



14 CFR PART 150 NOISE COMPATIBILITY STUDY UPDATE

Greater Rockford Airport Authority

SPONSOR'S CERTIFICATION

The Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP) for the Greater Rockford Airport Authority (GRAA), hereby submitted in accordance with Title 14 CFR Part 150, were prepared with the best available information and are certified as true and complete to the best of my knowledge and belief.

The Existing Condition NEM is based on data generated for a timeframe representing the year of submission. The assumptions and activity levels used to develop the Existing Condition NEM are based on data from calendar year 2022 FAA Tower counts. The noise contours representing the existing condition are identified as the 2023 Noise Exposure Map.

The assumptions and activity levels used to develop the Future Condition NEM are based on reasonable forecasts and other planning assumptions. The Future Condition NEM is based on data generated for a timeframe 5 years in the future from the year of submission. The noise contours representing the future condition are identified as the 2028 Noise Exposure Map.

The NEMs and NCP were developed and prepared in consultation with Federal Aviation Administration (FAA) regional officials, the officials of the state, and of any public and planning agencies whose area of jurisdiction, or any portion thereof, is within the DNL contour depicted on the NEM, and other Federal officials having local responsibility for land uses depicted on the map. This consultation included regular aeronautical users of the airport, including air carriers and other aircraft operators, as appropriate.

It is further certified that prior to and during the development of the NCP, and prior to submission of the resulting program to the FAA, the GRAA afforded adequate opportunity for the active and direct participation of the state, public agencies and planning agencies in the areas surrounding the airport, aeronautical users of the airport, and the general public to submit their views, data, and comments on the formulation and adequacy of the NCP. Prior to submitting this NCP to the FAA, the GRAA held multiple public workshops and a public hearing.

This document constitutes the official NEMs and NCP for the Chicago Rockford International Airport (RFD), as recommended by the GRAA. The recommendations in this NCP are those of the GRAA, not the consultant or another party.

Date _____

Mike Dunn
Executive Director
Greater Rockford Airport Authority

AIRPORT NAME: Chicago Rockford International Airport

REVIEWER: _____
Sponsor's Certification



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NEM CHECKLIST

Noise Exposure Map (NEM) Checklist	Yes / No / NA	Page No.\Other Reference
I. IDENTIFICATION AND SUBMISSION OF MAP DOCUMENT:		
<p>A. Is this submittal appropriately identified as one of the following, submitted under 14 CFR Part 150:</p> <ol style="list-style-type: none"> 1. A NEM only? 2. NEM and NCP together? 3. A revision to NEMs which have previously been determined by FAA to be in compliance with Part 150? <p>B. Is the airport name and qualified airport operator's identified?</p> <p>C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determinations?</p>	<p>No</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>	<p>Letter of Transmittal</p> <p>Letter of Transmittal</p> <p>Letter of Transmittal</p> <p>Letter of Transmittal & Chapter 1, Page 1-1</p> <p>Letter of Transmittal</p>
II. CONSULTATION: [150.21(b), A150.105(a)]		
<p>A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?</p> <p>B. Identification:</p> <ol style="list-style-type: none"> 1. Are the consulted parties identified? 2. Do they include all those required by 150.21(b) and A150.105(a)? <p>C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?</p> <p>D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA region?</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>	<p>Chapter 1, pages 1-6 to 1-7 and Appendix D</p> <p>Chapter 1, pages 1-6 to 1-7 and Appendix D</p> <p>Chapter 1, pages 1-6 to 1-7 and Appendix D</p> <p>Sponsor's Certification</p> <p>Appendix D will contain the responses to comments made at the public hearing</p>
III. GENERAL REQUIREMENTS: [150.21]		
<p>A. Are there two maps, each clearly labeled on the face with year (existing condition year and future forecast)</p>	<p>Yes</p>	<p>Exhibits NEM-1 & NEM-2</p>

