

ONCC RESOLUTION 2012 - __

WHEREAS, the O'Hare Noise Compatibility Commission ("ONCC") is an intergovernmental entity established to provide a common forum for interested parties to have a voice in noise issues related to Chicago O'Hare International Airport ("O'Hare") and whose responsibilities pursuant to the Intergovernmental Agreement Relating to the O'Hare Noise Compatibility Commission among the City of Chicago and various other communities and school districts include determining certain Noise Compatibility Projects, oversee an effective and impartial noise monitoring system, direct further development of the noise compatibility program for the ONCC Area, and advise the City of Chicago concerning O'Hare related issues;

WHEREAS, the stated mission of the ONCC is to strive to reduce the impact of aircraft noise through home and school sound insulation, and to reduce aircraft noise, whenever possible at its source and thereby enhance the quality of life for area residents;

WHEREAS, the ONCC may make recommendations to the City of Chicago regarding noise reduction programs at O'Hare including, but not limited to, the use of new technologies and flight patterns, preferential runway usage, the implementation of sound insulation programs and implementation of FAA standard noise abatement, take-off and high altitude approach procedures;

WHEREAS, the ONCC maintains a noise monitoring system (for which the ONCC may request that the City of Chicago retain and pay the cost of a third party vendor to provide independent management and oversight of the system) for the purpose of assisting in determining the eligibility and priority of proposed Noise Compatibility Projects for schools, enhancing public understanding of noise issues, and monitoring trends in aircraft noise.

WHEREAS on September 30, 2005, the Federal Aviation Administration ("FAA") issued a Record of Decision ("ROD") regarding the O'Hare Modernization Program ("OMP"), whose implementation altered and will alter the areas affected by aircraft noise, and consequently the particular communities impacted by such noise.

WHEREAS, Section 9.1 of the FAA's ROD requires sound insulation to be offered only to those residences that the FAA projects will be affected by the implementation of the OMP, specifically only those residences that experience a yearly average day-night sound level ("DNL") increase of 1.5 decibels or more within the 65 DNL or greater contour of the OMP Build-Out Noise Contour or which are newly within the 65 DNL or greater noise contour according to the projected O'Hare Noise Contour map;

WHEREAS, on October 25, 2011 the City of Park Ridge made a formal written request to the FAA for a Supplemental Environmental Impact Statement ("SEIS") and for a meeting with the FAA to discuss O'Hare expansion impact issues on surrounding communities, stating that substantial changes to the proposed expansion at O'Hare and significant new circumstances and information relevant to environmental and noise

concerns bearing on the proposed action and its impacts warrant an SEIS for the area surrounding O'Hare. A copy of that written request is attached hereto as Exhibit A.

WHEREAS, Park Ridge's October 25, 2011 request itemized numerous changes to the EPA rules and regulations since the Final Environmental Impact Statement ("FEIS") concluded almost 7 years ago, noting for instance that the initial noise studies in the FAA's EIS utilized FAA methodologies that have been in place, without modification, since 1992, even though over the past twenty years many studies have found that the impacts from exposure to noise from aircraft is more significant than previously accounted for which has the potential to affect many children in the communities surrounding O'Hare.

WHEREAS, the FAA noise threshold from the 7 year old FEIS for noise in schools is 60dB, but the World Health Organization currently recommends a maximum allowable level of Leq 35 dBA in learning environments.

WHEREAS, Park Ridge's October 25, 2011 request further asks that the FAA readdress the noise assessment taking into account actual and changing data accumulated over the years because the current FAA monthly noise monitoring data is not the bases for the noise contours presented in the FEIS as those noise contours did not utilize actual data from the surrounding areas, but rather was based upon hypothetical inputs, with results which remain unconfirmed.

WHEREAS, the FEIS did not, and could not in light of current research, fully account for the increased health risks communities surrounding airports are subject to due to increased noise levels and an SEIS would address the newly discovered and significant health effects of noise exposure.

WHEREAS, on February 23, 2012 the FAA responded to Park Ridge's request stating that it was not provided sufficient information to warrant the preparation of an SEIS.

WHEREAS, on October 4, 2012 the City of Park Ridge made a second written request replying to the FAA's February 23, 2012 letter and again requesting an SEIS and at a minimum a meeting with the FAA to discuss O'Hare expansion impact issues, including noise issues, on surrounding communities. A copy of that second request is attached hereto as Exhibit B.

WHEREAS, the ONCC finds that it is reasonable, and within the purpose of its mission, that an SEIS and/or a meeting with the FAA to discuss and address O'Hare expansion impact issues, including the noise issues set forth above, will benefit the ONCC member communities surrounding O'Hare;

WHEREAS, the ONCC finds that the attached letters to the FAA seeking an SEIS and a meeting with the FAA to discuss O'Hare issues, including noise issues for the ONCC member communities, achieves the goals of the ONCC including: (1) enhancing public understanding of noise issues; (2) monitoring trends in aircraft noise; (3) making

recommendations for implementation of FAA standard noise abatement; and (4) reducing aircraft noise, whenever possible at its source, and thereby enhancing the quality of life for area residents;

NOW THEREFORE, be it hereby resolved by the ONCC that:

1. the above recitals are hereby incorporated by reference as if expressly set forth herein;
2. that the ONCC supports the attached October 25, 2011 and October 4, 2012 requests directed to the FAA;
3. that this resolution shall have full force and effect from the date of its passage.

DATED this ___ day of _____, 2012

Ayes:_____ Nays: _____ Abstentions:_____

ONCC Chairperson

Attachments: Exhibit A
Exhibit B