA review

Highlights of Park Ridge Request of FAA for an SEIS

Presents NEPA requirements regarding an SEIS on phased projects

The National Environmental Policy Act (NEPA) requires an SEIS when substantial changes are made to a project and substantial changes have been made to O'Hare expansion

Also submits that handling of critical environmental impacts relative to changes in EPA rules and regulations require an SEIS at this time

Asks that FAA use its authority to order an SEIS to further the purposes of NEPA and also allay the concerns of the community

Highlights of Park Ridge Request of FAA for an SEIS

Presents concerns relative to EPA criteria pollutants, including ozone and particulate matter; air toxics and greenhouse gases

Submits that conformity determination for OMP failed to address actions by EPA to strengthen the National Ambient Air Quality Standards (NAAQS) for ozone

Presents that substantial concerns exist regarding PM2.5 emissions, ozone and increased health risks. O'Hare greatly exceeds current EPA standards on PM2.5 and Chicago will be re-designated as a non-attainment area with ambient air quality in violation of the Clean Air Act.

Presents that Park Ridge's own air toxics study was ignored by FAA, yet validated by current studies regarding hazardous pollutants in airport regions

Presents numerous studies and methodologies, (some of which are FAA sponsored,) that invalidate current acceptability standards and also present validate project level analyses to substantiate health risks

Highlights of Park Ridge Request of FAA for an SEIS

Presents airport noise concerns relative to quality of life in airport communities

Discusses actual noise monitoring results in Park Ridge and presents that single event noise levels are high and DNL levels are approaching build-out levels suggesting noise contour may be invalid

Discusses noise impacts on education in Park Ridge and relevant noise standards studies

Discusses reduction of greenhouse gas emissions – Council on Environmental Quality (CEQ) assessments and EIS evaluation relative to incremental impacts

Discusses noise impacts relative to outdated 65 DNL standard

**Park Ridge O'Hare Airport Commission (OAC) Recommended Reading on
the City of Park Ridge Website**

http://www.parkridge.us/living_in_park_ridge/airport_issues.aspx

SEIS Letter to FAA *(October 2011)*

Letter from Congresswoman Schakowsky to FAA *(November 2011)*

OAC Aldermanic Update Report *(August 2011)*

(Includes a presentation on airport noise, emissions, health and next steps to be taken)

Questions to ONCC *(October 2011)*

What You Can Do

Report airport noise disturbances and concerns to the ONCC:

Call the ONCC hotline number – 1-800-435-9569 or log your complaint via the City of Chicago's website at <http://www.flychicago.com/Environment/Noise/OHare/Default.aspx>

Push for enforcement and accountability of an EIS by making your concerns known to your local, state and federally elected officials.

Push for changes in flight paths and restrictions in usage over residential areas.

Support a balanced approach to change in airport development policies.

Push for change at the federal level to lower the decibel standard.

Push for enforcement of EPA standards relative to emissions.

Make OAC a part of your next community meeting.