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Noise Exposure Map (NEM) Checklist	Yes / No / NA	Page No./Other Reference
B. Map currency:		
1. Does the existing condition map year match the year on the operator's NEM submittal?	Yes	Letter of Transmittal & Exhibit NEM-1
2. Is the future map based on reasonable forecasts and other planning assumptions?	Yes	Chapter 1, Pages 1-2 to 1-5, Chapter 3, Page 3-5, Appendix B, Appendix C, Pages C-60 to C-64
3. Forecast aircraft operations?	Yes	Appendix B
4. Forecast fleet mix?	Yes	Appendix B
5. Forecast Number of night operations?	Yes	Appendix B
6. Forecast Flight tracks or any planned IFPs under development?	No	NA
7. If the answer to 1 and 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing condition and future forecast conditions as of the date of submission?	NA	NA
C. If the NEM and NCP are submitted together:		
1. Has the airport operator indicated whether the future map is based on future contours without the program vs. contours if the program is implemented?	Yes	Letter of Transmittal & Chapter 4, Page 4-1 to 4-2
2. If the 5-year map is based on program implementation?	Yes	Letter of Transmittal
a. Are the specific program measures which are reflected on the map identified	Yes	Chapter 4
b. Does the documentation specifically describe how these measures affect land use compatibilities depicted on the maps?	Yes	Chapter 4
3. Only one future condition NEM can be designated for a finding under Part 150 Section 21(a)(1). The NEM forecast map must be based on reasonable forecast aircraft operations and other reasonable planning assumptions for the fifth calendar year or later beginning after the year the NEM's are submitted to the FAA. This does not preclude the inclusion of additional maps for supporting information, analytical purposes, or longer range planning.	Yes	Letter of Transmittal, NEM-2, Chapter 4, Exhibit 4-1

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IV. MAP SCALE, GRAPHICS, AND DATA REQUIREMENTS: [A150.101, A150.103, A150.105, 150.21(a)]		
A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 2,000'), and is the scale indicated on the maps?	Yes	Exhibits NEM-1 & NEM-2
B. Is the quality of the graphics such that required information is clear and readable?	Yes	Exhibits NEM-1 & NEM-2
C. Depiction of the airport and its environs		
1. Is the following graphically depicted to scale on both the existing condition and future maps: [A150.101e2,4]		
a. Airport boundaries	Yes	Exhibits NEM-1 & NEM-2
b. Runway configurations with runway end numbers	Yes	Exhibits NEM-1 & NEM-2
2. Does the depiction of the off-airport data include:		
a. A land use base map depicting streets and other identifiable geographic features	Yes	Exhibits NEM-1 & NEM-2
b. The area within the DNL 65 dB contour (or beyond, at local discretion)	Yes	Exhibits NEM-1 & NEM-2
c. Clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the DNL 65 dB contour (or beyond, at local discretion)? [A150.105(a),(b)]	Yes	Exhibits NEM-1 & NEM-2
D. Noise Contours		
1. Continuous contours for at least the DNL 65, 70, and 75 dB?	Yes	Exhibits NEM-1 & NEM-2
2. Based on current airport and operational data for the existing condition year NEM, and forecast data for the future NEM? [A150.101(a), (e), (3)]	No	Letter of Transmittal, Exhibits NEM-1 & NEM-2
E. Flight tracks for the existing condition and future forecast timeframes (which must use the same scale as the NEM, and the same land use base map as the existing condition and future NEM), which are numbered to correspond to accompanying narrative? [A150.101(e) (2)]	Yes	Appendix C, Exhibits C-11 to C-20

