



# **National Organization to Insure a Sound Controlled Environment N.O.I.S.E. Policy Summit**

Frank Soto, Mayor  
Village of Bensenville, Illinois  
November 19, 2014



## Summary

- O'Hare Modernization Project – Approved 2005
- City of Chicago condemned/acquired in Bensenville:
  - 665 Homes - 2,000 residents lost
  - 110 Businesses
  - Lost equalized value of more than \$28.0M annually

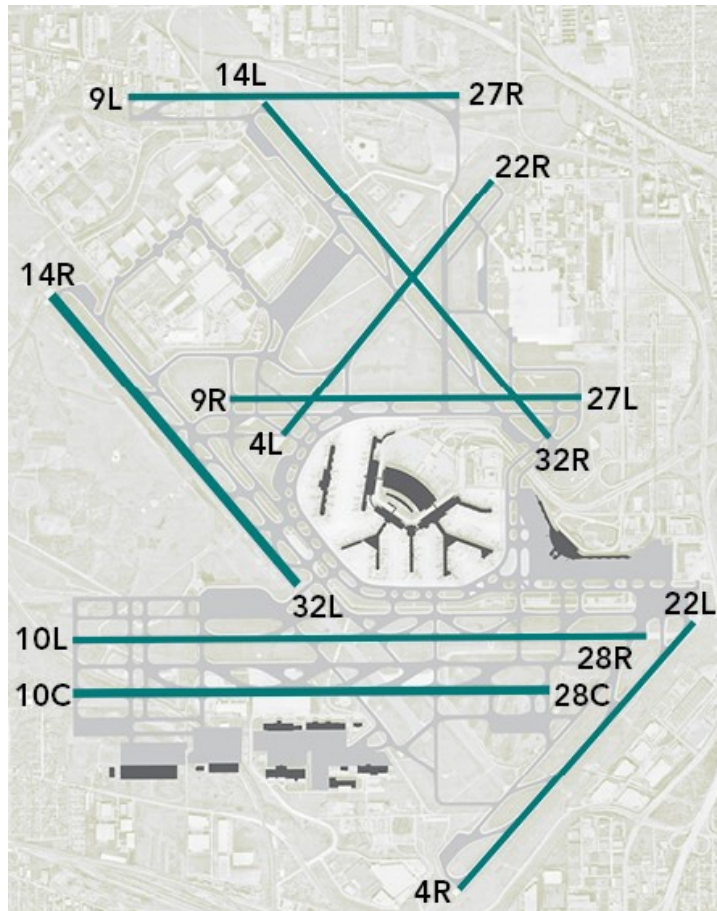
# STRATEGY

- Proposed Action Plan:
  1. Adopt the CNEL (Community Noise Equivalent Level) metric
  2. Update the O'Hare Part 150 Noise Compatibility Plan
  3. Lobby for full buildout of the OMP
  4. Strengthen Fly Quiet Program – Mandatory with Penalties.
- Build new Momentum by Collaborating and building Coalitions.
  - ONCC, SOC, FAIR, NOISE, DuPage County, COGS. Federal and State Legislators.

