



VILLAGE OF NORRIDGE

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March 11, 2014

Mr. Michael P. Huerta
FAA Commissioner
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Mr. Huerta:

I am writing to you on behalf of northwest side suburban residents in the Village of Norridge who have been affected by the increased air traffic being routed over our community east of O'Hare International Airport. This is a very serious situation that requires your immediate attention. Since the October 17, 2013 opening of runway 10C/28C, residents of the northwest side of Chicago have found themselves carrying the burden of O'Hare's traffic. There has been a dramatic increase in noise complaints -- to historic levels, in fact. In November of 2013 O'Hare put 90% of its inbound traffic solidly over the northwest side and the FAA's 70:30 plan has still yet to be fully implemented. This is an intolerable situation.

It is my understanding that Fair Allocation in Runways (FAiR) has reached out to you for a meeting on this issue. I would like to express my support for what FAiR is working to achieve and to ask that you meet with FAiR's representatives at your earliest possible convenience.

I stand with the FAiR Coalition, which is pro-O'Hare and pro-community. The changes imposed upon the community I represent and the surrounding communities without any substantive input, as well as the potential negative changes yet to come with future runways and utilization shifts, requires that homeowners, business owners and citizens have a real seat at the decision making table. I have attached FAiR's policy statement for your use.

I join with my northwest side suburban and northwest side city residents in insisting that the greatest possible care and consideration be afforded to the health, welfare, and well-being of residents who live, work, and own homes under O'Hare's flight paths. Increased traffic at O'Hare should not unduly and unfairly burden one area. I look forward to discussing my concerns with you directly. Thank you.

Very truly yours,

James Chmura
President
VILLAGE OF NORRIDGE



Fall 2013

- ¹ The new OMP will condense O'Hare air traffic to three main runways known as 9R/27L (Thorndale), 10L/28R (Lawrence) and 28C/10C (Wilson). In addition, this plan would shift 85% of night traffic from current runways to Thorndale, in an east-west flow between 11PM and 6AM.
- ² The following are some of the significant reasons why a SEIS is needed:
- The current method for determining if sound level from planes is high enough to for soundproofing is based on averaging sound over a 24-hour period ("DNL" – Day Night Level), which does not accurately reflect the stress of noise to area residents.
 - The noise contour has not been updated since the 2005 EIS "Record of Decision" ("ROD") for O'Hare modernization. An update is required at the end of the modernization plus five years, which tentatively puts this out to 2025. Homes outside the current EIS contour, which are experiencing greatly increased levels of noise, will not be offered sound proofing until that time.
 - The loss of hundreds of thousands of ash trees since 2005 was not addressed in the 2005 Environmental Impact Statement (EIS) which cited suburban, urban and Cook County Forest Preserve District trees as a component of the air and noise pollution mitigation. The loss of these trees is significant. Chicago trees alone save taxpayers millions of dollars in energy savings as well as reducing air pollution in a study completed by the US Department of Agriculture (Gen. Tech. Rep. NE-186, 1994).
 - Carbon dioxide emissions from jet aircraft are not included in the 2005 EIS and are not regulated.
 - Ozone and particulate matter measured and reported in the 2005 EIS, are now well above current EPS standards.
 - The FAA's Next Gen technology will allow more planes to land and takeoff on each runway concentrating noise into a virtual railroad track in the sky in approaching or departing from runways.
- ³ Fly Quiet Program is currently a voluntary program that encourages pilots and air traffic controllers to use designated nighttime preferential runways and flight tracks that direct aircraft over less populated areas, such as forest preserves, highways, and industrial areas (source: Chicago Dept. of Aviation).

Let your voice be heard. Register aircraft noise reports at:

<http://www.oharenoise.org>

scroll down to the box labeled **Noise Complaints** and click the link for **Noise Online**

Or call 800-435-9569 to report aircraft noise

A minute of your time will help make our skies quieter

Sign the FAiR Online Petition to halt the takeoff and landing plan.

www.fairchicago.org

FAiR is a coalition of community organizations dedicated to the equitable distribution of O'Hare aircraft traffic.

Contact: Jac Charlier • (773) 266-1420 • jac.charlier@gmail.com

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