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<p>F. Locations of any noise monitoring sites (these may be on supplemental graphics that must use the same land use base map as the official NEMs). [A150.101(e) (7)]</p> <p>G. Noncompatible land use identification:</p> <ol style="list-style-type: none"> 1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps? [150.21(a), A150.101 (a),(b),(c),(d),(e) (5)] 2. Are noise sensitive public buildings identified? [150.21 (a)] National Register Properties? [150.101(e) (6), (9)] 3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend? 4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative? 	<p>No</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>NA</p>	<p>NA – No noise monitoring was conducted</p> <p>Exhibits NEM-1 & NEM-2, Chapter 3, Exhibits 3-1 and 3-2, Chapter 4, Exhibit 4-1</p> <p>Chapter 2, Exhibit 2-5, Appendix E, Table E-2, Exhibits NEM-1 & NEM-2</p> <p>Chapter 2, Exhibit 2-5, Appendix E, Table E-2, Exhibits NEM-1 & NEM-2</p> <p>NA</p>
V. NARRATIVE SUPPORT OF MAP DATA: [150.21(a), A150.1, A150.101, A150.103]		
<p>A. Technical Data:</p> <ol style="list-style-type: none"> 1. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative? 2. Are the underlying technical data and planning assumptions reasonable? [150.21(a) (1), A150.103(b)] <p>B. Calculation of Noise Contours</p> <ol style="list-style-type: none"> 1. Is the methodology indicated? <ol style="list-style-type: none"> a. Is it FAA approved? [A150.103(a)] b. Was the same model used for both maps? c. Has AEE approval been obtained for use of a model other than those which have previous blanket FAA approval? 	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>NA</p>	<p>Chapter 3, Appendix C</p> <p>Chapter 3, Appendix C</p> <p>Chapter 3, Chapter 4, Appendix C</p> <p>Chapter 3, Chapter 4, Appendix C</p> <p>NA</p>



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<p>2. Correct use of noise models:</p> <p>a. Does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?</p> <p>b. If so, does this have written approval from AEE?</p> <p>3. If Noise monitoring was used, does the narrative indicate the Part 150 guidelines were followed?</p> <p>4. For noise contours below DNL 65 dB contour, does the supporting documentation include explanation of local reasons (i.e., local planning purposes? Narrative explanation is highly desirable but not required by the Rule.</p> <p>C. Noncompatible Land Use Information: [150.21(a), A150.101(a),(b),(c),(d),(e) (5)]</p> <p>1. Does the narrative give estimates of the number of people residing in each of the contours (L_{DN} 65, 70, and 75 at a minimum) for both the existing condition and future maps?</p> <p>2. Does the documentation indicate whether Table 1 of Part 150 was used by the airport operator?</p> <p>a. If a local variation to Table 1 was used:</p> <p>(1) Does the narrative clearly indicate which adjustments were made and the local reasons for doing so?</p> <p>(2) Does the narrative include the airport operator's complete substitution for Table 1?</p> <p>3. Does the narrative include information on self-generated or ambient noise where noncompatible land use identifications consider nonairport/aircraft sound sources?</p> <p>4. Where normally noncompatible land uses not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?</p>	<p>No</p> <p>NA</p> <p>NA</p> <p>NA</p> <p>Yes</p> <p>Yes</p> <p>NA</p> <p>NA</p> <p>NA</p> <p>NA</p>	<p>NA</p> <p>NA</p> <p>NA</p> <p>NA</p> <p>Chapter 3, Table 3-4 & Table 3-5</p> <p>Appendix A, Table A-1</p> <p>NA</p> <p>NA</p> <p>NA</p> <p>NA</p>

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5. Does the narrative describe how forecasts will affect land use compatibility?	Yes	Chapter 3, Page 3-5, Appendix B
VI. MAP CERTIFICATIONS: [150.21(b), 150.21(e)]		
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?	Yes	Sponsor's Certificate
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?	Yes	Sponsor's Certificate
C. If NEM dates are older than the date of submittal (DOS), has the airport operator certified in writing that aircraft operations, fleet mix, number of operations, and airport operating procedures are representative of existing conditions, and that forecasts for future NEM remain valid as of the DOS? Often a sensitivity analysis is necessary.	NA	NA
Comments: NA		