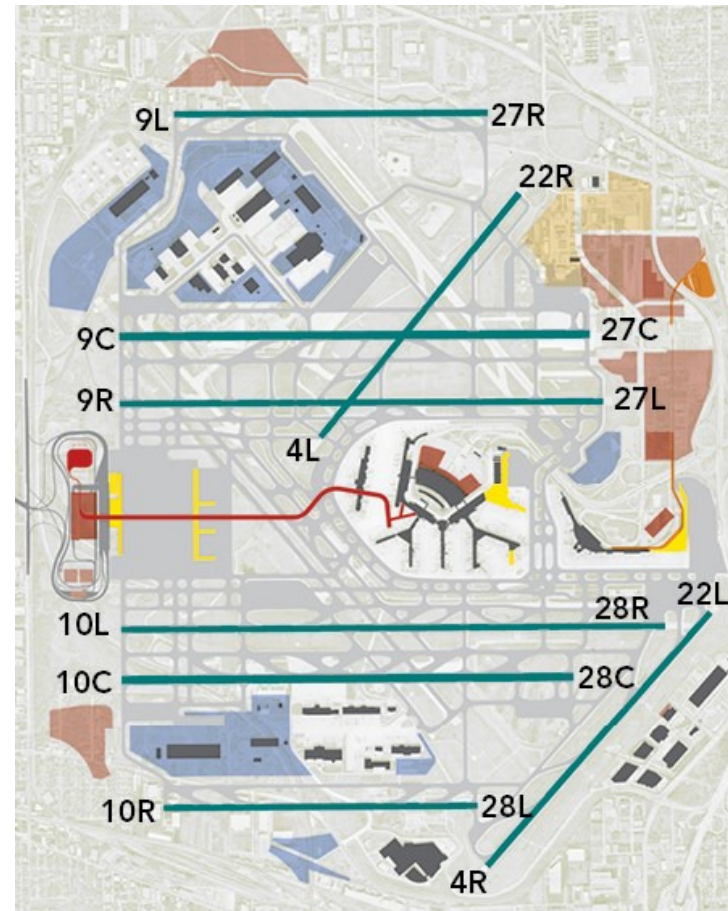


# Runway Overview

Current Layout (2014)



Future Layout (2020 and Beyond)





# Runway 10C-28C

- Commissioned on October 17, 2013
- Aligned with Hillside Drive in Bensenville







# Future South Runway 10R-28L

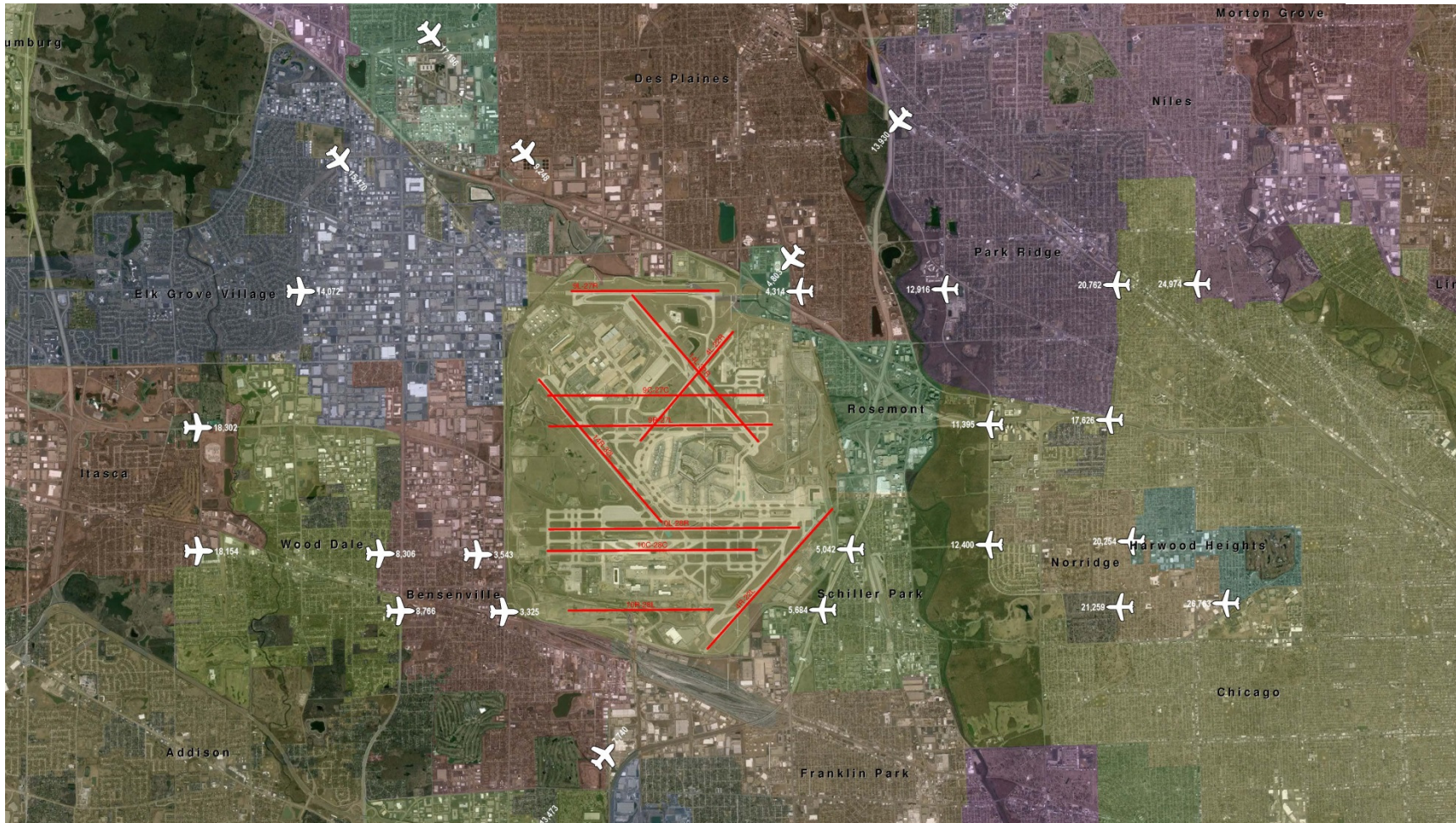
- To open October 15, 2015
- Public Meetings will be held prior to Runway Commissioning- [format/time/location to be determined](#)