Public Discussion

Questions/Answers

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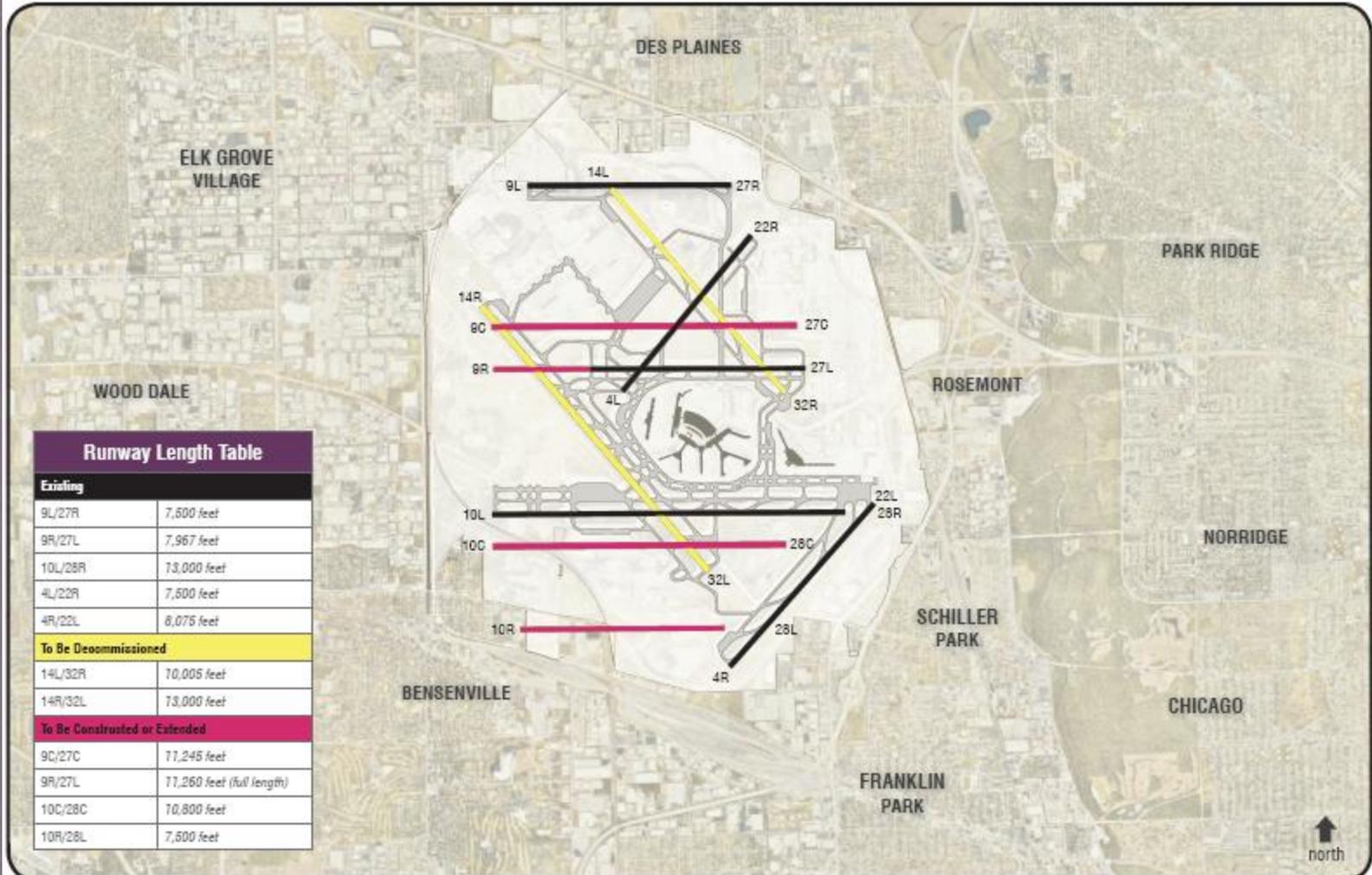


