

## Camacho, Jeanette

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**From:** FAiR Leadership <fairchicagoleadership@gmail.com>  
**Sent:** Thursday, April 28, 2016 1:40 PM  
**To:** Evans, Ginger; Camacho, Jeanette; ajuracek@mountprospect.org  
**Subject:** Fly Quiet Rotation Plan

Dear Commissioner Evans and ONCC Members,

As a coalition that includes thousands of members, dozens of elected officials, dozens of neighborhood organizations and is the voice of the tens of thousands of people affected by the flight paths at O'Hare, FAiR would like to acknowledge the hard work of the ONCC Fly Quiet Ad Hoc committee and the CDA consultants that has resulted in the current Fly Quiet recommendations. We are grateful for the opportunity to be part of the process. The overwhelming negative affects that the flight changes have had on people's quality of life, and particularly their sleep, should not be ignored and we appreciate that the CDA and ONCC has taken this issue seriously and sought to find solutions.

Although we support the concept of overnight Fly-Quiet Rotation, FAiR still contends that a true balance of overnight operations is only achievable if all the runways including both 14 / 32 diagonals are part of the permanent Fly Quiet rotation.

FAiR understands the value of a testing phase with the opportunity for community feedback but has the following reservations as this process unfolds:

Three of the four diagonal rotation configurations depend on 14R/32L. Five of six weeks of diagonal rotations depend on 14R/32L. The heavy reliance on 14R/32L in this rotation plan clearly demonstrates its viability not only in the interim, but as a permanent tool for noise mitigation and yet it is slated for closure during the later part of 9C / 27C construction. Diagonal runway 14L / 32R is not part of the rotational plan and is scheduled for a July demolition as part of the 9C / 27C EAST sixth runway construction contract yet to be awarded in spite of being one of the best suited Fly Quiet runways for land compatibility.

As noted by CDA at the April 19th Technical Committee Meeting, 14R departures have the ability to gain altitude over a large portion of the airfield before impacting the surrounding community. 14R arrivals uniquely place aircraft over the most compatible land use corridor surrounding the airport. There is no technology that can replicate this approach on a parallel runway. Maintaining both 14/32 runways would allow additional rotation plans to mitigate noise impacts in these corridors.

But because these two diagonal runways will not be part of the permanent FLY QUIET 2 overnight rotation, **noise relief will be limited at best.** In addition, to maintain the current alternating parallel/diagonal configuration plan, this burden would shift to the 4/22's with the closure of 14R/32L. FAiR is concerned that because this is an interim plan and because the two best suited Fly Quiet runways are scheduled for decommissioning, a final rotational plan will have vastly different impacts to the communities.

One other concern is that O'Hare will have limited opportunities for rotation during crosswind and tailwind events especially when larger aircraft will be given the preference of using the longer east / west runways. As capacity increases, FAiR contends that an accurate projection of overnight operations point to an increase in cargo operations using larger aircraft that would require longer runways.

Lastly, we are disappointed that the Fly Quiet plan does not include the shoulder and off-peak daytime hours which are very difficult for residents who endure jet noise and pollution all day and night every day and night for weeks at a time.

As stated with the preceding reservations in mind, FAiR supports this rotation concept as well as its application beyond Fly Quiet II. We see this plan as the first of many steps to be taken to solve this crisis. It is important for all of the ONCC members and particularly those who oppose a rotational plan to realize that while the entire Chicago Metropolitan Area benefits from the airport, the burden of the O'Hare expansion and the changes in flight paths is shouldered by a condensed group of highly populated neighborhoods which is grossly unfair. While the benefit of the airport is equally distributed across the region, the noise and pollution burden is not and the current Fly Quiet II rotation seeks to make that more equal.

Thank you.  
FAiR Leadership