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89, 214, 234, 299, 401

August 6, 2015

Commissioner Ginger S. Evans
Chicago Department of Aviation
10510 West Zemke Road
PO Box 66142
Chicago, IL 60666

Re: CDA's July 31, 2015 Recommendations to Address O'Hare Airport Noise Issues

Dear Commissioner Evans:

As Chair of the O'Hare Noise Compatibility Commission (ONCC), an entity operating under an intergovernmental agreement and recognized by the Federal Aviation Administration (FAA) as representing the O'Hare noise-related interests of close to 1.3 million people represented by its 55 member signatories, I am writing to commend you and the Chicago Department of Aviation (CDA) for your constructive and innovative approach to the analysis of options to mitigate and abate O'Hare noise and your recommendations conveyed on July 31, 2015. We, like you, are prepared to build on the work of the past and move forward.

While some of CDA's recommendations will take time to be acted upon, and involve significant discussion among various parties and subsequent FAA approval prior to any execution, ONCC believes a number of your recommendations can be readily endorsed and implemented.

In particular, ONCC endorses the following recommendations and urges you to dedicate the resources necessary to achieve them:

- 1.A.5. Redesign the Ground Run-Up Enclosure (GRE).
- 1.A.6. Require One-Engine Airfield Taxiing.
- 1.A.7. Add Noise Abatement Signs.
- 1.A.8. Add the Fly Quiet Program to the Pilot Aeronautical Charts.
- 3.A. Upgrade the CDA Webpage to include expanded content on airport noise and operations.
- 3.B. Continue to explore new noise software.
- 3.C. Improve the collection of stakeholder noise concerns.
- 3.D. Review Industry "Best Practices".
- 3.E. Maximize the use of social media to update citizens on relevant noise topics.
- 3.F. Report single-event noise data.
- 4.B. CDA enhance opportunities for citizen involvement.

On-Going Noise Measures – continue to study emerging issues and implement measures after rigorous analysis and required co-ordination. ONCC concurs with and supports CDA's commitment to the examples cited in the recommendations regarding phase out of the MD80 fleet, FAA's reconsideration of the 65DNL noise standard, addition of newer Stage 4 aircraft to the airlines' fleets, and enhancements to the monthly ANMS and quarterly Fly Quiet reports.

ONCC also appreciates CDA's recommendations with respect to abatement (Fly Quiet Rotation, Use of 14R/32L, Modify and Enhance Preferential Departure Procedures), full OMP build out, airspace changes, and additional sound insulation/mitigation programs (especially within the 70 DNL contour, those homes that were insulated early in the process and may need upgrades, and certain facilities other than schools and homes). These options will clearly require significant additional efforts, including the implementation of direct citizen involvement in order to reflect their concerns in any recommendations presented to the CDA and FAA for concurrence/approval.

To that end, I am reiterating my commitment to:

1. Establish an ad hoc committee that will create a proposal for an interim Fly Quiet Program to be effective during the interim period between the commissioning of Runway 10R/28L and full build-out.
2. Working with the ONCC Executive Committee, formulate a proposal for enhanced citizens' participation, a preliminary list of topics to be addressed by the ONCC in order to advance the achievement of enhanced noise abatement/mitigation, and a process for iterative efforts among ONCC's Tech Committee, the Ad Hoc Fly Quiet Committee, the full ONCC, CDA, the airlines and the FAA. In particular, ONCC is appreciative of the professional contributions of the Suburban O'Hare Commission (SOC) and its consultants and will invite their participation. Given that many SOC members are also ONCC members I do not anticipate this will be a problem.

As I indicated in my closing remarks at the July 31 Memorandum of Understanding meeting, we are the beneficiaries of an important convergence of circumstance that provides us with the imperative, the tools and the talent to continue our leadership in dealing effectively with airport community noise issues at O'Hare. This includes the anticipated final FAA EIS re-evaluation of interim conditions, an important model of "as-is" conditions from which we will seek improvement. I appreciate the great working relationship between ONCC and the CDA and look forward to a very busy and rewarding effort in the coming months.

With high regards,

Arlene A. Juracek
ONCC Chair and Mayor of Mount Prospect