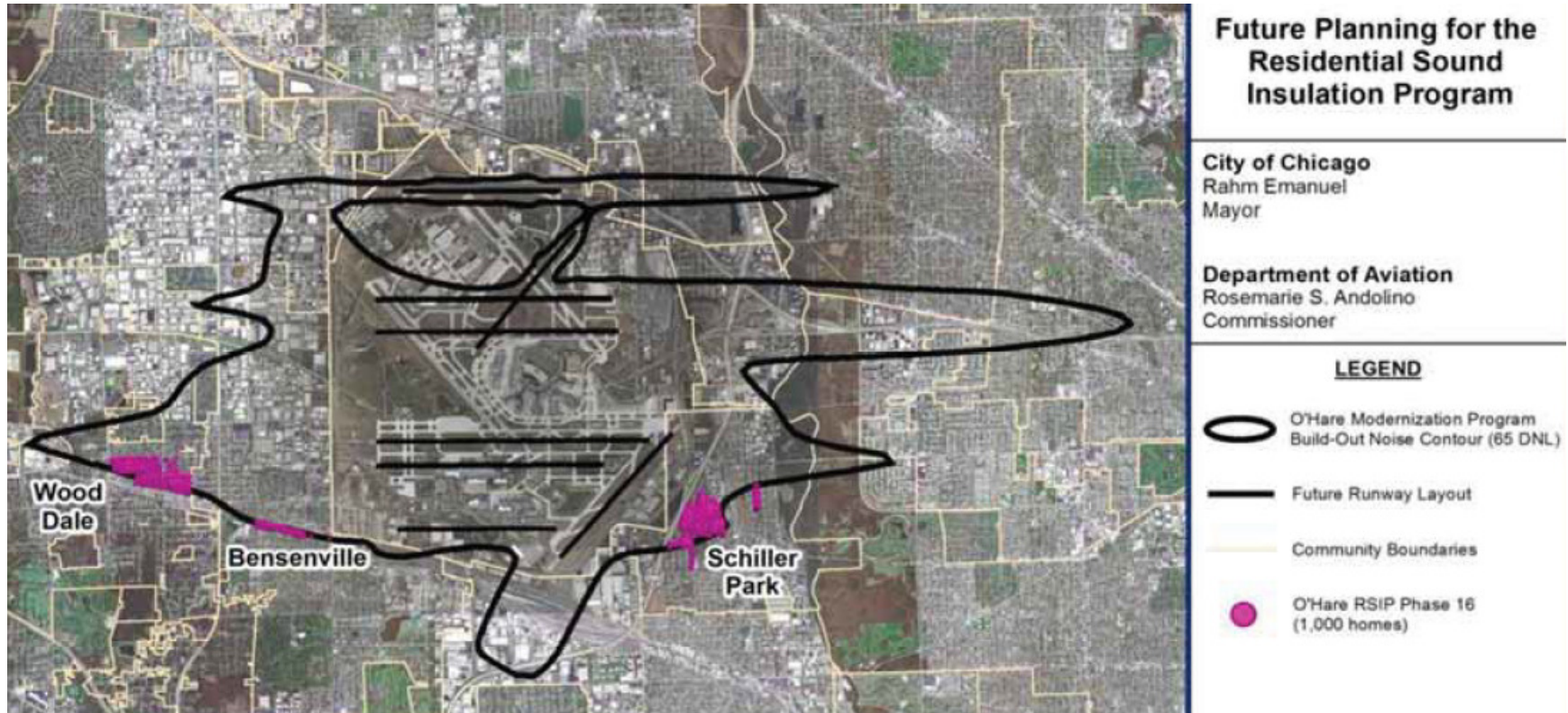
# O'Hare Airport Runways-Arrivals







