NOISE 201

October 21, 2025

Federal Statutes Governing Aircraft and Airport Noise

- The Federal Aviation Act of 1958
- The Control and Abatement of Aircraft Noise and Sonic Boom Act of 1968
- The Airport and Airway Improvement Act of 1970
- The Noise Control Act of 1972
- Aviation Safety and Noise Abatement Act of 1979
- Airport Noise and Capacity Act (ANCA) of 1990
- 14 C.F.R. Part 36: Aircraft Type and Air Worthiness Certification Standards
- 14 C.F.R. Part 91: General Operating and Flight Rules
- 14 C.F.R. Part 150: Airport Noise Compatibility Planning
- 14 C.F.R. Part 161: Notice and Approval of Airport Noise and Access Restrictions
- FAA Order JO 7400.2L, Procedures for Handling Airspace Matters
- FAA Order 5050.4B, Airport Environmental Handbook
- FAA Order 1050.1G, National Environmental Policy Act (NEPA) Implementing Procedures

ANCA & PART 36

Airport Noise and Capacity Act of 1990 (ANCA)

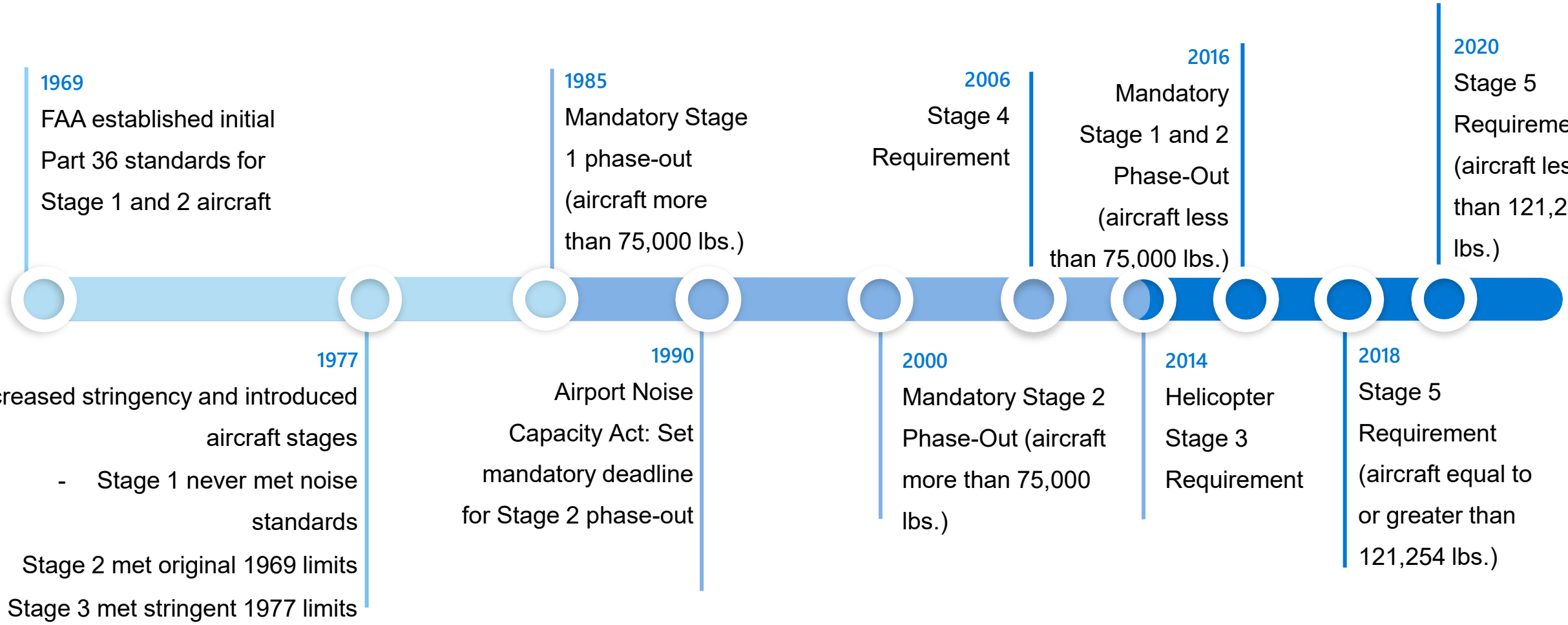
- Passed by Congress on November 5, 1990
- Attempted to create a more comprehensive method for regulating aircraft noise
- Goal was to balance community interests with aviation interests
- Tasked the FAA with establishing a national aviation noise policy
  - Public hearings conducted in Chicago, Seattle, and Washington D.C.
- Balance was accomplished in two Federal Air Regulations
  - **FAR Part 91:** Required phase-out of Stage 2 aircraft before January 1, 2000
  - **FAR Part 161:** Restricts airport ability to regulate airport access based on noise

Part 36 “Noise Standards: Aircraft Type and Airworthiness Certification”

- Aircraft must meet Part 36 standards to receive new or revised “type” or “airworthiness” certificates to operate in the U.S.
- Noise standards for most aircraft are defined in terms of “stages.”
  - Stage 1
  - Stage 2
  - Stage 3
  - Stage 4
  - Stage 5 – *Approved*[1]
- New Stage 5 standard makes sure new aircraft designs incorporate the latest available noise reduction technology to reflect in reductions of noise experienced by communities
- The Stage 5 standard is 7 dB lower than the Stage 4 standard
- Stage 5 applies to all new aircraft seeking certification as of
  - Aircraft equal to or greater than 121,254 - January 1, 2018
  - Aircraft less than 121,254 - January 1, 2020

[1] Stage 5 Airplane Noise Standards, RIN 2120-AK52, Fed. Reg. Vol. 82, No. 191, October 4, 2017.

Part 36 Timeline



Part 91 “General Operating and Flight Rules, Subpart I – Operating Noise Limits”

- Limits aircraft operations in the U.S. based on Part 36 certification status
- Phase-out older, noisier jets
  - Stage 1 airliners (over 75,000 pounds) phased out in 1980s
  - Stage 2 airliners (over 75,000 pounds) phased out by January 1, 2000 due to ANCA
  - Stage 1 and 2 jets under 75,000 pounds (largely general aviation jets) phased-out by January 1, 2016
  - No Stage 3 phase-out planned at this time

PART 161

Part 161 “Notice and Approval of Airport Noise and Access Restrictions”

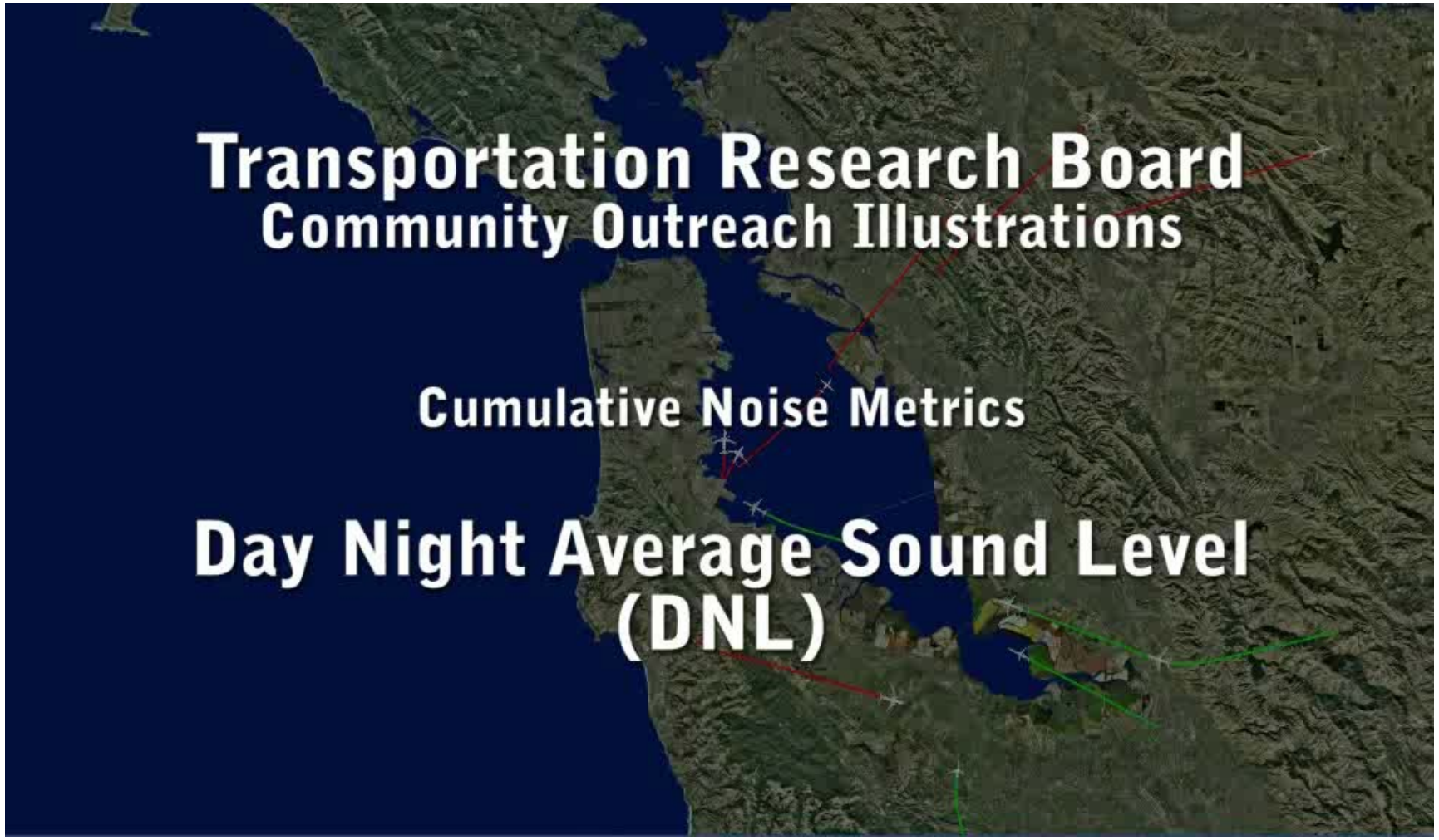
- The Airport Noise and Capacity Act of 1990 (ANCA) makes any airport use restriction subject to approval from the FAA. The FAA may approve a restriction if six (6) statutory conditions (49 U.S.C. 47524(c)) are supported by substantial evidence.
- The six statutory conditions establish onerous conditions on the airport to demonstrate through a cost/benefit analysis that the benefit exceeds the cost.
- The benefits must be expressed in dollars and compared to the cost to the aircraft operators associated with implementation of the measures.
- In other words noise benefits such as improvements in quality of life must be expressed in dollars and compared to costs such as the cost of new aircraft, fuel associated with longer flight routes, delays, etc.

