

O'HARE MONITOR

Mission

The O'Hare Noise Compatibility Commission strives to reduce the impact of aircraft noise through home and school sound insulation, and to reduce aircraft noise, whenever possible, at its source.



ATC ANALYZES O'HARE NIGHTTIME DEVIANT FLIGHTS

O'Hare Air Traffic Control (ATC) staff has initiated a good neighbor policy to help minimize the number of aircraft flights that deviate from preferential runways during nighttime hours outlined in the voluntary Fly Quiet Program at O'Hare.

The program, implemented in 1997, encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks developed by the CDA in cooperation with ONCC to reduce aircraft noise impacts on communities around O'Hare.

After meeting with the CDA and ONCC in early spring 2012, ATC management requested monthly CDA nighttime operations reports to analyze flight data and deviations. ATC staff reviewed data to learn why some non-weather related flights did not adhere to designated flight paths.

The ATC found that in some instances flight deviations may be the result of a language problem or novice pilots not familiar with the Fly Quiet program. As a follow up, ONCC contacted several airlines using O'Hare to re-acquaint them with the Fly Quiet Program protocol.

ONCC, CDA and O'Hare air traffic controllers plan to meet quarterly to analyze nighttime flight data.

RUNWAY TO OPEN OCTOBER 17, 2013

The O'Hare Modernization Program is in high gear as construction continues on Runway 10 Center – 28 Center in the southern portion of the airfield. The runway, fourth in a future six-parallel runway configuration, will be commissioned October 17, 2013.

When Runway 10C-28C opens, O'Hare Air Traffic Control will follow an East Flow–West Flow flight pattern that considers wind direction and other weather-related and ground conditions.

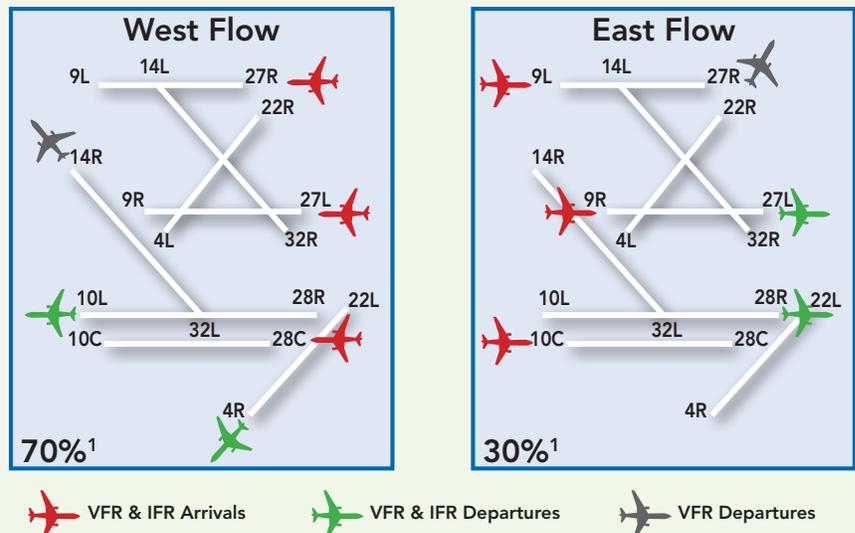
O'Hare will use the FAA-approved parallel runway configuration as the optimal choice for air safety and on-time flight efficiencies. Runway 10C-28C also will accommodate new larger aircraft, such as the Boeing 747-8 and Airbus 380.

In East Flow, aircraft depart on primary runways heading east; arriving aircraft approach from the west. East Flow conditions generally occur during periods of low visibility weather. In West Flow, aircraft depart on primary runways heading west; arriving aircraft approach from the east.

Aircraft noise may shift with the opening of 10C-28C, as projected by the final noise contour approved by the FAA for the full build-out of the OMP. ONCC, in cooperation with the Chicago Department of Aviation will continue to monitor noise levels compiled in the Airport Noise Management System monthly reports.

Design and construction are also underway for OMP Completion Phase 2A that includes Runway 10R-28L in the south airfield, a South Air Traffic Control Tower to operate future Runway 10R-28L, and construction of several enabling projects. These components are scheduled for commissioning in late 2015.