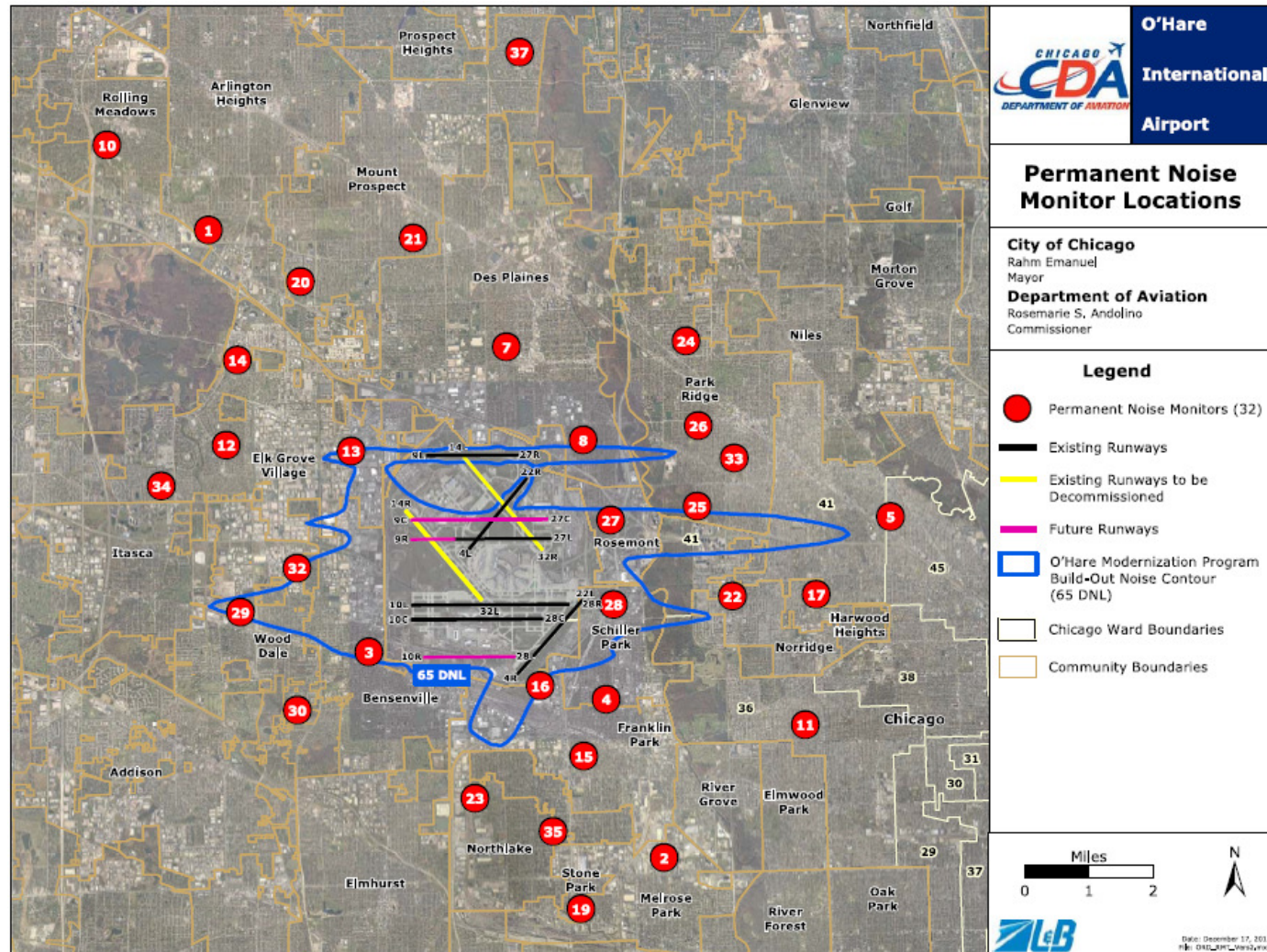
# 65 DNL and Residential Sound Insulation