DNL

DNL – Day-Night Average Sound Level

- The day-night average sound level (DNL) noise metric is used to describe the effects of environmental noise in a simple, uniform way
- It represents the ***cumulative*** exposure to sound
- 24-hour time-averaged sound level with a 10 dB nighttime (10:00 pm-7:00 am) weighting
- DNL is the metric of choice in the airport world. Its use is required to define noise contours of equal exposure for Part 150 and NEPA studies (other metrics can be used)
- DNL = Total Daytime Sound Energy + 10 times Total Nighttime Sound Energy divided by Time (in seconds)
- **65 dB DNL** is the threshold that the FAA has established for residential land use incompatibility

DNL – Day-Night Average Sound Level



NEPA

National Environmental Policy Act (NEPA)

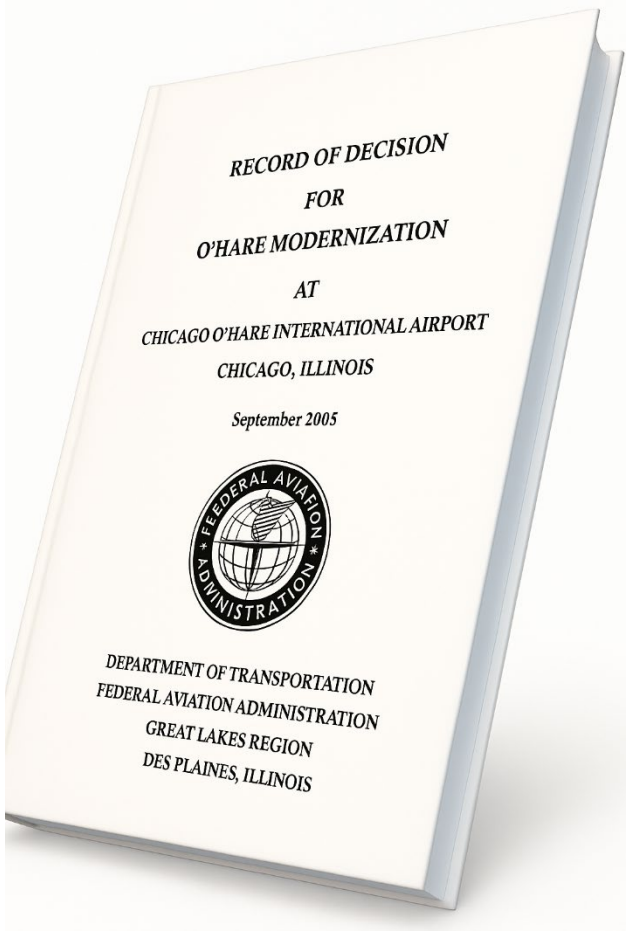
- Became law in 1970
- Established a national policy for protecting the environment
- Created the Council on Environmental Quality (CEQ) as the environmental policy arm of the federal government
- Requires:

  All federal agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

- The Department of Transportation and the FAA are federal agencies and must comply with NEPA

FAA Implementation of NEPA

- FAA has three NEPA review documents
  - Categorical Exclusion (Cat-Ex)
  - Environmental Assessment (EA)
  - Environmental Impact Statement (EIS)



NOISE MODELING

Threshold of Significance for Noise

- **FAA Order 1050.1G, Exhibit A-1. "Significance Determination for FAA Actions" provides the FAA's significance threshold for noise:**

"The action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. For example, an increase from DNL 65.5 dB to 67.0 dB is considered a significant impact, as is an increase from DNL 63.5 dB to 65.0 dB."

Noise Models

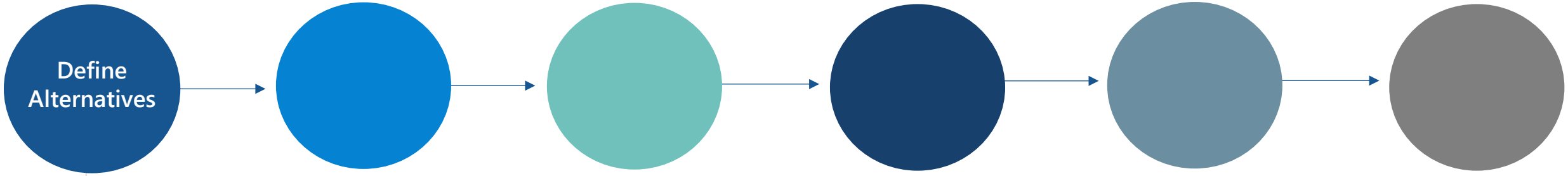
- Integrated Noise Model (INM)
  - First released in 1972, the last version was 7.0d
  - Now a legacy tool

- Aviation Environmental Design Tool (AEDT) is the required tool for noise, fuel burn, and emissions modeling of FAA actions.
  - Current version AEDT3g

- FAA's Office of Environment and Energy (AEE) oversee AEDT development and implementation

- AEDT is designed to model individual studies ranging in scope from a single flight at an airport to scenarios at the regional, national, and global levels.

Noise Modeling – How do we Do it?



- Define purpose and need
- Develop alternatives

Noise Modeling – How do we Do it?

- Define Purpose and Need
- Develop Alternatives
- What conditions need to be assessed?

1. Existing Conditions (baseline)
2. No Action (do nothing)
3. Proposed Project* (what I want to do)
4. Alternatives* (what else can I do)

*That meets the project purpose and need

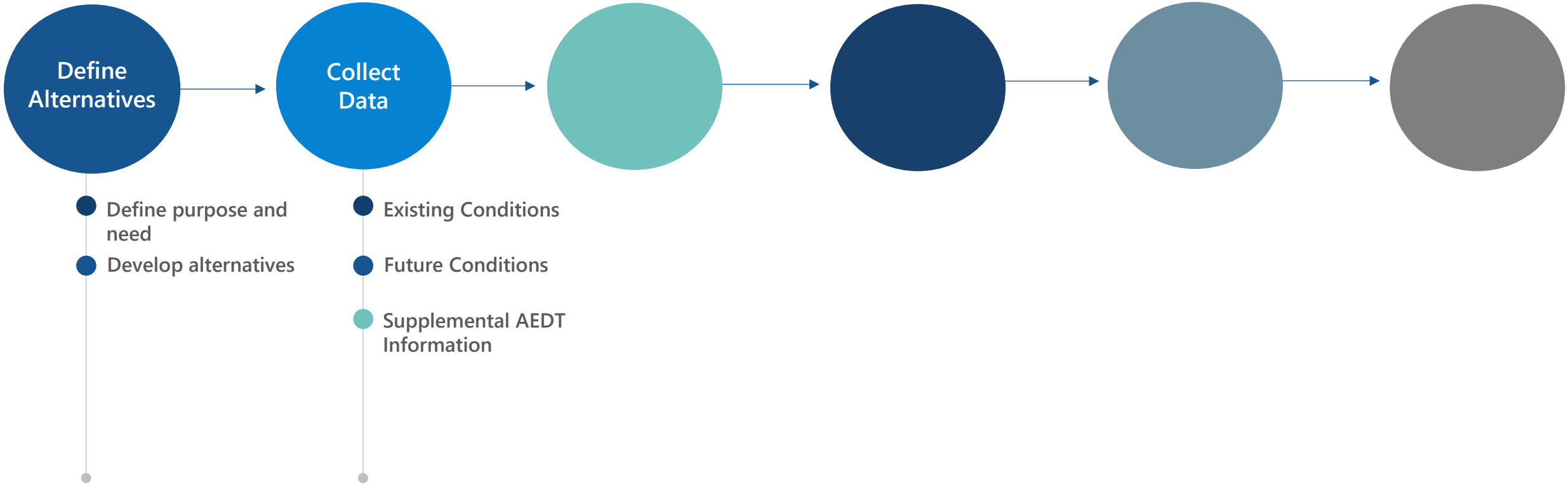
Noise Modeling – How do we Do it?

– What comparisons will be made

Scenarios	Contours
Baseline	1
No Action	3
Proposed Action	3
Alternative	3
TOTAL	**10**

	2025	2027	2028	2033
	Existing	Interim Condition	Build-Out	Build-Out +5
Baseline	X			
No Action		X	X	X
Proposed Project		X	X	X
Alternative 1		X	X	X

Noise Modeling – How do we Do it?



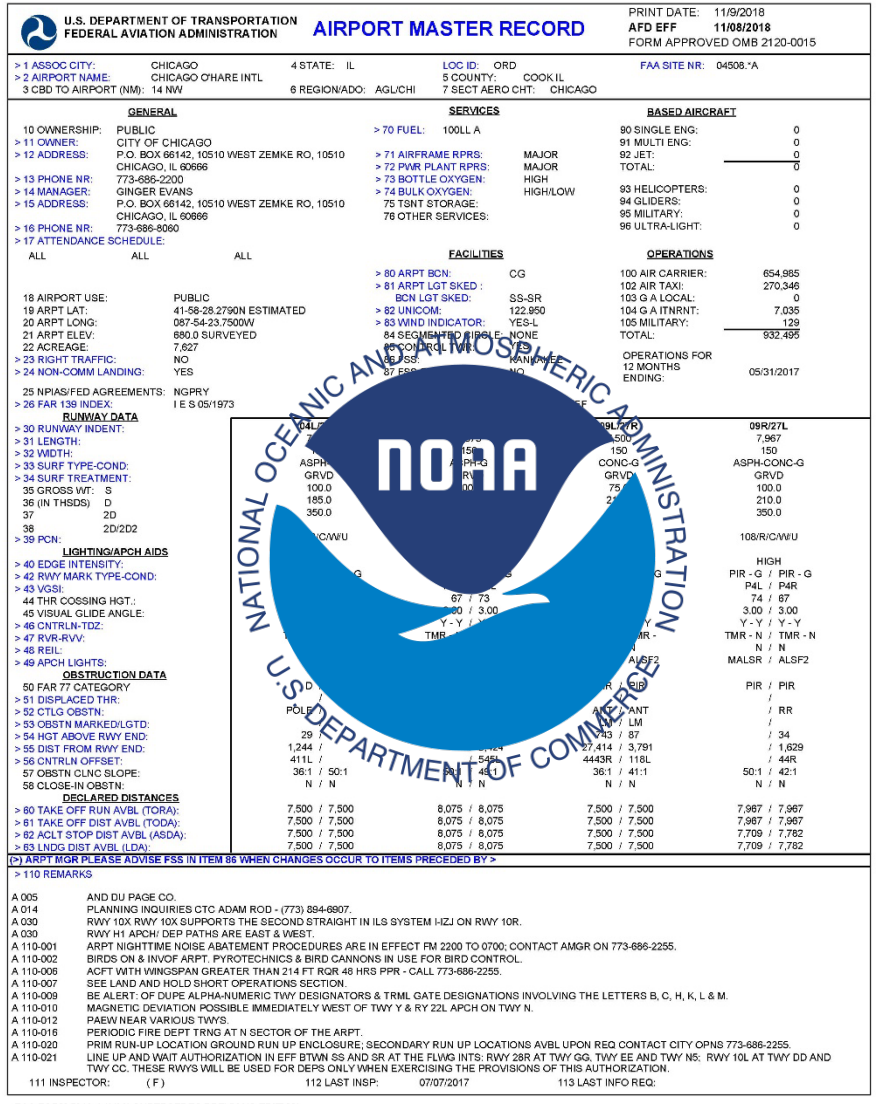
Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