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NCP CHECKLIST

Noise Compatibility Program (NCP) Checklist	Yes / No / NA	Page No.\Other Reference
I. IDENTIFICATION AND SUBMISSION OF PROGRAM:		
A. Submission is properly identified:		
1. 14 C.F.R. Part 150 NCP?	Yes	Letter of Transmittal
2. NEM and NCP together?	Yes	Letter of Transmittal
3. Program revision?	Yes	Letter of Transmittal
B. Airport and Airport Sponsor's name identified?	Yes	Letter of Transmittal & Chapter 1, Page 1-1
C. NCP transmitted by airport operator cover letter?	Yes	Letter of Transmittal
II. CONSULTATION: [150.23]		
A. Documentation includes narrative of public participation and consultation process?	Yes	Chapter 1, pages 1-6 to 1-8 and Appendix D
B. Identification of consulted parties:		
1. Are parties in 150.23(c) consulted?		Chapter 1, pages 1-6 to 1-7 and Appendix D
2. Public and planning agencies identified?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
3. Agencies in 2., above, correspond to those indicated on the NEM?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
C. Satisfies 150.23(d) requirements:		
1. Documentation shows active and direct participation of parties in B., above?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
2. Active and direct participation of general public?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
3. Participation was prior to and during development of NCP and prior to submittal to FAA?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
4. Indicates adequate opportunity afforded to submit views, data, etc.?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
D. Evidence included of notice and opportunity for a public hearing on NCP?	Yes	Chapter 1, pages 1-6 to 1-7 and Appendix D
E. Documentation of comments:		
1. Includes summary of public hearing comments, if hearing was held?	Yes	Appendix D

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2. Includes copy of all written material submitted to operator?	Yes	Appendix D
3. Includes operator's responses / disposition of written and verbal comments?	Yes	Appendix D
F. Informal agreement received from FAA on flight procedures?	NA	NA
III. NOISE EXPOSURE MAPS: [150.23, B150.3; 150.35(f)] (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)		
A. Inclusion of NEMs and supporting documentation:		
1. Map documentation either included or incorporated by reference?	Yes	Exhibits NEM-1 & NEM-2, Chapter 4, Exhibit 4-1, Appendix C, Large scale NEMs (1":2000') at back of document
2. Maps previously found in compliance by FAA?	Yes	Letter of Transmittal
3. Compliance determination still valid?	Yes	Letter of Transmittal
4. Does 180-day period have to wait for map compliance finding?	Yes	None
B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal)		
1. Revised NEMs included with program?	No	NA
2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made?	Yes	Letter of Transmittal
C. If program analysis uses noise modeling:		
1. AEDT, Heliport Noise Model (HNM) or FAA-approved equivalent?	Yes	Chapter 3, Appendix C
2. Modeling in accordance with A150.5?	Yes	Chapter 3, Appendix C
D. Existing condition and future maps clearly identified as the official NEMs?	Yes	Exhibits NEM-1 & NEM-2, Large Scale NEMs at end of document

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Noise Compatibility Program (NCP) Checklist	Yes / No / NA	Page No.\Other Reference
IV. CONSIDERATION OF ALTERNATIVES: [B150.7, 150.23(e)]		
A. At a minimum, are the alternatives below considered?		
1. Land acquisition and interests therein, including air rights, easements, and development rights?	Yes	Chapter 4, Measure LU-16, Appendix G
2. Barriers, acoustical shielding, public building soundproofing	Yes	Chapter 4, Measure LU-15, Appendix G, Appendix F
3. Preferential runway system	Yes	Chapter 4, Measures NA-10, NA-11
4. Flight procedures	Yes	Chapter 4, Measures NA-3, NA-7, NA-8, NA-9, NA-12, NA-13, NA-15, Appendix F
5. Restrictions on type/class of aircraft (at least one restriction below must be checked)		
a. Deny use based on Federal standards	No	NA
b. Capacity limits based on noisiness	Yes	Appendix F
c. Noise abatement takeoff/approach procedures	Yes	Chapter 4, Measures NA-3, NA-7, NA-8, NA-9, NA-12, NA-13, NA-15, Appendix F
d. Landing fees based on noise or time of day	Yes	Appendix F
e. Nighttime restrictions	Yes	Appendix F
6. Other actions with beneficial impact?	Yes	Appendix F
7. Other FAA recommendations?	No	NA
B. Responsible implementing authority identified for each considered alternative?	Yes	Chapter 4, Appendix F
C. Analysis of alternative measures:		
1. Measures clearly described?	Yes	Appendix F, Appendix G
2. Measures adequately analyzed?	Yes	Appendix F, Appendix G
3. Adequate reasoning for rejecting alternatives?	Yes	Appendix F, Appendix G
D. Other actions recommended by the FAA: Should other actions be added? (list separately on back of this form actions and discussions with airport operator to have them included prior to the start of the 180-day cycle)	NA	NA