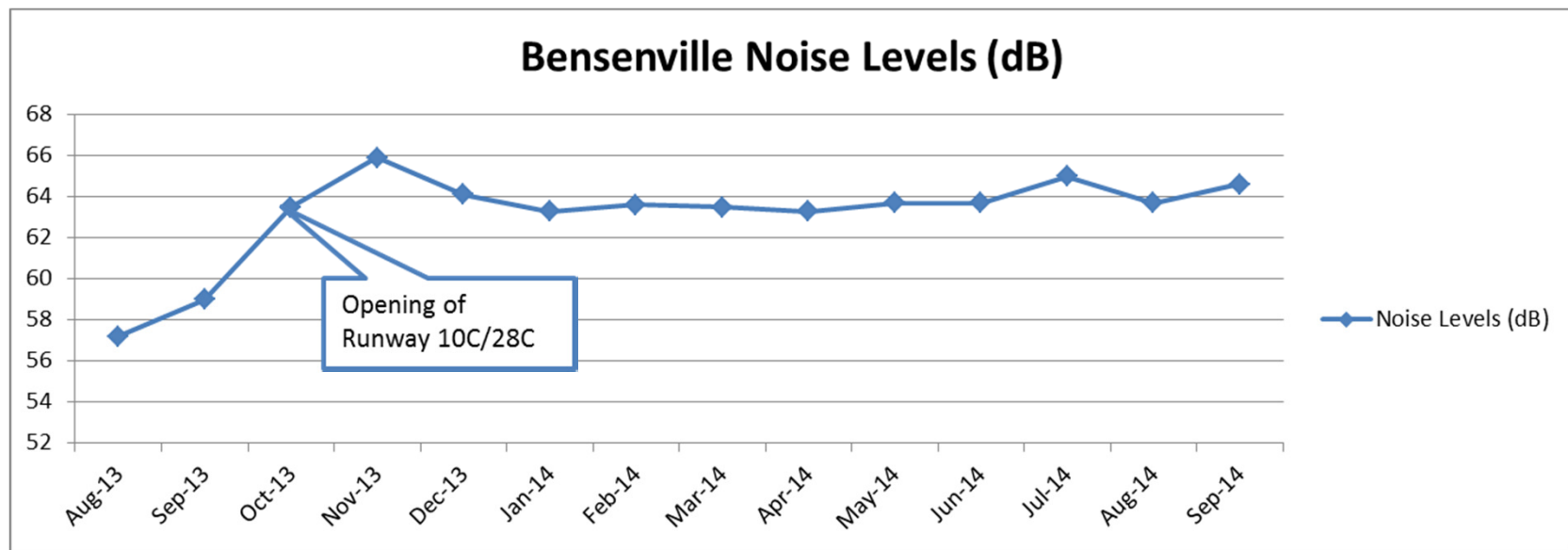


# Existing Noise Monitor Locations