EXISTING



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/9/2018
AFD EFF 11/08/2018
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: CHICAGO
> 2 AIRPORT NAME: CHICAGO O'HARE INTL
3 CBD TO AIRPORT (NM): 14 NW
4 STATE: IL
6 REGION/ADO: AGL/CHI
LOC ID: ORD
5 COUNTY: COOK IL
7 SECT AERO CHT: CHICAGO
FAA SITE NR: 04508.*A

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: CITY OF CHICAGO
> 12 ADDRESS: P.O. BOX 66142, 10510 WEST ZEMKE RO, 10510 CHICAGO, IL 60666
> 13 PHONE NR: 773-686-2200
> 14 MANAGER: GINGER EVANS
> 15 ADDRESS: P.O. BOX 66142, 10510 WEST ZEMKE RO, 10510 CHICAGO, IL 60666
> 16 PHONE NR: 773-686-8060
> 17 ATTENDANCE SCHEDULE:
ALL ALL ALL

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 41-58-28.2790N ESTIMATED
20 ARPT LONG: 087-54-23.7500W
21 ARPT ELEV: 680.0 SURVEYED
22 ACREAGE: 7,627
> 23 RIGHT TRAFFIC: NO
> 24 NON-COMM LANDING: YES

25 NPIAS/FED AGREEMENTS: NGPRY
> 26 FAR 139 INDEX: I E S 05/1973

SERVICES

> 70 FUEL: 100LL A
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: HIGH
> 74 BULK OXYGEN: HIGH/LOW
75 TSNT STORAGE:
76 OTHER SERVICES:

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED :
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.950
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
86 CONTROL TWR: YES
87 FSS: RANDOLPH

BASED AIRCRAFT

90 SINGLE ENG: 0
91 MULTI ENG: 0
92 JET: 0
TOTAL: 0
93 HELICOPTERS: 0
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

OPERATIONS

100 AIR CARRIER: 654,985
102 AIR TAXI: 270,346
103 G A LOCAL: 0
104 G A ITNRNT: 7,035
105 MILITARY: 129
TOTAL: 932,495

OPERATIONS FOR 12 MONTHS ENDING: 05/31/2017

RUNWAY DATA

	09R/27L
> 30 RUNWAY INDENT:	
> 31 LENGTH:	7,967
> 32 WIDTH:	150
> 33 SURF TYPE-COND:	ASPH-CONC-G
> 34 SURF TREATMENT:	GRVD
35 GROSS WT: S	100.0
36 (IN THSDS) D	210.0
37 2D	350.0
38 2D/2D2	
> 39 PCN:	108/R/C/W/U

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:	HIGH
> 42 RWY MARK TYPE-COND:	PIR - G / PIR - G
> 43 VGSI:	P4L / P4R
44 THR CROSSING HGT.:	74 / 67
45 VISUAL GLIDE ANGLE:	3.00 / 3.00
> 46 CNTRLN-TDZ:	Y - Y / Y - Y
> 47 RVR-RVV:	TMR - N / TMR - N
> 48 REIL:	N / N
> 49 APCH LIGHTS:	MALSR / ALSF2

OBSTRUCTION DATA

50 FAR 77 CATEGORY	PIR / PIR
> 51 DISPLACED THR:	/
> 52 CTLG OBSTN:	/ RR
> 53 OBSTN MARKED/LGTD:	/
> 54 HGT ABOVE RWY END:	/ 34
> 55 DIST FROM RWY END:	/ 1,629
> 56 CNTRLN OFFSET:	/ 44R
57 OBSTN CLNC SLOPE:	50:1 / 42:1
58 CLOSE-IN OBSTN:	N / N

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):	7,500 / 7,500 / 8,075 / 7,500 / 7,500 / 7,967 / 7,967
> 61 TAKE OFF DIST AVBL (TODA):	7,500 / 7,500 / 8,075 / 8,075 / 7,500 / 7,500 / 7,967 / 7,967
> 62 ACLT STOP DIST AVBL (ASDA):	7,500 / 7,500 / 8,075 / 8,075 / 7,500 / 7,500 / 7,709 / 7,782
> 63 LNDG DIST AVBL (LDA):	7,500 / 7,500 / 8,075 / 8,075 / 7,500 / 7,500 / 7,709 / 7,782

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS

A 005 AND DU PAGE CO.
A 014 PLANNING INQUIRIES CTC ADAM ROD - (773) 894-6907.
A 030 RWY 10X RWY 10X SUPPORTS THE SECOND STRAIGHT IN ILS SYSTEM I-IZJ ON RWY 10R.
A 030 RWY H1 APCH/ DEP PATHS ARE EAST & WEST.
A 110-001 ARPT NIGHTTIME NOISE ABATEMENT PROCEDURES ARE IN EFFECT FM 2200 TO 0700; CONTACT AMGR ON 773-686-2255.
A 110-002 BIRDS ON & INVOF ARPT. PYROTECHNICS & BIRD CANNONS IN USE FOR BIRD CONTROL.
A 110-006 ACFT WITH WINGSPAN GREATER THAN 214 FT RQR 48 HRS PPR - CALL 773-686-2255.
A 110-007 SEE LAND AND HOLD SHORT OPERATIONS SECTION.
A 110-009 BE ALERT: OF DUPE ALPHA-NUMERIC TWY DESIGNATORS & TRML GATE DESIGNATIONS INVOLVING THE LETTERS B, C, H, K, L & M.
A 110-010 MAGNETIC DEVIATION POSSIBLE IMMEDIATELY WEST OF TWY Y & RY 22L APCH ON TWY N.
A 110-012 PAEW NEAR VARIOUS TWYS.
A 110-016 PERIODIC FIRE DEPT TRNG AT N SECTOR OF THE ARPT.
A 110-020 PRIM RUN-UP LOCATION GROUND RUN UP ENCLOSURE; SECONDARY RUN UP LOCATIONS AVBL UPON REQ CONTACT CITY OPNS 773-686-2255.
A 110-021 LINE UP AND WAIT AUTHORIZATION IN EFF BTWN SS AND SR AT THE FLWG INTS: RWY 28R AT TWY GG, TWY EE AND TWY N5; RWY 10L AT TWY DD AND TWY CC. THESE RWYS WILL BE USED FOR DEPS ONLY WHEN EXERCISING THE PROVISIONS OF THIS AUTHORIZATION.

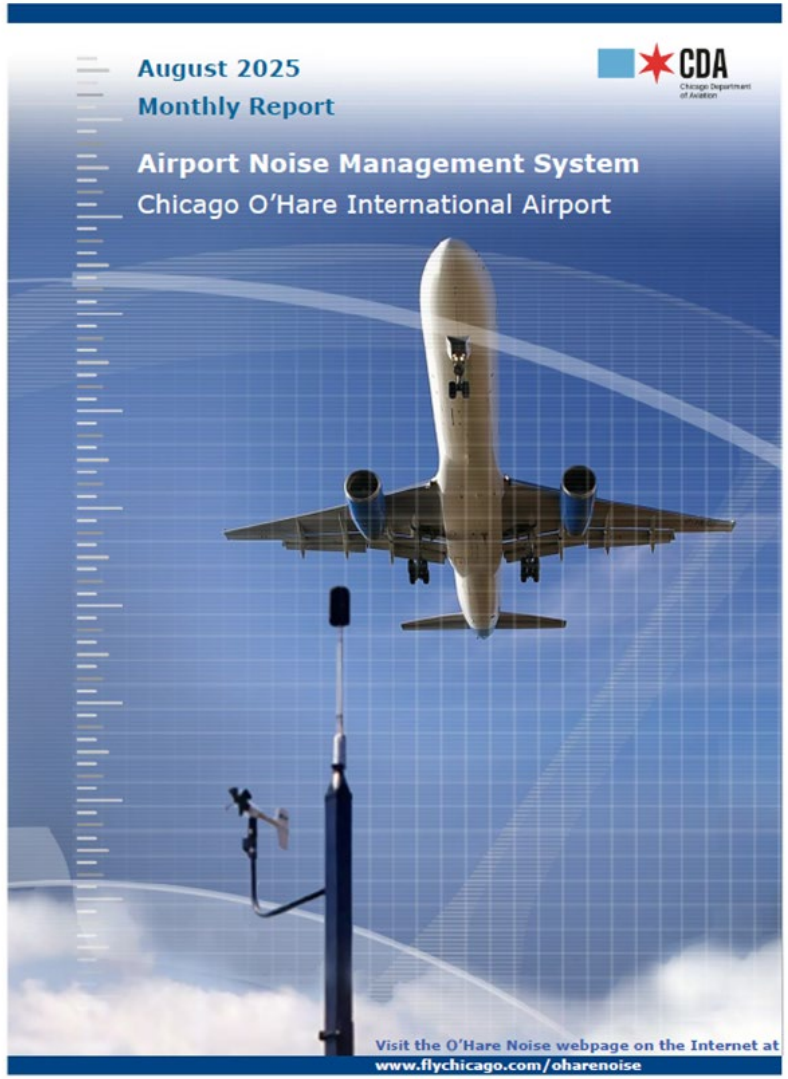
111 INSPECTOR: (F) 112 LAST INSP: 07/07/2017 113 LAST INFO REQ:

