September 11, 2012
Mr. Cooper:

In response to your manufactured letter stating that everything is the same as 2011, nothing has changed according to the information provided to you. You have taken the position that condones the actions of the air traffic controllers' tactics of terrorizing the citizens of this area and further demonizing the value of life for the residents that are being so very negatively impacted. Your lack of concern and failure to act on the information that has been brought to you, as a representative of the FAA, has been compromised and manipulated by the local government to be the tool for the further demise and destruction of this area. This is just another documented tactic that is being utilized by our mayor to blight our area and cut our neighborhood off from the north of Arlington Heights. This fight has been going on for some time and now the actions include the use of the FAA as another tool for them to continue to harass and drive the value of our homes down.

We do not live in a business district as we have been categorized and the FAA has allowed. We live in a community of very nice homes and we pay very high taxes to have these homes and to live here. It is illegal for the FAA, as advocates for the citizens, as stated by Secretary LaHood's office, to dump the high amount of plane traffic over our area and homes no matter what the mayor says. The airspace is not to be given up to preferential treatment for only a few at the sacrifice of others. The EPA and your very own tax payer funded Environmental Impact Study clearly states that you cannot negatively impact any one area as you have written you are going to continue to allow and condone.

We live exactly 11.64 miles from O'Hare Airport and that is non-negotiable per maps, Google Earth, and Map Quest. Where did you get your information we live only 5 miles away? Explaining the true reason we are ineligible for sound proofing of our home. We are not within the noise contour and should not have the volume or low altitudes of flights flying over and around our home (substantiated by the O'Hare Contour plan, Sound Commission, the Environmental Impact Study and the EPA). We are too far away to be impacted at all.

It is inaccurate information that the airspace over and around our home is receiving the same amount of air traffic as in 2011, which you state is only 10% of all O'Hare aircraft operations, departures and arrivals. Here are the documented facts: in 2011 O'Hare Airport's total aircraft operations were 878,798. As you stated, runway 14R/32L only received 10%-20% of that number on a monthly basis. Therefore in 2011, we received approximately 7323 planes per month, giving us 244 aircraft per day. Also the 10%/244 planes per day were not flying at such low altitudes over our homes.

According to the data given by the CDA, you are absolutely incorrect in stating that nothing has changed in 2012 compared to 2011. In 2012 the average daily aircraft operations over our homes equals approximately 2625, which is 40% of all O'Hare operations for a 24 hour period. For example, on June 27th there were 887 total flights passing over our home from our "virtual gate", 731 arrivals and 156 departures. That is more than a 40% increase from 2011. That

equals approximately 37 planes per hour versus 2011 10 planes per hour, again over a 40% increase (not counting the multiple planes flying in different directions simultaneously over our homes that you state in your letter is happening and with good judgment by the FAA). If we were still at 10% of all operations that would give us only 262 planes in a 24 hour period, not the 887 documented – that is a huge discrepancy. Also according to Mr. Frame's reports we are not only affected by these flights using 14R/32L over the airspace over our home. We are also affected by numerous other runways, which you have clearing confirmed in your letter, proving our information accurate, whose flights are turning in order to divert other areas' airspace to fly over our home, thus giving us approximately 1440 planes per day. That constitutes a more than 70% increase from your stated 10%.

According to the Sound proof Commission, the Environmental Impact Study, EPA, and the FAA guidelines when there is an increase in aircraft volume over any particular residential area the homes must be sound proofed or the FAA must correct the problem and return the volume back to what it was, which would be the 10%, 244 planes per day as documented for 2011.

The DNL noise levels, as you are measuring, becomes inaccurate and obsolete information based upon the sheer volume of planes flying over our home at altitudes of 1500 to 2000 ft., climbing or descending all while making sharp turns. You are also flying the largest loudest planes directly over our home. The noise levels may very well be within the acceptable DNL range per individual plane for residential areas that are receiving acceptable levels of aircraft at reasonably high altitudes, but the volume increase of aircraft over our home plus the low altitudes, equaling a plane every minute, makes the noise level actually well above what the Environmental Impact Study, the FAA, and the EPA guidelines dictate as acceptable. The sound levels of individual planes may be lower, unto themself, but when you increase the number of planes, flying consecutively; to over 70% you also increase the actual noise levels by more than that. That constitutes the FAA to correct the problem.

It is stated in the Environmental Impact Study under the Environmental Clause, the EPA, and according to the ONCC (which the FAA is following their recommendations) that the noise of one plane during the nighttime hours of sleep equals the noise level of 10 planes going over all at once. According to the CDA, we are impacted by 50% of all nighttime departures and 20% of all nighttime arrivals. The airspace over our home is impacted during the sleep hours at the highest level compared to all other residential areas. You have yet to answer why this is occurring and why we are discriminated against by not receiving the same nighttime considerations as other residential areas during the sleeping hours of 10:00pm-7:00am. We average 80 planes from just runway 32L/14R (not including the various other runways' flights utilizing our airspace) a night equaling the sound levels of 800 planes passing through in a nine hour period.

According to data from the CDA, the airspace over our home is receiving 91% of all the planes departing and arriving from runway 32L/14R and 14L/32R while residential areas sitting Center Left only receive 9%. Furthermore, our home sits closer to center left as per the reports, so

why are we being hit the hardest? This is further proof that your information stating only 10% of operations fly over our home is undeniably incorrect.

Based on the Environmental Impact Study and the EPA, the FAA is unquestionably liable due you are allowing one residential area, which includes a high school, residential neighborhoods, and low income housing to be impacted at a greater level than surrounding areas, both day and night, in an effort to give quiet airspace to preferred residential areas. This is major undeniable discrimination against one area in favor of others which is illegal. Yet, you have not answered why the FAA insists on going against the mandated laws of environmental justice by continuing to destroy one residential area by continuing to impact the area at the highest level, compared to surrounding areas, with no consideration to correct it and blatant disregard to acknowledge the true facts?

We would like complete data documentation substantiating and proving all of your manufactured facts.

We want to see all data clearly showing how all flights over our home are being separated, by both space and time.

We want data showing how our airspace is directly impacted by runway 14R/32L along with each and every other runway impacting our airspace over our home.

We want an explanation as to why there are multiple flights flying through an approximately 1 mile by 1 mile subdivision at the same time within close proximity to each other. What we have witnessed is unquestionably scary to our safety and wants a direct answer and data proof substantiating your answer.

Why is surrounding are space not being utilized at a higher level to absorb some of the volume and noise? Why are planes not being spread out?

Why are planes diverted away from the forest preserve, highway, and business areas to fly through our residential neighborhood and then turn over us to head back to the highway to continue on their destination along the highway?

Why are you discriminating against us by not including us in the night fly quiet program? Why are you outright denying us the ability to sleep in our homes like everyone else?

Mr. Cooper, your decision to ignore and blatantly deny the true facts before you is not only illegal but has not put unquestionable liable on the shoulders of yourself and the FAA. You, the FAA, and the air traffic controllers along with the Village of Arlington Heights are blatantly stealing our home and property from underneath us.

We want these illegal life destroying conditions corrected back to what you clearly state in your letter is the situation, only 10% of all operations getting us back to our 240 planes per day flying

at much higher altitudes like they were in 2011. Our final question we want definitively answered is: when will this be corrected so we can go back to having quality of life we so deserve?