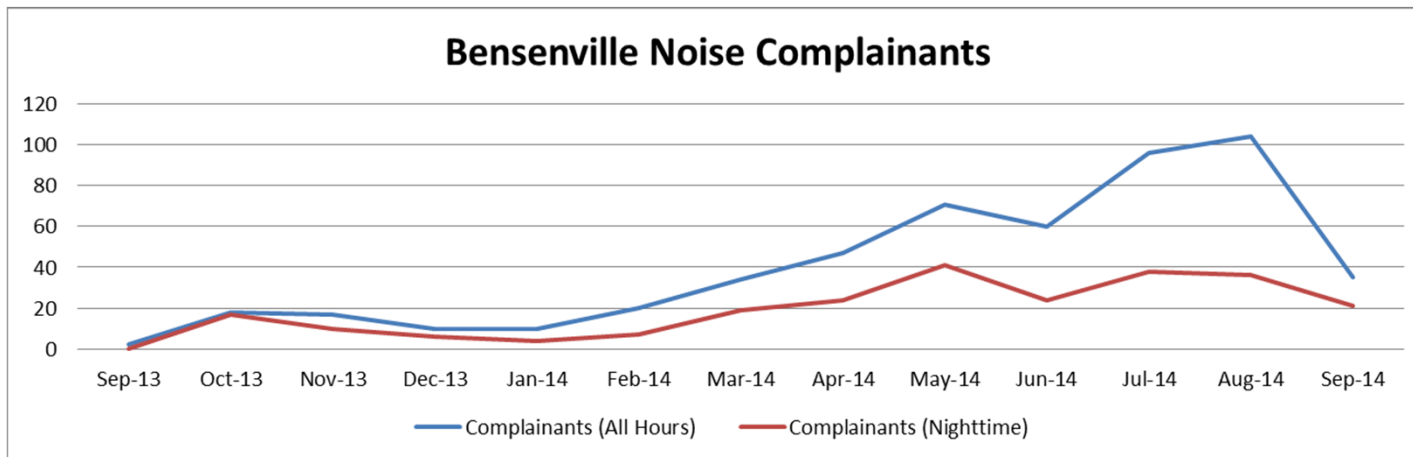
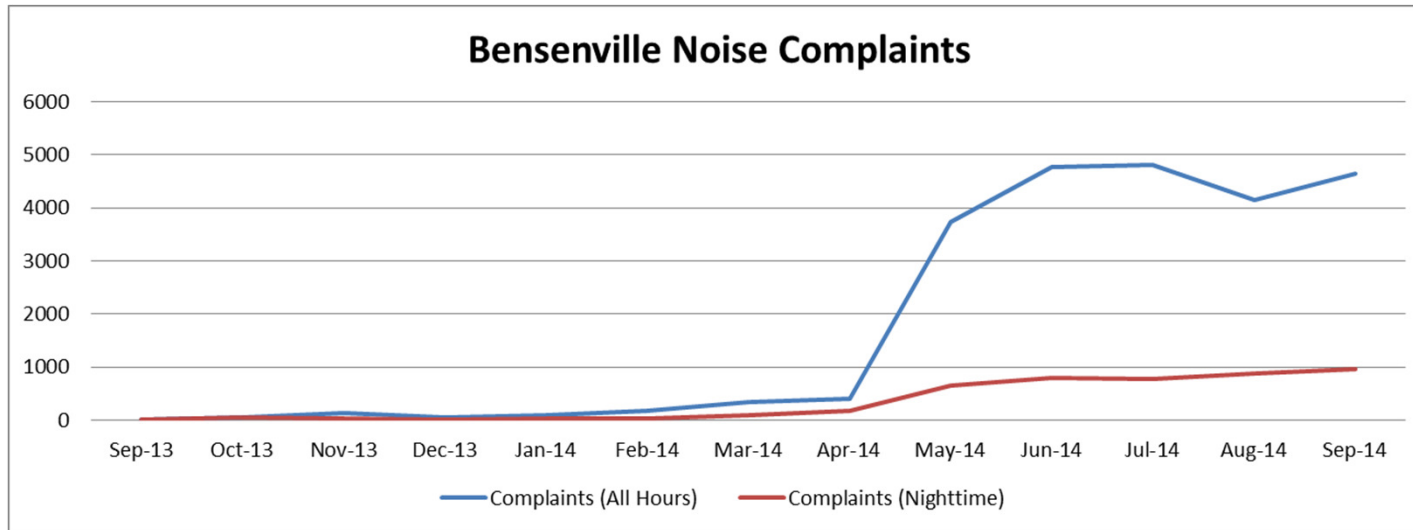