FAA FORM 5010-1 (3/96) SUPERSEDES PREVIOUS EDITION

Ingredients for AEDT

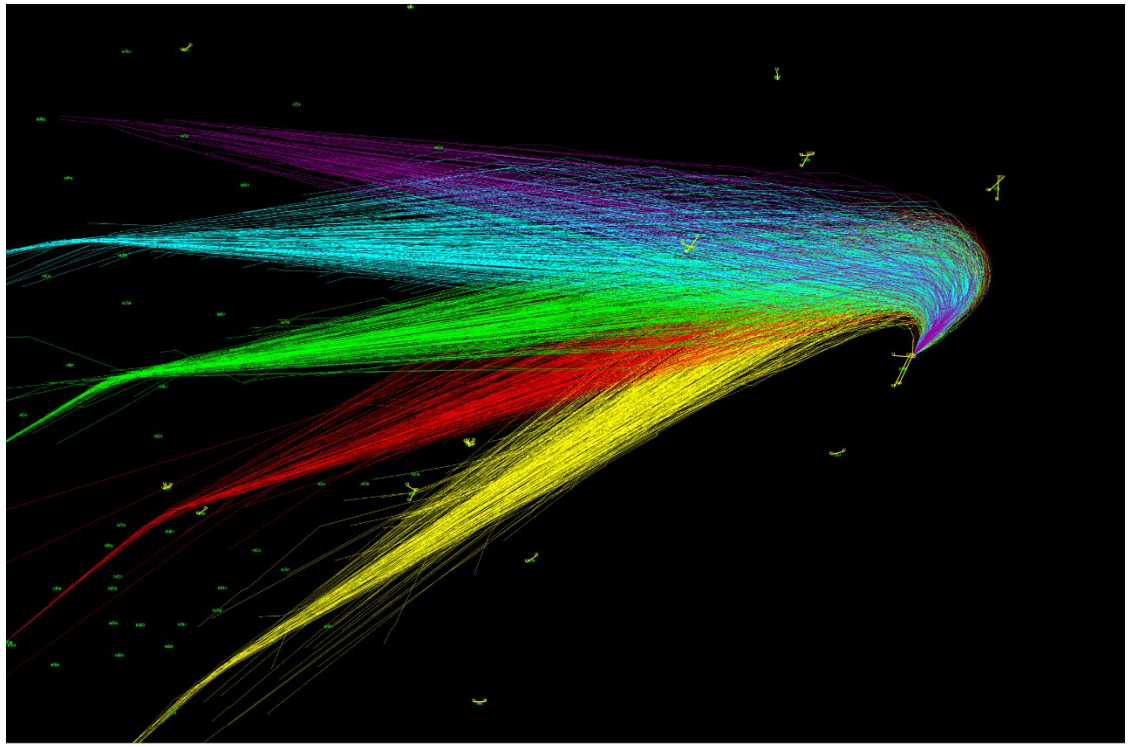
INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