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V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5]		
A. Document clearly indicates:		
1. Alternatives recommended for implementation?	Yes	Chapter 4
2. Final recommendations are airport operator's not those of consultant or third party?	Yes	Letter of Transmittal
B. Do all program recommendations:		
1. Relate directly or indirectly to reduction of noise and noncompatible land uses?	Yes	Chapter 4, Appendix F, Appendix G
2. Contain description of contribution to overall effectiveness of program?	Yes	Chapter 4, Appendix F, Appendix G
3. Noise/land use benefits quantified to extent possible?	Yes	Chapter 4, Appendix F, Appendix G
4. Include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM?	Yes	Chapter 4, Appendix F, Appendix G
5. Effects based on relevant and reasonable expressed assumptions?	Yes	Chapter 4, Appendix F, Appendix G
6. Have adequate supporting data to support its contribution to noise/land use compatibility?	Yes	Chapter 4, Appendix F, Appendix G
C. Analysis appears to support standards set forth in 150.35(b) and B150.5?	Yes	Chapter 4
D. When use restrictions are recommended:		
1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made?	NA	NA
2. Use restriction coordinated with APP-400 prior to making determination on start of 180-days?	NA	NA
E. Do the following also meet Part 150 analytical standards:		
1. Formal recommendations which continue existing practices?	Yes	Chapter 4
2. New recommendations or changes proposed at end of Part 150 process?	Yes	Chapter 4, Appendix F, Appendix G

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F. Documentation indicates how recommendations may change previously adopted plans?	Yes	Chapter 4, Appendix F, Appendix G
G. Documentation also:		
1. Identifies agencies which are responsible for implementing each recommendation?	Yes	Chapter 4
2. Indicates whether those agencies have agreed to implement.	Yes	Chapter 4
3. Indicates essential government actions necessary to implement recommendations.	Yes	Chapter 4
H. Timeframe:		
1. Includes agreed-upon schedule to implement alternatives?	Yes	Chapter 4
2. Indicates period covered by the program?	Yes	Chapter 4
I. Funding/Costs:		
1. Includes costs to implement alternatives?	Yes	Chapter 4, Table 4-5
2. Includes anticipated funding sources?	Yes	Chapter 4, Table 4-5
VI. PROGRAM REVISION: [150.23(e)(9)]		
A. Supporting documentation includes provision for revision?	Yes	Chapter 4, Measure PM-3



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OFFICIAL NOISE EXPOSURE MAPS

The following pages contain small-scale representations of the official Noise Exposure Maps (NEMs) for Existing (2023) and Future (2028) conditions and supporting maps for the Chicago Rockford International Airport. The official NEMs and supplemental maps, at a scale of 1 inch equals 2,000 feet, are included at the back of this document. The Existing (2023) NEM is based on data developed between 2021 and 2023. The Future (2028) NEM was developed based on an FAA approved forecast, approved noise abatement procedures and input parameters developed for the Existing (2023) NEM. The development of the Existing (2023) and Future (2028) NEM input parameters is further explained in **Chapter 3, Baseline Noise Exposure** and **Appendix C, Noise Modeling Methodology**.