# Noise Levels in Bensenville





# ONCC Complaints







## Adopt the CNEL (Community Noise Equivalent Level) Metric

- Currently in Illinois, airplane noise is measured using the DNL (Day Night Average Sound Level). This measurement accounts for the sound exposure level of all noise events in a 24-hour period. The DNL adds a 10 dB penalty for noise occurring between 10PM and 7AM.
- California is currently the only state using the CNEL (Community Noise Equivalent Level), which is like the DNL but adds an additional 5 dB penalty accounting for noise occurring between 7PM and 10PM in the evening.
- As an average, neither the DNL or CNEL provide specific information on the number of noise events or the individual sound levels that occur over 24 hours.
- FAA guidelines allow for the use of CNEL as a substitute for DNL.
- CNEL could lead to a larger noise contour resulting in increased home mitigation eligibility and federal funding for mitigation purposes.
- If approved by the State, the FAA would use CNEL measurement in a Part 150 study
- 90.13% of Bensenville residents supported the CNEL metric in the November 4 election
- ***ACTION: Support HB 6312 that would adopt the CNEL Metric in Illinois***



# Update the Part 150 Noise Compatibility Plan

- A Part 150 provides a comprehensive process to address airport noise impacts in the vicinity of an airport. Initiating a Part 150 process is a voluntary action by the airport operator.
- O'Hare's last Part 150 study was done in 1989. With the new traffic patterns at O'Hare, a new Part 150 is timely and appropriate.
- A Part 150 study includes a list of actions to be implemented to mitigate aircraft noise impacts. The content of the Part 150 study is developed through cooperation and input from all stakeholders, including the public.
- A Part 150 study is preferred to a full Environmental Impact Statement (EIS) since a 150 is limited in scope; focusing only on airport noise impacts and mitigation. A Part 150 study typically takes 18-24 months to complete, compared to an EIS, which takes several years and its scope is much more comprehensive than just noise.
- Part 150 is on the agenda for the November 18, 2014 ONCC Technical Committee
- 91.99% of Bensenville residents supported a new 150 Plan in the November 4 election
- ***ACTION: Lobby the City of Chicago and ONCC to formally request the FAA update the O'Hare Part 150 Noise Compatibility Plan***



## Coalitions and Collaboration

- Village of Bensenville has been a member of the O'Hare Noise Compatibility Commission (ONCC) since 2009
- Suburban O'Hare Commission (SOC) meets regularly and is in the process of putting together a comprehensive strategy for reducing noise at O'Hare
  - Working to contract with JDA Aviation Technology Solutions in Maryland, experts in aviation safety, certification, and compliance
- Hired Lobbying Firm Lockridge Grindal Nauen PLLP in Washington DC
  - Federal relation experts specializing in aviation noise abatement, airport land use planning, and community/airport relations
- Participation in NOISE (National Organization to Insure a Sound Controlled Environment)
  - Affiliate of the National League of Cities
  - Coalition of locally elected officials and industry stakeholders working cooperatively to find workable solutions to excessive airport noise
- Membership in FAiR (Fair Allocation in Runways)
  - Coalition of community organizations dedicated to the equitable distribution of air traffic





**Questions?**