EXISTING

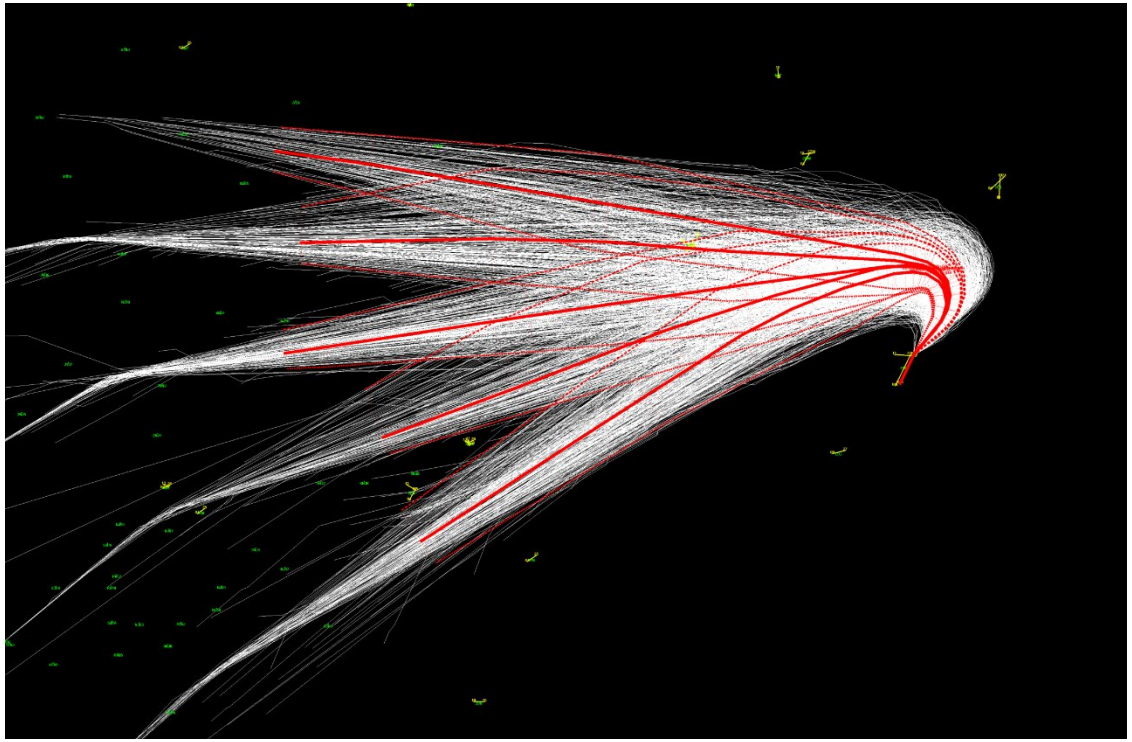


Existing Conditions - Flight Tracks

Actual Tracks

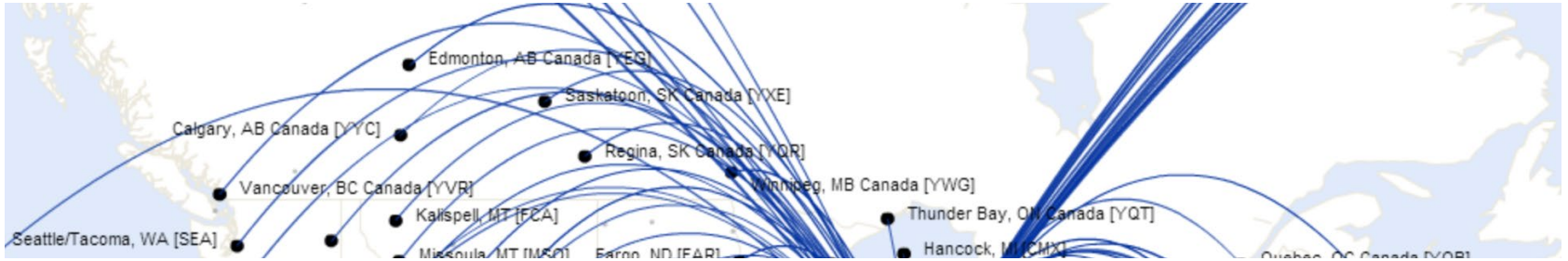


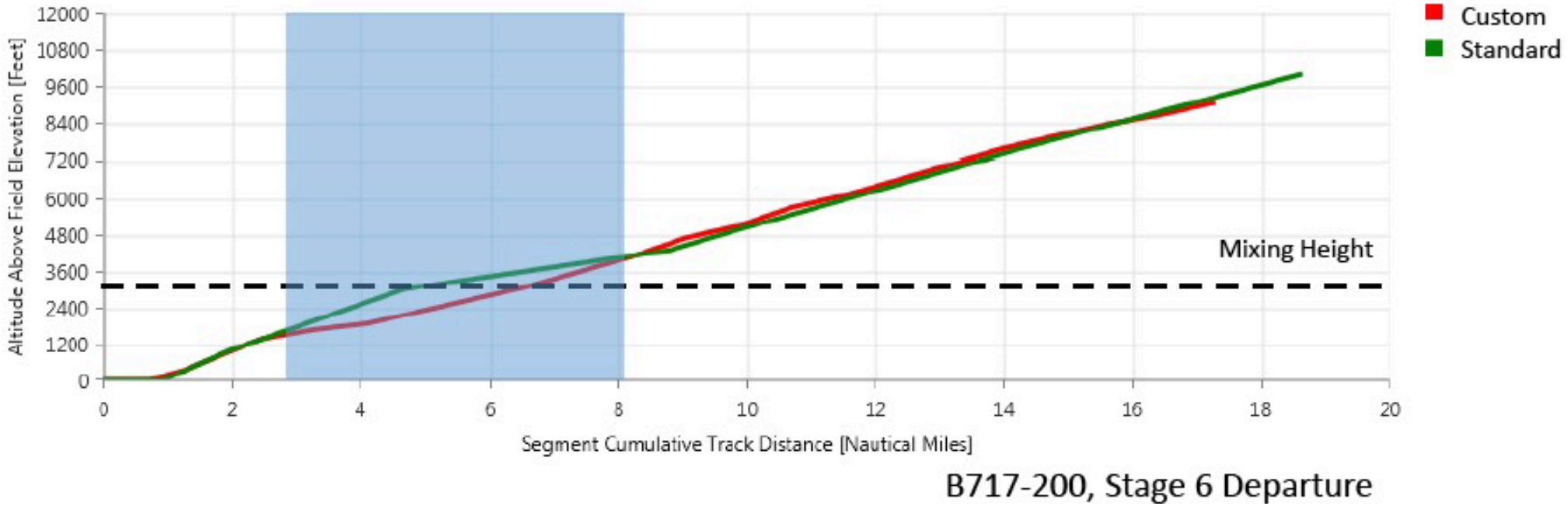
Modeled Tracks



Existing Conditions – Aircraft Profiles

- Origin and Destination
- Farther = Heavier
- Heavier = Slower Climb



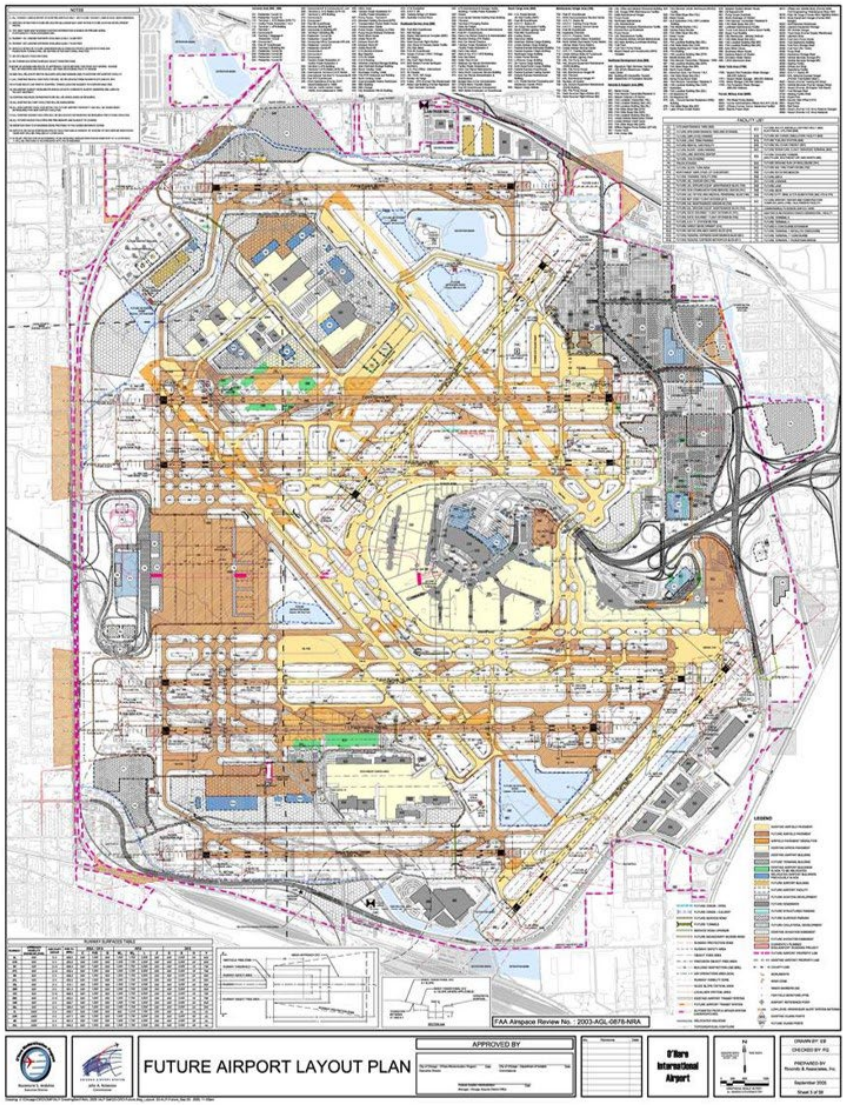


B717-200, Stage 6 Departure

Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

FUTURE



Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

FUTURE

Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

FUTURE

Future Forecast Schedule

A_MCAR	A_MNAME	A_OCAR	A_ORG	A_NAME	A_D/I	A_FLT#	A_TIME	A_EQP
AA	American	YX	MSP	Minneapolis/St. Paul, MN	D	4446	20:56	E75
AA	American	YX	PIT	Pittsburgh, PA	D	4349	20:57	E75
AA	American	YX	MSY	New Orleans, LA	D	4314	20:59	E75
AA	American	YX	MCI	Kansas City, MO	D	4253	21:02	E75
AA	American	YX	OMA	Omaha, NE	D	4288	21:12	E75
AA	American	YX	JAX	Jacksonville, FL	D	4450	21:31	E75
AA	American	YX	BWI	Baltimore, MD	D	4305	21:35	E75
AA	American	YX	ATL	Atlanta, GA	D	4277	21:36	E75
AA	US Airways	US	CLT	Charlotte, NC	D	893	14:06	319
AA	US Airways	US	PHL	Philadelphia, PA	D	1991	11:02	320
AA	US Airways	US	PHL	Philadelphia, PA	D	1995	15:55	320
AA	US Airways	US	PHX	Phoenix, AZ	D	486	0:12	321
AA	US Airways	US	CLT	Charlotte, NC	D	1851	21:10	321
AA	US Airways	US	PHL	Philadelphia, PA	D	1714	21:56	321
AA	US Airways	US	CLT	Charlotte, NC	D	1788	23:23	321
AA	US Airways	US	PHX	Phoenix, AZ	D	453	5:25	321
AA	US Airways	US	PHL	Philadelphia, PA	D	407	9:09	321
AA	US Airways	US	CLT	Charlotte, NC	D	1987	9:20	321
AA	US Airways	US	CLT	Charlotte, NC	D	1946	10:57	321
AA	US Airways	US	PHX	Phoenix, AZ	D	465	12:52	321
AA	US Airways	US	CLT	Charlotte, NC	D	1862	12:59	321
AA	US Airways	US	PHX	Phoenix, AZ	D	593	14:52	321
AA	US Airways	US	CLT	Charlotte, NC	D	629	16:12	321
AA	US Airways	US	PHX	Phoenix, AZ	D	895	18:03	321
AA	US Airways	US	PHX	Phoenix, AZ	D	437	20:53	321
AA	US Airways	US	CLT	Charlotte, NC	D	1908	19:25	752
AA	US Airways	US	PHL	Philadelphia, PA	D	1994	15:02	752
AA	US Airways	US	PHL	Philadelphia, PA	D	743	17:49	752
AA	American	MQ	YYZ	Toronto (Pearson), Canada	I	3523	9:05	CR7
AA	American	MQ	YYZ	Toronto (Pearson), Canada	I	3134	11:05	CR7
AA	American	OO	YUL	Montreal, Canada	I	2937	9:00	CRJ
AA	American	OO	YUL	Montreal, Canada	I	2933	21:10	CRJ
AA	American	OO	YUL	Montreal, Canada	I	2929	12:30	CRJ
AA	American	MQ	YYZ	Toronto (Pearson), Canada	I	3194	12:25	CR7
AA	American	AA	PVG	Shanghai (Pu Dong), China	I	288	17:25	777
AA	American	AA	LHR	London(Heathrow), Englanc	I	91	20:00	777
AA	American	MQ	YYZ	Toronto (Pearson), Canada	I	3516	16:05	CR7

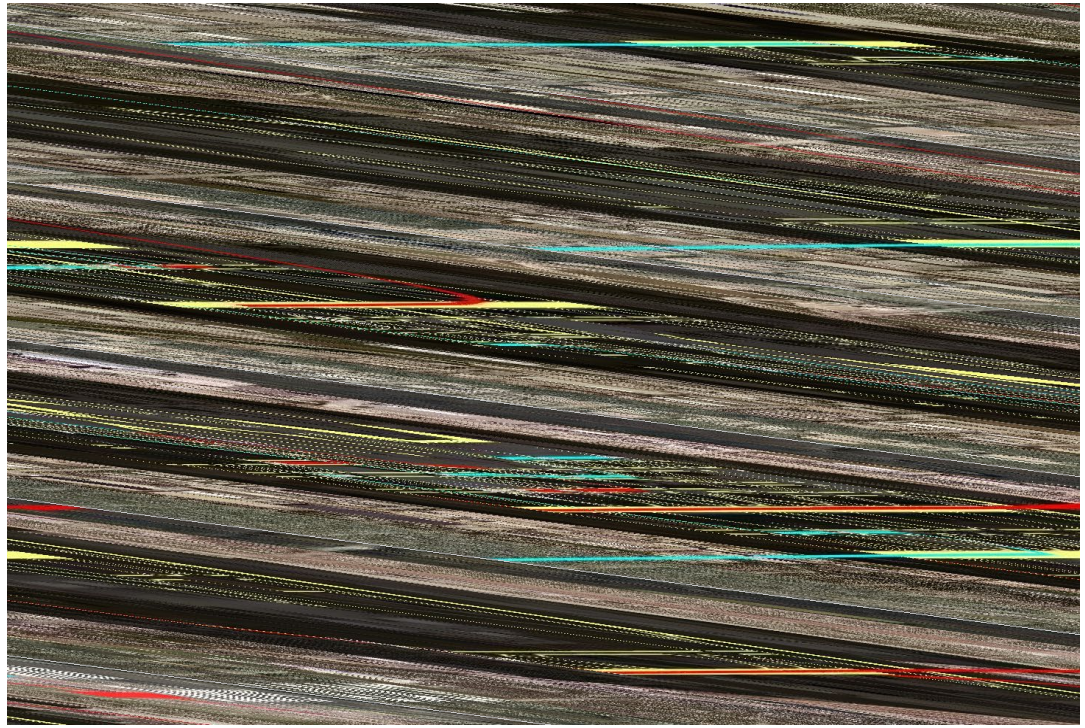
Ingredients for AEDT

INGREDIENTS
Airport Information
Flight Tracks
Operation Levels
Types of Aircraft
Runway Use
Time of day
Aircraft Profiles
Engine Types