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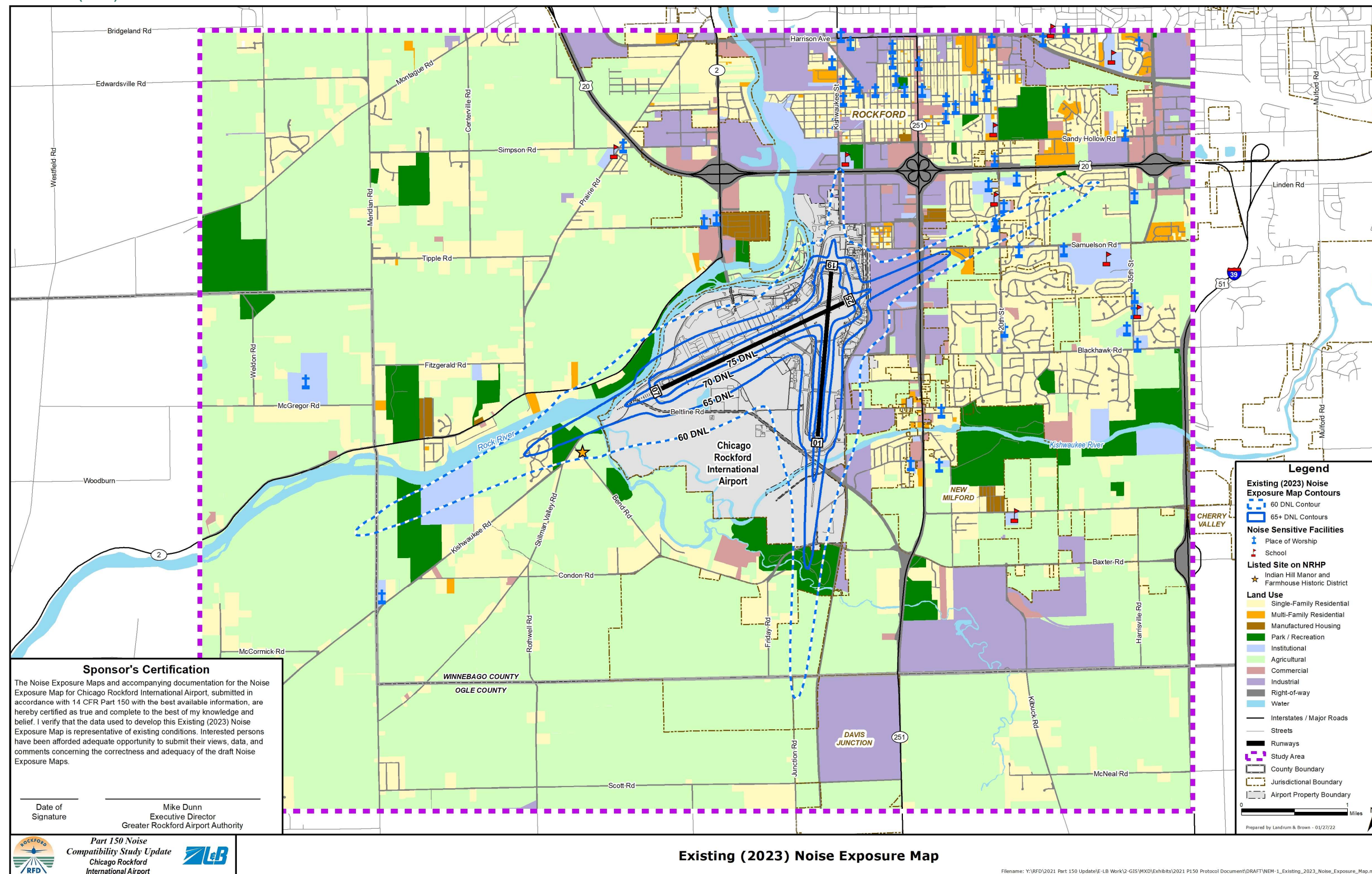
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EXISTING (2023) NOISE EXPOSURE MAP





