

O'Hare International Airport

IATA/ICAO CODE: ORD/KORD
CITY: Chicago
STATE: IL
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Nuriai Fernandez	William Brogan
Title:	Commissioner	Assistant Commissioner-Noise Office
Airport:	O'Hare International Airport	O'Hare International Airport
Address:	O'Hare International Airport Terminal 2, Mezzanine Level Box 66142 Chicago, IL 60666	O'Hare International Airport Terminal 1, Mezzanine Level Box 66142 Chicago, IL 60666
Phone:	+1 773 686 2200	+1 773 686 3563
Fax:	+1 773-686 3573	+1 773 686 4980
Email:		

Name: Maria E. Guheriez
Title: Environment Noise Office
Airport: O'Hare International Airport
Address: O'Hare International Airport
 Terminal 1, Mezzanine Level
 Box 66142
 Chicago, IL 60666
Phone: +1 773 894 5491
Fax: +1 773 686 4980
Email:
Airport Web Site: www.flychicago.com

ELEVATION: 668 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
4R/22L	8075	-	-	150
4L/22R	7500	-	-	150
9L/27R	7500	-	-	150
9R/27L	7967	-	-	150
10/28	13000	-	-	150
14L/32R	10005	-	-	150

14R/32L	9685	-	-	200
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

The "Fly Quiet" Program at O'Hare International Airport continues to be a primary nighttime noise abatement procedure in place for the surrounding communities. The program is a joint effort between the airlines, airport, and the FAA. Manuals which describe the preferred runways and flight tracks for routing traffic over less populated areas have been distributed to the airlines and controllers. In addition, the Ground Run-up Enclosure (GRE) at O'Hare is used to conduct run-ups. Noise Abatement Manuals can be obtained by calling the Noise Office at the number listed above.

[Link to Fly Quiet Program](#)

1. Procedure Implementation

A. Operators of turbojet-powered airplanes with a maximum certified takeoff weight over 75,000 lbs. should follow the standard noise abatement profiles unless otherwise authorized or directed by air traffic control; otherwise required under applicable provision of FARs; or an alternate profile is approved.

B. Use noise abatement runways when acceptable to the pilot for turboprop, turbojet, and large prop aircraft (prop aircraft of more than 12,500 lbs.) provided the following conditions are met:

- a. Runways are clear and dry, with braking action normal, i.e. there is no ice, etc.
- b. Wind velocity does not exceed 15 knots.
- c. Any crosswind does not exceed 80 degrees from either side of the centerline of the runway in the direction of use.

2. Departure procedures - for application between 2200 - 0700

A. Departure Profiles Utilize Manufacturer's Noise Abatement Profile when possible.

- a. Air carriers - Advisory Circular 91-53 (A) "Distant" or FAA approved alternate profile.
- b. Other aircraft - Utilize manufacturer's Noise abatement profile when possible.

B. Departure Flight Tracks

- a. 4R - Runway heading for 1 mile then right turn heading 090 degrees until 3,000 feet (following Kennedy Expressway).
- b. 22L - Left turn heading 180 degrees until 3,000 feet (following thru Tri-State Tollway).
- c. 27L - Right turn heading 290 degrees until 3,000 feet.
- d. 32R - Left turn heading 300 degrees until 3,000 feet (following the Northwest Tollway).
- e. All other runways - Runway heading until 3,000 feet.

3. Arrival Procedures

A. Daytime (0700-2200) Arrivals:

Approach control normally will vector all arriving turbojet aircraft at or above 4,000 feet MSL until intercepting the glide slope or established on final. Aircraft may be descended below 4,000 feet MSL within that area between the outer marker and 11 miles from the end of the runway when within three miles of the localizer.

B. Nighttime (2200-0700) Arrivals:

All IFR turbojet, turboprop and large prop aircraft shall be turned on final approach not below 4,000 feet MSL. If the ceiling permits, all VFR aircraft in the above categories shall be turned on final approach not below 3,500 feet MSL.

C. Reverse Thrust

The limited use of reverse thrust, a voluntary program, on arrival is encouraged between 2200-0700 to reduce nighttime noise impacts.

D. Hold Pad Delays

During extended delays on hold pads, it is suggested that you restrict unnecessary use of your engines to reduce noise and air pollution.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runway Usage

When feasible, these procedures shall be implemented before 2200 and extended beyond 0700, in preferential order:

- 14R arrivals - 27L and 14R departures
- 32L arrivals - 27L and 32L departures
- 27R arrivals - 27L and 32L departures
- 22R arrivals - 27L and 22R departures
- 9R arrivals - 9L and 9R departures

[Link to Preferential Runway Use Illustration on Airport's Website](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Unless weather conditions or availability prohibits, all turbojet engine run-ups shall be conducted in the Ground Run-up Enclosure (GRE). Approval shall be obtained by calling airport operations at (773) 686-2255, and in the event that an aircraft is unable to use the GRE, the 32L pad and 9R pad shall be utilized.

[Link to Ground Run-Up Enclosure: Policies, Procedures and Usage on the Airport's web site.](#)

APU OPERATING RESTRICTIONS - [NONE](#)NOISE BUDGET RESTRICTIONS - [NONE](#)NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	Residential 1995 Schools 1984	Residential: 5,945 Single family homes completed or underway - program is ongoing. School program: 114 schools completed, program is ongoing.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	No such program related to noise abatement.
Avigation Easements	-	None related to noise abatement.
Zoning Laws	-	No noise zoning laws.
Real Estate/Property Disclosure Laws	-	none
Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	Approximately 6,500 single family homes are within the 65 DNL area of the 2013 noise contour at O'Hare and 3,500 are now within the 2004 noise contour.
Airport Noise Contour Overlay Maps	2000	65 DNL Noise Contour
Total Cost of Noise Mitigation Programs to Date	-	More than \$565 million has been expended for the Residential and School Programs. 2006 - Four AIP grants for noise mitigation measures for schools near the airports:: \$6,250,000; \$5,625,000; \$2,375; and \$280,000
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Residential program is 100% paid for with PFCs. The School program is a 80/20% split between the FAA and City PFCs respectively.

NOISE MONITORING SYSTEM

[Map of Noise Monitoring System Locations](#)

Airport Noise Monitoring System with 31 permanent monitors, 13 portable monitors, FAA radar connection - flight tracking, noise complaint hotline.

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)