FUTURE

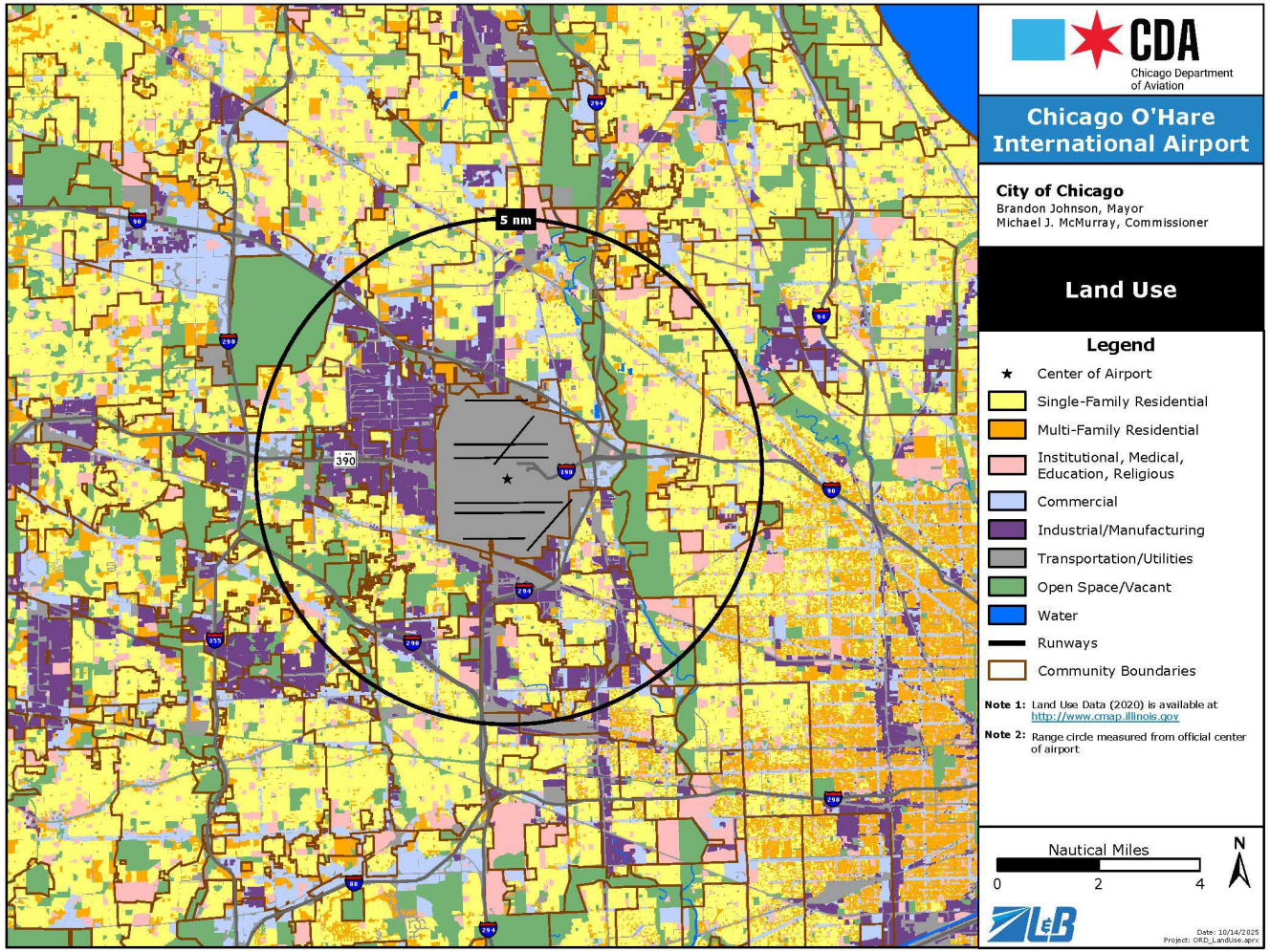
Fast-time Simulation Models

AirTOp, TAAM, SIMMOD

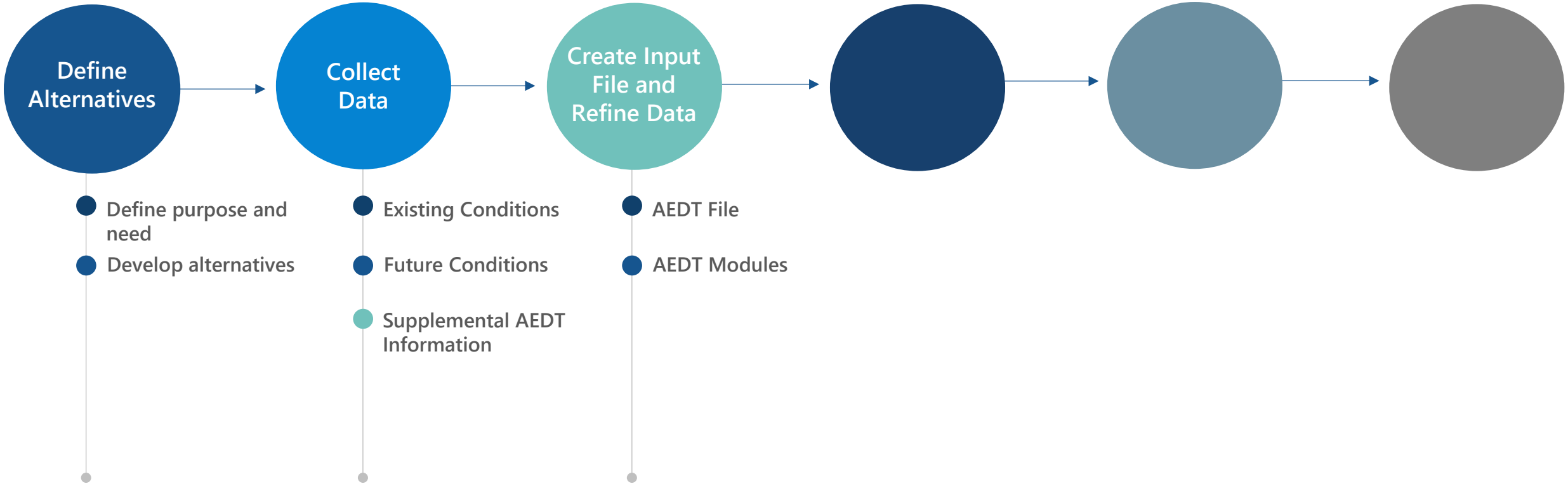


Supplemental AEDT Information

- GIS database files
- Terrain files
- Census population files
- Census cartographic files



Noise Modeling – How do we Do it?

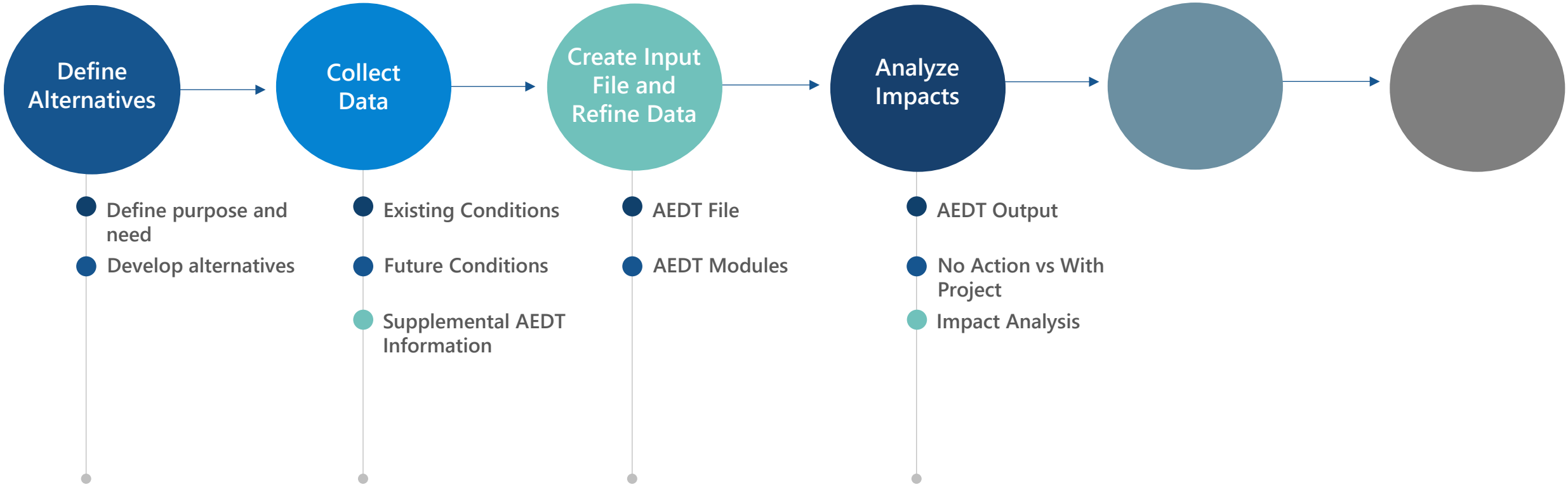


AEDT Input File and Modules

- AEDT Standard Input File (ASIF)
- XML Format

```
Edit  Search  View  Encoding  Language  Settings  Macro  Run  Plugins  Window  ?
sif_small.xml
<AsifXml version="1.2.10" content="study" xmlns:AsifXml="http://www.faa.gov/ASI
  <study xmlns:asif="http://www.faa.gov/ASIF">
    <name>Chicago70</name>
    <studyType>Noise and Emissions</studyType>
    <emissionsUnits>Kilograms</emissionsUnits>
    <description>A sample NIRS study</description>
    <boundary>
      <polygon>
        <vertex>
          <latitude>40.636993970695244</latitude>
          <longitude>-89.21758333055047</longitude>
        </vertex>
        <vertex>
          <latitude>40.636993970695244</latitude>
          <longitude>-86.59119444944956</longitude>
        </vertex>
        <vertex>
          <latitude>43.3047921364604</latitude>
          <longitude>-86.53522348936178</longitude>
        </vertex>
        <vertex>
          <latitude>43.3047921364604</latitude>
          <longitude>-89.27355429063823</longitude>
        </vertex>
      </polygon>
    </boundary>
    <airportLayoutSet>
      <airportLayout>
        <airportCode>KMDW</airportCode>
        <runwaySet>
          <runway>
            <length>5331</length>
            <width>150</width>
            <runwayEnd>
              <name>04L</name>
              <latitude>41.781589</latitude>
              <longitude>-87.76065</longitude>
              <elevation>0.0</elevation>
              <threshCrossHeight>50.0</threshCrossHeight>
              <glideSlope>3.0</glideSlope>
              <depDispThresh>0.0</depDispThresh>
              <appDispThresh>0.0</appDispThresh>
              <percentWind>0.0</percentWind>
            </runwayEnd>
            <runwayEnd>
              <name>22R</name>
              <latitude>41.79209</latitude>
              <longitude>-87.747004</longitude>
              <elevation>0.0</elevation>
              <threshCrossHeight>50.0</threshCrossHeight>
              <glideSlope>3.0</glideSlope>
```

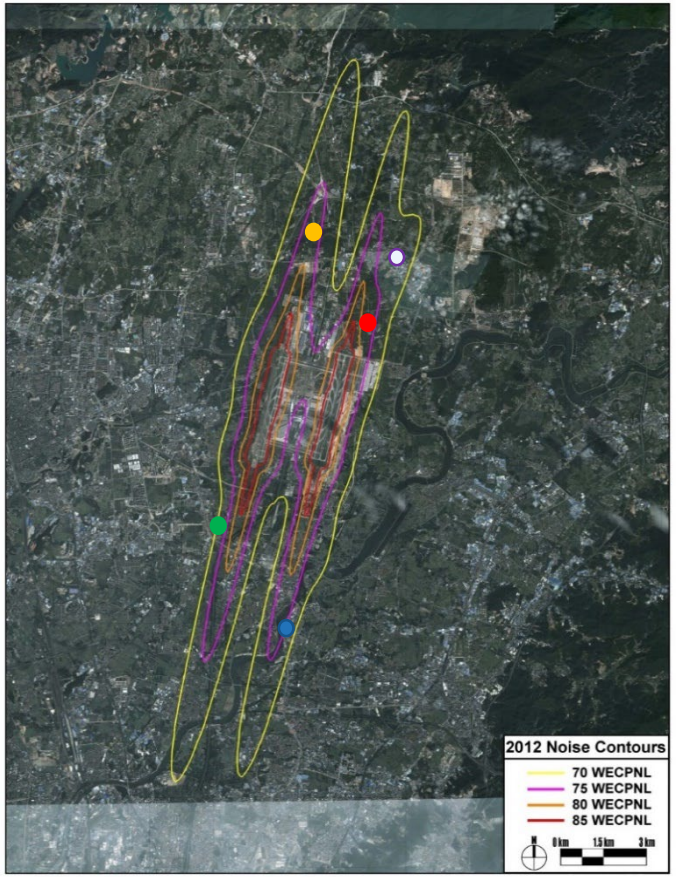
Noise Modeling – How do we Do it?



AEDT Output

1. Noise Contours
2. Grid Points
3. Summary Tables

1.



2.

