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November 13, 2009

Ms. Rosemarie S. Andolino, Commissioner  
Chicago Department of Aviation  
O'Hare International Airport, Building 804  
10510 West Zemke Boulevard  
Chicago, Illinois 60666

***Subject: Village of Itasca - Permanent Noise Monitor Request***

Dear Ms. Andolino:

We wish to thank you and the Department of Aviation for assisting us with the deployment of the long term temporary monitor in our Village. On behalf of the citizens of Itasca, we appreciate the effort to collect this noise information. We are all becoming aware of the potential of significant noise and visual impacts due to the relocation of aircraft from runway 14-32; and the movement of this air traffic to runway 10/28.

The establishment of the O'Hare Noise Compatibility Commission has provided our Village with an opportunity to obtain information that can be shared with our residents.

The following items have been identified as items or issues that are of high concern to our Village. We would appreciate a response to these.

1. We are requesting that the temporary monitor be converted to a long term permanent monitor. As you are probably aware, a number of noise monitors exist in the sound monitoring network that provide little benefit. We suggest that one of these be relocated as soon as practicable.
2. The nighttime noise levels over our Village have increased dramatically when runway 10 is used as an Arrival runway. With the extension of this runway, the Arrival Profile and current descent glide slope, the noise footprint is pushed farther into our community. There have been some nights when the planes are arriving at a heavy rate from as early as 4 A.M. As a matter of fact, on Sunday morning October 25<sup>th</sup>, the Arrivals on 10 began at 4:30 A.M. and continued into midday. We are disappointed in this increase in noise and want to determine if this is an aberration or should we be expecting that this will be a regular occurrence. How many flights did land between 4:30 and 7:00 A.M. on the 25<sup>th</sup>? We are aware that Fly Quiet is a departure driven component of nighttime flights; will

there be an Arrival component as well? A modification to the current glideslope would minimize the noise footprint for the Arrivals, we are aware that several airports in the US and numerous airports throughout the world have glideslopes that are much steeper than 3%. How can we assist in getting the steeper glideslope approved for O'Hare?

3. We have read the October 6, 2009 letter from Mr. Cooper of the FAA and are disappointed in his message. We would like to see a more rapid implementation of RNAV and RNP at O'Hare. This would assist in moving the Arrival aircraft and the associated noise to areas with less people. We would like for you and the City of Chicago to take a more proactive stance on implementing RNAV and RNP. In addition to reduced noise impacts for our citizenry, we could well see a reduction in fuel and overall pollution in the area.
4. One last request; we are interested in obtaining analytical data on the current air pollution associated with O'Hare as well as the projected concentrations at full OMP build out, would you please direct us to that information?
5. We are requesting that the sound information from the temporary meters be provided in a more timely fashion. The most recent information provided to us for our temporary meter was 2008.

The development and delivery of the monthly Fly Quiet Report, and the revisions and reinvigoration of the Fly Quiet Efforts assist us in communicating to our residents that we are all working together to minimize noise impacts.

The Village of Itasca wishes to reiterate that we are committed to the O'Hare International Airport Modernization efforts. We have appreciated the economic benefits that have been brought to the region.

Thank you for your consideration; if you have further questions please call me at 630.310.7537, Mike Latoria at 630.207.9800 or Steve Zehner at 815.459.1260.

Very Truly Yours,

Jeffery J. Pruy  
Village President