RICHARD M. DALEY
MAYOR

Chicago O'Hare International Airport Future Runway Layout



Rosemarie S. Andolino
Commissioner



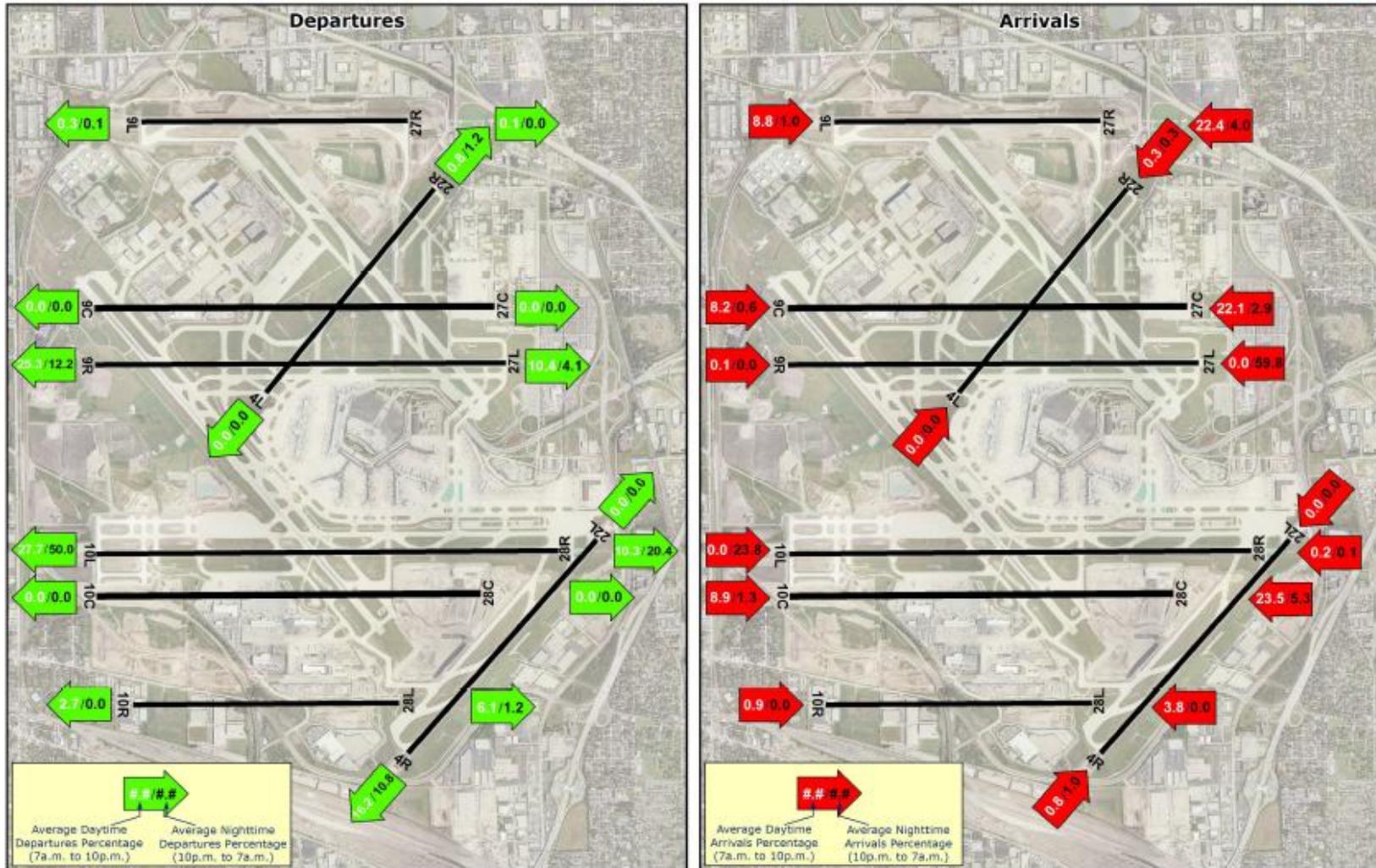
Runway Length Table	
Existing	
9L/27R	7,500 feet
9R/27L	7,967 feet
10L/28R	13,000 feet
4L/22R	7,500 feet
4R/22L	6,075 feet
To Be Decommissioned	
14L/32R	10,005 feet
14R/32L	13,000 feet
To Be Constructed or Extended	
9C/27C	11,245 feet
9R/27L	11,260 feet (full length)
10C/28C	10,800 feet
10R/28L	7,500 feet





Chicago O'Hare International Airport

Estimated Runway Utilization at OMP Build Out



Source: Federal Aviation Administration, O'Hare Modernization Final Environmental Impact Statement, Appendix F, Table F-39

Visit the Community Noise Resource Center on the internet at www.flychicago.com



Source: StreetMapUSA, ESRI 2004. Land Use, DuPage Co. 2002, City of Park Ridge, 1996, Northeastern Illinois Planning Commission, 1992. Flight Tracks: INM version 6.1, Leigh Fisher Associates, 2004.



Chicago
O'Hare
International
Airport

**O'Hare Modernization
Environmental Impact Statement**

- Departure Flight Tracks
- Arrival Flight Tracks
- Rail Roads
- Freeways
- Secondary Roads
- Local Streets
- Forest Preserves
- Airport Property
- Municipal Boundary
- Noise Sensitive Land Use



**Alternative C Flight Tracks
Build Out**

► Exhibit 19



O'Hare
International
Airport

Existing Remote Monitoring Terminal (RMT) Locations

City of Chicago
Richard M. Daley
Mayor

Department of Aviation
Rosemarie S. Andolina
Commissioner

Legend

- Existing RMT Sites (33)
- Long Term Portable RMT Sites (3)
- Existing Runways
- Existing Runways to be Decommissioned
- Future Runways
- O'Hare Modernization Program Full Build Out Noise Contour (65 DNL)
- Areas of Aircraft Noise Decreasing 3.0dB and Greater
- Areas of Aircraft Noise Decreasing 1.5dB to 3.0 dB
- Areas of Aircraft Noise Increasing 1.5dB to 3.0dB
- Areas of Aircraft Noise Increasing 3.0dB and Greater
- Community Boundaries

¹O'Hare Modernization Program Final Environmental Impact Statement, Appendix F, Build Out - Exhibit 18