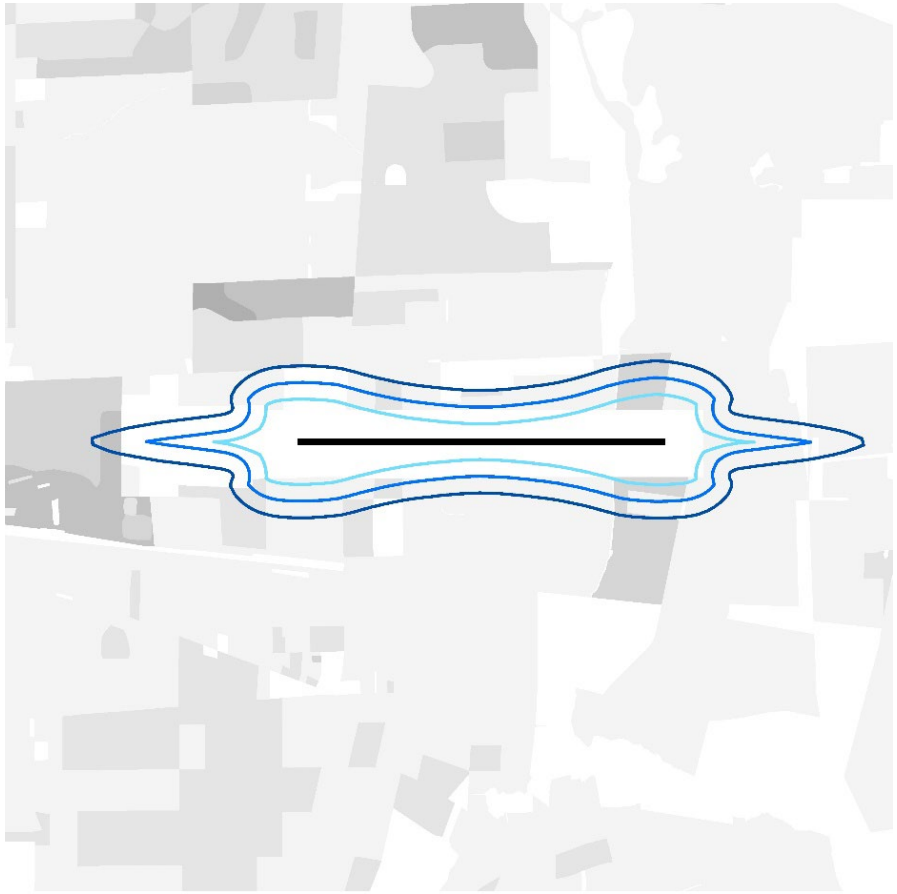
Noise Location	Latitude	Longitude	Elevation	Noise level (dB)	Metric Name
School	37.619002	-137.37452	600	79.2019743	DNL
Village Hall	37.619134	-137.37452	601	42.4628465	DNL
Library	37.619789	-137.37452	599	55.3482945	DNL
Park	37.619312	-137.37452	621	49.3409843	DNL
Noise Monitor 7	37.619299	-137.37452	603	67.0932874	DNL

3.

Contour Level (dB)	Population Count	Sq. Mileage
65	68,316	56.7
70	8,962	37.6
75	77	17.8
80	0	6.4

No Action vs With Project

No Action

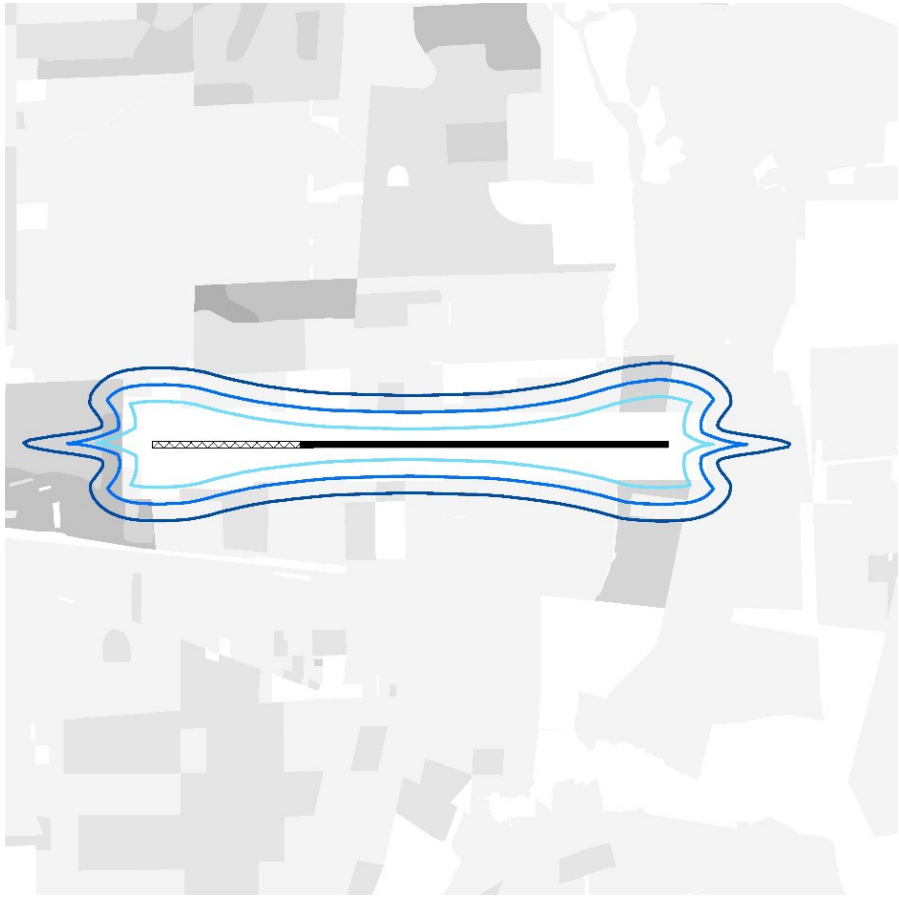


65 DNL

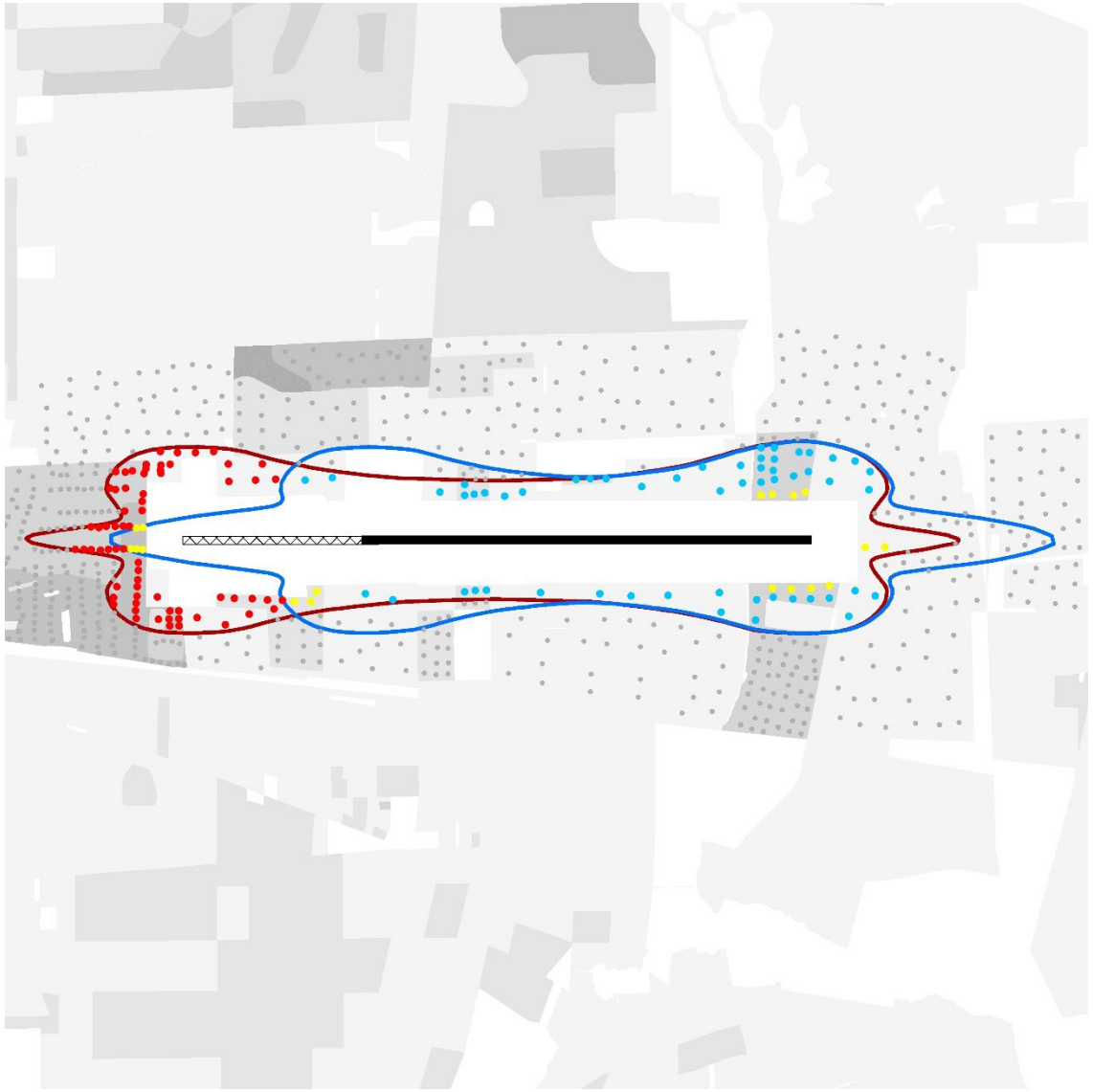
70 DNL

75 DNL

With Project



Impact Analysis



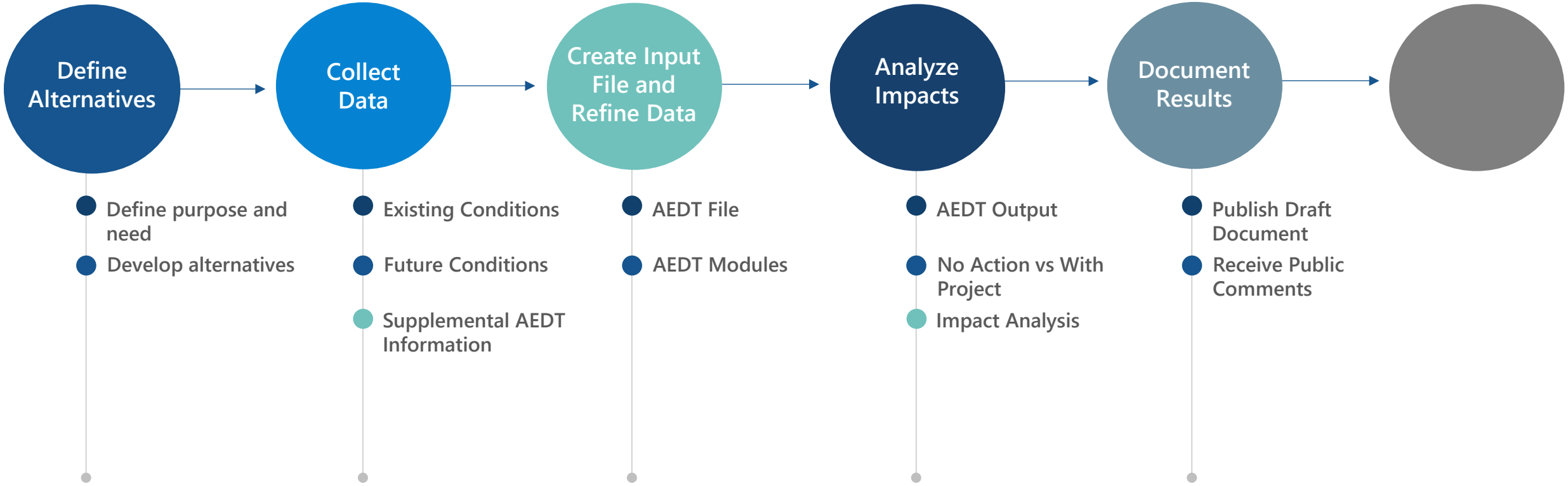
With Project Impacts

Alternatives	Homes
Newly Impacted	67
1.5 dB or Greater	18
Total Potentially Eligible	**85**
Less than 1.5 dB	54