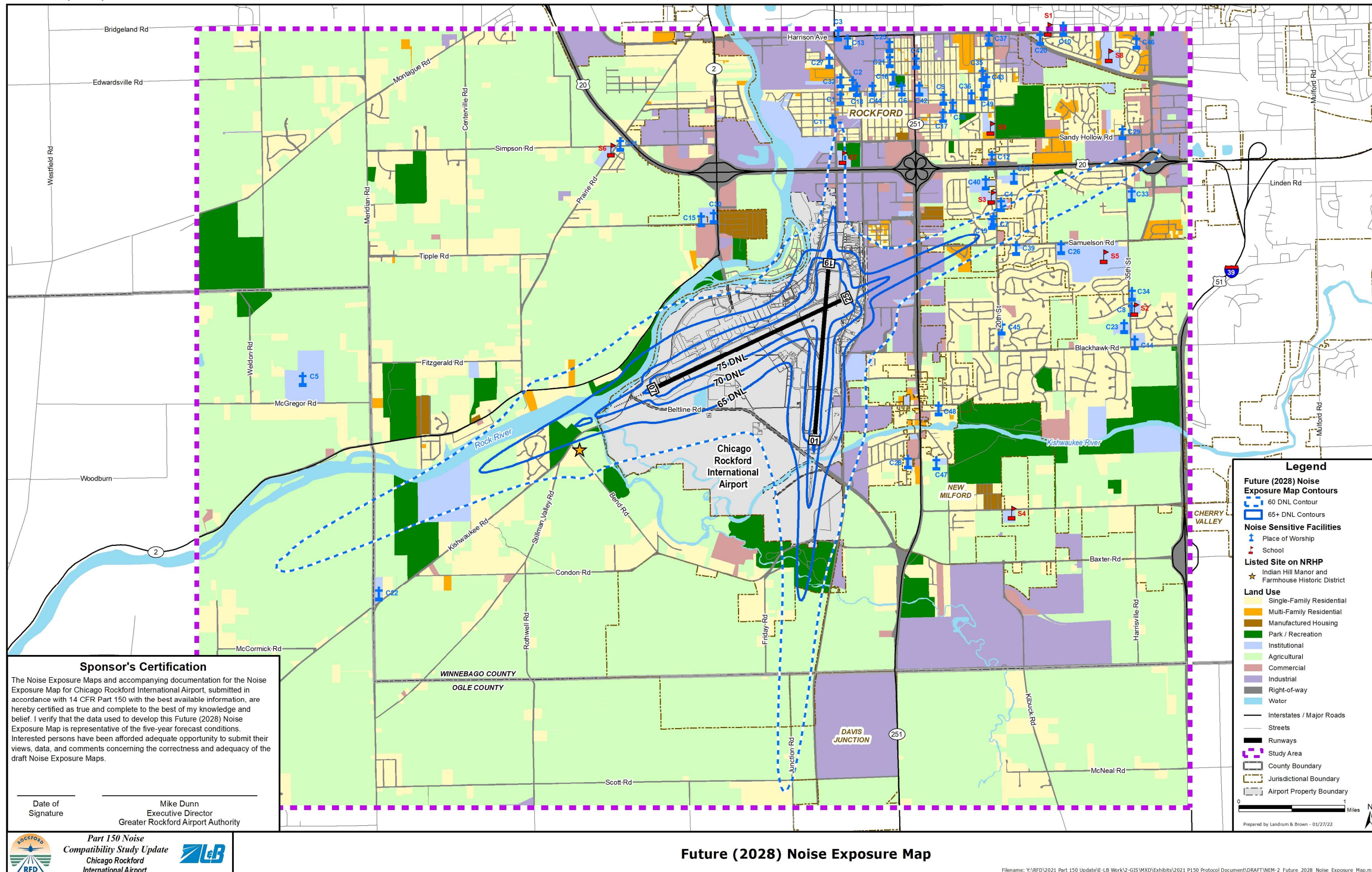
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FUTURE (2028) NOISE EXPOSURE MAP





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