O'Hare Airport Runway Configuration Beginning October 17, 2013



¹ Approximate average percentage during an entire year
 * Visual Flight Rules (VFR) and Instrument Flight Rules (IFR)

Source: Federal Aviation Administration, O'Hare Modernization Final Environment Impact Statement, Appendix D – Simulation Modeling

HOME SOUND INSULATION CONTINUES AT BRISK PACE

Invigorated by an infusion of \$247 million in 2010, the ONCC Residential Sound Insulation Committee (RSIP) is working at an accelerated pace to sound-insulate 3,000 homes in communities near O'Hare by 2014.

Today approximately 8,900 single and multi-owner dwellings are sound insulated. The additional 3,000 homes in this latest series of construction phases will bring the total to nearly 12,000 sound-insulated homes.

The 3,000 homes are the last dwellings deemed eligible for sound insulation as approved by the FAA for the O'Hare Modernization Program. The FAA approved funding for the final phase of the RSIP from Passenger Facility Charges.

Phase 15 construction on 1,000 homes in Bensenville, Chicago and Rosemont will be completed in 2013. Nearly 40 percent of these homes are already finished.



Phase 16 preliminary work on 1,000 homes in Bensenville, Schiller Park and Wood Dale has begun with the CDA contacting eligible homeowners and arranging site inspections. Construction is anticipated to begin in late 2013 for the last 1,000 dwellings in Phase 17 that includes a small number of historical homes.

Previously, nearly 1,000 homes in Bensenville, Chicago, Park Ridge and Schiller Park were completed in the 2009 RSIP program by the end of 2012.

As part of an inter-governmental agreement with the City of Chicago, ONCC was appointed to oversee the O'Hare RSIP in cooperation with the CDA.

Two Chicago Schools Receive \$9.3 Million for Sound Insulation

In September 2012 the FAA approved \$9.3 million in sound insulation funding for two Chicago elementary schools.

Farnsworth Elementary School received \$4.5 million for construction and St. Tarcissus School received \$4.9 million for design and construction, according to U.S. Senator Dick Durbin (D-Ill.).

Farnsworth received a \$350,000 federal design grant in late 2009. Farnsworth has 610 students and 55 staff and support personnel.

Sound insulation for St. Tarcissus will include work on the four-building campus serving 355 students and 35 staff and support personnel.

The FAA reimburses the schools 80 percent of the cost using Airport Improvement Program funds while the City of Chicago reimburses the remaining 20 percent using approved airline Passenger Facility Charges.

Ebinger Elementary in Chicago awaits funding to complete the 124-school sound insulation program.



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ONCC COMPLETES 15 YEARS OF O'HARE NOISE MITIGATION

When Chicago Mayor Richard M. Daley asked suburban communities to work together in 1996 to help resolve O'Hare aircraft noise issues, several municipal mayors were skeptical. However, in time most agreed they could make a difference.

Under the direction of ONCC Chairperson Arlene J. Mulder, mayor of Arlington Heights, Ill., the inter-governmental agency began to work with the CDA to sound insulate homes and schools.

"We really put our differences aside, brought aviation stakeholders to the table and moved ahead to mitigate aircraft noise through sound insulation and technology," said Mulder.

Starting in 1997 with 17 municipalities and 9 school districts, ONCC is recognized today as a global leader in aircraft noise mitigation. Its membership represents 29 communities and 16 school districts.

ONCC oversees the O'Hare School Sound Insulation Program—the largest and one of the oldest programs in the world. Over \$330 million in federal and airport funds have been allocated to sound-insulate 119

schools with four schools in process and one awaiting funding.

The commission also presides over the Residential Sound Insulation Program mandated by the FAA to sound insulate single and multi-dwelling units before the OMP's full build-out is complete. The FAA identified eligible homes within the full build-out noise contour of 65 Day/Night Average Sound Level (DNL).

Approximately 6,000 homes will be sound insulated for nearly \$150 million. The federal government funds 80 percent while 20 percent comes from approved airport revenues.

Today ONCC is striving to meet a deadline to sound insulate all eligible homes before new runways are commissioned.

ONCC also has facilitated nearly \$2.25 million in federal land-use compatibility grants for eligible members to use in planning future development.

The commission works closely with several professional and research organizations in pursuit of more effective aircraft noise mitigation.