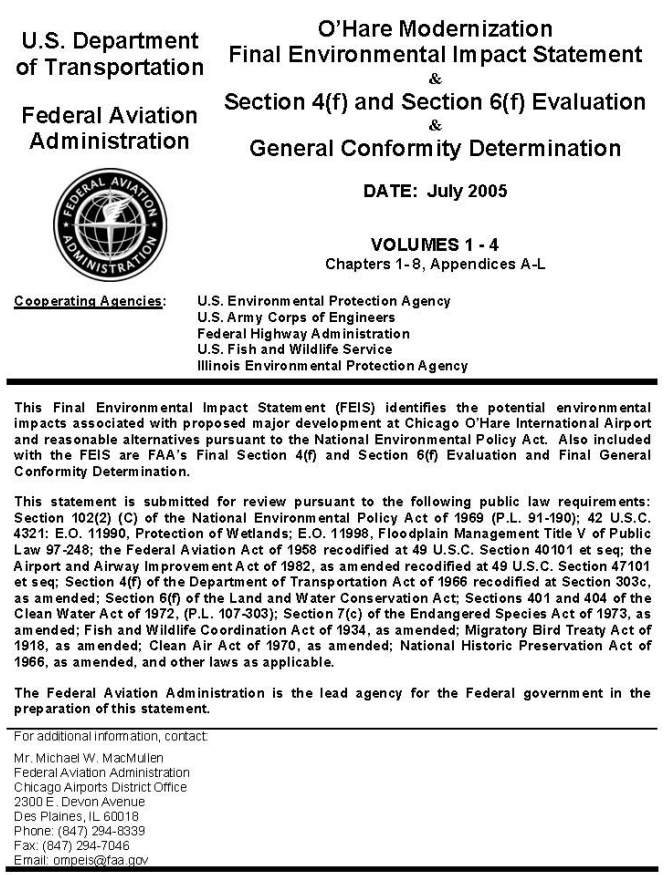
With Project 65 DNL Contour

No Action 65 DNL Contour

Noise Modeling – How do we Do it?



Document Results



U.S. Department of Transportation

Federal Aviation Administration

O'Hare Modernization
Final Environmental Impact Statement
&
Section 4(f) and Section 6(f) Evaluation
&
General Conformity Determination

DATE: July 2005

VOLUMES 1 - 4
Chapters 1-8, Appendices A-L

Cooperating Agencies:
U.S. Environmental Protection Agency
U.S. Army Corps of Engineers
Federal Highway Administration
U.S. Fish and Wildlife Service
Illinois Environmental Protection Agency

This Final Environmental Impact Statement (FEIS) identifies the potential environmental impacts associated with proposed major development at Chicago O'Hare International Airport and reasonable alternatives pursuant to the National Environmental Policy Act. Also included with the FEIS are FAA's Final Section 4(f) and Section 6(f) Evaluation and Final General Conformity Determination.

This statement is submitted for review pursuant to the following public law requirements: Section 102(2) (C) of the National Environmental Policy Act of 1969 (P.L. 91-190); 42 U.S.C. 4321: E.O. 11990, Protection of Wetlands; E.O. 11998, Floodplain Management Title V of Public Law 97-248; the Federal Aviation Act of 1958 recodified at 49 U.S.C. Section 40101 et seq; the Airport and Airway Improvement Act of 1982, as amended recodified at 49 U.S.C. Section 47101 et seq; Section 4(f) of the Department of Transportation Act of 1966 recodified at Section 303c, as amended; Section 6(f) of the Land and Water Conservation Act; Sections 401 and 404 of the Clean Water Act of 1972, (P.L. 107-303); Section 7(c) of the Endangered Species Act of 1973, as amended; Fish and Wildlife Coordination Act of 1934, as amended; Migratory Bird Treaty Act of 1918, as amended; Clean Air Act of 1970, as amended; National Historic Preservation Act of 1966, as amended, and other laws as applicable.

The Federal Aviation Administration is the lead agency for the Federal government in the preparation of this statement.

For additional information, contact:

Mr. Michael W. MacMullen
Federal Aviation Administration
Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, IL 60018
Phone: (847) 294-8339
Fax: (847) 294-7046
Email: ompeis@faa.gov

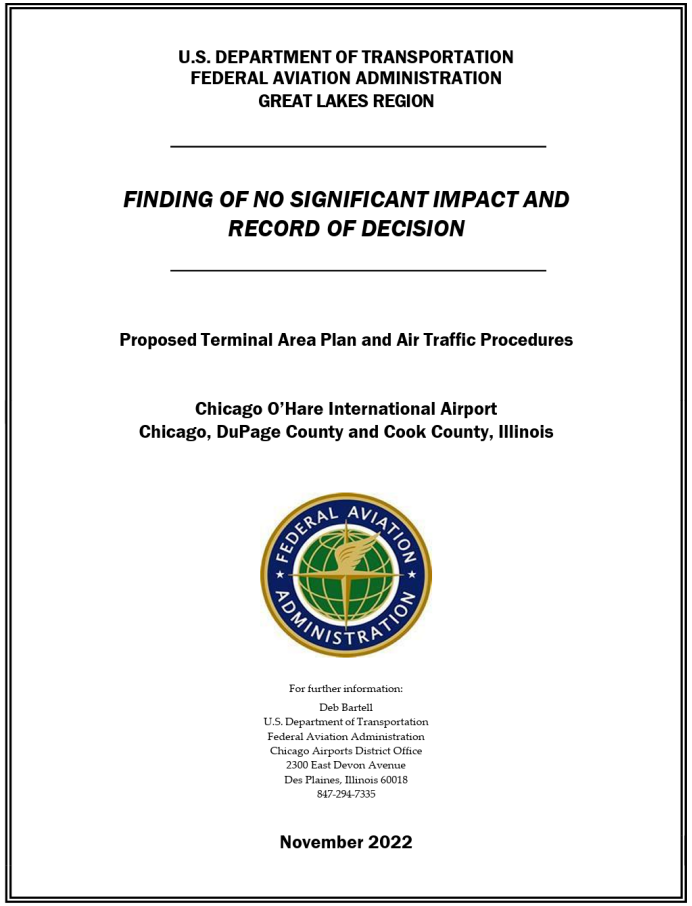
Federal Aviation Administration
Great Lakes Region

FINAL

RE-EVALUATION OF
JULY 2005 ENVIRONMENTAL IMPACT STATEMENT
AND
SEPTEMBER 2005 RECORD OF DECISION

O'HARE MODERNIZATION PROGRAM
CHICAGO O'HARE INTERNATIONAL AIRPORT
CHICAGO, ILLINOIS

OCTOBER 2015
VOLUME 1
CHAPTERS 1-6 AND APPENDICES A-H



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
GREAT LAKES REGION

FINDING OF NO SIGNIFICANT IMPACT AND RECORD OF DECISION

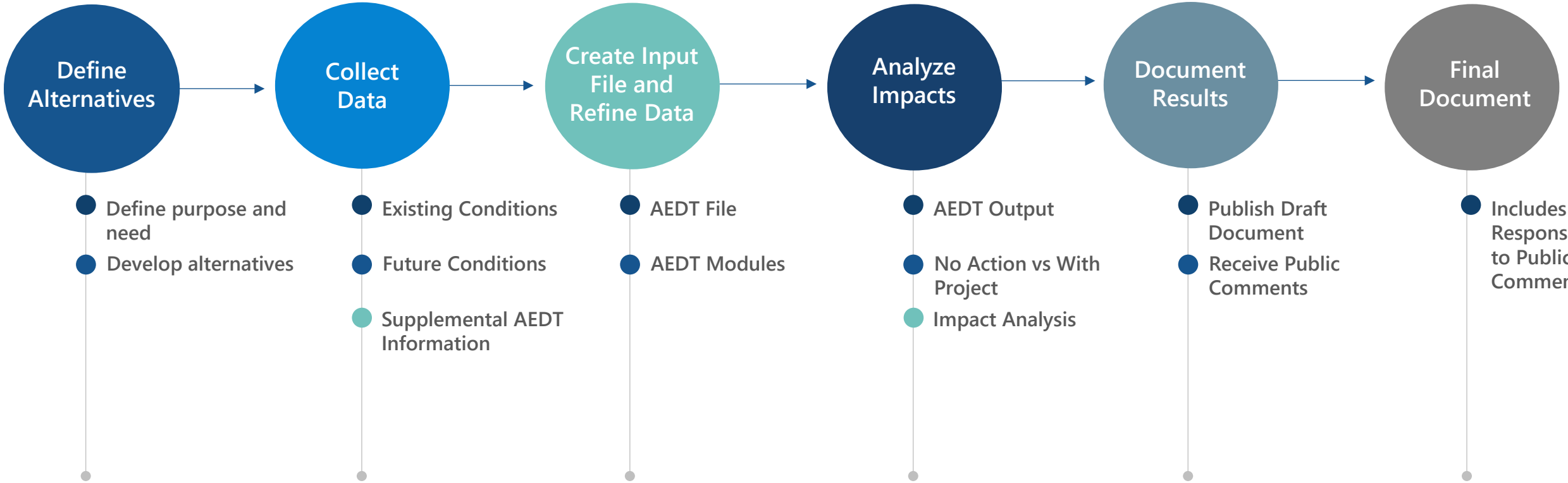
Proposed Terminal Area Plan and Air Traffic Procedures

Chicago O'Hare International Airport
Chicago, DuPage County and Cook County, Illinois

For further information:
Deb Bartell
U.S. Department of Transportation
Federal Aviation Administration
Chicago Airports District Office
2300 East Devon Avenue
Des Plaines, Illinois 60018
847-294-7335

November 2022

Noise Modeling – How do we Do it?



Final Determination

– Final Determination by the FAA gives the sponsor environmental approval to construct project.